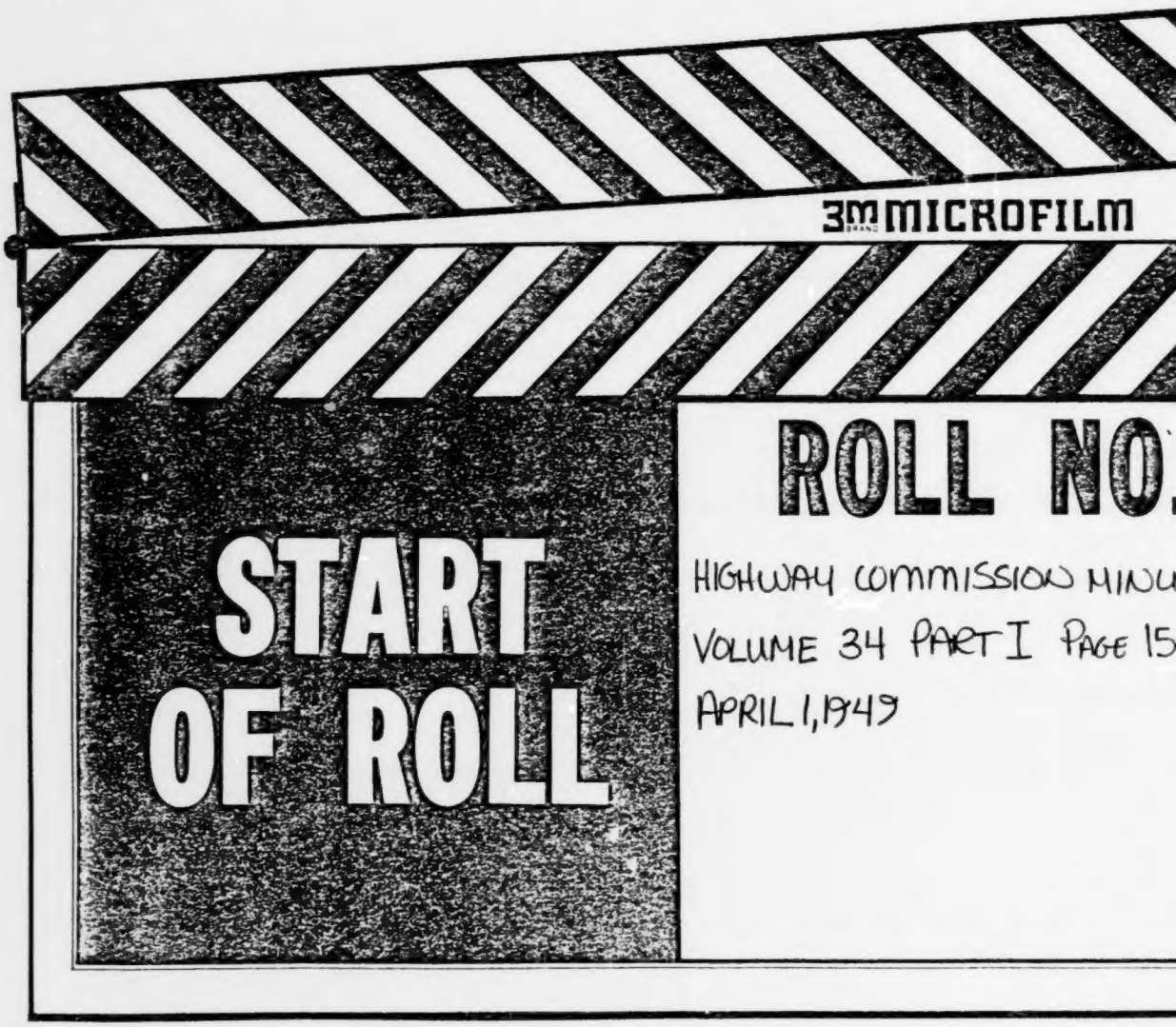

3M BRAND MICROFILM
START
OF ROLL
ROLL NO.
HIGHWAY COMMISSION MINU
VOLUME 34 PART I PAGE 15
APRIL 1, 1949

VOLUME 34

PART I

PART I

OF

VOLUME XXXIV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1949

TO

JUNE 28, 1949

- - - - -

OREGON STATE HIGHWAY COMMISSION

T.H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner

- - - - -

R.H. Baldock, State Highway Engineer
H.B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1949	Subject
15696	Apr.11	Chas. H. Reynolds introduced as new Commissioner filling vacancy created by resignation of A.W. Schaupp.
		Bids received on the following projects:
		Youngs Bay and Lewis and Clark River Bridges
		McCullough Bridge, Eastside Bridge and Enegren Ferry
15697		Collins Creek and Parkdale Sections
		Mosier Rock Production Project
		Merrill Rock Production Project
		Rainrock-Alderwood Park Rock Production Project
		Deadwood Buildings
		Harrisburg, Springfield, Creswell and Eastside Bridges
15698		Yaquina Bay Bridge at Newport
		Corvallis-Albany Section
		Albany Traffic Signals
15699		Alder Street-Sheridan Street Section, Portland
		Irrigation Ditch Bridge, Hermiston
		Stanfield-Pendleton-Adams Reoiling Project
		Amity Section
		Minutes of January 24 and 25 and February 28 and March 1, 1949 approved.
		Forest Hwy. Program. Projects for allocation of 1946, 1947 and
15700		1950 fiscal year funds approved tentatively. Letter signed.
15708		Parks. Parks Superintendent reports on following:
		Waysides. Central Oregon, McKenzie, and Ochoco Hwys.
		Preservation of Juniper. Policy statement signed.
15710		Deschutes River Park. Bend. Purchase of house for use by caretaker approved.
		Parks Roadway Betterment. Improvement projects approved.
		Bend District. Appointment of park supervisor. Superintendent to submit detailed report re duties.
15711		Champoeg State Park. Memorial Bldg. Bldg. design approved.
		Silver Falls State Park. Concession privileges. Agreement with Ralph S. Nohlgren extended to December 1, 1949.
		Silver Falls State Park. Cordwood. Agreement with Wayne Simeral for furnishing wood approved.
		Sale of wayside timber snags. Wilson River and Sunset Hwys. Timber to be advertised for sale.
		State Parks Surveys to establish boundaries approved.
15712		Lincoln County. Depoe Bay. Construction of public restrooms Action deferred. (See page 15737)
		Waysides. Warm Springs Hwy. Acquisition of area between hwy. and Deschutes River. Further negotiations ordered.
		Real Property. Options approved. See EXHIBIT "A".
15713		Jackson County. Sams Valley Secdy. Hwy. Table Rock Road-Dodge Bridge Section. Settlement for R/W and construction of cattle pass. Assistant Attorney to report.

Page	Date 1949	Subject
15713	Apr. 11	Real Property matters. All estimated expense to be included in amount of options as listed.
		Portland. Sullivan Gulch. Rental of certain properties for longer periods than six months. Counsel to report.
		Payment of taxes on rented properties. Counsel to consult with Multnomah County Assessor.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Lane County. Willamette Hwy. Lost Creek-Lowell Section. Construction not to be deferred pending action by Congress on
15714		dam near Dexter.
		Umatilla County. County road repairs. Loan of $150,000 to county approved. Counsel to handle. (See page 15750)
		Clackamas County. Jennings Lodge. Vacation of portion of unnamed street in First Addition. Counsel to handle.
		Tillamook County. Oregon Coast Hwy. Tillamook-Pleasant Valley.
15715		Settlement with Raymond Eastwood for R/W approved.
		R/W. settlement with Louis Fleck approved.
		Clackamas County. Oswego Hwy. Oswego. Lease or sale of small portion of R/W to Louise Bissaillon. Counsel to report.
		C.W. Enfield and Samuel A. Hall appointed Assistant Counsels. See EXHIBIT "B".
		Forrest Cooper transferred to Legal Dept. as Supervisor of Right of Way staff.
		John W. Cattrall appointed Acting City and County Relations Engineer.
15716		Tillamook County. Oregon Coast Hwy. Tillamook-Pleasant Valley. R/W settlement with Herman B. Jacobs deferred.
		Polk County. Pacific Hwy. West. R/W settlement with Mr. Elkins approved.
		Douglas County. Oregon Coast Hwy. Gardiner. P.U.C. order re railroad grade crossing of Gardiner Lumber Company to be protested. Counsel to handle.
		Columbia County. Columbia River Hwy. St. Helens. R/W settlement with Ericksen Brothers. Money to be paid to court.
		Repair to State Hwy. System. Projects on certain hwys. approved.
15717		Tillamook County. Oregon Coast Hwy. Tillamook- Nestucca Bay Section. Alternate route. No action.
15718		State Hwy. Fund apportionment to cities and counties. Engineer's report ordered filed.
		Clackamas County. Mt. Hood Hwy. Government Camp. Traffic congestion. Engineer and Counsel to report.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
15720		Upper Columbia River and Warm Springs Hwys. Engineer reports on progress of contractors.
		Coos County. Oregon Coast Hwy. Delmar-Coaledo Section. Relocation to eliminate swampy area approved.
15721		Sale of building. Coos Bay. Bids rejected. Private sale to be negotiated.

Page	Date 1949	Subject
15721	Apr. 11	Sale of equipment and scrap. Klamath Falls, Coquille, La Grande and Salem. Engineer's recommendation approved.
		Log Hauling. Report of Weighmasters' operations approved. Consistent violators to be brought to Commission's attention.
		Salem. Hwy. Dept. Office Bldg. General overall floor plan
15722		approved. Plans to be submitted to Capitol Bldg. Commission.
		Curry County. Oregon Coast Hwy. Gold Beach. Request for paving from Second to Fourth Street on west side denied.
		Polk County. Salmon River Hwy. Fort Hill Bridge. Right of access to hwy. from service station property to be investigated.
		Marion County. Loan of $150,000 for county road repairs approved conditionally.
		Yamhill County. Newberg. Location of new Willamette River Bridge. Reconnaissance survey ordered.
		Astoria-Megler Ferry. Extension of contract with Babbidge &
15723		Holt. Contractor's books to be checked.
		Bridge painting. Ten projects approved but action on increasing budget by $14,270 deferred.
		Flood protection along Columbia River. No action.
		Snake River Bridges. Payette, Weiser, Ontario, Nyssa. Counsel to revise agreement with State of Idaho.
		Columbia County. Spitzenberg County Road. County to acquire R/W. Engineer to make survey.
		Tillamook County. Oregon Coast Hwy. Kilchis River Bridge-
15724		North Section. Request for immediate improvement denied.
		Linn County. Albany-Lyons Secdy. Hwy. Scio-Lyons Section. Improvement to be considered in future programs.
		Lake County. Burns-Lakeview Hwy. Lakeview. Construction of footpath at south city limits approved.
		Crook County. Madras-Prineville Hwy. Prineville. Footpath construction approved.
		Crook County. Ochoco Hwy. Prineville. Request for footpath and parking area construction denied.
		Signals. Portland. S.E. 122nd Avenue-Powell Boulevard intersection. Revision of signal for four-way stop approved.
15725		Signals. Clackamas County. Pacific Hwy. East. Jennings Avenue. Installation of three-way signal approved. (See page 15751)
		Signs. Wilson River Hwy. Tillamook. Installation of advance railroad crossing signs at east city limits approved.
		Signals. Polk County. Pacific Hwy. West. Monmouth. Installation of flashing beacon approved. Curb to be cut back.
		State Tax Street Funds, 1947. See EXHIBIT "C".
15726		State Tax Street Funds, 1948. See EXHIBIT "D".
		Special State Tax Street Funds. Options for cooperative construction projects in certain cities approved.
		Union County. Starkey Secdy. Hwy. Meadow Brook-Red Bridge Section. Additional amount to cover overrun authorized.
		Awards. Engineer's award of contracts confirmed.

Page	Date 1949	Subject
15727	Apr. 11	Extensions of time granted as follows: Contracts No. 3010,
15728		2891, 2887, 3081, and 2895.
		Contracts completed and accepted as follows: Contracts No. 2966, 2975, and 3031. Resolution adopted.
15729		Public Roads Administration reimbursement vouchers. W.C. Williams, R.H. Baldock, and J.W. Nash authorized to sign.
		Parks. Cape Arago State Park. Telephone facilities. Agreement with U.S. Coast Guard approved.
		Clatsop County. Oregon Coast Hwy. Neahkahnie Mt.-Ecola Park Section. Request to maintain viewscopes denied.
		Signs. Oregon Coast Hwy. Gardiner-Reedsport Section. Erection of sign commemorating Jedediah Smith approved.
15730		Ferryboat "Merle R. Chessman". Request for use during Oregon Newspaper Publishers Association convention denied.
		Washington County. Walker County Road. State released from further responsibility re maintenance.
		Multnomah County. Sundial Secdy. Hwy. Abandonment of portion approved. See EXHIBIT "E".
		Travel Advisory Board. Appointment of Fred E. Kiddle as member. Mr. Kiddle's reaction to be secured.
		Log hauling. Redwood Hwy. Request for return of fines im-
15731		posed for overloading during period of reduced load limit denied.
		Load Limits. Action of Engineer posting certain hwys. for reduced load limits confirmed. See EXHIBIT "F-1".
		Load Limits. Engineer's action lifting reduced load limits on certain hwys. confirmed. See EXHIBIT "F-2".
		Clackamas County. Pacific Hwy. East. Oregon City-New Era Section. Prohibition of parking on hwy. shoulders. Counsel to report re Commission's authority.
		Clackamas County. Pacific Hwy. East. Parking in Oregon City. Engineer to investigate.
15732		Benton County. Pacific Hwy. West. Parking on hwy. shoulders near Corvallis. Counsel to report re authority.
		Equipment. Amount of $10,000 authorized for purchase of tools and equipment.
		Don Manning, Glenn Loertscher and Fred Sugnet authorized to attend meeting of Road Service and Traffic Control.
		W.C. Williams authorized to attend meeting with Washington State officials re bridge across Columbia River at The Dalles.
		G.S. Paxson authorized to make a trip to University of Colorado to interview engineering students.
		Repairs to primary and secondary highways. Report of Engineer re damage during winter season approved. (See page 15747)
		Equipment. Amount of $11,944.50 authorized for purchase of miscellaneous equipment.
		Meeting adjourned at 5:00 p.m. to reconvene following day.
15733	Apr. 12	Bids received on following projects:
		Necanicum Rock Production Project
		Rock Creek and Sandy Creek Bridges.
		Powell Butte-Prineville Section

Page	Date 1949	Subject
15733	Apr. 12	Bids received on following projects: (Cont.)
		Harris Beach Park Road
15734		Smith Ferry Bridge over Umpqua River
		Redwood Junction Section
		Cottage Grove Bridges
		Eugene Office Building
		Toledo-Simpson Creek Section
15735		Eddyville-Kline Mountain Section
		Kernville Bridge and Yachats River Bridge
		Albany Maintenance Building Addition
		Vehicle Storage Building, Salem Shops
15736		Portland Traffic Signals
		Bellevue-Dayton-West Salem Surfacing Project
		Umatilla Section
		Washington State Line-Sunnyside Reoiling Project
		Amity-Hopewell Section
		Clackamas County. Oswego Hwy. Oswego. Improvement through
15737		city approved conditionally.
		Jackson County. Pacific Hwy. Ashland-Central Point Section.
		Additional improvements requested. No action.
		Lincoln County. Depoe Bay. Construction of public restrooms
15738		approved conditionally.
		Salem. Highway improvements and bridge construction across
15740		the Willamette River. Delegation present. No action.
		Malheur County. Highway improvements in county to be con-
		sidered in second postwar program.
		Sherman County. Scott Canyon Federal Aid Secdy. Hwy. Funds
		to be transferred from Fulton Canyon Federal Aid Secdy. Hwy.
		Survey authorized.
		Washington County. Sunset Hwy. Cornelius Pass County Road
15741		connection. Action deferred.
		Wasco County. Request for construction of highway along
		Deschutes River denied.
		Douglas County. Oregon Coast Hwy. Gardiner Section. Denton
		Construction Company declared in default of contract.
		Multnomah County. Columbia River Hwy. White Bros. Oneonta
		Borrow Pit contract. Accepted surety settlement of $4680.
		Columbia County. Columbia River Hwy. Rainier-Goble Section
		Easement with S.P. & S. Railway Company approved.
		Linn County. Albany. Improvement of streets at Hwy. Mainte-
		nance Station approved. State to pay share.
15742		Meeting recessed at noon to reconvene at 2:00 p.m
		Portland-Vancouver. Construction of a second interstate bridge
		across Columbia River urged. No action.
		Multnomah County. Columbia River Hwy. Oneonta Tunnel.
		Materials in Oneonta Borrow Pit not to be removed until
		Union Pacific claim settled.
		Minor Betterment projects. Carry-over from 1948 projects
		approved.
		Maintenance station bldg. projects. Carry-over from 1948
		approved.

Page	Date 1949	Subject
15747	Apr. 12	Coos County. Oregon Coast Hwy. Coquille. Footpath at north entrance to city to be constructed by local interests.
		Meeting dates. May 16 and 17, 1949, set for next regular meeting of the Commission.
		Inspection trip. Tour set for week of May 2, 1949.
		Repairs to primary and secondary highways. Report of Engineer re damage and contracting of certain projects approved.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
15750		Lane County. Willamette Hwy. Lost Creek-Lowell Section. Hwy. construction not to be deferred.
		Umatilla County. County road repairs. Loan of $150,000 to county approved.
		County road repairs. Requests of counties for loan of State Hwy. Funds to be checked by Engineer and Counsel.
15751		Signals. Pacific Hwy. East. Jennings Lodge. Installation of traffic signal at Jennings Avenue approved.
		Agreements considered, approved, and signed.
15752		Meeting adjourned at 3:30 p.m.
15753		EXHIBIT "A". Real property options.
15776		EXHIBIT "B". Condemnation resolution.
15778		EXHIBIT "C". State Tax Street Funds, 1947.
15779		EXHIBIT "D". State Tax Street Funds, 1948.
15780		EXHIBIT "E". Abandonment.
15781		EXHIBIT "F-1". Load limits reduced.
15784		EXHIBIT "F-2". Load limits lifted.
15790		EXHIBIT "G". No parking, Oregon City.
15791	May 2	Curry County. Gold Beach. Repairs to bldg. owned by Fannie G. Caughell Estate approved.
		Douglas County. Roseburg. Jackson Street. Assessment for improvement between Roberts and Rice Streets approved.
		Sale of timber. Sunset Hwy. Elsie. Offer of George Gray accepted.
		Use of ocean beaches. Complaint re payment of fees for
15792		operation of amphibian truck. No action. Counsel to handle.
		Repair of county roads. Loan of State Highway Funds to counties approved. See EXHIBITS "A" and "A-1".
		Polk and Marion Counties. County road repair. Loan of State Highway Funds approved.
		Marion County. Southern Pacific Company claim. Settlement
15793		for watchman services on Niagara-Detroit Section, North Santiam Hwy. approved conditionally.
		Clackamas County. Pacific Hwy. East. Jennings Lodge. Vacation of unnamed street approved.
		Baker County. Baker-Unity Hwy. Baker. Dewey Avenue Underpass. Report of Engineer re construction approved.
		Load Limits. Report of Engineer re highways on which 50%
15794		reduced load limits were posted approved.
		Speed zone. Lane County. Oregon Coast Hwy. Florence. Request for reduced speed zone denied.

Page	Date 1949	Subject
15794	May 2	Astoria Ferry. Extension of contract with Babbidge & Holt for ferry service approved to June 1, 1950.
		Clatsop County. Oregon Coast Hwy. Warrenton. Request for reduced speed zone referred to State Speed Control Board.
		Morrow County. Heppner Hwy. Heppner. Improvement of drainage
15795		facilities. Engineer to make detailed survey and report.
		~~Tualatin~~ County. ~~Tualatin Valley Hwy.~~ Tualatin. Improvement of drainage to be considered in 1950 program.
		Gilliam County. John Day Hwy. Condon. Extension of storm sewer. Commission to furnish necessary pipe.
		Sherman County. Wasco-Heppner Secdy. Hwy. West Cottonwood Canyon Section. Overrun of contract approved.
		Washington County. Hillsboro. Special State Tax Street Fund
15796		project to be postponed to 1950.
		Tillamook County. Tillamook. Special State Tax Street Fund project canceled.
		Special State Tax Street Funds. Option for cooperative construction project in city of Dufur approved.
		Klamath Falls. Alameda Street. Esplanade Street-Pacific Terrace Section. Request for repair work denied.
		Lincoln County. Alsea Hwy. Repair of damage caused by frost. Supplemental agreement with J.C. Compton approved.
		Lincoln County. Yaquina Bay Bridge painting contract. Hall
15797		and Wols relieved of obligation to paint bridge.
		Load Limits. Lifting of reduced load limits on certain hwys.
15798		approved. See EXHIBIT "B".
		J. Al Head authorized to go to Washington, D.C. to confer with Planning Survey Personnel of the P.R.A.
		Western Association of State Hwy. Officials. Certain Hwy. Dept. personnel authorized to attend annual meeting
		Load Limits. Snake River Bridges at Weiser and Payette, Idaho. Confirmed Idaho's reduced load limits. See EXHIBIT "C".
15799		Sale of equipment Salem. Offer of $200 by city of Salem for boiler accepted.
		Polk County. Dallas-Coast Secdy. Hwy. Buell-Salt Creek. Exchange of properties approved. See EXHIBIT "D".
		Signs. State-wide survey of roadside occupancies and advertising signs. Hwy. Dept. to be represented on inspection trip.
15800		Portland. Pacific Hwy. West. Permission granted Army Engineers to enter R/W.
		Agreements, considered, approved, and signed.
		Meeting adjourned at 5:40 p.m.
15801		EXHIBIT "A". Loan of State Hwy. funds to counties.
15803		EXHIBIT "A-1". Certificate to Secretary of State re loan of funds to counties.
15805		EXHIBIT "B". Load limits reduced on certain highways
15807		EXHIBIT "C". Load limits on Snake River Bridges confirmed
15809		EXHIBIT "D". Exchange of properties in Polk County.

Page	Date 1949	Subject
15811	May 16	Bids received on the following projects:
		Nashville-Blodgett and Brownsville-Sweet Home Sections
		Oregon City-Molalla-Estacada Rock Production Project
		Scappoose Paving Project
15812		Rock Creek and Sandy Creek Bridges
		Roseburg Division Office Building
		Elkton Tunnel Lighting
		Service Creek-Goos Rock Section
15813		Newport Bridge Painting (Yaquina Bay)
		Harrisburg Grading and Surfacing Project
		Sandy Boulevard Pavement Resurfacing Project
15814		Portland Pavement Resurfacing Project
		Pine Grove-Maupin Section
		Maupin-Criterion Section
15815		Willamina Grading and Surfacing Project
		Parks. Parks Superintendent reports on following:
		Union County. Weston-Elgin Secdy. Hwy. Elgin. Proposed gift of wayside area for state park refused.
		Cove State Park. Round Butte. Removal of cinders denied.
		Emigrant Springs State Park. Fee for use of accomodations
15816		to be charged organizations.
		Curry County Ocean Waysides. Status report re acquisition. No action.
		Jefferson County. Warm Springs Hwy. Status report on acquisition of wayside tract near Warm Springs Agency.
		Cape Arago State Park. Construction of power line in cooperation with Mountain States Power Company approved.
		Short Sand Beach State Park. Acquisition of 112 acres
15817		approved. Counsel to advise State Forester.
		District Parks Supervisor, District No. 4. Appointment deferred.
		Lincoln County. Depoe Bay. Construction of public restroom facilities. No action.
		Silver Falls State Park. Suggestion for enlargement of concession refused.
15818		Real Property. Acquisition authorized. See EXHIBIT "A".
		Condemnation. Offers approved. See EXHIBIT "B".
15819		Sale of buildings. Eugene. Bid rejected.
		Sale of buildings Sullivan's Gulch, Portland. Bid rejected.
		Sale of buildings and land. Newberg. Action deferred. (See
15820		Page 15851)
		Sale of land. Coos Bay. Offer of W.J. Conrad Lumber Company to purchase surplus property accepted.
		Sale of land. Grant County. Canyon Creek Canyon. Offer of State Forestry Dept. to buy small section approved.
15821		Portland. Front Street. Deed conveying property to Pauline Matis approved.
		Sale of building. Coos County. Oregon Coast Hwy. Delmar-China Camp Creek Section. Offer of A.H. Miller rejected.

Page	Date 1949	Subject
15821	May 16	Lincoln County. Alsea Hwy. Payment of $250 to Verne Goodmans for permission to prospect for materials approved.
		Eugene. Connection of two state-owned houses to city sewer
15822		system. Engineer and Counsel to report.
		Coos County. Coos Bay-Roseburg Hwy. Bridge-Remote Section. L.B. Jennings R/W settlement approved.
		Douglas County. Pacific Hwy. Johns-Glendale Section. R/W settlement with Mable Winkleman approved.
		Portland. Steel Bridge. Standard insurance coverage protecting railroad companies using bridge to be furnished.
		Portland. Front Avenue Project. R/W. settlements with a Mr
15823		Arnold and a Mr. Antilla approved.
		Legislation. Sale of real property appraised at $1000 or more. Commission's arrangement re sale of bldgs. on Sullivan's Gulch project declared satisfactory.
		Portland. Sullivan's Gulch. Rental and vacation of houses on hwy. R/W. No action.
		Portland. Sullivan's Gulch. Removal of property from Multnomah County tax rolls. Status report approved. No action.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Sale of boats. Astoria Ferry Terminal. Bids received rejected.
15824		Sale to Oregon Fish Commission authorized.
		Budget. 1949-51. Changes due to new legislation. Action deferred.
		Wages and Salaries. Proposed new pay plan for Hwy. Dept. employees. Report to be made.
		Repair to hwys. damaged during winter. Engineer authorized to contract part of work and do rest with state forces.
15825		Engineer to request additional money if maintenance budget overrun.
		Washington County. Tualatin Valley Hwy. West Slope-Beaverton Section. Construction to include installation of curbs.
		Jackson County. County Roads No. 273 and 276. Replacement of
15826		bridges over Rogue River. Action deferred
		Multnomah County. St. Johns Bridge-Sunset Hwy. tunnel. Request for survey to determine approximate cost denied.
		Lincoln County. Eddyville-Blodgett Secdy. Hwy. Nashville-Blodgett Section. Oiling approved.
		Special State Tax Street Funds. Options for cooperative construction projects in certain cities approved
		State Tax Street Funds, 1947. See EXHIBIT "C".
15827		State Tax Street Funds, 1948. See EXHIBIT "D".
		Harney County. Request for early completion of certain projects. Action deferred.
		Special State Tax Street Fund. Vale. Improvement of Washington Street approved.
		Curry County. Oregon Coast Hwy. Port Orford. Improvement
15828		through city approved conditionally.
		Benton County. Corvallis. "C" Street. Request for repair and widening approved.

Page	Date 1949	Subject
15828	May 16	Lincoln County. Oregon Coast Hwy. Yachats River Bridge. Construction of footbridge approved.
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
15830		Extensions of time granted as follows: Contracts No. 2912-A,
15831		3050, and 3059.
		Contracts completed and accepted as follows: Contracts No. 3086
15832		and 3015. Resolution adopted.
		Tillamook County. Oregon Coast Hwy. Sand Creek-Bewley Creek Cut-off. Recommendation of denial to be sent petitioners.
		Speed Zone. Polk County. Salem-Dayton Hwy. West Salem-Brush College Section. Request for establishment denied.
		"No Parking" Zone. Marion County. North Santiam Hwy. Detroit
15833		Dam. Zone established. See EXHIBIT "E".
		Speed Limit. Marion County. North Santiam Hwy. Niagara-Detroit Section. Limit established. See EXHIBIT "F".
		Load Limits. Mt. Hood Hwy. Reduced load limit lifted. See EXHIBIT "G".
		Log Hauling. Saturday afternoon hauling prohibited between May 23 and September 8.
15834		Washington County. Sunset Hwy. Davies Overcrossing-Sylvan Section. Log hauling prohibited.
		Log Hauling. Columbia River Hwy. Dodson-Cascade Locks. Riddle and Clark to haul until 9-30-49.
		Log Hauling. Violations by Lawrence Newby. To be warned another violation will result in cancellation of permit.
		Log Hauling. Violations by Lyle Garvin. To be warned another
15835		violation will result in cancellation of permit.
		Log Hauling. Violations of Mitchell Bros. and Columbia Transportation Co. To be warned another weight violation will result in cancellation of permits.
		Log Hauling. Garfield Priebs. Permit reinstated.
		Equipment. Purchase of 13 automobiles and nine pickup trucks approved.
		Parks. Champoeg State Park Memorial Museum bldg. Plans
15836		approved by American Institute of Architects.
		Eugene. Pacific Hwy. Revocable permit granted to Chester Conger to maintain access road in northern part of Eugene.
		Tillamook, Yamhill, Baker, Benton, Klamath, and Douglas Counties. Repairs to county roads. Loan of State Hwy. Funds approved.
		Marion County. North Santiam Hwy. Sardine Creek. Bonneville Power to construct power line along R/W.
		Sale of Bldg. Aurora. Offer of city of Salem to purchase bldg. accepted
15837		Meeting Dates. June 27 and 28, 1949, set for next regular meeting of the Commission.
		R.H. Baldock authorized to attend Executive Committee meeting of A.A.S.H.O. in St. Louis in June.
		Eugene. Pacific Hwy. Walnut Street-Judkins Point Section. Control of access and purchase of property by Hwy. Dept. and erection of bldg. thereon. Action deferred. (see page 15845)

Page	Date 1949	Subject
15837	May 16	Claim. School District No. 51, Coos County. Oregon Coast Hwy. Delmar-Coaledo. Settlement for R/W deferred.
15838		Coos County. Coos Bay. Vacation of section of Lombard Street and adjacent alley approved.
		Portland. Pacific Hwy. U.S. Army Engineers granted permission to use R/W for reconstruction of ring levee
		Coos County. Myrtle Point. Acquisition of R/W on Federal Aid Secdy. Hwy. Counsel to assist county.
		Delegations. Subjects for discussion discussed briefly.
		Meeting adjourned at 4:50 p.m. to reconvene following day.
15839	May 17	Bids received on the following projects:
		South Myrtle Point Section
		Luder Creek-Murphys Camp Section
		Chiloquin Maintenance Buildings
15840		Waldport Surfacing Project
		Traffic Signals, Albany
		Ames Creek Bridge, Sweet Home
		Idaho State Line-Blue Mountain Pass Section
		Gresham Paving Project
		Vista House Roof, Crown Point
15841		Milton-Freewater Surfacing Project
		Freewater Landscaping Project
		Columbia County Line Forest Grove Section
		Hillsboro-Tigard-Wilsonville Reoiling Project
15842		Dayton Prairie School-Dayton Junction Section
		Harney County. Pendleton-John Day Hwy. Beech Creek Section. Improvement included in three-year postwar program.
		Ochoco Hwy. Oiling to be considered in next program.
15843		Rome-Princeton Secdy. Hwy. Completion to be considered in next program.
		Cascade Highway. Portland to Eugene. Request for survey denied.
		North Santiam Hwy.-Portland "shortcut" hwy. Request for construction denied.
		Benton County. Alsea-Deadwood Secdy. Hwy. Extension into
15844		Lobster Valley. Taken under advisement.
		Deschutes County. Bend-Sisters Hwy. Bend-Tumalo Section. Improvement to be considered in next two-year program
		Clackamas County. Oswego Hwy. Oswego. Bissaillon encroachment on hwy. R/W. Counsel to report.
15845		Eugene. Pacific Hwy. Walnut Street-Judkins Point Section. Control of access, purchase of property, and erection of bldg. approved conditionally. (See page 15846)
		Salem. Proposed plan for hwy. improvements and bridge con-
15846		struction across Willamette River approved by city.
		Sale of land. Simpson State Park, old ferry landing. North Bend. Engineer and Counsel to determine value
		Meeting recessed at noon to reconvene at 2:00 p.m
		Eugene. Pacific Hwy. Walnut Street-Judkins Point. Control of access, purchase of property, and erection of bldg approved conditionally

Page	Date 1949	Subject
15847	May 17	Eugene. East Broadway-Alder Street intersection. Sale of land to T.I. Chapman. Engineer and Counsel to report.
		Clackamas County. Pacific Hwy. East. Milwaukie. Construction of service road.
15848		Engineer and Counsel to report.
		Project Estimate sheets. Cost of rock furnished contractor by state to be included.
		Bids received at morning session discussed.
		Awards. Chairman Benfield announces awards of contracts.
15850		Umatilla County. Airport Secdy. Hwy. Deeding of 120 acres to city of Pendleton for park purposes approved conditionally.
15851		West Portland-Hubbard Hwy. Early completion and construction of bridge near Wilsonville requested. No action.
		Lincoln County. Corvallis-Newport Hwy. Toledo-Newport Section. Reconstruction rather than temporary improvement taken under advisement.
		Benton County. Pacific Hwy. West. Corvallis. Construction of new entrance at north city limits taken under advisement.
		Lincoln County. Nashville-Orton County Road. Request for improvement denied.
		Sale of bldgs. and land. Newberg. Pacific Hwy. West.
15852		Recommendations of R/W Engineer approved.
		Clackamas County. Oswego Hwy. Oswego. Agreement with city re improvement approved conditionally.
		Clatsop County. Oregon Coast Hwy. Astoria-Warrenton Section. Rerouting Engineer to report re plans of S.P. & S. Railway.
15853		Snow Removal McKenzie and Mt. Hood Hwys. Engineer authorized to proceed with snow removal operations.
15854		Agreements, etc. considered, approved, and signed.
		Meeting adjourned at 4:30 p.m. to reconvene following day.
	May 18	-Second Postwar Construction Program discussed.
15855		Meeting recessed at noon to reconvene at 1:30 p.m.
		Second Postwar Construction Program. Projects totaling $16,267,000 selected and approved. See EXHIBIT "H".
		Lane County. McKenzie Hwy. Springfield City Section. Grading and paving approved conditionally.
		Douglas County. Pacific Hwy. South Unit, Canyonville-Johns Section. Improvement approved in connection with approval of improvement of North Unit.
		Klamath County. The Dalles-California Hwy. Barkley Springs-Algoma. Improvement approved conditionally
		Yamhill County. North Yamhill River Bridge on county road. Construction approved conditionally.
		Baker County. Sumpter Valley Secdy. Hwy. Salisbury-Poker Creek Section. Improvement approved conditionally.
15856		Marion Conty. Salem-Dallas Hwy. Willamette River Bridge. Construction approved. Engineer to make surveys.
15857		Primary and Secondary Federal Aid Projects. Approval of certain projects deferred
		Portland. Sullivan's Gulch Hwy. R/W. matters. Engineer to report.

Page	Date 1949	Subject
15857	May 18	Linn County. South Santiam Hwy. Sweet Home, Improvement through city. Engineer to report.
		Public relations. Ralph Watson to be employed to prepare special articles re Hwy. Dept. for publication.
		Union County. Union. Use of larger Hwy. Dept. bldg. by Rod and Gun Club. Engineer to report.
		Survey. Portland. Doernbecher Hospital road. Loan of services of an engineer approved conditionally.
15858		Personnel. Interview of graduate engineering students in northwest colleges and universities approved.
		Meeting adjourned at 4:00 p.m.
15859		EXHIBIT "A". Real property options.
15876		EXHIBIT "B". Condemnation resolution.
15878		EXHIBIT "C". State Tax Street Funds, 1947.
15879		EXHIBIT "D". State Tax Street Funds, 1948.
15880		EXHIBIT "E". No Parking, North Santiam Highway.
15881		EXHIBIT "F". Speed Zone. North Santiam Highway.
15882		EXHIBIT "G". Load Limit, Mt. Hood Highway.
15883		EXHIBIT "H". Second Post War Construction Program.
15900	June 27	Bids received on the following projects:
		Pedee-Kings Valley Section
		Terrebonne-Crook County Line Section
		Redmond Surfacing Project on "A" Street
15901		Rogue River Project on Depot and Main Streets
		Veneta-Fisher Road Section
		Traffic Signals in Eugene
		Eugene (High St.-Judkins Point) Section
		Jamieson-Vale Section
15902		Calf Creek and Pole Creek Culverts, Squaw Creek Bridge
		Ash Creek Bridge
		Big Eddy-Dune Section
		Murray Road-Multnomah County Line Section
15903		Newberg (First Street-Willamette Street) Section
		Newberg-McMinnville Section
		Parks. Parks Superintendent reports on following:
		Reservoir Recreational Areas. Owyhee Dam development. H.R. 440 not endorsed by Commission.
		Cape Sebastian and Humbug Mt. State Parks, Colvin Waysides Sheep grazing leases renewed for one year
		Robert W. Sawyer Timber Waysides. Deschutes River. Bend.
15904		Name approved conditionally.
		Vista House. Columbia River Hwy. Crown Point. Concession lease to Jack Flaucher renewed to March 31, 1951.
		Waldport Ocean Waysides. Request for use for propagation of flowers denied.
		Camp White. Jackson County. Acquisition of U.S. property on Rogue River and Butte Creek. Application forms signed.
		Waysides. Preservation of timber. Letters of commendation approved to Crown Zellerbach Corp., Pope & Talbot, Inc., and St. Helens Pulp and Paper Company and Portland Chamber of Commerce.

Page	Date 1949	Subject
15904	June 27	Signs. Designation of tree farm areas. Counsel and Parks Superintendent to report.
15905		Sunset Bay State Park. Boat concession. Lease to L.A. Smith not renewed.
		Development of area to proceed in accordance with plans.
		Umpqua Lighthouse State Park. Additional area to be acquired from Wenasha Wooden Ware Co. by negotiation or condemnation.
		Catherine Creek State Park. Stock fence across park. Agreement with Royal Wilde approved and signed.
		Humbug Mountain State Park. Logging road construction across park. Agreement with Abston and Johnston approved.
		Real property. Acquisition authorized. See EXHIBIT "A".
15906		Yamhill County. Pacific Hwy. West. Lafayette-Dayton Junction Section. Acquisition of r/w from Blough approved.
		Releases to be obtained from owners from whom Hwy. Commission acquires property.
		Condemnation. Offers approved. See EXHIBIT "B".
15907		Meeting recessed at noon to reconvene at 2:00 p.m.
		Wasco County. The Dalles. Bridge over Columbia River. Report
15908		on construction and repayment of taxes. No action.
		Multnomah County. Columbia River Hwy. Bonneville. R/w settlement with Elmer W. Meyer. Action deferred. (See page 15940)
		Sale of bldgs. and scrap material under $100. Approval of two Commissioners to be secured.
		Sale of scrap material. Eugene. Offer of $10 for roofing
15909		damaged by fire accepted.
		Access to state hwys. Minor revisions. Engineer and Counsel to handle.
		Douglas County. Willamette Hwy. Pleasant Hill-Lost Creek Section. D.B. Appling property. Change in point of access approved.
		Sale of land Simpson State Park. Offer of Weyerhaeuser Timber Company to purchase old ferry landing approved.
		Portland. Harbor Drive-Front Avenue parking area. Lease of
15910		area for 3-year period. Action deferred.
		Landscaping or paving of area. Action deferred. (See page 15941)
		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
15912		Deschutes County. Lease of land from Land Board for borrow
15913		materials approved.
		Portland Sullivan's Gulch. Right of way acquisition status report. Action deferred.
		Sale of bldgs. Sullivan's Gulch. Offers to purchase two small bldgs. accepted.
		Portland. Sullivan's Gulch. Disposal of bldgs. acquired with r/w purchases. Past policy confirmed.
		Portland. Sullivan's Gulch. Tax Lot No. 26. Purchase at tax sale. Counsel to handle.
		Marion County. Silver Creek Falls Recreational Area. Acqui-
15914		sition of additional property approved

Page	Date 1949	Subject
15914	June 27	Curry County. Oregon Coast Hwy. Gold Beach. Payment to A.C. Baumback for extra work in house moving approved.
		Salem. Hwy. Dept. Office Bldg. site. Settlement with Sarah Rise approved.
		Salem. Hwy. Dept. Office Bldg. site. Occupancy of bldgs. Tennants to vacate premises by September 1, 1949.
		Clackamas County. Clackamas Secdy. Hwy. Milwaukie-Estacada Section. Settlement with Bertha Bachman approved.
		Gilliam County. Columbia River Hwy. Settlement with Roy
15915		Philippi approved. See EXHIBIT "J".
		Tillamook County. Oregon Coast Hwy. Tillamook-Pleasant Valley Section. Settlement with Herman B. Jacobs approved.
		Union County. Union. Maintenance hdqts. Exchange of bldgs. with Union Rod and Gun Club disapproved.
		Eugene. Connection of state-owned bldgs. to sewer system approved.
15916		Umatilla County. Pendleton-Airbase Secdy. Hwy. Sale of land to City of Pendleton. Counsel to handle.
		Snake River Bridges. Maintenance and reconstruction. Agreement with Idaho approved.
		Salaries and wages. Legal personnel not under Civil Service. Salary increases approved
		Use of ocean beaches. Regulation of use by transient merchants. Counsel to investigate and report.
		Sale of timber. Sunset and Wilson River Hwys. Offers of high
15917		bidders accepted.
		Clatsop County. Oregon Coast Hwy. Youngs Bay. Letter re construction of railroad facilities. No action.
		No parking. Pacific Hwy. East. S.P. Undercrossing-Main Street Section. Oregon City. Zone not established.
		Portland. Traffic signal installations. State to pay 50% for
15918		signals installed under oral agreement.
		Future installations to be covered by written agreement
		Second Postwar Programs. Allocation of unallocated balance. Action deferred. Engineer to submit projects for surveys.
		Salaries and Wages. New pay plan effective July 1, 1949, approved.
		Salaries and Wages. Increases to unclassified employees approved.
15919		Personnel. Retention of certain employees beyond age of compulsory retirement approved.
		Personnel. J.H. Scott. Re-employment approved
		Salem. Hwy. Dept. Office Bldg Approval of plans deferred pend-
15920		ing conference with Capitol Planning Commission.
		Astoria ferry. Construction of new terminal. Plans and specifications to be prepared.
		Clatsop County. Warrenton Secdy. Hwy. Warrenton. Improvement as Special Major Betterment Project approved conditionally
		Marion County. Silverton. Bridge over Silver Creek on James Avenue. Request for construction denied.

Page	Date 1949	Subject
15921	June 27	Portland. Steel Bridge over Willamette River. Redecking. Engineer to consult with railroad officials re sharing of cost.
		Coos County. McCullough Bridge and Enegren Ferry slip. Expenditure for additional repair work approved.
		Harney County. Burns-Crane Hwy. Lawen-Crane Section. Inclusion in Second Postwar Program. Action deferred.
		Clackamas County. Oswego Hwy. West Linn. Request for sidewalk construction denied.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Sutherlin. Oiling. Action deferred.
15922		Klamath County. Klamath Falls-Malin Hwy. Henley-Lost River Section. Request that borrow pits be left open denied.
		Klamath County. The Dalles-California Hwy. West Side By-Pass. Request re priority status denied.
		Portland. Cascade Secdy. Hwy. Sewer construction. State aid
15923		requested. Action deferred. (See page 15942)
		Portland. Cascade Secdy. Hwy. S.E. Harrison Street. Connection with city sewer system approved.
		Meeting adjourned at 5:00 p.m. to reconvene following day.
	June 28	Bids received on following projects:
		Dewey Avenue Grade Separation in Baker
15924		Oswego Section
		Mail Creek Section
		Drain and Yoncalla City Street Project
		Prairie City Bridge Project
		North Medford Landscaping Project
15925		Grants Pass, Provolt and Jacksonville Projects
		Cave Junction Reoiling and Rock Production Project
		Klamath Falls Traffic Signals
		Ferry Street Bridge, Eugene
		Toledo Resurfacing Project
		Lebanon Paving Project
15926		State Office Bldg.-Supreme Court Bldg. Parking Area, Salem
		Front Avenue Planting Project
		Parkrose-Larch Mountain Road Section
		North Unit, Washington State Line-Flora Junction Section
		Forest Boundary-Jones Ranch Section
15927		Lane County. Jasper-Lowell County Road. Designation as state secdy. hwy. Request denied
		Lane County. Territorial Secdy. Hwy. Crow-Luskey Corner Section. Request for completion denied.
		Signals. Multnomah County. Tualatin Valley Hwy.-Multnomah Club Road intersection. Installation approved
		Josephine County. Federal Aid Secdy. Hwy. No. 267. Holland.
15928		Improvement. Engineer to discuss with County Court.
		Josephine County. Redwood Hwy. Cave Junction. Paving between curbs. No action
		Multnomah County. Pacific Hwy. East. Portland-Milwaukie Section. Service road construction. Engineer and Counsel to report.

Page	Date 1949	Subject
15928	June 28	Permits. Mitchell Brothers and Columbia Commercial Transportation Company. Permits to be cancelled for further violations.
15929		Lincoln County. Oregon Coast Hwy.-Roads End Road intersection. Left-turn refuge construction approved.
		Signals. Medford. Jackson Blvd.-Central Avenue and Jackson Blvd.-Riverside intersections. Installations approved.
		Signals. Union County. Elgin. Wallowa Lake Hwy.-Weston-Elgin Secdy. Hwy. intersection. Installation approved
		Signals. Jackson County Ashland. Pacific Hwy.-crossroad intersection near Bellvie# School. Installation disapproved.
		Signals. Lane County. Cottage Grove. Pacific Hwy -Main Street intersection. Installation approved.
15930		Signals. Umatilla County. Old Oregon Trail-Umatilla Ordnance Depot intersection. Installation approved
		Signals. Klamath Falls. South 6th Street-Gettle Street Intersection. Installation disapproved
		No parking. Klamath Falls. South 6th Street and Gettle Street. Controlled parking approved. See EXHIBIT "C"
		Clatsop County. Astoria. Traffic control light survey approved.
15931		Multnomah County Swift Secdy Hwy. at Swift & Company plant. Pedestrian crosswalks and warning signs approved.
		Douglas County. Pacific Hwy. Roseburg. Existing speed limit zone extended to Mud Creek Road. See EXHIBIT "D".
		Signals. Pacific Hwy. Roseburg. Installation at Garden Road approved.
		Willamette Hwy. Willamette Pass. Construction of parking area approved.
		Multnomah County. Columbia River Hwy. Corbett. Improvements requested. Action deferred. (See page 15942)
15932		Washington County. County road repairs. Loan of Hwy. Dept. funds confirmed.
		Malheur County. County road repairs. Loan of Hwy. Dept. funds confirmed.
		Wallowa County. County road repairs. Loan of Hwy. Dept. funds approved.
		State Tax Street Funds, 1947. See EXHIBIT "E".
		State Tax Street Funds, 1948. See EXHIBIT "F".
15933		Special State Tax Street Funds. Options for cooperative construction projects in certain cities approved
		Crook and Deschutes Counties Powell Butte Secdy Hwy Designation as Federal Aid Secdy. Hwy. Engineer to investigate further and report
		Special State Tax Street Funds Freewater. Modification of agreement re financing project approved.
		Roadside picnic areas. Expenditure for construction of 11 areas approved
15934		Meeting recessed at noon to reconvene at 1:30 p.m.
		Parks. Wallowa Lake State Park. Caretaker's cottage. Commissioner Reynolds, the Engineer, and Parks Superintendent to select plan.

Page	Date 1949	Subject
15934	June 28	Clackamas County. Mt Hood Hwy. Government Camp maintenance hdqts Use of Forest Service bldgs. to be investigated.
		Benton County. Pacific Hwy. West. Corvallis. Footpath construction near Lincoln School approved.
		Awards. Engineer's award of contracts confirmed.
15935		Surveys. Wallowa Lake Hwy. Survey around Wallowa Lake and of Wallowa State Park road approved
		Jackson County. Sams Valley Secdy. Hwy. Transfer of funds requested by county. Engineer to report.
		Marion County. North Santiam Hwy Tunnel Creek Bridge. Funds allocated to North Falls Creek Bridge in Silver Falls Park transferred.
		Extensions of time granted as follows: Contracts No. 3090,2995
15936		3081, 3083, 3056, and 2891
		Contracts completed and accepted as follows: Contracts No. 3007,
15937		3018, 3037, 3039, 3050, 3065, 3071, 3072, 3079, 3080, 3087,
15938		3090, 3132, 3148, 3062, 3133, 3070, 3078, and 3168. Resolution adopted
15939		Tillamook County. Netarts Use of ocean beach for temporary landing field approved
		Multnomah County. Sun Dial Road Action abandoning as state
15940		secdy. hwy. confirmed
		Multnomah County. Columbia River Hwy. Corbett. Erection of textboard commemorating Broughton Expedition approved.
		Weed control. Cooperation with county courts confirmed.
		Multnomah County Columbia River Hwy. Bonneville. Elmer W.
15941		Meyer. R/w settlement. Counsel to report.
		Portland. Front Avenue Project. Acquisition of r/w by the state. City to submit audit re project. Counsel, Engineer, and Chief Accountant to analyze and report
		Portland Harbor Drive-Front Avenue parking area. Original
15942		landscaping plan to be adhered to
		Morrison Street-North Section. Request for designation as permanent parking area denied
		Portland. Use of area under state viaduct in west side district for city equipment storage. Report to be made
		State to clean up areas beneath viaducts
		Portland. Cascade Secdy. Hwy. Sewer construction. State cooperation to extent of $30,000 considered Engineer to report.
		Multnomah County Columbia River Hwy Corbett Request for
15943		parking area, county road improvement, illumination, signals, and dock considered. No action
		Bids received at morning session discussed.
15944		Awards. Chairman Banfield announces awards of contracts
15946		Load limits Snake River Bridges at Payette and Weiser. Raising
15947		of limit discussed. Engineer to report.
		Equipment. Automatic traffic counters. Purchase approved.
		Equipment. Office equipment. Purchase approved.
		Hood River County. Odell Secdy. Hwy. Hood River Junction-Odell Creek Section. Abandonment approved. See EXHIBIT "G".

Page	Date 1949	Subject
15947	June 28	Curry County. Oregon Coast Hwy. Port Orford-Rocky Point Section. Abandonment approved.
		Curry County. Oregon Coast Hwy. Port Orford. Agreement re grading, surfacing, and oiling approved.
15948		Load limits. Deep Canyon and 2 Deschutes River Bridges. Limit reduced. See EXHIBIT "H".
		Load limits. Weston-Elgin and Medical Springs Secdy. Hwys. Limit lifted. See EXHIBIT "I".
		Coos County. Oregon Coast Hwy. Coquille-Coos Bay Section. Request to haul logs after 8:00 p.m. denied.
		Log hauling. Albert H. Strain and S.O. Wilson. Permits cancelled.
		Permits. "Big Truck Bill". Revised forms approved. See
15949		EXHIBIT "P".
		Malheur County. Adrian-Arena Valley and Adrian-Caldwell Secdy. Hwys. Designation as Federal Aid Secdy. Hwys. approved. See EXHIBIT "K".
		J. Al Head authorized to attend conference of Western Section, Institute of Traffic Engineers, in Seattle.
		Polk County. Salem-Dallas Hwy. West Salem. No parking zone established between Willamette River Bridge and Clarke Street. See EXHIBIT "O".
		Umatilla County. Oregon-Washington Hwy. Athena. Agreement re installation of flashing beacon approved.
		Multnomah County. Parkrose. Traffic signal installation at N.E. 82nd Avenue-Prescott Street intersection. Engineer to confer with Chamber of Commerce.
		Sandy Boulevard. Oiling of shoulders requested. No action.
15950		Baker County. Weed control. No action.
		Curry County. Harris Beach Park Roadway. Letter of commendation ordered filed.
		Multnomah County. Mt. Hood Hwy. Gresham. Permission to route parade over hwy. granted conditionally.
		Meeting dates. August 1 and 2, 1949, set for next regular meeting.
		Salem. Proposed hwy. improvements. Engineer to report
		Yamhill County. Hillsboro-Silverton Secdy. Hwy. Newberg. Rerouting and abandonment approved. See EXHIBITS "L" and "M".
15951		Agreement with City of Newberg approved.
		Marion County. North Santiam Hwy. Mehama-Mill City Section Request for construction on north side of river ordered filed.
		Harney and Malheur Counties. Rome-Princeton Secdy. Hwy. Diamond Valley Hwy. Jct.-Follyfarm Section. Location survey approved. See EXHIBIT "N".
		Special State Tax Street Funds. Options for cooperative construction projects in certain cities approved.
		Umatilla County. Pendleton Airbase. Three permits issued to
15952		War Assets Administration cancelled.
		Multnomah County. Pacific Hwy. East. Oak Grove. Use of state property as access to hwy. Engineer to report.
		Portland. Steel Bridge. Lease of bldg. from Union Pacific Railroad Company at west approach approved.

Page	Date 1949	Subject
15952	June 28	Multnomah County. John Yeon State Park. A.C. Burnworth requests release from pipe removal contract. No action.
		Coos County. Cape Arago Lighthouse. Request for removal of sand from ocean beach denied.
		Coos County. Simpson State Park. North Bend. Old ferry landing sold to Weyerhaeuser Timber Company.
15953		Eugene. East Broadway-Alder Street intersection. Sale of property to R.L. Kruse and T.I. Chapman approved.
		Clackamas County. Oswego Hwy. Oswego. Sale of small portion of r/w to Mrs. Bisaillon approved.
		Public Relations Consultant. Ralph Watson appointed.
		J.M. Devers authorized to attend meeting of National Association of County Officials in Oakland, California, July 19.
		Agreements approved and signed.
15954		Meeting adjourned at 5:00 p.m.
15955		EXHIBIT "A". Right of way resolution.
15979		EXHIBIT "B". Condemnation resolution.
15981		EXHIBIT "C". Traffic Control. Klamath Falls.
15983		EXHIBIT "D". Speed zone. Roseburg.
15984		EXHIBIT "E". State Tax Street Funds.
15985		EXHIBIT "F". State Tax Street Funds.
15986		EXHIBIT "G". Abandonment.
15988		EXHIBIT "H". Load limit.
15990		EXHIBIT "I". Load limit.
15991		EXHIBIT "J". Condemnation settlement resolution.
15992		EXHIBIT "K". Federal Aid Secdy. Hwy. designation.
15994		EXHIBIT "L". Rerouting Hillsboro-Silverton Secdy. Hwy. Newberg.
15996		EXHIBIT "M". Rerouting Hillsboro-Silverton Secdy. Hwy. Newberg.
15997		EXHIBIT "N". Survey resolution.
15998		EXHIBIT "O". No parking. West Salem.
15999		EXHIBIT "P". New permit forms

Portland, Oregon
April 11, 1949

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st. Asst. State Highway Engineer
W. W. Stiffler, 2nd. Asst. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
M. H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Chairman Banfield publicly introduced Mr. Chas. H. Reynolds, La Grande, appointed State Highway Commissioner by Governor Douglas McKay, effective April 1, 1949, to fill the vacancy occurring by reason of the resignation of Mr. A. W. Schaupp, Klamath Falls.

At 9:00 a.m. bids, as follows, for highway construction were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

OREGON COAST HIGHWAY IN CLATSOP COUNTY

YOUNGS BAY AND LEWIS AND CLARKE RIVER BRIDGES

Tri State Painting Co., Portland	$ 5,900.00
Antonsen Paint Co., Tacoma, Wn.	7,000.00
Hall & Wols Co., Portland	7,750.00
A. H. Barbour & Sons, Portland	7,800.00
Y. M. Phillip & Sons, Inc., Portland	11,747.00
Larsen Bros., Tacoma	11,800.00
Woodburn Painting & Decorating Service, Woodburn	13,150.00
Astoria Marine Constr. Co., Astoria	14,500.00

OREGON COAST HIGHWAY IN COOS COUNTY

MCCULLOUGH BRIDGE, EASTSIDE BRIDGE AND ENEGREN FERRY

Hillstrom Shipbuilding Co., Coos Bay	11,192.56

(Cont.)

HOOD RIVER AND MT. HOOD HIGHWAYS IN HOOD RIVER COUNTY

COLLINS CREEK AND PARKDALE SECTIONS

A. H. Saxton & Sons, Corvallis	$ 66,771.00
Lofts & Son & Allen E. Sackett, Hood River	74,703.00

THREE STATE HIGHWAYS IN HOOD RIVER AND WASCO COUNTIES

MOSIER ROCK PRODUCTION PROJECT

Arthur Gentemann, Portland	53,820.00

KLAMATH FALLS-MALIN HIGHWAY AND FOUR STATE HIGHWAYS IN KLAMATH COUNTY

HENLEY-LOST RIVER AND MALIN SECTIONS
AND
MERRILL ROCK PRODUCTION PROJECT

J. N. & M. J. Conley, Portland	233,443.00
Inter City Sand & Gravel Co., Eugene	258,038.50
F. L. Somers, Klamath Falls	259,452.00

SIUSLAW AND ALSEA-DEADWOOD HIGHWAYS IN LANE COUNTY

RAINROCK-ALDERWOOD PARK ROCK PRODUCTION PROJECT

Homer G. Johnson, Portland	88,835.00

SIUSLAW HIGHWAY IN LANE COUNTY

DEADWOOD BUILDINGS

	Alt. "A" Frame Constr.	Alt. "B" Block Constr.
Gilbert Roberts, Hood River	$ 24,087.00	$ —
R. H. Jones, Hillsboro	24,348.00	25,027.00
Archie R. Averill, Portland	25,930.00	26,530.00
Glen Snook, Eugene	28,785.88	28,137.84

HARRISBURG, SPRINGFIELD, CRESWELL AND EASTSIDE BRIDGES

PACIFIC, MCKENZIE, SPRINGFIELD-CRESWELL AND CORVALLIS-EASTSIDE HIGHWAYS
IN
LANE AND BENTON COUNTIES

O. & S. Painters, Portland	20,484.00
Antonsen Painting Co., Tacoma, Wn.	25,000.00
Hall & Wols, Portland	28,800.00
Larsen Bros., Tacoma, Wn.	34,300.00
Puget Sound Painters, Inc., Seattle, Wn.	35,998.00

(Cont.)

HARRISBURG, SPRINGFIELD, CRESWELL AND EASTSIDE BRIDGES (Cont.)

PACIFIC, MCKENZIE, SPRINGFIELD-CRESWELL AND CORVALLIS-EASTSIDE HIGHWAYS (Cont.)
IN
LANE AND BENTON COUNTIES (Cont.)

Pacific Bridge Painting Co., San Francisco, Cal*	$ 38,748.50
Saxon Painting Co., Tacoma, Wn.	42,066.00
R. L. Elfstrom Co., Salem	42,900.00
Tri State Painting Co., Portland	54,870.00
A. H. Barbour & Son, Portland	55,922.00

* Bidder will not accept projects totaling over $40,000

OREGON COAST HIGHWAY IN LINCOLN COUNTY

YAQUINA BAY BRIDGE AT NEWPORT

Hall & Wols, Portland	17,950.00
Pacific Bridge Painting Co., San Francisco, Cal*	29,188.00
Antonsen Painting Co., Seattle, Wn.	29,750.00
Saxon Painting Co., Tacoma, Wn.	32,000.00
R. L. Elfstrom Co., Salem	34,225.00
H. P. Fisher & Sons, Seattle, Wn.	38,500.00
Larsen Bros., Tacoma, Wn.	39,500.00
V. M. Philip & Son, Inc., Portland	48,876.00
A. H. Barbour & Son, Portland	52,030.00

CORVALLIS-EASTSIDE SECONDARY HIGHWAY IN LINN COUNTY

CORVALLIS-ALBANY SECTION

	Using Asphalt	Using Tar
Warren Northwest Inc., Portland	$ 62,025.75	$ ---
Acme Constr. Co., Eugene	65,053.50	---
J. R. Taggart & Co., Inc., Salem	69,846.00	---
Ramsay Constr. Co., Corvallis	78,907.00	---
Harr & Horton, Portland	81,359.00	81,694.00

CITY OF ALBANY IN LINN COUNTY

ALBANY TRAFFIC SIGNALS

W. R. Grasle Co., Portland	5,150.00

PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

ALDER STREET-SHERIDAN STREET SECTION

	Using Galv. Iron Pipe	Using Copper Pipe
Western Golf Course Supply Co., Portland	$ 36,213.40	$ ----
C. S. Whitcomb Co., Portland	44,434.00	52,930.02
Coast Constr. Co., Portland	49,789.00	58,743.00

NEAR HERMISTON IN UMATILLA COUNTY

IRRIGATION DITCH BRIDGE

Archie R. Averill, Portland	10,830.00
Va Dare Constr. Co., Portland	13,755.00
Valley Constr. Co., Portland	14,055.00
Robert M. Snyder, Lowell	16,350.00
Geo. E. Berry, Beaverton	17,940.00

THREE STATE HIGHWAYS IN UMATILLA COUNTY

STANFIELD-PENDLETON-ADAMS RECOILING PROJECT

Newport Constr. Co., & Russell Olson, Portland	182,619.00
J. C. Compton Co., McMinnville	194,797.00
Babler Bros., Portland	202,469.00

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

AMITY SECTION

O. C. Yocom Co., McMinnville	31,841.00
Warren Northwest Inc., Portland	36,788.50

The Commission approved the minutes of its meetings held on January 24 and 25, and on February 28 and March 1, 1949.

Messrs. W. H. Lynch, Division Engineer, Public Roads Administration; and W. C. McDonald, Highway Engineer, U. S. Forest Service, were present and discussed with the Commission matters pertaining to the Oregon Forest Highway Program, particularly recommendations for the allocation of funds to projects, involving funds for the fiscal years 1946, 1947 and 1950. As the result of discussion, the Commission unanimously approved and signed the following letter directed to the Chief, Forest Service, and Commissioner of Public Roads, Washington D. C., with the express understanding, however, that the allocation mentioned therein for the improvement of the Pacific Highway- (Project and Account No. 15-A1, B2(0319-0)- is tentative only and may be revised after the Commission has personally inspected the project on its trip scheduled for the early part of May.

April 11, 1949

15700

486 Oregon General

March 29, 1949

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

Dear Sirs:

In accordance with the Rules and Regulations for Administering Forest Highways, a joint conference was held on February 28, 1949 at the Portland office of the Oregon State Highway Commission, between the Oregon State Highway Commission, representatives of the U. S. Forest Service, and the Public Roads Administration, for consideration of and agreement upon projects to be recommended for approval for construction out of funds apportioned for the Fiscal Year 1950 and for recommendations for revisions of allocations of funds to previously programmed projects.

FUNDS

Apportionment Fiscal Year 1950 Forest Highway Funds		$2,756,755.00
Deductions		
10% Reserved for Public Roads Administration & Forest Service Administration	$275,676.00	
Reserve for Const. Contingent	100,079.00	375,755.00
Balance available for project allocation		$2,381,000.00

Because of changed conditions and greatly increased costs subsequent to programming of Fiscal Years' 1946-47 funds, it is not now possible to finance all previously programmed projects and the following revisions and cancellations are recommended in order to finance those projects on which construction is most urgent.

(Cont.)

April 11, 1949

Project and Account No.	Project Name, Type of Work and Length	Recommended Revised Allocation		Allocation now Programmed	Surplus (+) or Deficit (-)	Remarks
6-A2,B2,E9,F2 (7068-00)	Alsea Highway Unit 1, Grading 10.46 Miles Unit 2, Surf.& Bit. Surf. 10.46 Miles	$400,000		$400,000		
21-E5,F5,G3,H4 I4,J5,K5,L2 (7038-01)	Willamette Highway Grading, Surf. & Bit. Surf. 21 Miles	950,000		630,000	- $320,000	
21-M,O	Willamette Highway Surf. & Bit. Surf. 4.6 Miles Rock Production 13.4 Miles	1,040.59 None	(FH) (Coop)	105,000 25,000	+ 103,959.41 + 25,000	Cancelled Funds returned to State
21-N	Willamette Highway Sur. & Bit. Surf. 2.8 Miles	None None	(FH) (Coop)	34,000 36,000	+ 34,000 + 36,000	Cancelled Funds ret. to State.
25-A7	Mt. Hood Highway Bridge, Grading, Surfacing & Bit. Surfacing 2.6 Miles	None		195,000	+ 195,000	Cancelled
30-A3,E1 (7026-01)	Klamath Falls-Lakeview Hwy. Grad.,Surf.& Bit.Surf. 5.2 Miles	(FH) 184,000 (Coop)23,000		127,000 23,000	- 57,000	
33-A2,B3 (7043-00)	Pendleton-John Day Hwy. Grad.,Surf.&Bit.Surf. 10 Miles	350,000		250,000	- 100,000	
34-B4,C	Pendleton-John Day Hwy Grad. & Surf. 6 Miles	None		150,000	+ 150,000	Cancelled
35-B3,C2 (0304-00)	John Day-Burns Hwy. Grading 8.4 Miles	350,000		350,000		
38-E	Flora-Enterprise Hwy. Grading 0.88 Mile	None		150,000	+ 150,000	Cancelled
38-A2 (0323-00)	Flora-Enterprise Hwy. Grad. & Surf. 4 Miles	150,000		-	- 150,000	

(Cont.)

Project and Account No.	Project Name, Type of Work and Length		Revised Allocation	Allocation now Programmed	Surplus (+) or Deficit (-)	Remarks
43-A2	Diamond Lake Hwy. Surf. & Bit. Surf. 14.8 Miles		None	235,000	+ 235,000	Cancelled
46-A4,B2	Cascade Lakes Hwy. Surf. & Bit.Surf. 7.2 Miles		None	100,000	+ 100,000	Cancelled
46-C2,D1	Cascade Lakes Hwy. Grading 4.7 Miles		None	50,000	+ 50,000	Cancelled
46-C2 (0321-00)	Cascade Lakes Hwy. Surfacing 8.6 Miles		75,000	-	- 75,000	
47-A1,B1,D (7076-01)	North Umpqua Hwy. Grad. 2.2 Mi., Adv.Cl. 3.59 Mi.		295,000	567,000	+ 272,000	
47-A2,B2,D1 (0324-00)	North Umpqua Hwy. Grading 5.8 Miles		375,000	-	- 375,000	
47-B2	North Umpqua Hwy. Grading 4 Miles		-	433,000	+ 433,000	Cancelled
47-B3 (0325-00)	North Umpqua Hwy. Grading 4 Miles		500,000	-	- 500,000	
50-A1,B	Timberline Hwy. Grad.,Surf. 3.1 Mi., Adv. Clear. 1.645 Mi.	(FH) (Coop)	25,000 -	25,000 83,814.51	- + 83,814.51	Cancelled
50-A2,B1 (7046-01)	Timberline Hwy. Grading 3.025 Miles	(FH) (Coop)	211,185.49 83,814.51	295,000 -	+ 83,814.51 - 83,814.51	
	Total surplus forest highway funds available for reallocation				+ 229,773.92	
	F.Y. 1950 funds available for allocation				2,381,000.00	
	Total all funds available for allocation				2,610,773.92	
	Less deficits on projects let to contract		378,994.85			
	Less state construction contingent		77,779.07		456,773.92	
	Total available to finance new projects as recommended in the following tabulation				2,154,000.00	

(cont.)

Project and Account No.	Route Name and Type of Work	Length Miles	Recommended Allocation
6-B3 (0317-00)	Alsea Highway Bridge	0.022	$ 50,000
10-D3,E1 (0318-00)	Oregon Coast Hwy. Grading, Surfacing & Bit. Surfacing	2.3	475,000
15-A1,B2 (0319-00)	Pacific Highway Grading, Surfacing &Bit. Surfacing	6.19	884,000 (FH) 816,000 (Coop)
24-A5,B7,C5 (0320-00)	North Santiam Hwy. Surfacing	12.9	250,000
46-C2 (0321-00)	Cascade Lakes Hwy. Surfacing	8.6	75,000
50-A3,B2 (0322-00)	Timberline Hwy. Surf. & Bit. Surfacing	5.6	295,000
	Location Survey		50,000
	Maintenance		75,000
	Total Forest Highway Funds		2,154,000
	Total Cooperative Funds		816,000

The following are reasons for revisions and cancellations of previously programmed projects.

Project 6-A2,B2,E9,F2, Alsea Highway, remains unchanged except that grading of Sections B and F and probable slides on Sections A and E, are to be let under one contract and the surfacing and bituminous surfacing under a second contract. The chief reason for delaying the surfacing is to permit determination of the source of materials.

Projects 21-M,O and 21-N, Willamette Highway, are recommended for cancellation and state funds to be returned as the work proposed under the projects has been accomplished by the State.

Projects 25-A7, 34-B4,C, Mt. Hood and Pendleton-John Day Highways, respectively, are recommended for cancellation because of their low priority in urgency of construction.

Projects 43-A2 and 46-A4,B2, Diamond Lake and Cascade Lakes Highways, respectively, were programmed as urgently needed at the time to permit log hauling.

(Cont.)

The construction is not now needed for this purpose and the projects are in satisfactory condition for their otherwise normal travel, and their cancellation is recommended.

Work contemplated under Project 21-E5,F5,G3,H4,I4,J5,K5,L2, Willamette Highway, has been needed for some time and the project has deteriorated considerably by reason of the past severe winter. The project cannot practicably be shortened or otherwise reduced and the indicated increase in allocation is recommended.

Work contemplated under Project 30-A3,E1, Klamath Falls-Lakeview Highway, is unchanged but increased costs of construction necessitate the increase in allocation as recommended.

The Pendleton-John Day project originally programmed as 33-A2,B3 D4 for 14 miles of grading, surfacing and bituminous surfacing. Increased costs and further study dictate that the project be shortened to within Sections A and B and that funds be increased to $350,000 as now recommended.

Due to increased costs it has been necessary to eliminate the surfacing and bituminous surfacing from Project 35-B3,C2. It is now planned to place a cushion course of selected material to serve until the project can be surfaced.

Under Project 38-E, Flora-Enterprise Highway, funds were provided for completing the initial grading of the route. The State has now accomplished this work and have requested that the funds be reallocated to the reconstruction grading and surfacing of approximately four miles at the south end of the route which is in need of improvement. This project, 38-A2, will widen and straighten a portion of the section graded and surfaced by the Public Roads Administration between 1919 and 1922.

Under Project 46-C2,D1, Cascade Lakes Highway, $50,000 was programmed to continue grading westerly. Since its construction in 1940, the graded Section C has materially deteriorated and is in need of reconditioning and surfacing to preserve the improvement and to enable its use. It is recommended that the original project 46-C2,D1 be cancelled, the funds increased to $75,000 and combined with a similar amount recommended from fiscal year 1950 funds to finance the surfacing, under Project 46-C2, of the 8.6 miles now graded.

Project 47-A1,B1,D, North Umpqua Highway, originally programmed in the amount of $567,000 to finance the grading of 5.8 miles at the west end of the route, has now been let to contract involving only the grading of 2.21 miles and advance clearing of 3.59 miles. The estimated cost of this contract is $295,000, leaving a surplus of $272,000 which with $103,000 from cancelled projects, is recommended for transfer to project 47-A2,B2,D1, which project will complete the grading of the 5.8 miles at an estimated cost of $375,000.

(Cont.)

Project 47-B2, North Umpqua Highway, as previously programmed for 1947 fiscal year funds in amount of $433,000 will now become project 47-B3, and the estimated cost is now $500,000. It is recommended that the change in designation be approved and that an additional $67,000 be allocated from cancelled projects to finance the project as indicated in the above programmed revisions.

On Project 50-A1,B, Timberline Highway, let to contract in 1941, and the contract cancelled in 1944 because of the war, there remains $83,814.51 of State cooperative funds and $4,814.51 of forest highway funds. It is recommended that the remaining State funds be reallocated to Project 50-A2,B1, now underway, and a like amount of forest highway funds released from that project. The remaining forest highway funds will revert to the State contingent when the project is closed out.

Description and Comment on New Projects:

ALSEA HIGHWAY
Bridge, Project 6-B3, 0.022 miles, $50,000

This project is for construction of a concrete girder structure over Scott Creek within the limits of Project 6-A2,B2,E9,F2. The present bridge is not on the new alignment and otherwise is in need of replacement.

OREGON COAST HIGHWAY
Grading, Surfacing and Bituminous Surfacing, Project 10-D3,E1, 2.3 miles, $475,000.

This project was originally approved for grading and bituminous surfacing, as 10-D1,E, on March 28, 1945, but due to war conditions was reduced to clearing only and construction of three concrete box culverts. Under Project 10-D2 the Hubbard Creek Bridge was constructed but cannot be utilized until the section has been graded and surfaced. The $475,000 is recommended for approval to finance the grading, surfacing and bituminous surfacing which will enable utilization of present construction and eliminate a very bad section of existing road.

PACIFIC HIGHWAY
Grading, Surfacing and Bituminous Surfacing, Project 15-A1,B2, 6.19 miles, $884,000 (FH) $816,000 (Coop).

The State has improved this route from the south to the south end of the forest highway route and of Project 15-A, constructed by the Public Roads Administration in 1919. Project 15-A1,B2 contemplates the improvement from that point northerly 6.19 miles. This will eliminate the major portion of the low standard road on the forest highway route leaving only 3.6 miles

(Cont.)

of substandard construction to be improved. The project is estimated to cost $1,700,000 and the State has agreed to finance any additional cost over the $884,000 allocation of forest highway money herein recommended. Survey and plans have been worked up by the State.

NORTH SANTIAM HIGHWAY
Surfacing, Project 24-A5,B7,C5, 12.9 miles, $250,000.

The grading of this section is now being completed under Projects 24-A2,A3,A4,B4,B3, Unit 1, and B3, Unit 2, C4, Unit 1, and the bridges under B6. The reconstruction was necessitated by the construction of the Detroit Dam, which structure also dictates the abandonment of the Mill City branch of the Southern Pacific Railway. Abandonment of the railroad cannot be effected until a facility, satisfactory to the Inter-state Commerce Commission, is completed for substitution for the railroad. The recommended project contemplates a partial surfacing and bituminous treatment to fulfill this requirement until the balance of the reconstruction, approximately 3.9 miles, can be completed. On completion of the grading of this last section it is planned to surface the 3.9 miles, add additional depth of surfacing over the 12.9 miles and construct a bituminous mat over the entire section. Sufficient funds are not now available and it is not considered advisable to place the ultimate surfacing and bituminous mat until it can be accomplished over the entire reconstructed section. In addition to the 12.9 miles of highway the project also includes the surfacing and bituminous treatment of a temporary connection at the east end to the present highway at Detroit and a connection to the Corps of Engineers Camp opposite the east end of Project 24-B3, Unit 1.

CASCADE LAKES HIGHWAY
Surfacing, Project 46-C2, 8.6 miles, $75,000.

The $75,000 recommended herein is to be combined with a similar amount from previously programmed funds to accomplish the surfacing of 8.6 miles previously graded and now in serious need of improvement as mentioned above.

TIMBERLINE HIGHWAY
Surfacing and Bituminous Surfacing, Project 50-A3,B2, 5.6 miles, $295,000.

Completion of the grading of this route is now being accomplished under Project 50-A2,B1 and the recommended project contemplates the surfacing and bituminous surfacing of the entire route. Immediate surfacing and bituminous surfacing is needed to enable economical snow removal and

to provide a travel surface which will satisfactorily serve the heavy recreational traffic carried by this route. This project will complete all construction on the route as now contemplated by this agency.

Very truly yours,

/s/ W. H. Lynch

W. H. LYNCH
Division Engineer

U. S. FOREST SERVICE

/s/ J. Frankland
(Acting) Regional Forester

OREGON STATE HIGHWAY COMMISSION

/s/ T. H. Banfield
Chairman

/s/ Ben R. Chandler
Commissioner

/s/ Chas. H. Reynolds
Commissioner

April 11, 1949

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following park matters:

(1) Joint statement of policy with the Bureau of Land Management, U. S. Department of Interior, concerning the preservation of Government owned Juniper Waysides along the Central Oregon highway between Bend and Horse Ridge; along the McKenzie Highway between Sisters and Redmond; and along the Ochoco Highway between Redmond and Powell Butte, involving 30 miles of waysides. He presented a statement, as follows, prepared by the Regional Administrator of the Bureau of Land Management, and recommended approval of the same as the Commission's policy with respect to such matters:

JOINT STATEMENT OF POLICY

Scenic Waysides

It is the policy of the Highway Commission, State of Oregon, and of Region I, Bureau of Land Management, United States Department of the Interior, to preserve for the benefit of the public the scenic values inherent in timber, woodland or other resources adjacent to or in the proximity of public highways. In order that the policies of the two agencies may be correlated for the attainment of this public purpose with respect to such specific areas as may be agreed upon, it will be the policy of the Regional Administrator with respect to such areas under his management to:

1. Disapprove applications for timber unless it appears that the timber should be removed for reasons in the public interest. Before any such removal is authorized it will be the policy of the Regional Administrator to consult with the Superintendent of State Parks.

2. Exert every reasonable effort to preserve the woodland and timber stands from depredation and from damage or destruction by fire, disease and insect pests.

3. Withhold approval of applications for advertising displays.

4. Take, in cooperation with the Highway Commission, State of Oregon, any other action deemed to be in the public interest for the preservation of scenic values on lands under his management.

It will be the policy of the Highway Commission, State of Oregon, with respect to such areas to:

1. Exert every reasonable effort and impose every reasonable restriction to the end that such areas may be kept free from commercial advertising and from waste or offensive material of any kind.

(Cont.)

JOINT STATEMENT OF POLICY (Cont.)

Scenic Waysides (Cont.)

2. Control, to the full extent of its authority, the location of pole lines to preserve scenic values.

3. Aid the Regional Administrator so far as feasible in the policing of such areas and to report promptly to him any encroachment on such areas which may tend to defeat the policy stated above.

3. Take, in cooperation with the Regional Administrator, Region I, Bureau of Land Management, United States Department of the Interior, additional action deemed to be in the public interest for the preservation of scenic waysides.

The specific scenic wayside areas to which this joint statement of policy will be applicable will be described in supplements to be agreed upon from time to time by the cooperating agencies. Such supplements will specify the location, note the width of each scenic wayside, the resource to be protected and such additional matters as may be appropriate.

This joint statement of policy and the supplements thereto which relate to specific scenic waysides shall continue to be effective until cancelled by either party upon thirty days notice.

SUPPLEMENT TO JOINT STATEMENT OF POLICY
dated April 11, 1949, by the Oregon
State Highway Commission and the Regional
Administrator, Bureau of Land Management
United States Department of the Interior.

The Oregon State Highway Commission and the Regional Administrator will apply the policy set forth in the statement of policy dated April 11, 1949 to scenic juniper waysides in Central Oregon which extend 1320 feet each side of the specified portions of the following described highways:

1. Oregon State Highway between Bend and Horse Ridge.

2. McKenzie Highway between Sisters and Redmond.

3. Ochoco Highway between Redmond and Prineville.

April 11, 1949

The Commission approved the recommendation unanimously. (The Commission signed four copies of the Statement on the following day.)

(2) The Commission by unanimous vote confirmed the telephonic approval given the State Parks Superintendent subsequent to its last meeting, to purchase for the sum of $7,500 a house located adjacent to the State Park along the Deschutes River just north of Bend. The Parks Superintendent explained for the record, that his plans for this park provide for construction of a house for the caretaker, but that the one under discussion, which is located just across the road from the park, will serve admirably, and the purchase price is very reasonable. The appraised value of the property is in excess of $12,000.

(3) Parks Roadway Betterment Projects: The Parks Superintendent requested authority to proceed with the following projects located within State Park areas, provision for which, he said, is contained in the 1949 budget:

DIVISION I		
Dabney	$1,100	Oil parking area
DIVISION II		
Silver Falls CCC Camp	520	Oil sidewalks and dust palliative
Yaquina	500	Oil parking areas
DIVISION III		
Honeyman	500	Oil road to sand dunes
DIVISION IV		
Collier	400	Oil parking area
	$3,020	

The Commission approved the request unanimously and ordered the work done by State oiling crews.

(4) Appointment of a Park Supervisor to take care of 21 parks and waysides in the Bend District: The Parks Superintendent explained the need for the services of a Supervisor in this area, and requested authority to appoint someone to fill the place. The Commission deferred action on the matter until its next meeting and instructed the Parks Superintendent to submit in the mean time a detailed report giving an overall, clear-cut picture of the duties of the Park Supervisor and the Park Engineer.

(5) Status report on the plans for the proposed building at Champoeg State Park: The Parks Superintendent advised that the members of the Portland Chapter of the American Institute of Architects, who are designing this building, and Mr. Frank G. Hutchinson, Highway Department artist and designer, have jointly approved the general plans for this structure, and certain details, so the construction of this building in his estimation could proceed in the not too distant future. The Engineer confirmed this statement and suggested, in order to expedite completion of the details, that he be authorized to take over this feature of the work. It was his thought that the architects should be thanked for their services. The Commission approved the completion of the details by the Highway Department architect, and instructed the Secretary to thank the Portland Architects for their services when a letter has been received from them stating that they consider that they have completed their assignment.

(6) Proposed extension of an agreement with Mr. Ralph S. Nohlgren, covering the concession in Silver Falls State Park: The Parks Superintendent advised that he is very well satisfied with the arrangement heretofore in effect with Mr. Nohlgren, and recommended that the present working arrangement be extended for another year. The Chief Counsel concurred in the recommendation. The Commission unanimously approved such an extension of time to December 1, 1949.

(7) Proposed agreement with Mr. Wayne Simeral, Silverton, for the cutting of cord wood in Silver Falls State Park: The Parks Superintendent advised that he needs 50 cords of wood in connection with the operation of this park, and that Mr. Simeral has offered to furnish it from trees in the park designated by the Parks Department, for the sum of $5.00 per cord. He recommended acceptance of the offer. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed on the following day.)

(8) Cutting of wayside timber along the Wilson River Highway and the Sunset Highway, particularly that damaged by the Tillamook burn in 1933: The Parks Superintendent reported receipt of an inquiry from a party who is interested in salvaging snags along these highways, and inquired whether or not he should give the party any encouragement. He recommended approval of an arrangement to get rid of the snags so as to improve the looks of the waysides. The Commission approved the recommendation unanimously and ordered that bids be received in Salem for the purchase of this material, in the same manner as bids are taken for the sale of used equipment, buildings, etc.

(9) State Parks Surveys: The Parks Superintendent requested authority to proceed with surveys to establish boundaries of state parks, for which he said the sum of $20,000 has been provided in the tentative budget for 1949. The Commission approved the request unanimously, with the understanding that the work is to be done by the Highway Department's engineering crews under the supervision of the State Highway Engineer. The Parks Superintendent was instructed to work up the details with the Engineer.

Commissioner Chandler brought up for discussion the matter of constructing rest rooms at Depoe Bay for the convenience of the general public. He advised that there are no such facilities available now, and the people of this town have expressed a willingness to keep in a clean and sanitary condition any facilities that the state may provide, and will also furnish electricity to light them. Chairman Banfield gave as his feeling that if there were an absolute guarantee by the local people that the facilities would be kept absolutely clean and sanitary, then the state might furnish them. However, he said, in past experience they have not been maintained in good condition, and the state might be better off without them. A decision in the matter was deferred until the following day, when a delegation from Depoe Bay was scheduled to appear before the Commission regarding the same subject. (See ahead for additional item on this subject.)

The Assistant Attorney, Mr. J. W. DeSouza, reported on the matter of acquiring wayside tracts between the Warm Springs Highway and the Deschutes River at the crossing of the highway over this river near Warm Springs Agency. He advised that three properties have been under consideration, one of which contains 0.8 of an acre and has been appraised at $350; the second one contains 1.2 acres and is appraised at $1,500; and the third contains 2.7 acres and has been appraised at $3,500. The appraisals, he said, were made by Mr. Roy Newell, Realtor, Bend, Oregon. The Parks Superintendent stated that he prefers the acquisition of the 2.7 acre tract, because, in his estimation, it is the best one of the three. He stated further that the owner does not wish to sell the property, so if the Commission wants it, it may be necessary to acquire it by condemnation. The Commission ordered further negotiations with the owner for this tract, and a report.

The Assistant Attorney also presented a list of options that he has negotiated for the acquisition of right of way that is needed for various highway purposes throughout the state. The Commission carefully considered each item on the list and, following discussion, unanimously authorized acquisition of the tracts at the prices contained in the options. The attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though copied in full herein, was thereupon adopted by the Commission by unanimous vote.

FOOTNOTE:

The following footnote refers to item No. 14751 appearing in the above mentioned and attached resolution, marked Exhibit "A", and concerns acquisition of park property from D. O. and Edna Belle Scott, along the Gold Beach-Brookings Section of the Oregon Coast Highway (Ocean Waysides). This property was approved for purchase at a total cost of $12,500 on the condition that the owners be allowed two years' occupancy of the premises rather than perpetual use of the property, which they originally requested.

In the discussion of real property matters, the Commission also considered an option to purchase for $382.50 a stock pile site from Burdette and Sibyl F. Dodge, on the Table Rock Road-Dodge Bridge Section of the Sams Valley Secondary Highway in Jackson County. The option provides that the State shall, in addition to the cash payment, construct a cattle pass which is estimated to cost $3200. The question arose whether or not when right of way was acquired from the Dodges any commitment was made that would obligate the State to furnish the cattle pass. The Commission refused to approve construction of the cattle pass unless obligated to do so by the terms of the right of way settlement. The Assistant Attorney was instructed to investigate the facts and report his findings.

Also in the discussion of real property matters, the Commission ordered that hereafter the amounts of the options as disclosed in the list presented by the Right of Way Department, shall include the estimated cost of moving buildings, and other estimated expense, so that the amount shown for each item will indicate the total cost to the State so far as can be determined in advance.

The matter of renting State-owned properties in Sullivan Gulch was discussed. The Chief Counsel advised that the Commonwealth Company, which is handling properties for the Commission in this area, has suggested that the Commission allow the rental of properties situate along the sections that are not scheduled for earliest construction, on a longer than six months basis, it being the Company's thought that the rentals accrued would more than offset any drop in the market price of the properties when disposed of later on. He was instructed to report his recommendations in writing, giving his reasons for the same.

In this connection, the Commission also discussed the matter of paying taxes on the rented properties. It appears that the Multnomah County Assessor plans to assess such properties under a 1947 statute. The Chief Counsel gave as his opinion that the properties are not assessable because they are not being held for investment or income purposes, but merely for salvage, therefore should not be subject to taxes. He was instructed to consult with the county officials in an endeavor to secure relief from payment of the taxes.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Colonel O. E. Walsh, District Engineer, U. S. War Department, was present and discussed with the Commission the advisability of closing down the operations of a highway contractor on a two and three quarter mile section of the Willamette Highway near Dexter, Lane County, particularly Contract No. 3034, with Roy L. Houck, Jr., for construction of the Lost Creek-Lowell Section of this highway. Colonel Walsh explained that it is quite likely that Congress will approve the development of hydro-electric power on the Meridian Dam Project by construction of another dam near Dexter, and if so, another pool will be created which will innundate a section of the highway that is now being built by Mr. Houck. He pointed out that it is not known definitely at this time what Congress will do in the matter, but indications

are favorable and definite action should be taken before July 1st. The Federal Government, he said, will reimburse the State for losses sustained by reason of delay in the contract. The Commission referred the matter to the Engineer, and Chief Counsel, to analyze and report back as to what the Commission's contractual obligations are, and the estimated cost of complying with Colonel Walsh's suggestion. (This matter was again discussed by the Commission the following day, at which time the Commission decided unanimously not to hold up the contractor's work that is now in progress, unless the State is relieved from all liabilities.)

County Judge James H. Sturgis, Umatilla County, appeared before the Commission regarding a loan to Umatilla County of the sum of $150,000, under the provisions of H.B. 451, which has just been approved by the 1949 Legislature and signed by Governor McKay. He explained that the County needs this money to finance repairs to county roads which were severely damaged as the result of unusually bad weather conditions during the past winter. The Chief Counsel explained the details of the law, and advised that the Commission, if it so desires, could advance such sum to the County if the County will comply with the requirements that the State Highway Commission might promulgate, as well as the statutory requirements. Following discussion, the Commission assured Judge Sturgis that the loan would be approved when the requirements had been satisfied. The matter was thereupon referred to the Chief Counsel to arrange the details. (The matter was discussed further on the following day, at which time the Commission approved a resolution from the County Court requesting the loan and signed a letter directed to the Secretary of State certifying that the County is entitled to the sum requested and recommending that the advance be made. See ahead for additional paragraph on this subject.)

The Commission discussed the matter of approving the vacation of a portion of an unnamed street in First Addition to Jennings Lodge. The engineer advised that this street is 30 feet wide and parallels the right of way of the Portland Traction Company's Portland-Oregon City electric line. The State now owns the triangular area situate within the "Y" intersection of this road and the highway, he said, and it would be to the State's advantage, particularly as a matter of safety, were this street vacated. He recommended approval of the vacation proceedings. In the discussion of this matter, it was pointed out that Mr. Joe J. Burkhardt, Tigard, Oregon, who owns the area south of the State's property in this particular block, also desires the roadway vacated, and that the attitude of the Portland Traction Company is favorable, but it takes the position that it should obtain title to one-half the roadway, which is a matter in dispute. The Commission appeared favorably inclined to approve the vacation of this street, however deferred a definite decision with regard thereto until the differences with the Portland Traction Company have been ironed out satisfactorily. The matter was referred to the Chief Counsel to handle.

Mr. C. W. Enfield, Assistant Counsel, brought up for discussion a proposed settlement of the condemnation case of the State Highway Commission vs Raymond Eastwood, et al, concerning acquisition of right of way for the Tillamook-Pleasant Valley Section of the Oregon Coast Highway. He recalled that the Commission previously authorized the payment of $4,000 for the property, but the owners were unwilling to settle for such an amount, so condemna-

tion proceedings were started. However, the owners are now willing to accept the sum of $4,350 by stipulation, and the owners also have agreed to remove the buildings from the tract. He recommended approval of such settlement as being less than it would cost the State if the case went to trial. The Commission approved the recommendation unanimously.

The Chief Counsel brought to the Commission's attention a proposed settlement of its condemnation action against Louis Fleck, Tillamook County, for right of way needed in connection with the improvement of the Tillamook-Pleasant Valley Section of the Oregon Coast Highway. He advised that the Commission authorized an offer of $2000 for the property but the owner demanded $5000; however, as a result of further negotiations, he has finally agreed to settle for $2880. He recommended settlement on such basis. The Commission approved the recommendation unanimously.

The Assistant Counsel, Mr. J. W. DeSouza, brought up for discussion a request from Mrs. Louise Bissaillon for permission to use a portion of the highway right of way at the filling station on the Oswego Highway a short distance north of the Town of Oswego. It appeared from the discussion that the service station has been there for many years and is partially located on a widened section of the highway right of way, and that Mrs. Bissaillon wants the Highway Commission to grant her encroachment privileges so as to avoid the expense of moving her facilities. The Engineer advised that the encroachment is on a small section of right of way that is not absolutely essential for highway purposes, and that if the Commission decides to lease the area to Mrs. Bissaillon it should be on condition that she absolutely will not serve customers on the highway. On the other hand, it might be advisable to sell to Mrs. Bissaillon the small area on which her facilities encroach, also with the understanding that she could not serve the public from the highway side. The Commission deferred its decision in this matter pending further investigation and report by the Chief Counsel.

The Chief Counsel requested approval of the appointment of Messrs. C. W. Enfield and Samuel A. Hall as Assistant Counsels. The Commission confirmed such appointments and thereupon by unanimous vote adopted the attached resolution, marked Exhibit "B", relative thereto, which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Commission also unanimously approved the transfer of Mr. Forrest Cooper from the Engineering Department to the Legal Department as Supervisor of the entire Right of Way staff. The Chief Counsel explained that this appointment is being made to facilitate cooperation between the Engineering and Legal Departments, and to provide for greater efficiency. The Engineer expressed his hearty concurrence.

In this connection, the Engineer recommended the appointment of John W. Cattrall as Acting City and County Relations Engineer, which position was held by Mr. Cooper prior to his transfer to the Legal Department. The Commission approved the recommendation unanimously.

The Chief Counsel reported receiving a letter from Mr. George Winslow, Tillamook, Oregon, regarding the Commission's condemnation case against Mr. Herman B. Jacobs for acquisition of right of way for the Tillamook-Pleasant Valley Section of the Oregon Coast Highway. It appeared that Mr. Jacobs is in the dairy business, and that the new highway has severed his property, leaving part of it isolated, and that it is going to require a drainage structure across the highway which will cost about $3,000. It now develops that Mr. Jacobs is planning to sell the isolated part of his property, in view of which he has stated a willingness to accept the Commission's offer for his land on the condition that the State will pay him $3,000 cash for eliminating the drainage structure. The Commission deferred action in this matter pending further negotiations.

The Chief Counsel also brought up for discussion a proposed settlement in the case of Elkins vs the State, arising out of the improvement of the Pacific Highway West, in Polk County. He advised that Mr. Elkins had agreed to settle this long-standing claim for $7,250 and will sign a statement completely releasing the State from further liability. He recommended acceptance of the offer. The Commission approved the recommendation unanimously and so ordered.

The Chief Counsel brought up for discussion the order of the Public Utilities Commissioner, No. 21,830, concerning the application of the Gardiner Lumber Company and the Southern Pacific Company for authority to construct a railroad grade crossing on the Oregon Coast Highway near Gardiner, Douglas County. He advised that the order authorizing the construction of such grade crossing, in his estimation, is entirely wrong because it would create a serious traffic hazard for traffic on this important highway. He recommended that the Commission file a complaint in the Circuit Court to vacate the order of the Public Utilities Commissioner as being in the best public interest. The Commission approved the recommendation unanimously and instructed the Chief Counsel to proceed in conformity therewith.

The Chief Counsel reported the status of settlement with the Ericksen Brothers, St. Helens, for property needed to provide a uniform width right of way for the Columbia River Highway at this place. He advised that negotiations with the Ericksens have been difficult — that they want an unlimited time within which to complete removal of their building, notwithstanding the Court's having ordered otherwise. He suggested that the Commission pay into Court the amount determined by the Court, $26,865.30, for disbursement to the Ericksens when they have complied with the Court order. The Commission unanimously approved the suggestion and so ordered.

The Engineer reported on the extent of frost and flood damage suffered by the State Highway System during the past winter. He estimated the total cost to rehabilitate the damaged sections at $2,580,000, of which $2,391,000 represents the cost to repair frost damage, and $188,100 the cost to repair flood damage. He recommended that the work be financed by transferring $200,000 unappropriated in the special maintenance fund, $500,000 from the maintenance reserve fund, $280,000 from the Mt. Hood Highway improvement project, and an additional appropriation of $1,820,000. The Commission

unanimously approved the recommendation with respect to the following projects for which bids were received at this meeting:

Collins Creek and Parkdale Sections of the Hood River and and Mt. Hood Highways in Hood River County — $39,000.

Corvallis-Albany Section of the Corvallis-Eastside Secondary Highway in Linn County — $70,000.

Irrigation ditch bridge near Hermiston, in Umatilla County — $16,000.

Stanfield-Pendleton-Adams Reoiling Project on three state highways in Umatilla County — $202,500.

(This report was again discussed on the following day, at which time the Commission approved additional projects as follows, for which bids also were received at this meeting. The Engineer was authorized to advertise for bids for additional work that is urgent and must be gotten under way at the earliest possible time:

Powell Butte-Prineville Section of the Ochoco Highway in Crook County — $55,100,

Toledo-Pioneer Section of the Corvallis-Newport Highway in Lincoln County — $30,000,

Eddyville-Kline Section of the Corvallis-Newport Highway in Lincoln County — $65,000,

Salem-Dayton Secondary Highway throughout, in Polk and Yamhill Counties — $88,500,

Bellevue-Hopewell Secondary Highway throughout, in Yamhill County — $80,500,

Lafayette Secondary Highway throughout, in Yamhill County — $39,000.

Amity-Dayton Secondary Highway (north four miles) in Yamhill County — $24,000,

Sunnyside-Umapine Secondary Highway (several sections) in Umatilla County - $20,000.

See report in general files for details.)

The Commission discussed a written report from the Engineer concerning his studies of an alternate route for the Oregon Coast Highway between Tillamook and Nestucca Bay, via Sand Lake, as previously proposed by a delegation from Tillamook County. No action was taken by the Commission on this matter. (See

copy of the report in the general files for details.)

The Commission also discussed and ordered filed a report from the Engineer on the amounts of moneys that cities and counties have received from State Highway revenues since inception of such payments. (See Pages 163 to 167 of the Eighteenth Biennial Report for details.)

The Engineer reported on a complaint made by Morton Tomkins, Master of the Oregon State Grange, regarding traffic congestion on the Mt. Hood Highway near Government Camp. He said that the matter has been studied for the past six weeks in an attempt to find some method to relieve the situation, and the best solution that can be found is to prohibit parking on weekends (Fridays, Saturdays and Sundays) for a distance of approximately one quarter of a mile through the business district at Government Camp, and the maintenance of substantial overhead signs, supported by cable, calling attention to the restricted zone. This matter was discussed at considerable length, but action thereon was deferred pending further study and report by the Engineer and Chief Counsel.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3 p.m. Chairman Banfield publicly announced the Commission's decisions with respect to each project as follows, the Commission's action being by unanimous vote:

"Paint structural steel in Youngs Bay and Lewis and Clarke River Bridges on the Oregon Coast Highway near Astoria, Clatsop County. Tri State Painting Company, Portland, submitted the low bid for this work at $5,900. Antonsen Painting Co., Tacoma, submitted the next low bid at $7,000. There were six higher bidders. The Commission has awarded this contract to the low bidder, Tri State Painting Company, Portland, at its bid price.

"Repair and replace pier fenders at McCullough Bridge on Oregon Coast Highway, and at Eastside Bridge and Enegren Ferry on Coos River Secondary Highway in Coos County. Hillstrom Shipbuilding Company, Coos Bay, submitted the only bid for this job, in the amount of $11,192.56. The Commission has awarded the contract to Hilstrom Company at its bid price.

"Grading, surfacing and oiling, and furnishing crushed rock in stock piles on the Collins Creek and Parkdale Sections of the Hood River and Mt. Hood Highways, in Hood River County. The low bid for this work was submitted by A. H. Saxton & Sons, Corvallis, at $66,771. The next low and only other bid was submitted by Lofts & Son and Allen E. Sackett, Hood River, for $74,703. The Commission has awarded this contract to A. H. Saxton & Sons, the low bidder, at their bid price.

"Mosier Rock Production Project on three state highways in Hood River and Wasco Counties. The only bid for this job was submitted by Arthur Gentemann, Portland, at $53,820. The Commission has accepted the bid and has awarded the contract to Mr. Gentemann at his bid price.

"Grading, surfacing and oiling, and furnishing crushed rock stock piles on the Henley-Lost River and Malin Sections of the Klamath Falls-Malin Highway in Klamath County. J. N. & M. J. Conley, Portland, submitted the low bid of $233,443. Inter City Sand & Gravel Company, Eugene, submitted the next low bid of $258,038.50. There was one higher bid. The Commission has awarded this contract to the low bidder, J. N. & M. J. Conley at their bid price.

"Rainrock-Alderwood Park rock production project on the Siuslaw and Alsea-Deadwood Highways in Lane County. Homer G. Johnson, Portland, submitted the only bid for this work at $88,835. The Commission has accepted the bid and has awarded the contract to Mr. Johnson at his bid price.

"Construction of buildings at Deadwood Maintenance Station on the Siuslaw Highway, Lane County. Gilbert Roberts, Hood River, submitted the low bid, $24,087, based on Alternate "A", Frame Construction. He submitted no bid based on Alternate "B", Block Construction. R. H. Jones, Hillsboro, was the second low bidder at $24,348 based on Alternate "A", Frame Construction and $25,027 based on Alternate "B", Block Construction. There were two higher bidders. The Commission has awarded the contract to the low bidder, Gilbert Roberts, at their bid price for frame construction.

"Painting structural steel in the Harrisburg Bridge over the Willamette River on the Pacific Highway; the Willamette River Bridge at Springfield on the McKenzie Highway; the Cresswell Bridge over the Coast Fork of the Willamette River on the Springfield-Cresswell Highway; and the Eastside Bridge over the Willamette River on the Corvallis-Eastside Highway at Corvallis. Low bidder for this work was O. & S. Painters, Portland, at $20,484. Antonsen Painting Company, Tacoma, submitted the next low bid of $25,000. There were eight higher bids. The Commission has awarded the contract to the low bidder, O. & S. Painters, at their bid price.

"Painting structural steel in the arch span of Yaquina Bay Bridge on the Oregon Coast Highway at Newport, Lincoln County. Hall & Wols, Portland, submitted the low bid at $17,950. The next low bid was submitted by Pacific Bridge Painting Company, San Francisco, at $29,188. There were seven higher bids. The Commission has awarded the contract to the low bidders, Hall & Wols, at their bid price.

"Surfacing and oiling on the Corvallis-Albany Section of the Corvallis-Eastside Secondary Highway in Linn County. The Commission received five bids for this work, the low one being that of Warren Northwest, Inc., Portland, at $62,025.75 based on the use of asphalt. They submitted no bid based on the use of tar. The next low bidder was the Acme Construction Company, Eugene, at $65,053.50 based on the use of asphalt. They, too, submitted no bid based on the use of tar. There were three higher bids. The Commission has awarded the contract to the low bidder, Warren Northwest, Inc., at its bid price.

"Installation of traffic signals on the Pacific Highway East at Eighth and Madison Streets in Albany, Linn County. The Commission received one bid for this project, it being that of W. R. Grasle Company, Portland, at $5,150. The bid has been rejected.

"Landscaping work on the Front Avenue Section (Alder Street-Sheridan Street) of the Pacific Highway West in Portland, Multnomah County. Western Golf Course Supply Company, Portland, submitted the low bid for this work at $36,213.40 based on the use of galvanized iron pipe. They submitted no bid based on the use of copper pipe. The next low bid was submitted by C. S. Whitcomb Company, Portland, at $44,434 based on the use of galvanized iron pipe, and $52,930.02 based on the use of copper pipe. There was one higher bid. The contract has been awarded to the low bidder, Western Golf Course Supply Company, at its bid based on the use of galvanized iron pipe.

"Construct reinforced concrete slab span bridge over irrigation ditch near Hermiston, Umatilla County. The low bid for this work was submitted by Archie R. Averill, Portland, at $10,830. VaDare Construction Company, Portland, submitted the next low bid at $13,755. There were three higher bids. The Commission has awarded this contract to the low bidder, Archie R. Averill, at his bid price.

"Stanfield-Pendleton-Adams Recoiling Project on three state highways in Umatilla County. Newport Construction Company and Russell Olson, Portland, submitted the low bid for this work at $182,619. The next low bid was that of J. C. Compton Company, McMinnville, at $194,797. The third and only other bid was submitted by Babler Bros., Portland, at $202,469. The Commission has awarded the contract to the low bidder, Newport Construction Company and Russell Olson, at their bid price.

"Grading and paving on the Amity Section of the Pacific Highway West, in Yamhill County. O. C. Yocom Company, McMinnville, submitted the low bid for this work at $31,841. The only other bid was submitted by Warren Northwest Inc., Portland, at $36,788.50. The Commission has awarded this contract to the low bidder, O. C. Yocom Company, at its bid price."

The Engineer reported on the progress being made by Contractors on the Upper Columbia River Highway and on the Warm Springs Highway Projects. He was instructed by the Commission to "push" the contractors to complete their work at the earliest possible time. (See Engineer's written report in general files for details.)

The Engineer reported on the necessity to revise the alignment of the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County. He advised that in the construction now underway, a large fill had been planned through a swampy area along the railroad track, and when the fill was started it became apparent that the ground would not support the fill without displacement of the railroad embankment. It is necessary therefore to move the location of the Highway further into the hill so that the fill on the swampy area will be eliminated. He estimated the extra cost of the work at $62,000 and requested authority to increase the project authorization in such amount. The Commission unanimously approved the Engineer's request.

The Engineer reported the results of bids received in Salem on March 7. 1949, for the sale of a residence building south of Coos Bay on the Oregon Coast Highway in Coos County, as follows:

1.	A. H. Miller, Coos Bay	$ 432.00
2.	Walter W. Tymich, Coos Bay	237.50
3.	W. L. Lorsing, Coos Bay	79.00

He pointed out that the highest bid for the property is $432, whereas the estimated value of the building is $1250. He recommended that all bids be rejected and that authority be granted to negotiate the private sale of the building. The Chief Counsel concurred in the recommendation. The Commission unanimously approved it.

The Engineer also reported the results of bids received in Salem on April 5th for sale of used equipment and scrap materials stored at Highway Department equipment plants at Klamath Falls, Coquille, LaGrande and Salem. He presented a tabulation of the high bids received therefor, and recommended that awards be made to the high bidder in each instance with the exception of a few items, noted thereon, concerning which he recommended rejection of all offers.

(The tabulation of bids referred to in the above paragraph is filed in the office of the State Highway Commission, in Salem, under the heading "Miscellaneous Proposals," being No. 373 under such heading, and said tabulation by this reference is made a part of this minute entry to the same extent as if copied in full herein.)

The Engineer pointed out that tie bids were received for several of the items and advised that the successful bidder for these was determined by the flip of a coin by the Secretary before several witnesses. The Commission approved the recommendations unanimously.

The Commission discussed a report from the Engineer on the weighmaster's operations for the calendar year 1948, as they pertain to transportation of logs, poles and piling, and a report on activities concerning transportation of commodities other than logs, poles and piling. The Engineer advised that in both cases, violations had shown a slight increase. The Commission ordered that where consistent violators are in evidence, these operators be brought to the attention of the Commission for action in conformity with past practice.

A progress report on the status of the plans for the proposed Highway Department Office Building in Salem was presented by the Engineer. He exhibited plans as submitted by the architects and advised that some changes in the location of columns better to fit structural needs, and in the position of the stairways and elevator shafts, have been made as previously suggested. After careful study of the plans the Commission approved them as to the general overall floor plan, represented by the architects' "Scheme VI," accompanying their letter of April 1, 1949, subject to a change in the location of the outside elevator, but not as to the details of the interior development

of the building. The Engineer was authorized to instruct the architects to proceed with the plans in conformity therewith. In this connection the Engineer advised receipt of a request from Governor McKay that the plans be submitted to the Capitol Building Commission for its approval. The Commission indicated its approval of this request, but not to the extent that it would alter arrangements already perfected.

The Commission considered a request from Charles Shields of Gold Beach for an extension of the present paving contract on the Oregon Coast Highway in Gold Beach from Second to Fourth Street on the west side only. The Commission denied the request, it being the feeling of the Commission that it would be unwise to improve only one side of the street and let the opposite side remain in an uncompleted condition.

In this connection, Commissioner Chandler reported a complaint from Rogue Motors, Gold Beach, that they are losing customers because of the curbs that the State has constructed in front of their establishment preventing free access to their place of business. The Engineer was instructed to investigate the matter.

Chairman Banfield inquired whether or not the service station located at Fort Hill Bridge on the Salmon River Highway in Polk County has the right of entry to the highway that is presently being used. It was his thought that the right of way negotiations did not provide this privilege. The Engineer and Chief Counsel were instructed to investigate and report.

A letter was presented from County Judge Grant Murphy, Marion County, requesting a loan of $150,000 under the provisions of H.B. 451, passed by the 1949 Legislature, to finance repairs to County roads that were damaged by severe weather conditions during the past winter. The Commission approved the loan on condition that the County Court will make application for the same in approved form.

The Commission considered a request from John W. Cunningham and Associates, Consulting Engineers for the Newberg City Water Development, for a reconnaissance survey to determine the site of a possible future bridge over the Willamette River at Newberg. The Engineer advised that it would be necessary to construct a new bridge at this site within a few years, but that the exact location would be extremely difficult to determine, due to the necessity for re-aligning the highway through Newberg. He suggested that a reconnaissance survey be made to provide the approximate location of the bridge. The Commission approved the Engineer's suggestion and authorized the reconnaissance survey with the understanding that no committment is to be made as to the precise location or as to time of construction.

The Commission discussed the matter of extending its contract with Babbidge & Holt for operation of the Astoria-Megler Ferry, upon the expiration of the present contract on June 1, 1949. The Engineer advised that under the terms of the contract the Commission has the right if it so desires to extend the contract for a period not exceeding one year. He recommended that the contract be extended for a period of one year, ending June 1, 1950. In the

discussion following, the matter of the contractor's operating costs was brought up. The Chief Accountant was instructed to check the contractor's books and report his findings. Action concerning the extension of the contract was deferred pending this report.

The Commission discussed a letter from the Engineer requesting approval of an increase in the amount budgeted in September, 1948, for painting ten steel bridges, viz: Youngs Bay, Lewis and Clark River, Yaquina Bay, Harrisburg, Kernville, Yachats, Corvallis, Springfield, Creswell, and Smith Ferry, the present estimated cost being $14,270 more than that estimated when the budget was compiled in September. The Engineer advised that in view of the low bids received today for bridge painting it does not appear necessary to increase the budget at this time. The Commission approved the projects but took no action on increasing the budget.

The Commission considered a letter from the East Side Commercial Club, Portland, urging that steps be taken to protect properties along the Columbia River, to insure the adequacy of present flood protection facilities. The Engineer advised that investigations have been made and are continuing to be made of all bridges, embankments and other state highway facilities, but he is making no investigation of dikes, etc., which come under the supervision of the Army Engineers, and various drainage districts. The Commission approved the Engineer's action and instructed the Chief Counsel to prepare a reply to the East Side Commercial Club, advising them of the limits of the Commission's authority, and its responsibility in connection with flood protection.

The Commission discussed a proposed agreement with the State of Idaho, covering the obligations of Idaho and Oregon with respect to the rebuilding, when necessary, of four interstate bridges across the Snake River. The Commission indicated its approval of the provisions thereof insofar as they pertain to the bridges at Payette and at Weiser, but not those concerning the bridges at Ontario and Nyssa. The Chief Counsel was instructed to revise the wording so as to provide that Idaho will be obligated to cooperate with Oregon in the rebuilding of the Ontario and Nyssa bridges on the same basis that it has agreed to cooperate in rebuilding the other two bridges, when the Oregon State Highway Commission thinks they should be replaced. He was cautioned to prepare the agreement to fully protect the interests of the State of Oregon.

A letter was presented from the Columbia County Court stating that the County will acquire necessary rights of way for the proposed Federal Aid Secondary Highway project on Spitzenberg County Road, for which $100,000 has been programmed. In view of this information the Commission authorized the Engineer to proceed with the survey.

A petition was presented from residents of Garibaldi, Rockaway, Nehalem, Wheeler, Bar View, Tillamook, Bay City, and Manzanita, requesting the improvement of the Oregon Coast Highway immediately north of the Kilchis River Bridge in Tillamook County so as to avoid flooding during periods of high water. The Engineer advised that it is impractical to raise the grade of the existing highway because the water would be confined, and the result would

be the ponding of water above the highway with subsequent cutting of channels through farm land below. He pointed out that the present highway is not on permanent alignment and that surveys indicate that it should follow a route parallel to the railroad, where the water can be controlled without damage to property. He estimated the cost of construction along the new route at $450,000 and recommended the improvement along such route when funds are available to finance it. The Commission ordered that the petitioners be advised of the facts, that no funds are available to finance the work at this time and that when the improvement is made it will be on revised alignment.

The Engineer reported on a request from citizens of Linn County for improvement of the remaining portion of the Albany-Lyons Secondary Highway between Scio and Lyons. He estimated the cost of improving the fourteen-mile section at $350,000, and recommended that inasmuch as it is a heavily traveled State Secondary Highway, that it be given consideration when the Commission formulates the next two-year construction program. The Commission ordered that the petitioners be informed that it is not in position to commit funds to this project now, but will give it consideration in arranging future construction programs.

The Engineer reported on a request from Leslie Shaw, Editor of the Lake County Examiner Tribune, for construction of a footpath along US395 south of the south city limits of Lakeview. He advised that this matter has been investigated by the Traffic Engineer, who recommends approval of the project because of the volume of vehicular traffic that uses the road, and the large number of school children who walk along the highway going to and from school. He stated his concurrence therein and recommended that a four-foot footpath be constructed between M.P. 144.45 and M.P. 144.90 at an estimated cost of $2,100, to be financed with funds from the Minor Betterment reserve. The Commission approved the recommendation unanimously.

A request from Cecil M. Sly, Superintendent of Crook County Schools, for footpath construction along the Madras-Prineville and Ochoco Highways near Prineville, and the construction of a parking area at the Prineville schoolhouse, was considered by the Commission. The Engineer advised that he personally inspected these projects in company with Mr. Sly. He recommended approval of the footpath construction along the Madras-Prineville Highway at an estimated cost of $5,000, because of the large number of school children who walk along this highway daily, and that the other two projects be denied. The Commission unanimously approved the recommendation.

The Engineer reported on a request from the Board of County Commissioners of Multnomah County for installation of traffic signals at the intersection of S. E. 122nd Avenue and Powell Boulevard (Mt. Hood Highway) near Portland. He advised that a beacon flashing amber on one side and red on the other was installed at this intersection in September, 1948, and that recently a letter had been received from the Multnomah County Commissioners requesting that this intersection be made a four-way stop. He recommended that such action be taken by using red on all four sides at an estimated cost of $10. The recommendation was unanimously approved by the Commission.

The Commission considered a request from residents of Jennings Lodge and vicinity for installation of a traffic signal at the intersection of the Pacific Highway East and Jennings Avenue, between Portland and Oregon City. The Engineer advised that this intersection has been investigated by the Traffic Engineer, who advises that there is need for a semi-actuated traffic signal at this place. He estimated the cost of the installation at $6,500 and recommended approval of the installation with the cost to be borne entirely by the State, since it is outside of an incorporated area, and that it be paid for with funds from the unallocated Minor Betterment reserve. Action in this matter was deferred pending a report from the Engineer showing the volume of traffic that enters this intersection. (The Engineer reported on the following day that the daily traffic volume on the highway is 13,300 vehicles and 1,000 vehicles on the crossroad. In view of this report the Commission unanimously approved the installation of a three-way traffic actuated signal as recommended.)

The Engineer presented a request from the Southern Pacific Company for installation of illuminated advance railroad crossing signs at the crossing of the Wilson River Highway and the Southern Pacific Railroad tracks near the Tillamook east city limits. He advised that the Railroad Company has installed flood lights at this crossing, but some accidents still occur; further, that the Traffic Engineer's investigation reveals the signs are essential. He recommended that advance railroad crossing signs, illuminated with an overhead light, be installed at both sides of the crossing at an estimated total cost of $250, the expense to be borne entirely by the State, inasmuch as the Southern Pacific Company has previously paid the entire cost of the present floodlight installation. The Commission unanimously approved the Engineer's recommendation.

The Commission discussed a request from Frank Graber, Chief of Police, Monmouth, for elimination of traffic hazards at the intersection of Main and Monmouth Streets (U.S.99W) in Monmouth. The Engineer advised that a study of this intersection reveals a traffic volume and an accident record that warrants the installation of a flashing beacon with amber showing in two directions and red facing in the other directions. He recommended the installation of such a signal, and the cutting back of the curb, at an estimated total cost of $375, the expense to be paid entirely by the State on the condition that the City will furnish electric energy to operate the signal and will adopt necessary ordinances. The Commission unanimously approved the Engineer's recommendation and ordered the matter covered by appropriate agreement with the City.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of 1947 State Tax Street Funds which they received in 1948, and that the plans of the projects that they expect to finance with such funds, have been examined and found satisfactory:

Canyonville Corvallis Oakland
Scio Tualatin

He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with respect thereto, marked Exhibit "C", which resolution by this reference is made a part hereof with like affect as though extended in full herein.

The Engineer also reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of 1948 State Tax Street Funds which they received in 1949, and that the plans of the projects which they expect to finance with such funds have been examined and found satisfactory:

Boardman	Donald	Gearhart	Paisley	Sandy
Brownsville	Eastside	Juntura	Phoenix	Scio
Butte Falls	Estacada	Lafayette	Prescott	Sublimity
Carlton	Fossil	Long Creek	Rockaway	Tualatin
Cascade Locks	Garibaldi	Oakridge	Rogue River	Umatilla
				Wheeler

He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with respect thereto, marked Exhibit "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration "options for cooperative construction projects" in the following cities and towns covering city street improvements to be financed from the $250,000 Special State Tax Street Fund account, as previously authorized by the Commission:

Coquille	Hood River	North Powder
Drain	Mosier	Redmond
Rogue River	Toledo	Yoncalla

The Commission unanimously approved the projects as submitted.

The Engineer requested an increase of $5,801.71 in the project authorization for Contract No. 2983, with Roy Norquist, for construction of the Meadow Brook-Red Bridge Section of the Starkey Secondary Highway, in Union County. He advised that slides in heavy cuts had resulted in an overrun of excavation quantities to the extent that the project will be overrun about 13%. The Commission unanimously approved such increase.

The Engineer reported that pursuant to authority previously given him by the Highway Commission, he has awarded contracts as follows, the conditions of the awards having been satisfied:

(1) Waldport Rock Production Project on the Oregon Coast and Alsea Highways, in Lincoln Counties. Contract awarded to L. R. Kauffman, as a result of negotiations.

(2) Grading, Paving and Bridge construction on the Sundial Section of the Columbia River Highway, Multnomah County. Bids received January 25, contract awarded March 8, to Carl M. Halvorson, low bidder.

(3) Paving and minor grading work on the Troutdale Section of the Columbia River Highway, in Multnomah County. Bids received February 28; contract awarded March 8, to C. T. Malcom & Co., low bidder.

(4) Grading, surfacing and oiling the Snider Creek-Crater Lake Junction Section of the Sams Valley Secondary Highway, in Jackson County. Bids received March 1; contract awarded March 25, to Walter Berndt Construction Co., low bidder.

The Commission unanimously confirmed the awards as reported.

The Commission considered the following requests for extensions of time within which to complete highway contracts:

Warren Northwest, Inc., Contract No. 3010, for structures, grading and paving on the Oregon City-New Era Section of the Pacific Highway East, in Clackamas County, requested an additional extension of time of ninety days, from March 1, 1949, to June 1, 1949, within which to complete this job. They alleged that the overrun of time was due to wet weather which delayed the painting of guard rail. The Engineer advised that all work on this project was completed last year, with the exception of some painting, general clean-up and minor drainage items, which would require two or three weeks of good weather. He recommended that the extension of time be granted as requested, without penalty. The Commission approved the Engineer's recommendation.

K. F. Jacobsen & Co., Inc., Contract No. 2891, for grading and bituminous macadam surfacing on the West Cornelius Pass Section of the Cornelius Pass County Road in Washington County, requested an additional extension of time of 227 days, from September 15, 1948, to April 30, 1949, within which to complete this job. They stated that because of adverse weather conditions it was considered inadvisable to apply the last coat of paint to the guard rail until spring, when the weather was right. The Engineer advised that all road work on this job was completed last fall, but due to wet weather, the contractor could not finish the painting of the guard rails and sight posts until later. He recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

R. A. Heintz Construction, Contract No. 2887, for grading, surfacing and oiling on the Eagle Creek-Sandy Section of the Woodburn-Sandy Secondary Highway in Clackamas County, requested an additional extension of 242 days, from August 31, 1948, to May 1, 1949, within which to complete this job. They alleged that snow and rainy weather prevented completion of the job within the previously extended time limit. The Engineer advised that all road work was completed last fall, with the exception of final painting of guard rails and sight posts, which work could not be done until weather conditions were favorable. He recommended that the extension of time be granted as requested, without penalty.

A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Erwin E. Batterman, Contract No. 3081, for construction of a building at the Salem Highway Shops, requested an extension of time of sixty days, from March 31, 1949, to May 30, 1949, within which to complete this work. He stated that the Resident Engineer on the job ordered the work closed down from January 4 to February 23 because of freezing and rainy weather, which accounted for the overrun of the time limit. The Engineer advised that the contractor was directed to discontinue work during a part of January and February because of unfavorable weather. He recommended in view thereof that the extension of time be granted as requested without penalty. The Commission approved the recommendation.

J. N. & M. J. Conley, Contract No. 2895, for slope protection and topping on the Troutdale-Wahkeena Creek Section of the Columbia River Highway in Multnomah County, requested an additional extension of time of ten days from March 31 to April 10, 1949, within which to complete this job. They alleged that the overrun in time was due to wet weather which prevented completion of shaping and seeding of approximately fifteen acres of borrow pit area. The Engineer advised that all work, except that mentioned by the contractor, was completed before the time limit expired and that it was impossible to complete the shaping and seeding because of extremely wet weather. He recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

The Commission, in passing on requests for extensions of time as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that Contracts No. 2966, 2975 and 3031, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion, the Commission approved and accepted the said contracts as reported and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Engineer has reported that the following State Highway Commission Contracts, for the construction of State Highway projects, have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2966, with Holmes Bros., for furnishing sanding materials in stock piles on the Meacham Section of the Old Oregon Trail Highway in Umatilla and Union Counties; completed November 5, 1948.

Contract No. 2975, with Gerald Miller, for grading on the West Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway in Sherman County; completed November 30, 1948.

Contract No. 3031, Warren Northwest, Inc., for paving on Dallas, Independence and West Salem city streets; completed December 1, 1948.

THEREFORE, BE IT RESOLVED, that the work covered by said State Highway Contracts for the construction of said State Highway projects, be declared completed according to the terms of the respective projects, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission considered the designation of certain State Highway Department officials to sign reimbursement vouchers submitted to the Public Roads Administration. The Engineer recommended that W. C. Williams, First Assistant State Highway Engineer; J. W. Nash, Assistant Office Engineer; and he, R. H. Baldock, be authorized to sign such papers. The Commission approved the Engineer's recommendation, and on the following day signed a letter addressed to the Public Roads Administration certifying the action.

The Commission discussed a proposed agreement with the U. S. Coast Guard providing for use by the state of the Coast Guard's telephone facilities which extend from Cape Arago Light Station into Cape Arago State Park. The Engineer recommended approval of the agreement which will provide telephone service for the caretaker in this park. The Commission approved the Engineer's recommendation and on the following day signed the agreement.

A request was presented from the Cannon Beach Commercial Club for permission to maintain view-scopes at several points on the Oregon Coast Highway between Neahkahnie Mountain and Ecola Park, in Clatsop County. The Commission denied the request as a matter of policy.

A request from the Memorials Committee of the Oregon Historical Society to erect an historical marker on US101 between Gardiner and Reedsport commemorating Jedediah Smith, a famous explorer, was considered by the Commission. The Commission approved the request unanimously and authorized the Engineer to erect the marker at state expense, which he estimated would not exceed $200. The Commission also approved the following inscription for the marker as prepared by the Memorials Committee:

"JEDEDIAH SMITH

JEDEDIAH SMITH, MAKING THE FIRST RECORDED OVERLAND TRIP FROM CALIFORNIA, FOLLOWED THE OREGON COAST NORTHWARD AND ON JULY 13, 1828, CAMPED WITH SEVENTEEN TRAPPERS ON THE NORTH BANK OF SMITH RIVER CHANNEL FIVE-EIGHTHS OF A MILE NORTHEAST OF THIS POINT.

THE FOLLOWING MORNING, WHILE SMITH AND TWO COMPANIONS WENT FORWARD TO FIND A RIVER CROSSING, THE INDIANS CAME INTO CAMP AND MASSACRED ALL BUT ONE MAN. SMITH AND THE SURVIVORS ESCAPED TO FORT VANCOUVER, WHEREUPON JOHN McLOUGHLIN SENT AN EXPEDITION TO THE UMPQUA, RECOVERING SOME OF SMITH'S FURS AND EQUIPMENT.

(Cont.)

JEDEDIAH SMITH HAD THREE AMBITIONS: TO SERVE HIS GOD, TO PROVIDE FOR HIS FAMILY AND TO BECOME A GREAT AMERICAN EXPLORER. IN ALL THREE THINGS HE SUCCEEDED."

The Commission considered a request from Mr. Carl C. Webb, Manager of the Oregon Newspaper Publishers Association that the Commission allow the use of the ferry, "Merle R. Chessman," for a special boat trip during the annual convention of the Association at Gearhart on June 17, 18 and 19, 1949. The Engineer advised that such use of the ferry would void the marine insurance now carried on this ferry, that it would be necessary to secure additional permits from the Coast Guard, and that such use of the ferry might establish a precedent which would be difficult to avoid in passing on similar requests in the future. He recommended that the request be denied. The Commission approved the Engineer's recommendation and instructed the Secretary to inform Mr. Webb of the decision and the reasons therefor.

The Commission considered and ordered filed a letter from the Washington County Court dated January 5, 1949, in which the Court releases the State from further responsibility in connection with the maintenance of Walker County Road, which was used by the State's contractor during the construction of the Sunset Highway.

Consideration was given by the Commission to the abandonment of a portion of the Sundial Secondary Highway pursuant to an agreement with Multnomah County and the Port of Portland, dated January 25, 1949. The Commission confirmed such arrangement and adopted by unanimous vote the attached resolution, marked EXHIBIT "E", relative thereto, which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The matter of appointing someone a member to the Travel Advisory Board to fill the vacancy caused by Governor McKay's appointment of Mr. Charles H. Reynolds a member of the State Highway Commission, had the attention of the Commission. Commissioner Reynolds suggested the name of Mr. Fred E. Kiddle of Island City, Oregon. The suggestion was approved by Chairman Banfield and Commissioner Chandler, thus making the action unanimous. The Secretary was instructed to notify Mr. Kiddle and secure his reaction.

The Commission discussed letters from the Cave City Chamber of Commerce and the Illinois Valley Chamber of Commerce protesting the imposition of fines on log haulers for overloading on the Redwood Highway, and requesting the return of fines heretofore imposed on such operators. The Engineer advised that due to the unstable condition of the roadway, it was necessary to post this highway for a fifty percent reduced load limit from February 18 to March 2; also, that special efforts were made to remedy conditions by transferring maintenance crews from Eagle Point and Medford; moreover, on February 24 the Assistant Engineer conferred with millowners and haulers at which time the

problem was frankly discussed. All of the violations, he said, occurred during the time when the reduced load limits were in effect and while signs were up calling attention to the restrictions. He recommended in view of the circumstances that the Commission take no action toward the refunding of any fines nor to the canceling of any cases now pending in court. The Commission approved the recommendation and ordered that the complaining parties be advised of the action taken and the reasons that prompted the same.

The Commission confirmed the Engineer's action with respect to the posting of certain highways for reduced load limits, since the last meeting of the Commission, upon advice from the Engineer that the restrictions were necessary to preserve highway surfaces. The Commission thereupon adopted the attached resolution relative thereto, marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also confirmed the Engineer's action in removing the reduced load limits heretofore imposed on certain highways where the need for such restriction no longer exists. The attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote. In the discussion of this matter the Commission ordered a report showing the number of miles of highways which had been placed under reduced load limits during the winter of 1948-49.

The matter of prohibiting shoulder parking of vehicles along the Pacific Highway East between Oregon City and New Era was considered by the Commission. The Engineer advised that shoulder parking along this section is creating a traffic hazard, and that the major offenders are employees of various industries located in this district who park their vehicles on the highway shoulders throughout the entire day. He recommended the adoption of an order prohibiting such manner of parking between the points mentioned, and that appropriate signs be maintained. In the discussion of this matter the Chief Counsel questioned the Commission's authority to make such an order. The matter was referred to the Chief Counsel for an opinion.

The Engineer brought up for discussion the advisability of prohibiting the parking of vehicles at any time on the south side of Fifth Street, route of the Pacific Highway East in Oregon City, between Main Street and the railroad underpass, where such manner of parking creates a traffic hazard. He recommended the adoption of an order to that effect which, he said, is in conformity with the ideas of the City Council as expressed in a resolution that it has passed. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein. In the discussion of this matter the question arose whether or not it would be advantageous also to prohibit parking on the opposite side of this street. The matter was referred to the Engineer for study and consultation with the city officials.

The Commission also considered recommendation from the Engineer that the parking of vehicles on the shoulders of the Pacific Highway West near an auction market and cafe south of Corvallis should be prohibited as a traffic safety measure. The Commission referred the matter to the Chief Counsel for an opinion as to its legal authority to impose such a restriction.

The Engineer requested authority to purchase tools and equipment for use at maintenance stations, costing $10,000. He advised that the 1949 budget contains provision for this item. The Commission unanimously approved the Engineer's request.

The Commission confirmed approval previously given for Don Manning, Glenn Loertscher and Fred Sugnet of the Traffic Engineering Department to attend a Road Service and Traffic Control meeting with the Washington State Highway Planning Survey in Olympia, Washington on March 29, 30, 31, 1949, at an estimated cost of $84.00, of which 62 percent will be paid with Federal funds. The Commission also confirmed authority granted W. C. Williams, Assistant Highway Engineer, to attend a meeting with Washington State officials in Olympia on April 6 to discuss the proposed Columbia River Toll Bridge at The Dalles; expense involved, $4.50. Authority was also granted G. S. Paxson, Bridge Engineer, to make a side trip to the University of Colorado, at a cost of about $19.00, to interview engineering students who have expressed an interest in entering the employ of the Oregon State Highway Department.

The Engineer reported on a state-wide investigation of excessive damage to primary and secondary highways caused by unusually adverse weather conditions during the past winter season. He estimated the cost to repair the damage caused by frost at $2,391,900, and the cost to repair flood water damage at $188,100. He also pointed out that because of the unusual winter, costs of snow removal and sanding operations have exceeded the amounts budgeted for such purposes by $200,000, making a grand total of $2,780,000 unanticipated expense. He submitted a tabulation showing the location and estimated cost of each repair project and advised that bids for several of the projects were received at today's letting and that others will be received at the bid opening on the following day.

The Commission unanimously approved the projects for which bids were received at this morning's session but deferred until later consideration of of the remaining projects. (The projects for which bids were received on the following day were approved at that time. For further details of this matter see copy of the Engineer's letter of April 7, 1949, to the Commission in general files.)

The Engineer requested authority to purchase miscellaneous office, engineering, filing and ferry equipment which he estimated will cost about $11,944.50. The Commission approved the request unanimously.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning in the same room.

Portland, Oregon
April 12, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following present and participating:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Charles H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

THREE STATE HIGHWAYS IN CLATSOP AND TILLAMOOK COUNTIES

NECANICUM ROCK PRODUCTION PROJECT

Jed Wilson	$ 26,100.00
J. R. Taggart & Co., Salem	26,500.00

COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

ROCK CREEK AND SANDY CREEK BRIDGES

	Using Asphalt	Using Tar
Coos Bay Dredging Co., Coos Bay	$ 113,452.50	$ 113,940.50
Lindstrom Bros., Portland	114,782.00	- - -
Hamilton & Thoms, Eugene	119,100.50	- - -

OCHOCO HIGHWAY IN CROOK COUNTY

POWELL BUTTE-PRINEVILLE SECTION

D. F.McKenzie, Salem	$ 62,065.00
Babler Bros., Portland	63,114.00
J. N. & M. J. Conley, Portland	78,991.00

HARRIS BEACH PARK ROAD IN CURRY COUNTY

GRADING AND SURFACING PROJECT

Jack Robinson, Bend	8,993.50
Durbin Bros., Eugene	9,565.00
Forman Bros., Boring	14,081.86
Stevenson Constr. Co., Salem	15,476.00

(Cont.)

ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

SMITH FERRY BRIDGE OVER UMPQUA RIVER

Hall & Wols, Portland	$ 4,600.00
O. & S. Painters, Portland	4,750.00
Antonsen Painting Co., Tacoma, Wn.	5,200.00
Industrial Painters, Tacoma, Wn.	5,278.00
Rudolph Seda, Waldport	5,735.00
Larsen Bros., Tacoma, Wn.	6,700.00
Pacific Bridge Co. San Francisco, Cal.*	6,780.00
Tri State Painting Co., Portland	7,440.00
R. L. Elfstrom Company, Salem	7,850.00
James O. Faust, Rockaway	8,645.00
P. & H. Paint Co., Roseburg	10,460.00

* Bidder will not accept projects totaling over $40,000

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

REDWOOD JUNCTION SECTION

Snook Bros., Corvallis	21,563.00

PACIFIC HIGHWAY IN LANE COUNTY

COTTAGE GROVE BRIDGES

Hamilton & Thoms, Eugene	191,405.00
Valley Constr. Co., Portland	195,000.00
E. C. Hall Co., Portland	200,620.00

CITY OF EUGENE IN LANE COUNTY

EUGENE OFFICE BUILDING

Rath & Morris, Eugene	22,237.00
W. H. Shields Co., Eugene	25,275.54
Glen Snook, Eugene	29,127.30
R. H. Jones, Hillsboro	36,561.90

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

TOLEDO-SIMPSON CREEK SECTION

	Using Asphalt	Using Tar
J.N. & M.J. Conley, Portland	$ 36,676.75	- - -
D. & H. Paving Co., Vancouver, Wn.	37,186.75	- - -
Acme Constr. Co., Eugene *	38,611.00	- - -
Harr & Horton, Portland	39,692.00	- - -

* Bidder will accept this project only in combination with Eddyville-Kline Mt. Project.

(Cont.)

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

EDDYVILLE-KLINE MOUNTAIN SECTION

	Using Asphalt	Using Tar
D. & H. Paving Co., Vancouver, Wn.	$ 43,692.50	$ - - - -
Harr & Horton, Portland ***	46,215.00	- - - -
Acme Constr. Co., Eugene ** *	46,535.00	- - - -

* Bidder will accept this project only in combination with Toledo-Simpson Cr. Proj.
** Bidder will make reduction of $1875 if also awarded Toledo-Simpson Cr. Proj.
*** Bidder will make reduction of 1000 if also awarded Toledo-Simpson Cr. Proj.

OREGON COAST HIGHWAY IN LINCOLN COUNTY

KERNVILLE BRIDGE OVER SILETZ RIVER AND YACHATS RIVER BRIDGE NEAR YACHATS

Hall & Wols, Portland	$ 5,874.00
Antonsen Painting Company, Tacoma, Wn.	6,000.00
R. F. Elfstrom, Salem	7,000.00
Industrial Painters, Tacoma, Wn.	7,476.00
Tri State Painting Co., Portland	8,593.00
Larsen Bros., Tacoma, Wn.	8,700.00
Pacific Bridge Painting Co., San Francisco, Cal.	9,718.80
V. M. Phillip & Son, Inc., Portland	11,590.00
D. & H. Paint Company, Roseburg	12,318.00
Loyd Calkins Co., Ocean Lake	13,750.00

CITY OF ALBANY IN LINN COUNTY

ALBANY MAINTENANCE BUILDING ADDITION

Archie R. Averill, Portland	5,382.00
R. H. Jones, Hillsboro	6,082.30
Lorenz Bruun Co., Portland	8,400.00

CITY OF SALEM IN MARION COUNTY

VEHICLE STORAGE BUILDING AT SALEM SHOPS

	Alt. "A" Masonry Block Walls	Alt. "B" Poured Concrete Walls	Alt. "C" Precast Concrete Walls
Erwin E. Batterman, Salem	16,761.00	15,889.00	15,880.00
Alan E. Siewert, Salem	19,102.00	17,911.00	- - -
Theo. J. Patzer, Salem	18,208.40	- - -	- - -
Barham Bros. Salem	19,198.00	- - -	- - -
Brennan Const. Co., Portland	19,934.20	- - -	- - -
Henry G. Carl, Salem	20,040.40	22,271.60	- - -
Valley Constr. Co., Portland	21,500.00	- - -	- - -
Carl M. Halverson, Inc., Portland	21,841.00	24,890.00	25,990.00
Smith & Nelson, Salem	22,092.18	26,071.00	- - -
R. H. Jones, Hillsboro	25,492.50	27,840.00	27,400.00

(Cont.)

CITY OF PORTLAND IN MULTNOMAH COUNTY

PORTLAND TRAFFIC SIGNALS

W. R. Grasle Co., Portland	$ 13,327.00
A. R.Johnson Electric Co., Portland	13,592.00
Mill Electric Co., Salem	15,825.00

THREE STATE HIGHWAYS IN POLK AND YAMHILL COUNTIES

BELLEVUE-DAYTON-WEST SALEM OIL MAT SURFACING PROJECT

	Using Asphalt	Using Tar
D. & H. Paving Co., Vancouver, Wn.	$ 176,002.00	$ - - -
J. C. Compton Co. & O. C. Yocom, McMinnville	194,792.00	- - -
Harr & Horton, Portland	202,912.40	- - -

COLUMBIA RIVER HIGHWAY IN UMATILLA COUNTY

UMATILLA SECTION

Newport Constr. Co. & Russell Olson, Portland	$ 57,474.00
Geo. E. Corliss, Ontario	65,899.00
Morrison & Fisher, Walla Walla, Wn.	71,507.00
T. W. Thomas, Portland	79,335.50

SUNNYSIDE-UMAPINE HIGHWAY IN UMATILLA COUNTY

WASHINGTON STATE LINE-SUNNYSIDE REOILING PROJECT

Newport Constr. Co. & Russell Olson, Portland	10,485.50
Morrison & Fisher, Walla Walla, Wn.	10,861.50
J. C. Compton, McMinnville	11,550.00

BELLEVUE-HOPEWELL HIGHWAY IN YAMHILL COUNTY

AMITY-HOPEWELL SECTION

	Using Asphalt	Using Tar
Durbin Bros., Eugene	$ 38,701.00	$ - - -
Stevenson Constr. Co., Salem	40,251.00	- - -
O. C. Yocom Co., McMinnville	49,757.50	- - -

A delegation from Oswego consisting of the following was present and urged the Commission to improve State Highway No. 3 (Oswego Highway) through Oswego by widening for four lanes of travel, including the construction of curbs between "C" Street and Kirkham Street: P. K. Hammond, City Attorney; George Rogers, Councilman; J. B. Illo, President, Oswego Chamber of Commerce; Walt Reisner, Secretary, Chamber of Commerce; Ralph Carlson, Mark Calder, Allen Morriss, R. McVey, Wm. Rogers, Al Pakcheb, Art Rosman, Floyd Bender, Ted Gilbert, Fred Gorman, Elston Ireland, Ray Lentz, Ben Walling, Jack Huddleston, Ray Brooks,

Leo Gustofson, Abe Teeney, Lou Lavechek, H. L. Lavechek, Paul Murphy, Wm. Davis, Wm. Mitchell and Lee Stidd, Jr., all members of the Oswego Chamber of Commerce. Mr. Hammond headed the group. He alleged that this improvement was promised them in 1941, just prior to the war, but was postponed because of wartime conditions. He gave as their feeling that the work should go forward now in view of large increase in traffic volume, increase in population, and the poor condition of the present highway. Mr. Illo said that business in their town is suffering because of inadequate transportation space and he pointed out the dangers existent on the present narrow highway and advised that the City Council is making provision for parallel parking in lieu of the present head-in parking. Mayor Needham offered city cooperation in any way possible to expedite the improvement. At the request of Chairman Banfield, the Engineer advised that the original improvement plan contemplated an expenditure of about $20,000, but due to present day prices will now approximate $65,000. The plan now under consideration, he stated, contemplates a full width street with parking space on both sides. Chairman Banfield advised that this project as now contemplated is considerably larger than the Commission previously had in mind, but the Commission will discuss it with the Engineer and Chief Counsel and see what can be done. He stated emphatically that whatever the Commission may approve, it will not include sidewalk construction; which is a city responsibility.

Following departure of the group this matter was again discussed, at which time the Commission stated its willingness to proceed with the project according to the revised plan if the City will adopt an ordinance providing for the parallel parking of cars along this street, and will assume full responsibility for construction of sidewalks. The matter was referred to the Engineer and Chief Counsel to pass on whatever action the City takes regarding these features.

A delegation from Jackson County, including Chester Hubbard and Don Lane, Vice President and Secretary respectively of the Medford Chamber of Commerce, and Ed Singmaster of the Ashland Chamber of Commerce, was present and requested additional improvements to the Pacific Highway, particularly between Ashland and Central Point. Mr. Hubbard headed the group. He pointed out the need for an improved highway due to greater population, industrial development and heavy fruit-hauling traffic, and advised that this improvement is their No. 1 project. Mr. Singmaster stated that their traffic problem is a serious one and that the present two-lane highway is entirely inadequate. Chairman Banfield inquired if it is the universal feeling of the people of Jackson County that the improvement of the Ashland-Central Point Section is of more importance and is more essential than the improvement south of Canyonville. Mr. Lane replied that in the overall picture the Canyonville-South project should be given priority status. The Commission took no action on the request but agreed to consider the project upon conclusion of its trip through Southern Oregon within the next few weeks. Mr. Lane presented a letter from Mayor D. L. Flynn of Medford endorsing the Ashland-Central Point improvement.

A delegation from Depoe Bay consisting of the following persons, was present and urged the Commission to provide rest room facilities at Depoe Bay for the convenience of tourists: William Wood, President, Chamber of

Commerce; Graham Ainsley and Raymon McQueen, members of the Chamber of Commerce. Mr. Wood headed the group and pointed out the need for such accommodations. Chairman Banfield cited the Commission's past experience with restrooms, which, he said, was not at all satisfactory; however, he added, the Commission appreciates the need for such accommodations at Depoe Bay and will consider installing them if definitely assured in writing by the people of this place that they will maintain them in a condition that is acceptable to the Commission. Mr. Wood agreed to furnish such written statement, whereupon the matter was referred to the State Parks Superintendent and the Chief Counsel to see what kind of arrangement can be worked up.

The following persons representing the Salem City Council appeared before the Commission regarding the State Highway Engineer's report on highway needs in Salem and vicinity: J. L. Franzen, City Manager; David O'Hara, Acting Mayor; Dan J. Fry, Albert H. Gille, Howard Maple, and James Nicolson, Councilmen; J. H. Davis, City Engineer; Clayton V. Jones, businessman; C. A. Vibbert, Contractor; Tom Armstrong; Roy P. Adsitt; James W. Tindall, Druggist; and Walter Musgrave, Mayor, West Salem. Mr. Franzen headed the group. He confined his remarks to that portion of the report which deals with a proposed truck by-pass along Lancaster Drive. He urged adoption and construction of this temporary route at the earliest possible time in order to relieve traffic congestion on North Capitol Street; and acquisition of right of way now for the proposed permanent route located between Lancaster Drive and the east city limits so it will be available when needed, and to enable property owners in the district to develop their holdings in conformity therewith. Mr. Franzen also mentioned the proposed by-pass route from North Capitol Street to North Commercial Street, and suggested two-way traffic on Pine Street rather than one-way traffic on Norway and Shipping Streets, as recommended by the State Highway Engineer, notwithstanding a slightly increased cost. In order to avoid a bottleneck situation at the north city limits Mr. Franzen suggested the widening of the present highway for four traffic lanes between the city limits and Hayesville School. The availability of the by-pass routes, he said, will greatly relieve the traffic situation on North Capitol Street.

Mr. David O'Hara, Acting Mayor for the City of Salem, stated that the strongest opposition to the plan proposed in Mr. Baldock's report is from those who do not favor the one-way street feature, particularly those who reside along Liberty and Summer Streets. He confirmed Mr. Franzen's suggestion for the routing of traffic on Pine Street and along Lancaster Drive, and offered the suggestion that due to the opposition of residents on South Liberty Street and Summer Street, the Commission might consider the widening of the present route. Mr. Gille stated that the City Council has been beseiged with remonstrances against the "Baldock Plan" but, as yet, has taken no action either for or against it. He inquired to what extent the Commission's decision would be influenced by any recommendation or preference that the City Council might express as to the location of the Willamette River Bridge, and requested an answer within a reasonable length of time. Mr. Maple urged, in behalf of South Salem property owners, the widening of the present route along South Commercial Street for four traffic lanes so it can be used by traffic in both directions, rather than the one-way plan.

Chairman Banfield recalled that the report submitted by the Engineer was authorized by the Commission at the request of the City of Salem; that the City's original request was simply for a new bridge across the Willamette River. This request, he stated, has now been enlarged considerably and the report covers the whole situation; however, the Commission has not, and is not now, assuming an obligation of approximately $8,000,000 which is the estimated cost to revise the highway routing through the city in conformity with the plan outlined in the report. It is the Commission's obligation, he stated, to take care of highway traffic, and the Commission can not assume responsibility for city planning; moreover, the Commission cannot commit itself at this time to any specific by-pass route. He emphasized that there is much highway construction needed in the rural areas, and that individuals whose property might be involved must conform to the best interests of the State as a whole; and that the Commission expects the City of Salem to take the same attitude. The only project that the Commission is now considering in Salem, he said, is a new bridge across the Willamette River, but no definite decision has been reached as yet with respect to that project and no action will be taken until the Commission has completed its state-wide tour of inspection, which it is anticipated will be completed in the near future. However, the Commission feels that the bridge is essentially a highway project and has tentatively set up a sum of money to finance it.

With reference to the proposed by-pass, Chairman Banfield advised that the Commission cannot finance such a project now but will proceed with the improvement without more ado when it considers the time propitious. At his request, the Secretary read aloud the record of the action taken on the Engineer's report.

Mr. Gille again inquired as to the extent that the Commission's decision would be influenced by a recommendation from the City Council. Chairman Banfield replied that if the question arrived at such point, the Commission would take the advice of the Engineer in preference to that of the City Council. Mr. Gille also inquired if the bridge program covers practically the entire amount that the Highway Commission expects to spend in Salem in the near future, to which Chairman Banfield replied that that is substantially correct.

Mr. O'Hara gave as his thought that the estimated cost of purchasing right of way for widening of South Commercial is excessive. He gave a cost of approximately $30,000 as compared with the State's estimate of $280,000, explaining, however, that his estimate is based on a 66-foot street as against the State's 100-foot street. Chairman Banfield replied that the Commission considers that its estimates are reliable. Mr. Harbison, representing tugboat operators, stated that he had been advised that the type of bridge proposed would seriously hamper the passage of logs through the Salem area. Chairman Banfield replied that the type of bridge contemplated would provide ample facilities for towing logs. Mr. Walter Musgrave, Mayor of West Salem, stated that he favored the "Baldock Plan" and that in his estimation the opposition to it stemmed from the selfish interests of a few individuals. The City of West Salem, he said, is one hundred percent in favor of the "Baldock Plan." Chairman Banfield concluded the conference by stating that the Highway Commission is not unsympathetic and really wants to do something for Salem, but it

cannot spend one or two million dollars there if the people are not satisfied with the plans. He added that the Commission will welcome any suggestions if the people of Salem feel that the program is wrong, and can prove it wrong, and that it will not take care of Salem's traffic needs.

A delegation from Malheur County, representing the Malheur County Highway and Industrial Development Association, and including Harold Logue, Manager, Ontario Chamber of Commerce; Alva Goodell, County Commissioner; Dyer Bennett, Mayor, Ontario; and W. E. Sandquist, County Roadmaster, was present regarding the 1949 road construction program for the County. Mr. Logue headed the group. They urged the following improvements: viz; Cairo-Vale Section of the Central Oregon Highway; Ontario-Weiser Junction Section of the Old Oregon Trail; Ontario-Nyssa Section of the John Day Highway, and Nyssa-Adrian Section of the Nyssa-Adrian State Secondary Highway; and presented a written brief in support of their oral requests. They also presented extracts from the minutes of the Ontario City Council, dated March 7, 1949, concerning the appointment of a "Mayor's Committee" to appear before the Highway Commission and urge the improvement of the highways in Malheur County before any money is spent to replace the interstate bridges at Weiser and Payette.

Mr. Bennett expressed concern that while Oregon might cooperate with Idaho in the reconstruction of two Snake River bridges at Weiser and Payette, that Idaho might not be able to cooperate with Oregon when the other two Snake River bridges, at Ontario and Nyssa, need improvement. He was assured by Chairman Banfield that whatever contract is made with the State of Idaho will amply protect the interests of the State of Oregon. He also advised that the Commission is now considering projects for its second postwar program and will make a final decision with respect thereto after it has completed its tour of inspection in the next month or two. In the meantime, the Engineer has been authorized to make surveys of a number of projects that very likely will be approved. This concluded the conference.

The Engineer reported a request from the Sherman County Court that funds heretofore tentatively set up to finance the improvement of the Locust Grove-Wasco Section of the Fulton Canyon Federal Aid Secondary Highway, amounting to $100,000, be transferred to the Scott Canyon Section of the Scott Canyon Federal Aid Secondary Highway. He advised that both routes have been investigated and that it is his belief that the Scott Canyon Section should have priority because of the volume of wheat hauling traffic that uses it and the fact that the road is impassible at certain times of the year. He recommended approval of the transfer and requested, if approved, authority to make the necessary location survey. The Commission decided to consider this project in its next construction program and accordingly authorized such survey, it being understood, however, that the county is to acquire right of way as may be required.

The Engineer reported the results of further investigation of a request from citizens of Washington County for a connection of the Cornelius Pass County Road and the Sunset Highway at Merle undercrossing. He stated that an exhaustive study has been made which indicated that about 800 vehicles use the county road daily and that most of them can get onto the highway at

points from one to four miles distant, although they would probably use a connection at Merle Undercrossing were it provided. He estimated the cost to make a complete connection at $25,000. and the cost to provide a connection on the north side only, that would serve until the Sunset Highway is widened to a four-lane facility, at $14,000, including right of way, and recommended approval of the latter project. The Commission deferred a decision in the matter pending adoption of its next construction program.

The Commission discussed a request from The Dalles Rod and Gun Club, presented by Senator Ben Musa of The Dalles, for construction of a highway along the east bank of the Deschutes River from the Columbia River Highway southerly to a junction with the Warm Springs Highway. The Engineer advised that the matter has not been investigated thoroughly but from his knowledge of conditions such road would be very costly and would serve very little traffic. He recommended that the request be denied. The Commission approved the recommendation.

The Chief Counsel reported receipt of a letter from the Denton Construction Company, contractor for construction of the Gardiner Section of the Oregon Coast Highway, Contract No. 2944, advising that due to financial difficulties they are unable to complete the job and have turned it over to their surety, the Glens Falls Indemnity Company to handle. He also reported receipt of a letter from John M. Coke, Attorney for the surety, requesting that Denton Construction Company be declared in default and that he be notified accordingly so the surety can proceed to make other arrangements to carry on the work. The Chief Counsel recommended approval of the request. The recommendation was unanimously approved by the Commission and it was so ordered. The Chief Counsel was instructed to handle the details.

The Chief Counsel also presented for the Commission's consideration a proposed agreement with the Maryland Casualty Company disposing of the State's claim arising out of the default by White Bros. Company of its contract with the State for excavating and shaping the Oneonta Borrow Pit on the Upper Columbia River Highway in Multnomah County. He advised that the Maryland Casualty Company has offered to pay the State the sum of $4,680 in order to settle this account and to secure relief from its obligation under the bond. He recommended acceptance of the offer. The Commission unanimously approved the recommendation. A form of agreement covering the matter was signed later in the session.

The Commission discussed and upon recommendation of the Engineer and Chief Counsel approved an agreement with the S. P. & S. Railway Company whereby the Company grants to the State a right and easement to construct and maintain a section of the Lower Columbia River Highway on railroad property between Ranier and Goble. The agreement was signed later in the session.

The Engineer presented a form of agreement with the City of Albany which provides that the State shall pay a portion of the cost, estimated at $1,809, of improving certain city streets in front of the Highway Maintenance Station at Albany. He recalled that the Commission tentatively approved the project at its meeting on March 1, 1949, and referred the matter back to the Chief Counsel and he to discuss with the city, which has been done. He recommended approval of the arrangement. The Commission approved the recommendation and later in the day signed the agreement.

The meeting recessed for luncheon at 12:00 o'clock noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

A delegation from Vancouver appeared before the Commission in the interests of another interstate bridge across the Columbia River connecting Portland and Vancouver. The group was headed by Edgar M. Swan, Attorney, and included the following: R. V. Spencer, Bob Hidden, Jim Hutton and Maynard Ivens, representing the Voter's League; George Hutton, Finance Commissioner; and Luke Graham, citizen. They urged construction of a second bridge, alleging that the present bridge is not capable of handling the traffic that uses it, and that another structure is essential. At the request of the Commission the Chief Counsel advised that the Commission has legal authority, if it wants to use it, to join with the State of Washington in the construction of a new bridge. However, the arrangements should be between the highway authorities of the two states rather than other groups. Mr. Swan stated that, insofar as he knows, the Washington Highway Department has not been contacted. The suggestion was then made that the group present its project to the Washington authorities with the suggestion that they make known their ideas on the subject because the Oregon Highway Commission is not in a position to make any statements regarding the project until it knows what the State of Washington is willing to do. Mr. Swan stated that they would act on the suggestion.

The Engineer requested authority to remove an accumulation of rock from Oneonta Borrow Pit to fill in and close the Oneonta Tunnel which is no longer of value for highway purposes, the highway having been reconstructed around this point. It was the considered opinion of the Commission that the materials in the borrow pit should not be removed until the claim of the Union Pacific against the State Highway Commission, which involves this pit and which is now in court, has been disposed of, and it was so ordered.

The Engineer requested an additional authorization of $112,504 to finance certain 1948 Minor Betterment projects which were carried over in the 1949 Budget and are listed on the following pages. The Chief Accountant, Malcolm Hawke, explained details. He advised that due to conditions created by flood damage and the truck-hauling of logs, the amount of work performed on Minor Betterment Projects in 1948 was considerably less than anticipated, with the result that the estimated cost of 1948 projects which should have been carried over into the 1949 Budget was $112,504 in excess of the carry-over shown in that Budget. Chairman Banfield stated that these jobs should be carried over from year to year until the work is completed or the project is withdrawn by resolution. He explained that whenever the Commission approves a project of this kind it is obligated to complete the work, and that in the future the authorizations as set up for this type of work are to be handled so they do carry over into succeeding years until finished. The Commission approved the carry-over expenditures for the Minor Betterment projects as requested, and also approved a carry-over expenditure in the amount of $36,615 for maintenance station building projects that were authorized but uncompleted in 1948 as follows, funds to be transferred from the construction reserve.

OREGON STATE HIGHWAY COMMISSION
Maintenance Department

Additional Minor Betterment Work Authorized in 1948 Budget but not Completed in Time to Get Charges on 1948 Books

District 4-A		
33-1201-163,	The Dalles-California Hwy., Barnum Wayside Picnic Area.	$ 900
District 4-B		
7-1206-153,	Ochoco Hwy., Set sight posts M.P.6 and 7.	$ 200
9-1213-163,	Santiam Hwy., Douthit Spring picnic area parking	400
16-1204-143 & 152,	The Dalles-California Hwy.,Co-op.with Reclamation Ser.	5,500
16-1208-153	Santiam Hwy., Set sight posts.	360
16-1224-143,	Warm Springs Hwy., Install culvert pipe.	400
22-1206-142,	Santiam Hwy., Drainage tunnel M.P. 61.	2,000
22-1206-169,	Santiam Hwy., Deceleration strip M.P. 75.4	375
35-1210-164,	Ochoco Hwy., Daylight small cuts in waterspout area.	1,200
122-1270-153,	North Santiam Sec. Hwy., Place 200 sight posts.	600
District 4-C		
18-1216-153,	Klamath Falls-Lakeview Hwy., 350 lin.ft.of guard fence	$ 1,050
118-1263-156,	Klamath Lake Sec. Hwy., Raise fill at Wocus Canal	900
District 4-D		
9-1201-142,	Central Oregon Hwy., Greenwood sump.	$ 2,500
19-1207-163,	Fremont Hwy., Silver Lake Summit picnic area.	400
District 5-A		
12-1205-143,	John Day Hwy., Irrigation flume.	$ 300
35-1203-164A,	John Day Hwy., Widen roadbed M.P. 70.15 to 98.45	800
35-1203-164B,	John Day Hwy., Widen inside sharp curves M.P.68-69	450
111-1263-153,	Wasco-Heppner Sec. Hwy., Place 50 sight posts.	150
District 5-B		
30-1201-166,	Old Oregon Trail Hwy., Fencing and landscaping State Hospital, Pendleton.	$ 1,850
District 5-C		
23-1215-163,	Old Oregon Trail Hwy., Snake River picnic area.	$ 630
32-1205-163,	Wallowa Lake Hwy., Wallowa River picnic area.	565
132-1261-143,	Little Sheep Creek Sec. Hwy., Install 84" pipe.	1,200
District 5-D		
23-1209-111,	Central Oregon Hwy., Gravel topping M.P.230-231	$ 5,000
123-1268-163,	I.O.N. Sec. Hwy., Crooked Creek Spring picnic area.	1,300
	Total	$71,580

April 12, 1949

OREGON STATE HIGHWAY COMMISSION
Maintenance Department

Bridge Minor Betterment
Additional Carryover
Work not Completed in Time to Get Charges on 1948 Books

District 1-A			
4-1222-152-17,	47-28.96,	Sunset Hwy., Construct cutoff walls.	$ 150
5-1223-152-01,	47-34.99,	Sunset Hwy., Construct cutoff walls.	150
District 2-A			
104-1267-152-02,	105-0.445,	Warrenton Sec. Hwy., Pipe and fill for bridge at Warrenton.	7,000
District 3-B			
106-1265-152-08,	242-12.16,	Powers Sec. Hwy., Long John Bridge widen while redecking.	1,400
District 3-D			
10-1226-152-33,	1-185.98,	Pacific Hwy., Widen 10 ft.	1,310
10-1226-152-37,	1-190.50,	Pacific Hwy., Widen 12 ft.	3,275
District 5-A			
11-1201-151-18,	5-46.00,	John Day Hwy., Install 72" C.I.P.	335
District 5-C			
101-1261-151-03,	410-05.99,	Sumpter Valley Sec. Hwy., Widen to 24 ft.	150
		Total	$ 13,770

April 12, 1949

OREGON STATE HIGHWAY COMMISSION
Maintenance Department

Signals and Lights and Channelization Projects
Additional Carryover
Work Not Completed In Time to Get Charges on 1948 Books

34-1217-170,	Tualatin Hwy., Aloha Signals, approved by Commission 3-11-48 (38)	$ 3,500
27-1202-170,	Salem-Dallas Hwy., West Salem Signals, approved by Commission 3-11-48 (49)	2,500
24-1210-170,	Pacific Hwy. East, Salem Signals, approved by Commission 3-11-48 (38)	5,500
31-1201-170,	Wallowa Lake Hwy., Island City Flashing Beacon, approved by Commission 4-19-48 (15)	229
134-1269-170,	Scholls Sec. Hwy., Progress Flashing Beacon, approved by Commission 5-25-48 (31)	330
26-1211-170,	Mt. Hood Hwy., 122nd Ave. Flashing Signal, approved by Commission 5-25-48 (31)	220
21-1218-170,	Oregon Coast Hwy., Taft Blinker Light, approved by Commission 6-29-48 (42)	250
22-1215-170,	Pacific Hwy. East, Albany Stop & Go Signal, approved by Commission 11-3-48 (17)	2,000
26-1220-170,	Pacific Hwy. West, Cap. Hill & 99W Traffic Signal, approved by Commission 11-3-48 (18)	8,000
122-1263-170,	Albany-Lyons Sec. Hwy., Crabtree R.R. Xing Signal, approved by Commission 11-3-48 (18)	2,075
10-1226-170,	Pacific Hwy., Drain Traffic Signal, approved by Commission 11-3-48 (18)	250
30-1212-170,	Oregon-Washington Hwy., Athena Blinker Caution Light, approved by Commission 9-14-48 (23)	300
20-1222-170,	Pacific Hwy., Traffic Signals, Eugene, approved by Commission 12-31-46	2,000
	Total	$27,154

April 12, 1949

OREGON STATE HIGHWAY COMMISSION
Maintenance Department

Additional Building Betterment Authorized
in 1948 but not Completed in Time to get
Charges on 1948 Books - Not Shown in 1949 Budget

Dist.			
2-C	21-3403-440,	Eddyville Maint.Station, Delayed charges,new maint.sta.	$ 1,875
		Newport State Police Building, Contract constr.	10,000
	22-3403-435,	Sweet Home Maint.Sta., Delayed charges,1948 plumbing	185
3-A	20-3401	Goldson Maint.Sta., Delayed chgs.1948 deep well & pump	100
3-B	6-3404-440,	Coquille Dist.Off.extension,Delayed chgs.,1948 work.	4,000
3-C	15-3404-434,	Eagle Point Maint.Sta., Delayed chgs., 1948 fencing.	60
	17-3402-434,	Cave Junction Maint.Sta.,Delayed chgs., 1948 fencing.	140
3-D	10-3404-440,	Drain Maint.Station, Delayed charges, 1948 woodshed.	260
	10-3405-447,	Roseburg Div.Off.,Delayed Chgs.,1948 surface parking lot	210
	20-3407-434,	Florence Maint.Sta., Delayed Charges, 1948 fencing.	975
	20-3407-440,	Florence Maintenance Station, Gas canopy, oil storage building, and woodshed.	900
4-A	14-3403-443,	Parkdale Maint.Station, Clear, grade & surface lot.	2,225
	33-3404-440,	Shaniko Maint. Station, Purchase of residence for employee housing.	3,500
		Hood River Maint.Sta.,Additional unexpended on contract work in addition to $1,725 est.in orig.budget	1,490
		Maupin Maint.Sta.,Additional unexpended on contract work in addition to $1,050 est.in orig.budget.	4,000
4-B	7-3402-438-40,	Post Maint.Sta.,Delayed charges 1938 bldg.& pump.	460
4-C	18-3402-434,	Chemult Maint.Sta.,Delayed charges 1948 fencing.	180
4-D		Silver Lake Maintenance Station, Additional unexpended on contract work in addition to $7,100 estimated in original budget.	3,030
		Bend Division Office, Additional unexpended on contract work in addition to $6,500 estimated in original budget.	2,330
5-A	12-3402-440,	John Day Maint.Sta.,Delayed charges oil storage bldg.	150
5-B	30-3405-440,	Ukiah Maint. Sta., Delayed charges building const.	545
		Total	$ 36,615

April 12, 1949

The Engineer brought up for discussion his written report of October 29, 1948, concerning footpath construction and improvement of the alignment of the Oregon Coast Highway at the north entrance to Coquille. He recalled that the estimated cost of the realignment work was $12,000, and that of the footpath construction $7,000, a total of $19,000; and that the Commission deferred action on the matter pending adoption of the new program because of the possibilities of changing the highway location, which would automatically solve the problem. Commissioner Chandler advised that he has been contacted several times by members of the School Board and Service Clubs of Coquille, who consider the footpath essential to protect school children, and who now want permission to construct their own footpath on the highway right of way in view of the possibilities of the highway being relocated to by-pass this district. The Commission unanimously authorized the granting of such permission and thereupon referred the matter to the Engineer and Chief Counsel to handle the details.

The Commission discussed a date for its next regular meeting and decided to hold such meeting in Portland on Monday and Tuesday, May 16 and 17, 1949. The Secretary was instructed to make the usual arrangements for use of the Green Room in the Imperial Hotel for this purpose.

The Commission also decided to make its final inspection tour, prior to adopting its second postwar construction program, during the week commencing Monday, May 2, 1949.

The Engineer again brought up for discussion his report on the extent of frost and flood damage which the State Highway System suffered during the past winter, by reason of the unusual weather conditions, and he requested confirmation of the contracting of several projects for which bids were taken at this meeting. (The list of projects is contained in the Engineer's written report on the subject, dated April 2, 1949, in general files, and they are also listed previously in these minutes, when the matter was discussed on the first day of the meeting.) The Commission unanimously approved the contracting of the work for which bids were received today, and authorized the Engineer to advertise for bids for additional work that is urgent and must be started at the earliest possible time.

The Commission discussed with the Engineer bids received at the morning session for construction of State Highway projects and by unanimous vote took the following action thereon as publicly announced by Chairman Banfield at 3:00 p.m.

"Necanicum Rock Production Project on three State highways in Clatsop and Tillamook Counties. Jed Wilson, Seaside, submitted the low bid for this work at $26,100. J. R. Taggart and Company, Salem, submitted the only other bid at $26,500. The contract has been awarded to the low bidder, Jed Wilson.

"Rock Creek and Sandy Creek Bridges on the Coos Bay-Roseburg Highway in Coos County. Coos Bay Dredging Company, Coos Bay, submitted the low bid for this job at $113,452.50, using asphalt. They also submitted a bid of $113,940.50, using tar. The second low bid using

asphalt was submitted by Lindstrom Brothers, Portland, at $114,782. No bid was submitted for the use of tar. One other bid was received. The Commission has rejected all bids as being too high.

"Powell Butte-Prineville Section of the Ochoco Highway in Crook County 3.5 miles of surfacing and 6.9 miles of oiling. D. F. McKenzie, Salem, submitted the low bid for this job at $62,065. Babler Brothers, Portland, submitted the second low bid at $63,114. One other bid was received. The contract has been awarded to D. F. McKenzie, the low bidder.

"Harris Beach Park grading and surfacing project in Curry County. Jack Robinson, Bend, submitted the low bid for this job at $8,993.50. The second low bid was submitted by Durbin Brothers, Eugene, at $9,565. Two other bids were received. The contract has been awarded to the low bidder, Jack Robinson.

"Painting structural steel in the Smith Ferry Bridge over the Umpqua River on the Elkton-Sutherlin Highway in Douglas County. Hall and Wols, Portland, submitted the low bid for this job at $4,600. O & S Painters, Portland, submitted the second low bid at $4,750. Nine other bids were received. The contract has been awarded to the low bidder, Hall and Wols.

"Redwood Junction Section of the Pacific Highway in Josephine County. Grading, paving and landscaping. Snook Brothers, Corvallis, submitted the only bid received for this job at $21,563. The Commission has rejected this bid as being too high.

"Construction of two bridges and approaches on the Pacific Highway in Cottage Grove, Lane County. Hamilton and Thoms, Eugene, submitted the low bid for this project at $191,405. The second low bid was submitted by Valley Construction Company, Portland, at $195,000. One other bid was received. The contract has been awarded to the low bidder, Hamilton and Thoms.

"Construction of a masonry block office building in Eugene, Lane County. Rath and Morris, Eugene, submitted the low bid for this job at $22,237. The second low bid was submitted by W. H. Shields Company, Eugene, at $25,275.54. Two other bids were received. The contract has been awarded to the low bidder, Rath and Morris.

"Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County. 5.41 miles of recoiling. J. N. and M. J. Conley, Portland, submitted the low bid for this work at $36,676.75 using asphalt. No bid was submitted for the use of tar. D-H Paving Company, Vancouver, Washington, submitted the second low bid at $37,186.75 using asphalt. Two other bids were received. The contract has been awarded to the low bidder, J. N. and M. J. Conley.

"Eddyville-Kline Mountain Section of the Corvallis-Newport Highway in Lincoln County. 6.5 miles of recoiling. D-H Paving Company, Vancouver, Washington, submitted the low bid for this project, using asphalt, at

$43,692.50. No bid was submitted for the use of tar. Harr and Horton, Portland, submitted the second low bid using asphalt at $46,215. One other bid was received. The contract has been awarded to the low bidder, D-H Paving Company.

"Painting of structural steel in the Kernville Bridge over the Siletz River and the Yachats River Bridge in Yachats on the Oregon Coast Highway in Lincoln County. Hall and Wols, Portland, submitted the low bid for this work at $5,874. The second low bid was submitted by Antonsen Painting Company, Tacoma, Washington, at $6,000. Eight other bids were received. The contract has been awarded to the low bidder, Hall and Wols.

"Construct addition to existing maintenance building at Albany, Linn County. Arthie R. Averill, Portland, submitted the low bid for this project at $5,382. R. H. Jones, Hillsboro, submitted the second low bid at $6,082.30. One other bid was received. The contract has been awarded to the low bidder, Archie R. Averill.

"Construct masonry block or concrete open vehicle storage building at Salem Shops, Marion County. Erwin E. Batterman, Salem, submitted the low bid for this job at $15,880 on Alternate "C", precast concrete walls. On Alternate "B", using poured concrete walls, he bid $15,889. On Alternate "A", using masonry block walls, he bid $16,761. The second low bid was submitted by Alan E. Siewert, Salem, on Alternate "B", poured concrete walls, at $17,911. On Alternate "A", masonry block construction, he bid $19,102. No bid was submitted for Alternate "C". Eight other bids were received. The contract has been awarded to the low bidder, Erwin E. Batterman on Alternate "B", poured concrete walls.

"Furnishing and installing three automatic traffic signals at the following locations in and near Portland, Multnomah County; (1) intersection of Southwest Capitol Highway and Southwest Barbur Boulevard, (2) intersection of Southwest Capitol Hill Road, Southwest 19th Avenue, and Southwest Barbur Boulevard, (3) intersection of Highland Road and Southwest Canyon Road. W. R. Grasle, Portland, submitted the low bid for this work at $13,327. The second low bid was submitted by A. R. Johnson Electric Company, Portland, at $13,592. One other bid was received. The contract has been awarded to the low bidder, W. R. Grasle Company.

"Bellevue-Dayton-West Salem oil mat surfacing project on three state highways in Polk and Yamhill Counties. 13.09 miles of surfacing and 25.96 miles of oiling. D-H Paving Company, Vancouver, Washington, submitted the low bid for this work at $176,002 using asphalt. The second low bid was submitted by J. C. Compton Company and O. C. Yocom Company, McMinnville at $194,792. Neither of these bidders submitted a bid for the use of tar. One other bid was received. The contract has been awarded to the low bidder, D-H Paving Company.

"Umatilla Section of the Columbia River Highway in Umatilla County. 0.92 mile of grading, surfacing and oiling. Newport Construction

Company and Russell Olson, Portland, submitted the low bid for this work at $57,474. George E. Corliss, Ontario, submitted the second low bid at $65,899. Two other bids were received. The contract has been awarded to the low bidder, Newport Construction Company and Russell Olson.

"Washington State Line-Sunnyside recoiling project on the Sunnyside-Umapine Highway in Umatilla County. 2.85 miles of recoiling. Newport Construction Company and Russell Olson, Portland, submitted the low bid for this work at $10,485.50. Morrison and Fisher, Walla Walla, Washington, submitted the second low bid at $10,861.50. One other bid was received. The contract has been awarded to the low bidder, Newport Construction Company and Russell Olson.

"Amity-Hopewell Section of the Bellevue-Hopewell Highway. 0.80 mile grading, surfacing and oiling. Durbin Brothers, Eugene, submitted the low bid for this work at $38,701 using asphalt. No bid was submitted for the use of tar. Stevenson Construction Company, Salem, submitted the second low bid at $40,251 using asphalt. No bid was submitted for the use of tar. One other bid was received. The contract has been awarded to the low bidder, Durbin Brothers."

The matter of closing down the construction work of Contractor Roy L Houck, Jr., on the Lost Creek-Lowell Section of the Willamette Highway, Lane County, as suggested by Col. O. E. Walsh, District Engineer, U. S. War Department, on the previous day, was again discussed by the Commission. As a result thereof, the Commission decided unanimously not to hold up the contractor's work, unless the State is definitely relieved from all liabilities resulting therefrom. The Engineer was instructed to convey such information to Colonel Walsh.

The Hon. James H. Sturgis, County Judge of Umatilla County, again appeared before the Commission relative to securing for the County a loan of $150,000 Highway funds under the provisions of Chapter 358, Oregon Laws, 1949, to assist the County in financing repairs to its County Road System, that were necessitated by unusual weather conditions prevailing during the past winter. Judge Sturgis presented a resolution requesting such loan. The Chief Counsel advised the Commission that the resolution sets out the matter as required by law, and in all respects conforms to the statutory requirements. He submitted to the Commission a form of certificate, as required by law, by which certificate the Commission authorizes the Secretary of State to pay to Umatilla County the sum of $150,000 as a loan or advancement under the provisions of said law. The Commission unanimously approved the loan to the County, it appearing that the requirements have been satisfied. The form of certificate directed to the Secretary of State was also approved unanimously and signed. The certificate was then delivered to Judge Sturgis at his request, for presentation to the Secretary of State.

In this connection, the Secretary was instructed to refer all requests of this nature to the Chief Counsel to pass on the legal features, and to the Engineer to pass on the amounts of the proposed loan, then to bring the request to the attention of the Commission for final action.

Pursuant to instructions given him on the previous day, the Engineer reported the volume of traffic that passes through the intersection of the Pacific Highway East and Jennings Avenue, between Portland and Oregon City. He advised that the daily traffic volume on the highway is 13,300 vehicles, and that 1000 vehicles enter the intersection from Jennings Avenue. The Commission considered that such traffic volume justifies the installation of the three-way traffic actuated signal heretofore recommended by the Engineer, and thereupon unanimously approved the installation of said signal at State expense.

The Commission approved and signed agreements, et cetera, as follows:

Agreement with Wayne Simeral for cutting 50 cords of wood in Silver Falls State Park.

Release and assignment agreement re default of White Brothers Company on their bid and proposal for excavating and shaping the Oneonta Borrow Pit on the Oneonta Section of Columbia River Hwy. in Multnomah County.

Agreement with S.P. & S. Railway Company covering easement permit for construction of Columbia River Hwy. between Ranier and Goble.

Agreement with City of Albany covering improvement of certain City streets in vicinity of Highway Department Maintenance Station in Albany.

Lease agreement with Neva McCaffery, covering road material supplies for Ochoco Highway between Deschutes County Line and Powell Butte Secondary Highway Junction.

Agreement with Southern Pacific Company covering installation of flashing light signals at crossing of Albany-Lyons Secondary Highway and Southern Pacific Railroad tracks at Crabtree.

Letter designating certain officials of State Highway Department to sign reimbursement vouchers submitted to Public Roads Administration.

Proposed agreement with U. S. Coast Guard covering telephone pole line extension to serve Cape Arago State Park.

Five-year Permit covering 10.17 acres of tribal land on Klamath Indian Agency for stockpile site.

Agreement covering installation of traffic signal at intersection of 8th (US99E) and Madison Streets in City of Albany.

Modification of Project Agreement, Butte Creek - Kinzua Junction, Kinzua Road.

Modification of Project Agreement, Unity Junction-Mill Gulch Section, Baker-Unity Highway.

Joint Statement of Policy by the Oregon State Highway Commission and the Regional Administrator, Bureau of Land Management, United States Department of the Interior. Also Supplement thereto.

There being no further business to come before the Commission at this time, the meeting adjourned at 3:30 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

April 12, 1949

EXHIBITS "A" THROUGH "G"

Minutes of April 11 and 12, 1949

EXHIBIT "A"

Minutes of April 11 and 12, 1949

RESOLUTION

WHEREAS, in connection iwth the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY

14662- McCreary, Carl L. and Frances McCreary
Right of Way
Option expires
September 7, 1949

	$	$	
6,250 sq.ft. at 20¢ plus per sq.ft.	1,300.00		
Allowance- house- 5 room	7,808.00		
Allowance- garage	250.00		
Allowance- replacing lawn, shrubs	200.00	9,558.00	Witt

14681- Burnett, Beatrice
Right of Way
Option expires
September 16, 1949

6,400 sq.ft. at 20¢ sq.ft.	1,280.00		
Allowance- 5-room house	5,505.00		
Allowance- garage	360.00		
Allowance- loss shrubs, flowers, lawn	200.00	7,345.00	Witt

(Cont.)

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (Cont.)

14683- Edmondson, I. L.				
Right of Way				
Option expires				
October 4, 1949				
		$	$	
	7,500 sq.ft. at 20¢ sq.ft.	1,500.00		
	Allowance- house- 5 room	8,952.00		
	Allowance- garage	360.00	10,812.00	Witt
14823- Jantzen, Laura, and Neva E. Dubois				
Right of Way				
Option expires				
September 28, 1949				
	14,000 sq.ft. at 12¢ sq.ft.	1,680.00		
	Allowance- garage	196.00		
	Allowance- house	5,712.00		
	Allowance- chicken house	72.00	7,660.00	Mayhew
14743- Barry, Vivian E., and James Tierney				
Right of Way				
Option expires				
August 20, 1949				
	5,880 sq.ft. at 18¢ sq.ft.	1,058.40		
	Allowance- house	5,808.00	6,866.40	Mayhew
14810- Collins, Albert and Sadie Collins				
Right of Way				
Option expires				
September 17, 1949				
	5,760 sq.ft. at 18¢ sq.ft.	1,039.00		
	Allowance- house	6,436.00		
	Allowance- garage	567.00	8,042.00	Mayhew
14838- Anders, Willard R. and Neva L. Anders				
Right of Way				
Option expires				
September 28, 1949				
	5,400 sq.ft. at 53¢ sq.ft. (58x93.8' approx. lot)	2,862.00		
	Allowance- loss revenue sign board	38.00	2,900.00	Mayhew

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (Cont.)

14906- Benedict, Myrtle
Right of Way
Option expires
September 14, 1949

	$	$	
1.16 acres at $1,200.00	1,392.00		
Allowance- removal nursery stock and reducing area	348.00	1,740.00	Mayhew

Waiver of access

14873- Wenker, George T. and Golda Wenker
Right of Way
Option expires
August 23, 1949

5,000 sq.ft. (2 lots 25x100) 15¢ sq.ft.	750.00		
Allowance- house- 4-room	3,352.50		
Allowance- garage	540.00		
Allowance- cherry trees	70.00	4,712.50	Witt

NORTHEAST UNION AVENUE SECTION, PACIFIC HIGHWAY

14795- Richmond, Lena G.
Right of Way
Option expires
September 7, 1949

0.40 acre at $2,000.00	800.00		
Allowance- damages, restricted access	350.00	1,150.00	Norlin

State to construct curb opening at intersection NE Willis and Union, East side-

14791- Cox, Vertie E.
Right of Way
Option expires
September 8, 1949

1.899 acres at $3,174.70 less	6,000.00	6,000.00	Norlin

Grantor to have temporary use of property-

(Cont.)

EXHIBIT "A" (Cont.)

NORTHEAST UNION AVENUE SECTION, PACIFIC HIGHWAY (Cont.)

14808- Richmond, Lena G.
Right of Way
Option expires
September 7, 1949

	$	$	
160 sq.ft. at $1.50 sq.ft.	240.00		
Allowance- removing, re-establishing sign board	350.00**	590.00	Norlin

State to reconstruct, if necessary, approach along entire westerly line Lot 11 and southerly 12 feet of Lot 10.

State to construct approach to garage, approx. Eng. Sta. 133+42

State to construct approach, approx. Eng. Sta. 133+16

**(To be paid Louis K. Porter)

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

15137- Etling, Estate Martha
Right of Way
Option expires
August 22, 1949

0.01 acre	100.00	100.00	Collins

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

13589- Hambrick, Clyde H. and Ruth M. S. Hambrick
Right of Way
Option expires
September 2, 1949

1,005 sq.ft.	5.00	5.00	Boone
Waiver of access			

13591- Elle, Ole and Gudron Elle
Right of Way
Option expires
September 10, 1949

1,492 sq.ft. at 4¢ sq.ft.	59.68	59.68	Boone

Waiver of access, except for entrance to service road

State to clear brush from property being acquired

(Cont.)

EXHIBIT "A" (Cont.)

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

13611- Meyer, Hazel A. Potter and Elmer W. Meyer Right of Way Option expires September 9, 1949				
	12,000 sq.ft. at 30¢ sq.ft.	$ 3,600.00	$	
	1.478 acres at $1,000.00	1,478.00		
	Business building- 6900 sq.ft. at $2.50 sq.ft.- allowance	17,250.00		
	Garage- allowance	1,750.00		
	Allowance- house	1,800.00		
	Allowance- electric pumping plant	200.00		
	Allowance- cabin	200.00		
	Allowance- 2 gasoline pumps and 2 gasoline tanks	250.00	26,528.00	Benson
13600- Hendricks, Roy and Juanita Hendricks Right of Way Option expires September 17, 1949				
	0.055 acre- (2400 sq.ft. at 4.3¢ plus per sq.ft.	100.00		
	Allowance- 4-room house	1,300.00	1,400.00	Benson
13601- Ballinger, Victor and Cordelia Ballinger Right of Way Option expires September 14, 1949				
	(0.28 acre)- 1½ lots at $250.00 per lot	375.00		
	Allowance- 5-room house	3,750.00		
	Allowance- garage	750.00		
	Allowance- 375 lineal feet woven wire fence	125.00	5,000.00	Benson
13590- LeComte, Marcel and Ruth A. LeComte Right of Way Option expires September 10, 1949				
	1,600 sq.ft. at 4¢ sq.ft.	64.00	64.00	Boone
	Waiver of access, except entrance to service road			

(Cont.)

17333

EXHIBIT "A" (Cont.)

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

13603- Mason, Betty R. Right of Way Option expires September 23, 1949				
	0.371 acres at $1,000.00	$ 371.00	$ 371.00	Benson
13588- A. Plymate, T. T. and K. B. Plymate, and Riter-Lowe Company Right of Way Option expires September 22, 1949				
	0.886 acre at $250.00	221.50		
	Allowance- 25% clearing cost $460.00	115.00	336.50	Boone
	Waiver of access, except entrance to service road-			
13589- A. Torpen, B. E. and E. L. Torpen Right of Way Option expires September 24, 1949				
	5,758 sq.ft. at 4¢ sq.ft.	230.32		
	Allowance- severance damage- reducing depth of lots	75.00	305.32	Boone
	Waiver of access, except entrance to service road-			
13593- McHale, Harry F. and Alice McHale Right of Way Option expires September 23, 1949				
	2,340 sq.ft. at 3¢ sq.ft.	70.20	70.20	Boone
	Waiver of access, except entrance service road			
13602- May, Eugene D. and Helen M. May Right of Way Option expires October 5, 1949				
	9,750 sq.ft. at 3¢ plus sq.ft.	300.00		
	Allowance- house- 4-room	1,560.00	1.860.00	Benson

EXHIBIT "A" (Cont.)

ST. HELENS-GOBLE SECTION, COLUMBIA RIVER HIGHWAY

6727- Watters, Leslie and Myrtle H. Watters
Stock pile site
Lease expires March 29, 1954

5 year ground lease on 1.61 acres at $20.00 per year	100.00	100.00	McChesney

COLLINS CREEK SECTION, HOOD RIVER HIGHWAY

15303-A Bayless, Henry R. and Mary A. Bayless
Right of Way
Option expires
September 20, 1949

2.74 acres at $10.00	27.40		
Allowance- 98 rods fence- $2 rod	196.00	223.40	Benson

15343- English, Olive D.
Right of Way
Option expires
October 3, 1949

1.51 acres at $50.00	75.50	75.50	Benson

HOOD RIVER-DEE SECTION, HOOD RIVER HIGHWAY

15303- Bayless, Henry R. and Mary A. Bayless
Easement
Executed

0.67 acre- detour road, effective until highway is in use	25.00	25.00	Benson

If Grantor finds it necessary to use abutting property to run his stock, the State will construct temporary fence on easterly side detour

DUNDEE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

15257- Marshall, Hugh N.
Right of Way
Option expires
September 10, 1949

0.785 acre at $450.00	353.20	353.20	Witt

Waiver of access, except private access at Eng. Sta. 280+50, or approximately same location

(Cont.)

15990)

EXHIBIT "A" (Cont.)

DUNDEE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST (Cont.)

15255- Wirfs, Peter				
Right of Way				
Option expires				
September 27, 1949				
		$	$	
	0.33 acre at $1,000.00	330.00		
	0.30 acre at $450.00	135.00		
	Allowance- 4 rods fence at $2.50 rod	10.00	475.00	Witt
	Waiver of access, except private access, Eng. Sta. 278+50			
	State to move gas sign to owners property			

LAFAYETTE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

15122- Burch, Nellie P.				
Right of Way				
Option expires				
September 22, 1949				
	1.122 acres at $450.00	504.90	504.90	Witt
	Waiver of access			
15123- Burch, Nellie P.				
Right of Way				
Option expires				
September 22, 1949				
	0.75 acre cherry orchard land at $750.00	562.50		
	1.481 acres wheat land at $450.00 less	665.10		
	Allowance- 73 rods fence at $2.00 rod	146.00	1,373.60	Witt
	Waiver of access			
15120- Martin, Howard				
Right of Way				
Option expires				
September 28, 1949				
	(1.765 acres)			
	1.00 acre at $400.00	400.00		
	0.765 acre at $750.00	573.75		
	Allowance- 43 rods fence at $2.50 rod	107.50	1,081.25	Witt
	Waiver of access			

(Cont.)

EXHIBIT "A" (Cont.)

LAFAYETTE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST (Cont.)

15128- Ferguson, Lydia M. Right of Way Option expires September 10, 1949				
		$	$	
	1.50 acres at $1,000.00	1,500.00		
	1.41 acres at $400.00	564.00		
	Allowance- 60 rods picket fence at $2 rod	120.00		
	Allowance- loss pea crop- 1.41 acres	35.50	2,219.50	Witt
	Waiver of access			
15126- Dietrich, John Right of Way Option expires September 13, 1949				
	0.80 acre at $1,000.00	800.00	800.00	Witt
	Waiver of access			
15125- Dietrich, John and Alvina Dietrich Right of Way Option expires September 13, 1949				
	4.0 acres at $300.00	1,200.00		
	Allowance- 66 rods fencing at $2.50 per rod	165.00	1,365.00	Witt
	Waiver of access			
15124- Abdill, R. G. Right of Way Option expires September 20, 1949				
	2.08 acres at $1,500.00	3,120.00	3,120.00	Witt
	Waiver of access			
15118- Schuetze, J. H. Right of Way Option expires September 27, 1949				

(Cont.)

EXHIBIT "A" (Cont.)

LAFAYETTE-DAYTON JUNCTION, PACIFIC HIGHWAY WEST (Cont.)

15118- Schuetze, J. H. (Cont.)		$	$	
	3.63 acres at $450.00	1,633.50		
	Allowance- moving confectionery store, horse barn, chicken house	401.50		
	Allowance- damages lieu moving house	1,000.00	3,035.00	Witt
	Waiver of access			
15116- Schuetze, Z. R. Right of Way Option expires September 27, 1949				
	0.09 acre at $250.00 plus	25.00	25.00	Witt
	Waiver of access			
	Owner to build fence			
15241- Britton, Howard L. and Mary L. Britton Right of Way Option expires October 4, 1949				
		$		
	0.138 acre at $1,000.00	138.00		
	Damage- reduction area	50.00	188.00	Haskin
	Waiver of access			
	State to replace existing drainage ditch			
	State to correct any interference in disposal systems, if necessary			
14616- Johnson, Harold B. and Blanche L. A. Johnson Right of Way Option expires October 4, 1949				
	0.10 acre at $1,000.00	100.00		
	Allowance- 6 rods fence at $2.50 per rod	15.00		
	Allowance- fruit trees	190.00		
	Allowance- rebuilding chicken lot	45.00		
	Damages- bringing buildings too close house	350.00		
	Waiver of access	50.00		
	Moving barn and chicken house, estimated	1,200.00	1,950.00	Haskin

EXHIBIT "A" (Cont.)

FIR GROVE SECTION, ALBANY-INDEPENDENCE HIGHWAY

14356-B Holmes, A. E. and Laura Holmes
Easement

	$	$	
0.09 acre- easement for drainage ditch	00.00	00.00	Eason

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

12326- Johnston, Ward W. and Verna May Johnston
Right of Way
Option expires
September 24, 1949

0.33 acre at $500.00	165.00		
Waiver of access, except private, north side, Eng. Sta. 246+40	50.00	215.00	Landon

State to construct road approach, north side, Eng. Sta. 246+40 (estimated cost $100) -

Grantors grant easement to Donald G. Currie, for continued use existing road across grantor's property-

12328- Currie, Donald G. and Hazel L. Currie
Right of Way
Option expires
September 24, 1949

2.0 acres at $350.00	700.00		
0.46 acre at $500.00	230.00		
Allowance- old barn, removable by owner	100.00		
Allowance- moving garage	75.00		
Allowance- replacing 40 rods fence at $2.25 per rod	90.00		
Allowance- damages, including waiver of access	500.00	1,695.00	Landon

State to reconstruct portion road, dwelling to chicken houses (estimated cost $400)-

State to construct concrete wingwalls to protect top well and pump (estimated cost $75)-

Grantors reserve permanent easement for existing well and pump

(Cont.)

EXHIBIT "A" (Cont.)

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY (Cont.)

12336- Griel, Martha, R. M. Hass, and E. R. Lewis and Matilda J. Lewis
Right of Way
Option expires
September 10, 1949

	$	$	
1.0 acre at $3,000.00	3,000.00		
2.20 acres at $1,000.00	2,200.00		
Allowance- house	3,328.00		
Allowance- barn	2,376.00		
Allowance- store house and woodshed	530.00		
Allowance- shade trees	75.00		
Allowance- waiver access	491.00	12,000.00	Landon

COTTAGE GROVE SECTION, PACIFIC HIGHWAY

15287- Lindsay, William J.
Right of Way and easement
Option expires
October 5, 1949

10,859 sq.ft. at 20¢ sq.ft.	2,171.80		
1,306 sq.ft. at 5¢ sq.ft.	65.30		
Easement- detour road- 0.15 acre	125.00	2,362.10	Boone

State to pay cost moving owner's present saw shop to new location (estimated cost ($800.00)

15287- A Lindsay, William J., and Flora Mae and Lloyd M. Lewis
Right of Way and easement
Option expires
October 5, 1949

1,918 sq.ft. at 5¢ sq.ft.	95.90		
Allowance- tent house floor	125.00		
Easement- detour road- 0.10 acre	125.00	345.90	Boone

COAST FORK BRIDGE SECTION, PACIFIC HIGHWAY

15286- Watkins, Fannie M.
Right of Way
Option expires
September 30, 1949

19,602 sq.ft. at 5¢ sq.ft.	980.10		
Allowance- loss rental Foster and Kleiser bill board	30.00	1,010.10	Boone

EXHIBIT "A" (Cont.)

CAMAS VALLEY SECTION, COOS BAY-ROSEBURG HIGHWAY

14992- Fullerton, C. L. and Olga P. Fullerton
Right of Way
Option expires x
(CORRECTION)

	$	$	
0.26 acre at $800.00	208.00		
Allowance- 28 rods fence at $2.50	70.00		
Allowance- moving fruit stand, etc	250.00	528.00	Haskin

Waiver of access, except private access, Eng. Sta. 1456+03, commercial access, Eng. Sta. 1462+50

PREVIOUS REPORT:

Allowance moving fruit stand, etc, not included, account error in staking line

CAMAS MT-WINSTON SECTION, COOS BAY-ROSEBURG HIGHWAY

15296- Nichols, Ada
Easement
Easement executed

0.16 acre- detour easement	20.00	20.00	Lytle

State to move fence- (estimated cost $75.00)

BRIDGE-REMOTE SECTION, COOS BAY-ROSEBURG HIGHWAY

15297- Cawrse, John F. and Geneva M. Cawrse
Right of Way
Option expires
October 5, 1949

0.03 acre	00.00	00.00	Benfield

State to re-establish fence and gate, and install new gate in fence line- (estimated cost $62.50)-

DREW-ELK CREEK CROSSING SECTION, TILLER-TRAIL HIGHWAY

13755- Strait, Pearlie and Ellen Strait
Borrow Pit
Option expires
August 25, 1949

0.9 acre at $50.00	45.00	45.00	Boone

EXHIBIT "A" (Cont.)

AGATE BEACH SECTION, OREGON COAST HIGHWAY

14995- Lincoln County
Trail
Have deed

13,000 sq.ft.	$ 00.00	$ 00.00	Landon

14996- Lincoln County
Trail
Have deed

0.05 acre	00.00	00.00	Landon

SCOTT CREEK SECTION, ALSEA HIGHWAY

15347- Livingston, Arthur M. and Margaret E. Livingston
Right of Way
Option expires
September 23, 1949

0.08 acre at $800.00	64.00		
0.10 acre at $200.00	20.00	84.00	Benfield

State to re-establish fence on new property line
21.21 rods at $2.50 per rod- $53.03

Waiver of access, except private access, northerly side, Eng. Sta. 557+50; southerly side, Eng. Sta. 558+39

COOS BAY SECTION, OREGON COAST HIGHWAY

12606- City of Coos Bay
Right of Way
Option expires
September 14, 1949

12,163 sq.ft. at $0.066 less sq.ft.	800.00		
15,350 sq.ft. at $0.15 sq.ft.	2,302.50	3,102.50	Reeder

13770- Lapp, John and Leonie Lapp
Right of Way
Option expires
September 23, 1949

3,016 sq.ft. at 15¢ sq.ft.	452.40	452.40	Norlin

(Cont.)

EXHIBIT "A" (Cont.)

12607- Hazard, Louis H. and Mabel E. Hazard
Right of Way
Option expires
September 22, 1949

3,450 sq.ft. at 11½¢ sq.ft.	$ 400.00	$ 400.00	Norlin

BAY PARK-DELMAR SECTION, OREGON COAST HIGHWAY

14948- City of Coos Bay
Right of Way
Option expires
September 14, 1949

1.49 acres at $100.00	149.00	149.00	Reeder
Waiver of access, except private access, westerly side at Station 240+44 and 259+50; and Al Pierce Lumber Company access, westerly side at Station 253+44-			
State to grade and surface approaches (estimated cost $150.00)			

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY

14099-A Chard, William R. and Marjorie M. Chard
Right of way and slide
Option expires
September 29, 1949

1.50 acres at $400.00	600.00		
0.50 acre at $100.00	50.00		
Allowance- house	5,572.00		
Allowance- damages	108.00	6,330.00	Reeder

GOLD BEACH-BROOKINGS SECTION, OREGON COAST HIGHWAY #101

(*) 14751- Scott, D. O. and Edna Bell Scott
Park
Option expires
September 18, 1949

25.0 acres at $100.00	2,500.00		
Allowance- house and improvements	10,000.00	12,500.00	Gardiner

(Cont.)

EXHIBIT "A" (Cont.)

GOLD BEACH-BROOKINGS SECTION, OREGON COAST HIGHWAY #101 (Cont.)

14754- Patrick, Marian A.
Park
Option expires
September 17, 1949

70.22 acres at $100.00	$ 7,022.00	$ 7,022.00	Gardiner

Grantor reserves:
All merchantable timber
Fruit on ½ acre orchard
Right to graze sheep/stock
Easement across property for road construction and ingress and egress

THE DALLES-DESCHUTES RIVER SECTION, COLUMBIA RIVER HIGHWAY

14786- Seufert Bros. Co.
Right of Way
(CORRECTION)

12.44 acres at $67.00	833.48		
Less 1.8 acre to revert or to be deeded to Seufert Bros.	120.60	712.88	Gardiner

PREVIOUS REPORT: Approval August 9, 1948

Credit:	13.4 acres at $67.00	$897.80
	6.1 acres at $67.00	408.70
	7.3 acres at $67.00	$489.10

WASCO-MORO SECTION, SHERMAN HIGHWAY

15298- Strong, Truman and Ethel Strong
Quarry site
Option expires
September 9, 1949

1.20 acres at $20.83 acre	25.00	25.00	McChesney

MAUPIN-TYGH VALLEY SECTION, THE DALLES-CALIFORNIA HIGHWAY

15007- Mayhew, A. E. and Lela Mayhew
Stock pile
Option expires
October 4, 1949

0.50 acre at $100.00	50.00		
Allowance- 28 rods fence at 90¢ less per rod **	25.00	75.00	McChesney

**Grantors are to reconstruct fence and maintain the same

EXHIBIT "A" (Cont.)

BEND-SISTERS SECTION, SECONDARY HIGHWAY #20

15370- Sampels, Wilbur L. and Evelyn R. Sampels
Park
Have deed

	$	$	
1.04 acres (with all facilities)	7,500.00	7,500.00	Gardiner

REDMOND-MADRAS SECTION, THE DALLES CALIFORNIA HIGHWAY #97

14908- Sleasman, Oren P. and Delores Sleasman
Cinder Pit
Option expires
September 29, 1949

5.0 acres at $100.00	500.00	500.00	Gardiner

State to construct 60 rods fence to protect stock (estimated cost $90.00)-

GREAT NORTHERN RAILWAY-MERRILL SECTION, KLAMATH FALLS-MALIN HIGHWAY

14492- Kaylor, W. M. and Blanche E. Kaylor
Right of Way
Option expires
September 17, 1949

0.255 acre at $500.00	127.50		
Allowance- removing and rebuilding 40 rods fence at $2 per rod	80.00	207.50	Cozad

Waiver of access, except private access, easterly side, Sta. 536+50 and 538+00

14490- Dehlinger, Karl F. and Isabell Dehlinger
Right of Way
Option expires
September 19, 1949

250 sq.ft. at 3¢ sq.ft.	7.50		
Allowance- removing and rebuilding 15 rods woven wire fence $4.00 rod	60.00	67.50	Cozad

Waiver of access

(Cont.)

EXHIBIT "A" (Cont.)

GREAT NORTHERN RAILWAY-MERRILL SECTION, KLAMATH FALLS-MALIN HIGHWAY

14491-	Kaylor, Buford M. and Pauline M. Kaylor Right of Way and easement Option expires September 20, 1949			
	0.24 acre at $500.00	$ 120.00	$	
	Allowance- 15 rods fence at $2.00 rod remove and rebuild	30.00	150.00	Cozad
	Waiver of access, except private access Eng. Sta. 526+50, 527+50, easterly side			
14498-	Weyl-Zuckerman and Company Right of Way Option expires September 24, 1949			
	0.135 acre	10.00	10.00	
	Waiver of access			Cozad
	LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY			
15270-	Seely, Leon E. Right of Way and Stock pile Option expires August 26, 1949			
	2.196 acres at $10.00	21.96	21.96	
	Waiver of access, except private access on North side, Stations 1068+00, 1093+00 and 1119+00			
15276-	Oregon and Western Colonization Company Right of Way Option expires September 4, 1949			
	3.628 acres at $10.00	36.28	36.28	Cozad
	Waiver of access, except private access, north and south sides at Station 1407+00			
15272-	Carrico, Eleanor M. Right of Way Option expires August 24, 1949			
	0.367 acre at $10.00	3.67	3.67	Cozad
	Waiver of access, except private access, south			

(Cont.)

EXHIBIT "A" (Cont.)

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

15272- Carrico, Eleanr M. (Cont.)

side Station 1173+00 and north side, Station 1195+00

Grantor reserves all oil rights

State to reestablish fence, if necessary- (estimated cost $150.00)

15267- Cochran, Craig
Right of Way
Option expires
September 30, 1949

0.24 acre at $10.00	$ 2.40	$ 2.40	Cozad

Waiver of access

15265- Stearns, Estate H. A.
Right of Way
Option expires
September 9, 1949

0.350 acre at $10.00	3.50	3.50	Cozad

Waiver of access, except private access, south side, Eng. Sta. 949+00

15278- Blackwell, Edith Buchanan
Right of Way
Option expires
September 21, 1949

0.392 acre at $20.00	7.84	7.84	Cozad

State to re-establish barbed wire fence- 800 ft. (cost $100 estd)

Waiver of access, except private access, north side, Eng. Sta. 1514+00

15266- Yokes, Martha
Right of Way
Option expires
September 14, 1949

(Cont.)

EXHIBIT "A" (Cont.)

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

15266- Yokes, Martha (Cont.)				
	0.24 acre at $10.00	$ 2.40	$ 2.40	Cozad
	Waiver of access, except private access, north side, Eng. Sta. 976+00			
15273- Damon, Lyman Right of Way Option expires September 13, 1949				
	0.575 acre at $10.00	5.75	5.75	Cozad
	Waiver of access, except private access, north side, Eng. Sta. 1200+00			
14274- Fitchett, Clarence Right of Way and cinder pit Option expires September 30, 1949				
	4.462 acres at $10.00	44.62		
	10.0 acres at $15.00	150.00	194.62	Cozad
	Waiver of access			
	State is to remove and re-establish fence, if necessary-			
15275- Fitchett, Clarence and Birdie Fitchett Right of Way Option expires September 30, 1949				
	0.161 acre at $10.00	1.61	1.61	Cozad
	Waiver of access, with exception of private access at Stations 1326+00, and 1330+00, north side			
15279- Heinz, Chester M. Cinder pit Option expires August 26, 1949				
	10.0 acres at $15.00	150.00	150.00	Cozad
	Owner reserves all oil rights under surface			

(Cont.)

EXHIBIT "A" (Cont.)

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

15280- Harney County
Cinder Pit
Option expires
September 2, 1949

19.3 acres at $15.00	$ 289.50	$ 289.50	Cozad

BURNS-CRANE SECTION, BURNS-CRANE HIGHWAY

15271- Arthur S. Whitney, Alfred B. Whitney, Louise Hancock and Nellie Kessler
Right of Way
Option expires
August 27, 1949

0.564 acre at $10.00	5.64		
Allowance- notaries' fees	5.00	10.64	Cozad

State to remove and rebuild any fence, if found necessary (estimated $215)

Owners reserve all oil rights

Waiver of access, except farm crossings (2) at Sta. 1158+50 and 1170+00

HARPER JUNCTION-BURRELLE RANCH SECTION, CENTRAL OREGON HIGHWAY

15008- Mosier, Estate William Paul
Lease
Expires March 1, 1950

1.04 acres- ground lease for one year	150.00	150.00	Cozad

ENTERPRISE-FOREST BOUNDARY LINE SECTION, ENTERPRISE-LEWISTON HIGHWAY

11892- Oregon Mortgage Co. Ltd. and Raymond Johnson
Right of Way
Option expires
September 6, 1949

0.84 acre at $100.00	84.00		
Allowance- removing and reestablishing 334 rods woven wire fence at $1.25 rod plus	420.00	504.00	Cozad

Waiver of access, except private access, west side, Sta. 669

(Cont.)

EXHIBIT "A" (Cont.)

ENTERPRISE-FOREST BOUNDARY LINE SECTION, ENTERPRISE-LEWISTON HIGHWAY (Cont.)

11891- Johnson, Kenneth R. and C. Raymond Johnson
Right of Way
Option expires
September 6, 1949

	$	$	
1.54 acres at $25.00	38.50		
1.0 acre at $75.00	75.00		
0.67 acre at $100.00	67.00		
Allowance- 315 rods barbed wire fence at $1.00 per rod	315.00		
Allowance- 160 rods barbed and woven wire fence at $1.50 per rod	240.00	735.50	Cozad

Waiver access, except private access, west side, Eng. Sta. 694 and Sta. 717-

11889- Stockdale, A. B.
Right of Way
Option expires
September 29, 1949

0.40 acre at $100.00	40.00		
0.40 acre at $50.00	20.00		
Allowance- removing and rebuilding all fences	130.00	190.00	Cozad

Waiver farm crossings and private access

11884- Christiansen, Carl
Right of Way
Option expires
September 6, 1949

2.72 acres at $100.00	272.00		
Allowance- 336 rods woven wire and barbed wire fence- $1.25 rod	420.00	692.00	Cozad Landon

Waiver of access, except private access, at Station 419, west side-

11887- Christiansen, Carl, and Manual L. Cosme
Right of Way and quarry
Option expires
September 6, 1949

12.50 acres at $75.00	937.50		
Allowance- remove and re-establish 516 rods fence at $1.25 rod	645.00		

(Cont.)

EXHIBIT "A"

ENTERPRISE-FOREST BOUNDARY LINE SECTION, ENTERPRISE-LEWISTON HIGHWAY (Cont.)

11887- Christiansen, Carl, and Manual L. Cosme (Cont.)

	$	$	
Allowance- Grantor repair existing water hole	100.00		
Allowance- removing shed	50.00		
1.42 acres at $207 + per acre	294.00		
2.94 acres at $50	147.00		
2.94 acres at $25+	75.00	2,248.50	Cosad Landon

Waiver of access, except farm crossing, each side, Sta. 461, and private access, each side, Sta. 475+00

State to provide stock undercrossing, near Sta. 470

State to fence quarry side (estimated $175)

FOOTNOTE:

1. Item 14,751, acquisition of park property from D. O. and Edna Belle Scott, along the Gold Beach-Brookings Section of the Oregon Coast Highway (Ocean Waysides). This item was approved at a total cost of $12,500 on the condition that the owners be allowed two years' occupancy of the premises rather than perpetual use of the property, which they originally requested.

EXHIBIT "B"

Minutes of April 11 and 12, 1949

RESOLUTION

WHEREAS, by virtue of the provisions of Section 100-113, O. C. L. A., as amended by Chapter 359, Oregon Laws, 1947, the Highway Commission is empowered to appoint, with the approval of the Attorney General, a Chief Counsel and Assistant Counsel; and

WHEREAS, Samuel A. Hall is an attorney in good standing before the Oregon State Bar, is admitted to practice before all of the courts of the State of Oregon and before the United States District Court for the District of Oregon; and

WHEREAS, C. W. Enfield is an attorney in good standing before the Oregon State Bar, has been admitted to practice in all of the courts of the State of Oregon, and has now pending an application for admission to practice in the United States District Court for the District of Oregon, which application will be passed upon at the July, 1949, term of said court; and

WHEREAS, J. M. Devers, an Assistant Attorney General and Chief Counsel to the Oregon State Highway Commission, has requested and recommended that the said Samuel A. Hall and the said C. W. Enfield be appointed and authorized to serve as Assistant Counsels to the State Highway Commission; and

WHEREAS, the Attorney General of the State of Oregon has approved of such appointments;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That Samuel A. Hall be and he hereby is appointed, with the approval of the Attorney General, as an Assistant Counsel to serve in such capacity for the period of four years.

2. That C. W. Enfield be and he hereby is appointed, with the approval of the Attorney General, as an Assistant Counsel to serve in such capacity for the period of four years.

(Cont.)

EXHIBIT "B" (Cont.)

3. That each of said Assistants shall serve under the direction of the Chief Counsel, and in the absence of the Chief Counsel shall have full authority to perform any duty required or permitted by law to be performed by the Chief Counsel.

4. That the salary which shall be paid to each of said Assistants shall be fixed by the Commission as provided by law and shall be subject to the approval of the Attorney General.

5. That in addition to the salary which shall be paid to each of the said Assistants each shall be entitled to and shall be paid his actual traveling and other necessary expenses as may be incurred in the performance of their official duties.

6. That this resolution shall be entered in the minutes and records of the Commission as of the eleventh day of April, 1949.

EXHIBIT "C"

Minutes of April 11 and 12, 1949

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Canyonville	$3,365.28
Corvallis	5,000.00
Oakland	2,535.72
Scio	1,872.93
Tualatin	1,017.71

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 11th day of April, 1949.

EXHIBIT "D"

Minutes of April 11 and 12, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1949 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Boardman	$ 490.49	Long Creek	$1,061.25
Brownsville	4,280.67	Oakridge	4,418.00
Butte Falls	1,511.61	Paisley	1,056.79
Carlton	4,298.51	Phoenix	2,858.24
Cascade Locks	3,134.70	Prescott	682.23
Donald	829.38	Rockaway	4,245.00
Eastside	3,955.16	Rogue River	2,113.58
Estacada	3,000.93	Sandy	2,822.22
Fossil	2,760.14	Scio	1,953.06
Garibaldi	4,008.67	Sublimity	1,248.53
Gearhart	2,737.85	Tualatin	1,061.25
Juntura	744.66	Umatilla	1,649.84
Lafayette	2,497.06	Wheeler	1,154.89

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and recrods of the Oregon State Highway Commission as of the 11th day of April, 1949.

EXHIBIT "E"

Minutes of April 11 and 12, 1949

R E S O L U T I O N

WHEREAS, prior to the 18th day of December, 1941, a certain market road in Multnomah County, the beginning point of which is on the Columbia River Highway approximately one mile west of Troutdale where the Columbia River Highway is intersected by the Sun Dial County Road, and runs thence northerly to the dike, which is the terminus of said county road, the total length of which is approximately 1.3 miles, was then a county road under the exclusive jurisdiction of the Board of County Commisssioners of said County; and

WHEREAS, pursuant to the provisions of subsection 36 of Section 100-115, O. C. L. A., the Commission, with the approval and consent of the County Commissioners of said County, selected said county road as a road to be added to the secondary state highway system, which county road was so added and was designated and is known as the Sun Dial Secondary Highway No. 124; and

WHEREAS, for the purpose of making possible necessary extensions and other developments of the Troutdale Airport the State and the County have been requested by the Port authoritites to abandon as a public highway the section of said Sun Dial Secondary State Highway No. 124 which lies within the boundaries of the Troutdale Airport as extended; and

WHEREAS, for the purpose of cooperating with the Port of Portland in its purpose to provide and maintain a more serviceable airport, the County and the State have agreed in writing to take from the secondary state highway system, and permit the same to revert to its original status as a county road, that section and part of the Sun Dial Secondary Highway No. 124 which begins at the southerly boundary of the Troutdale Airport area and extends northerly to the existing dike.

NOW, THEREFORE, be it and hereby is resolved by this Commission, all members being present and voting affirmatively, as follows:

1. That the section of the Sun Dial Secondary State Highway No. 124, which begins at the southerly boundary of the Troutdale Airport area and extends northerly to the existing dike, hereby is taken, removed, and eliminated from the secondary highway system, and said section of said highway shall henceforth no longer be under the jurisdiction of control of the State Highway Commission, but shall revert to its original status as a county road and as such shall be under the jurisdiction and control of the Board of County Commissioners of Multnomah County.

2. That the Secretary be and is hereby instructed to deliver to the County Commissioners of Multnomah County a duly certified copy of this resolution.

3. This resolution shall be entered in the minutes and records of the Commission as of the 11th day of April, 1949.

EXHIBIT "F-1"

Minutes of April 11 and 12, 1949

ORDER REDUCING MAXIMUM LOAD LIMITS

ON CERTAIN STATE HIGHWAYS

WHEREAS, the following roads or highways have been duly designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

John Day Highway No. 5
Central Oregon Highway No. 7
Fremont Highway No. 19
Crater Lake Highway No. 22
Lakeview-Burns Highway No. 49
Elkton-Sutherlin Secondary Highway No. 231
Hood River Secondary Highway No. 281
Medical Springs Secondary Highway No. 340
Midland Secondary Highway No. 420
Chiloquin Secondary Highway No. 422

AND WHEREAS, the above-named state highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways during the present period of freezing and thawing, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways that the maximum weights permitted and authorized by law be reduced during such period;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said roads during said period shall be reduced and fixed as in this order provided.

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said roads were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways that the maximum total weight of load and vehicle which shall be hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named roads shall not exceed the weight herein fixed.

(Cont.)

EXHIBIT "F-1" (Cont.)

The maximum weights which shall apply to the following highways, to-wit:

John Day Highway, No. 5, M.P. 257.7 to 281.36 in Malheur County; effective date- March 1, 1949; and from M.P. 191.0 to 213.5 in Grant and Baker Counties; effective date- March 7, 1949

Central Oregon Highway No. 7, M.P. 48.0 to 116.0 in Deschutes, Lake and Harney Counties; effective date- March 9, 1949.

Fremont Highway No. 19, M.P. 0.0 to 143.43 in Deschutes, Klamath and Lake Counties; effective date- March 7, 1949

Crater Lake Highway No. 22, M.P. 40.55 to 69.7 in Jackson and Klamath Counties; effective date- March 21, 1949

Lakeview-Burns Highway No. 49, entire length, in Harney and Lake Counties; effective date- March 7, 1949

Elkton-Sutherlin Secondary Highway No. 231 from M.P. 14.74 to 26.61, in Douglas County; effective date- February 1, 1949; and from M.P. 14.74 to 25.18 also in Douglas County; effective date March 9, 1949

Hood River Secondary Highway No. 281, from M.P. 5.14 to 17.28 in Hood River County; effective date- March 5, 1949

Medical Springs Secondary Highway No. 340, from M.P. 0.0 to 21.6 in Union County; effective date- March 7, 1949

Midland Secondary Highway No. 420, entire length, in Klamath County; effective date- March 15, 1949

Chiloquin Secondary Highway No. 422, entire length, in Klamath County; effective date- March 17, 1949

shall be as follows: The maximum combined weight bearing on the surface of the highway at contact with the tread on all of the wheels of a vehicle or combination of vehicles shall not exceed thirty-six thousand (36,000) pounds; and, the maximum combined weight bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles shall not exceed eight thousand (8000) pounds.

(Cont.)

EXHIBIT "F-1" (Cont.)

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394, O. C. L. A., shall be in full force and effect from the effective date hereinabove specified, until modified, annulled or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-described highway sections and at important crossroads on said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 11th day of April, 1949

EXHIBIT "F-2"

Minutes of April 11 and 12, 1949

RESOLUTION LIFTING REDUCED LOAD LIMITS

ON VARIOUS STATE HIGHWAYS

WHEREAS, on the 24th day of January and on the 28th day of February, and on the 11th day of April, 1949, at meetings of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted resolutions reducing the maximum load limit on various state Highways and sections of state highways; and

WHEREAS, subsequent to the passage of the said resolutions, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolutions,

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in the said resolutions of January 24th, February 28th and April 11th, 1949, on various state highways or sections thereof, to-wit:

HIGHWAYS LISTED IN RESOLUTION OF 1-24-49

	Date Lifted		Section
Halsey-Sweet Home Secondary Highway No. 212 in Linn County	Feb. 28, 1949	M.P.	0.0 to 8.43
	Mar. 3, 1949	"	8.43 " 17.00
	Mar. 24, "	"	17.00 " 21.51
Dallas-Kings Valley Secondary Highway No. 191 in Polk & Benton Counties	Mar. 3, "	"	0.0 " 6.60
	Mar. 14, "	"	6.60 " 21.70
	Apr. 11, "		21.70 " 28.05
Alsea Highway No. 27 in Benton and Lincoln Counties	Feb. 28, "	"	49.42 " 59.10
	Mar. 3, "	"	25.30 " 49.42
	Apr. 4, "	"	12.0 " 14.60
McKenzie Highway No. 15 in Lane County	Feb. 23, "	"	9.0 " 25.38
	Feb. 26, "	"	25.38 " 33.50
	Feb. 26, "	"	33.50 " 33.96
	Mar. 9, "	"	33.96 " 43.00
	Mar. 16, "	"	43.00 " 46.80
	Mar. 24, "	"	46.80 " 50.00
Alsea-Deadwood Secondary Highway No. 201 in Lane County	Mar. 2, "	"	0.00 " 3.00
	Mar. 7, "	"	3.00 " 10.50

(Cont.)

EXHIBIT "F-2" (Cont.)

HIGHWAYS LISTED IN RESOLUTION OF 1-24-49 (Cont.)

	Date Lifted	Section
Territorial Secondary Highway No. 200 in Lane County	Feb. 23, 1949	M.P. 24.34 to 38.32
	Mar. 7, "	" 38.32 " 41.34
	Apr. 5, "	" 41.34 " 42.50
Richardson-Eugene Secondary Highway No. 220 in Lane County	Mar. 7, "	" 11.94 " 36.57
Albany-Lyons Secondary Highway No. 211 in Linn County	Mar. 3. "	" 10.0 " 15.49
	Mar. 10, "	" 15.49 " 24.68
Mehama-Mill City Secondary Highway No. 213 in Linn County	Mar. 10, "	throughout
North Santiam Secondary Highway No. 162 in Marion County	Mar. 10, "	" 26.94 " 30.77
Little Nestucca Secondary Highway No. 130 in Tillamook County	Mar. 7, "	" 0.0 " 3.8
Salem-Dayton Secondary Highway No. 150 in Yamhill & Polk Counties	Mar. 3. "	" 0.0 " 6.69
	Mar. 13, "	" 17.45 " 19.67
	Mar. 14, "	" 6.69 " 17.45
Dallas-Coast Secondary Highway No. 192 in Polk County	Mar. 3, "	" 0.22 " 14.83
Springfield-Creswell Secondary Highway No. 222 in Lane County	Feb. 24, "	" 0.0 " 6.5
	Mar. 7, "	" 6.5 " 8.3
Bellevue-Hopewell Secondary Highway No. 153 in Yamhill County	Mar. 14, "	" throughout
Nehalem Secondary Highway No. 102 in Clatsop, Columbia & Washington Counties	Mar. 2, "	" 15.24 " 75.91
Yamhill-Newberg Secondary Highway No. 151 in Yamhill County	Mar. 14, "	" throughout
Farmington Secondary Highway No. 142 in Washington County	Mar. 14, "	" "
Scholls Secondary Highway No. 143 in Washington County	Mar. 14, "	" "
Wilson River Highway No. 37 in Washington County	Mar. 2, "	" 51.18 " 41.50

(Cont.)

EXHIBIT "F-2" (Cont.)

HIGHWAYS LISTED IN RESOLUTION OF 1-24-49 (Cont.)

	Date Lifted	Section
Cascade Secondary Highway No. 160 in Clackamas and Marion Counties	Mar. 3, 1949	M.P. 39.06 to 44.0
	Mar. 14, "	" 17.19 " 39.06
Eagle Creek-Sandy Secondary Highway No. 172 in Clackamas County	Mar. 14, "	" throughout
Woodburn-Sandy Secondary Highway No. 161 in Clackamas County	Mar. 14, "	" 14.30 " 34.19

HIGHWAYS LISTED IN RESOLUTION OF 2-28-49

Rogue River Loop Secondary Highway No. 260 in Josephine County	Apr. 7, "		throughout
Tiller-Trail Secondary Highway No. 230 in Jackson County	Mar. 29, "	"	43.20 " 49.60
	Apr. 7, "	"	39.03 " 43.20
Williams Secondary Highway No. 261 in Josephine County	Mar. 2, "	"	0.00 " 23.10
Medford-Provolt Secondary Highway No. 272 in Jackson County	Mar. 2, "	"	throughout
Little Butte Secondary Highway No. 270 in Jackson County	Mar. 2, "	"	1.00 " 14.00
Sams Valley Secondary Highway No. 271 in Jackson County	Mar. 14, "	"	0.00 " 9.00
	Mar. 29, "	"	9.00 " 17.25
Coos River Secondary Highway No. 241 in Coos County	Mar. 14, "	"	6.00 " 18.80
Siletz Secondary Highway No. 181 in Lincoln County	Feb. 28, "	"	0.00 " 6.00
	Mar. 3, "	"	18.00 " 31.73
	Mar. 14, "	"	6.00 " 8.00
	Mar. 16, "	"	8.00 " 18.00
Corvallis-Newport Highway No. 33 in Lincoln and Benton Counties	Feb. 28, "	"	40.55 " 51.00
	Mar. 7, "	"	34.54 " 40.55
	Mar. 10, "	"	9.00 " 24.92
	Mar. 24, "	"	28.70 " 34.54
	Mar. 28, "	"	24.92 " 28.70
Corvallis-Eastside Secondary Highway No. 210 in Linn County	Mar. 7, "	"	8.90 " 9.58

(Cont.)

EXHIBIT "F-2" (Cont.)

HIGHWAYS LISTED IN RESOLUTION OF 1-28-49 (Cont.)

	Date Lifted		Section
Beaverton-Aurora Secondary Highway No. 141 in Washington and Clackamas Counties	Mar. 14, 1949	M.P.	0.78 to 15.24
Hillsboro-Silverton Secondary Highway No. 140 in Washington & Yamhill Counties	Mar. 14, "	"	0.50 " 19.87
Woodburn-Estacada Secondary Highway No. 161 in Marion and Clackamas Counties	Mar. 14, "	"	0.00 " 7.60
Heppner Highway No. 52 in Morrow and Umatilla Counties	Mar. 8, "	"	63.20 " 84.30
Mist-Clatskanie Secondary Highway No. 110 in Columbia County	Mar. 7, "	"	throughout
Madras-Prineville Secondary Highway No. 360 in Jefferson and Crook Counties	Mar. 23, "	"	throughout
Oregon Caves Highway No. 38 in Josephine County	Mar. 2, " Mar. 14, "	" "	0.00 " 8.40 8.40 " 11.60
Redwood Highway No. 25 in Josephine County	Mar. 2, "	"	throughout
Dairy-Bonanza Highway No. 23 in Klamath County	Apr. 1, "	"	throughout
Sherman Highway No. 42 in Sherman and Wasco Counties	Mar. 24, "	"	throughout
Pendleton-John Day Highway No. 28 in Umatilla and Grant Counties	Mar. 2, " Mar. 8, " Mar. 23, " Mar. 30, " Apr. 11, "	" " " " "	0.00 " 5.00 5.00 " 23.70 23.70 " 49.58 49.58 " 65.03 65.03 "115.25
Buck Creek Secondary Highway No. 401 in Grant County	Apr. 11, "	"	throughout
Pendleton-Cold Springs Highway No. 36 in Umatilla County	Mar. 14, "	"	throughout
Heppner-Spray Secondary Highway No. 321 in Morrow & Wheeler Counties	Apr. 11, "	"	throughout

(Cont.)

17783

EXHIBIT "F-2" (Cont.)

HIGHWAYS LISTED IN RESOLUTION OF 1-28-49 (Cont.)

	Date Lifted	Section
The Dalles-California Highway No. 4 in Wasco County	Mar. 21, 1949	M.P. 0.00 to 42.29
Silver Creek Falls Secondary Highway No. 163 in Marion County	Mar. 9, "	" 13.39 " 19.21
	Mar. 9, "	" 34.80 " 40.82
	Mar. 10, "	" 8.64 " 13.39
	Mar. 14, "	" 19.21 " 34.80
Mt. Hood Highway No. 26 in Hood River County	Apr. 7, "	" 86.56 " 102.3
North Santiam Secondary Highway No. 162 in Marion & Linn Counties	Mar. 15, "	" 46.90 " 57.46
	Mar. 23, "	" 57.46 " 78.46
Santiam Highway No. 16 in Linn, Jefferson and Deschutes Counties	Mar. 16 "	" 75.23 " 100.82
McKenzie-Bend Highway No. 17 in Deschutes County	Mar. 15 "	" throughout
McKenzie Highway No. 15 in Deschutes County	Mar. 15 "	" 91.17 " 111.55
Oregon-Washington Highway No. 8 in Umatilla County	Mar. 14 "	" 0.0 " 11.7
Sunnyside-Umapine Secondary Highway No. 332 in Umatilla County	Mar. 15 "	" throughout
Athena-Holdman Secondary Highway No. 334 in Umatilla County	Mar. 15 "	" 9.6 " 17.4
Havana-Helix Secondary Highway No. 335 in Umatilla County	Mar. 15 "	" throughout

HIGHWAYS LISTED IN RESOLUTION OF 4-11-49

John Day Highway No. 5 in Grant and Baker Counties	Mar. 21, "	" 257.7 to 281.36
Central Oregon Highway No. 7 in Lake and Harney Counties	Mar. 16, "	" 48.0 " 116.0
Fremont Highway No. 19 in Deschutes, Klamath and Lake Counties	Mar. 18, "	" 0.0 " 143.43

(Cont.)

EXHIBIT "F-2" (Cont.)

HIGHWAYS LISTED IN RESOLUTION OF 4-11-49 (Cont.)

	Date Lifted	Section
Crater Lake Highway No. 22 in Jackson and Klamath Counties	Mar. 29, 1949	M.P. 40.55 to 69.7
Lakeview-Burns Highway No. 49 in Harney and Lake Counties	Mar. 18, "	" throughout
Elkton-Sutherlin Secondary Highway No. 231 in Douglas County	Feb. 18 " Feb. 21 "	" 25.18 " 26.61 " 14.74 " 25.18
Elkton-Sutherlin Secondary Highway No. 231 in Douglas County	Mar. 22 "	" 14.74 " 25.18
Hood River Secondary Highway No. 281 in Hood River County	Mar. 29 "	" 5.14 " 17.28
Midland Secondary Highway No. 420 in Klamath County	Apr. 1 "	" throughout
Chiloquin Secondary Highway No. 422 in Klamath County	Mar. 28 "	" throughout

be, and the same hereby is rescinded and canceled as of this date, and the maximum load limit permissible on such highways hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways are located, and to the Superintendent of the Department of Police for his information.

Dated this 11th day of April, 1949.

EXHIBIT "G"

Minutes of April 11 and 12, 1949

R E S O L U T I O N

WHEREAS, the Pacific Highway East, also known and designated as US99E, is one of the main traveled highways of the State over which there moves an average daily traffic of 11,000 vehicles, consisting of both local and through traffic; and

WHEREAS, Fifth Street in the City of Oregon City has heretofore been by the Highway Commission designated as and now is a street of said city over which there has been and is now being routed traffic moving over the said Pacific Highway East; and

WHEREAS, in the opinion of the State Highway Commission the parking of cars and other vehicles along the curb on the south side of said street tends to inconvenience traffic, creating a potential traffic hazard and otherwise interferes with the normal flow of traffic upon said street; and

WHEREAS, the City of Oregon City on March 9, 1949, by appropriate resolution has prohibited the parking of any vehicle upon the south side of Fifth Street (also known as U. S. Highway 99E) between Main Street and the underpass at the Southern Pacific Company railway tracks; and

WHEREAS, the city has served on the State Highway Commission a copy of said resolution; and

WHEREAS, it is the recommendation of the State Highway Engineer that regulations imposing "no parking at any time" restrictions should be maintained with respect to said section of highway; and.

WHEREAS, it is the opinion of the Commission, based upon the foregoing facts and conditions, that certain parking regulations should be established and maintained with respect to said section of highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively as follows:

1. That the south side of the section of the Pacific Highway East, US99E, (Fifth Street), which begins at Main Street and ends at the underpass at the Southern Pacific Company railway tracks in the City of Oregon City, be and said portion of said section of highway hereby is declared to be a "no parking at any time" area, and from and after the passage and adoption of this resolution the parking of motor vehicles within said area shall be prohibited.

2. That the Engineer be and he hereby is instructed to erect and thereafter maintain at appropriate places within said defined area the approved "no parking at any time" signs.

3. That this resolution be entered in the minutes and records of the Commission as of the 11th day of April, 1949, and an exact copy hereof mailed to the Mayor of the City of Oregon City and a like copy to the Superintendent of State Police.

Burns, Oregon
May 2, 1949

The State Highway Commission met in a special session at 4:30 p.m. in Room 228 of the Arrowhead Hotel, for disposal of routine matters that had accummulated subsequent to its regular meeting held in Portland on April 11 and 12, 1949. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

The Chief Counsel brought up for discussion the matter of repairing a building owned by the Fannie G. Caughell Estate, in the town of Gold Beach. He advised that this building was moved to accommodate the highway improvement at this place, but after it was re-established, it became evident that some rearrangement of the entrance to the building would be necessary, and that a wall would have to be constructed to support the building on two sides. He estimated the cost to do this work at $450., and he recommended approval of the expenditure because in his estimation it is the State's responsibility. The Commission approved the recommendation unanimously.

The Commission discussed a letter from the City of Roseburg, and a notice of assessment from this city for the improvement of Jackson Street, which is adjacent to the Highway Department's Division Headquarters at this place. The Engineer advised that the Highway Commission owns several lots at this location, which have been assessed in the amount of $2,384.94 as a proportionate cost of improving Jackson Street between Roberts and Rice Streets. He recommended approval of the payment of this assessment because it will enhance the value of the State's property, and it will permit access to the rear of this property on a paved street at some future time. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Engineer reported an offer from Mr. George Gray, Seaside, Oregon, to pay $400. for 45 merchantable trees located on a five acre quarry site, owned by the State Highway Department, near the Sunset Highway, three and one-half miles east of the hamlet of Elsie. He said that the trees are of no value to the state and recommended that they be sold to the highest bidder therefor, as determined by competitive bidding, and based on a cruise and appraisal by the State Forester. The Commission unanimously approved the recommendation.

The Chief Counsel reported a complaint from Kenneth D. Horn, Florence, Oregon, concerning the operation of his truck on the ocean beach. It appears that Mr. Horn has an Army surplus amphibian truck which he uses for pleasure, fishing and riding through the surf, and that he has to pay a State license of

$125. in order to operate it on the beach. Moreover, he has to secure a permit from the Public Utilities Commissioner before he can legally use this truck to recover automobiles that may become stalled in the sand. Mr. Horn complains that he is required to pay a fee before he is allowed to use the beach area for his purposes, whereas venders of fireworks, candy, popcorn, etc. who have very small investments compared to his, are allowed the use of the beach area without cost. The Chief Counsel advised that there is no direct statute or law covering the subject, however the legislature has vested in the State of Oregon title to the shore of the ocean, and has made the shore of the ocean a public highway; moreover, it has made the laws of the road applicable to the beach, so the Commission could, if it so desired, interpose some objection to the use of the beach area if the purposes for which it is being used become a nuisance. The Commission approved the report, and ordered that the information be conveyed to Mr. Horn, and that he be further informed that the State Highway Commission has no authority to act if he is operating his amphibian truck on the beach for "good samaritan" purposes. The matter was referred to the Chief Counsel to handle.

Pursuant to instructions from the Commission, the Chief Counsel presented a form of resolution to be used by County Courts when applying for an advancement or loan of State Highway funds under the provisions of Chapter 358, Oregon Laws, 1949, to finance repairs to county roads which have been severely damaged by the unusually bad weather conditions of the past winter. (See Exhibit "A" attached hereto, for copy of resolution.)

The Chief Counsel also presented a form of certificate for use by the Highway Commission in recommending to the Secretary of State, approval of the loans requested by the Counties under such law. (See Exhibit "A-1" attached hereto, for copy of certificate.) After due consideration of these matters, the Commission approved both forms by unanimous vote, and ordered that a copy of the resolution be sent to the County Court of each County as a guide when submitting requests for loans under this statute.

In this connection, resolutions were presented from the County Courts of Polk County and Marion County, requesting loans of $88,945 and $100,000 respectively, for the purpose for which the loans were authorized. The Chief Counsel advised that both requests are in order and recommended approval of the same. The Commission approved the recommendation and thereupon signed the certificates directed to the Secretary of State, recommending the granting of both loans.

The Chief Counsel brought up for discussion the claim of the Southern Pacific Company against Kuckenberg Construction Co., contractors for the construction of a Forest Highway section of the North Santiam Highway between Niagara and Detroit, in Marion County, which claim amounts to $22,259.92, and represents reimbursement to the railroad company of the cost of furnishing watchmen to protect the Railroad Company's interests during the construction of this highway. The Chief Counsel advised that the State is interested in this matter because of the fact that when negotiations were carried on for right of way across the Railroad Company's property, the State guaranteed to the Company that it would pay the cost of such watchmen's services, and because Kuckenberg Construction Company has refused to assume such expense. He advised that the Railroad Company is particularly anxious to

secure settlement of its claim on or before July 15th, and suggested that it would be advisable for the Highway Commission to pay the claim of the Railroad Company and recover from the Federal Government later, out of funds due and payable to Kuckenberg Construction Co., under its contract. The Commission approved the suggestion unanimously on the condition, however, that the State's interests are properly protected.

The Chief Counsel reported the results of a discussion with the representatives of the Portland Traction Company regarding the vacation of an unnamed street which lies between the Pacific Highway East and the Company's Portland-Oregon City electric line, at Jennings Lodge, Clackamas County. He recalled that this matter was first presented to the Commission at its last meeting, but action thereon was deferred pending investigation and report on the matter of the reversion of the area within the dedicated street, were it vacated. Investigation has been made, he said, and it has been found that reversion of all the width of the street, abutting and adjoining Lots 18 and 25, which are owned by the State Highway Department, will be to the State of Oregon as it is appertinent to the legal ownership of the lots. In view of this information, the Commission unanimously approved the vacation of the street as previously recommended by the Engineer and Chief Counsel. The form of "consent to vacate" the area was thereupon signed.

The Engineer reported on the status of the proposed Dewey Avenue Underpass Project on the Baker-Unity Highway in the City of Baker. He advised that all of the right of way has been acquired and that the approval of the City Council of Baker has been secured. Moreover, a hearing has been held before the Public Utilities Commissioner who has issued his orders, which are in accord with the recommendation of the State Highway Commission, and provide that the Union Pacific Railroad Company shall pay 10% of the cost of underpassing its tracks, and the Sumpter Valley Railroad Company shall make certain donations such as ties, railroad steel, used railroad bridges that are suitable for use on its revised line, etc., such donations being valued at more than 10% of the cost of the project. This project he said, should be ready to advertise for bids in about two months, provided the necessary four-way agreement between the Union Pacific Railroad Company, the Sumpter Valley Railroad Company, the City of Baker and the State Highway Commission is consummated. The Commission approved the report.

Pursuant to instructions given him at the previous meeting, the Engineer presented a written report on the total mileage of each primary and each secondary highway that was posted for a 50% reduced load limit during the period December 31, 1948 and April 15, 1949, because of extremely adverse weather conditions. This report is summarized as follows:

	Total Miles in System	Miles Under Load Limit	Percentage of Total
Primary Highways	4820	958.41	20%
Secondary Highways	2478	835.18	33.7%
Total Composite	7298	1793.59	24.5%

(For details, see copy of Engineer's report in general files.) The Commission approved the report and ordered it filed.

The Commission discussed a petition signed by 95 residents of Florence, Oregon, in which request is made that the Commission take action to slow up traffic along a two-mile section of the Oregon Coast Highway, north from the Town of Florence, as a safeguard to school children, and as a traffic accident prevention measure. The Engineer advised that this matter had been investigated by the Traffic Engineer, who reports that conditions along this section of highway do not warrant or justify the designation of a reduced speed zone, and who recommends that the request be denied. He expressed his concurrence in the recommendation. The Commission approved the recommendation unanimously.

The Commission discussed a report from Mr. Malcolm Hawke, Chief Accountant, on his inspection of the records of Babbidge and Holt, Inc., with respect to its contract with the Commission for providing ferry service across the Columbia River between Astoria, Oregon, and Megler, Washington. The report covers two periods, viz: January 1, 1948 to March 31, 1949, and June 1, 1948 to March 31, 1949, and indicates that during the first of these periods the ratio of net profit to revenues was 8.1% and during the second period the ratio was 11.6%. The Commission considered such profit to be not exorbitant, and accordingly decided to extend the period of the contract for one year, to 6:30 a.m. on June 1, 1950, by the exercise of its right under the original contract with the Company, which provides for such extension. The Commission ordered that the contractor be so informed.

There was presented for the Commission's consideration a petition signed by 19 owners of property along the Oregon Coast Highway between the West Warrenton Junction and a point 1000 yards easterly thereof, requesting protection from hazards caused by excessive speed by motorists along this section. The Engineer advised that the Traffic Engineer, who has investigated this matter, reports that his findings do not warrant the designation of a speed zone, however, it appears that practically all of the area is within the city limits of Warrenton, an incorporated town, where the control of the speed of vehicles comes under the authority of the State Speed Control Board. He recommended in view thereof, that the petition be referred to the State Speed Control Board for its consideration, with the thought in mind that if this Board designates a certain reduced speed zone, then the State Highway Commission might see fit to extend it the short distance that the district lies outside of the city limits. The Commission approved the recommendation and so ordered.

A letter was presented from the City of Heppner requesting the improvement of drainage facilities along the Heppner Highway in this city, to avoid its being damaged by washouts caused by drainage water from the hillsides adjoining the highway. The Engineer advised that the matter has been investigated by Division Engineer Chidsey, who reports that a bad drainage condition exists there, which should be corrected, and who suggests that this could be done by some grade widening, construction of curbs and installation of catch basins. He roughly estimated the cost of the work at $12,000, and advised that the City of Heppner probably will assume the cost of drainage

and curbs, amounting to about $4,000, which would leave a balance of $8,000 to be paid by the State. He suggested that he be authorized to make a more detailed survey to get a better idea as to what the actual cost will amount to, and to contact the city to ascertain what cooperation the city will extend. The Commission unanimously approved the suggestion and so ordered.

A request was presented from the City of Tualatin for the improvement of drainage conditions and the oiling of macadam shoulders on the Beaverton-Aurora Secondary Highway for about two blocks through the Tualatin business district. The Engineer advised that to correct the condition referred to will require the construction of about 1000 lineal feet of eight inch storm sewer, and the oiling of 1200 feet of shoulders. He estimated the cost of the work at $5,500, and recommended that the project be considered in the 1950 Minor Betterment budget. The Commission approved the recommendation by unanimous vote.

The Commission discussed a letter from Mr. E. R. Fatland, Condon, regarding the extension of a storm sewer along the John Day Highway past their City Park. It appears that the city sanitary sewer is installed directly under a highway drainage ditch, and that surface water from the highway which flows along this ditch causes erosion, which, unless remedial measures are taken, will damage the city's sewer line; also, that to correct the situation will require the installation of drainage pipe to carry the water from the highway. In the discussion of this matter, it was recalled by Chairman Banfield and Commissioner Chandler that the Commission on a trip through Eastern Oregon in 1948, inspected the premises in company with Mr. Fatland, and assured him orally at that time that the State would furnish the pipe for this installation, but the action was not made a matter of record and the work has not been done. In view of the findings, the Commission voted unanimously to furnish the necessary pipe for this project, which is estimated to cost about $3,960., thus confirming the oral action previously taken, it being the understanding of the Commission however, that its obligation is limited to furnishing the pipe only, and that the city will have to install it at city expense.

The Engineer reported an overrun in the total cost of the work performed by contractor Gerald Miller, on the West Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway, State Highway Contract No. 2975, such overrun amounting to $5,924.22, and being 10.77% over the amount of the project authorization. The Commission approved the overrun unanimously and ordered appropriate transfer of funds in the Commission's books to show an additional authorization to the project.

The Commission discussed a report of the Engineer on the status of a Special State Tax Street Fund Project in the City of Hillsboro, consisting of grading, surfacing and paving, which is estimated to cost $10,300. The Engineer advised that according to the arrangement with the City, the City was to do the grading and gravel surfacing at an estimated cost of $5,100, and the State was to pave the street at an estimated cost of $5,200, however the city now advises that it will not be able to complete its part of the work this year, and has asked that the project be postponed until 1950.

He recommended, in view thereof, that this project be deleted from this year's program and that the monies be allowed to revert to the unobligated balance of Special State Tax Street funds for utilization elsewhere, with the understanding that the project be reinstated in 1950 if the city can fulfill the requirements at that time. The Commission approved the recommendation unanimously.

The Commission also discussed a report from the Engineer on the status of a 1949 Special State Tax Street Fund Project in the City of Tillamook. The Engineer recalled that the Commission previously approved a $33,000 project in this city and authorized an expenditure of $15,000 of State Highway funds to assist in financing the work, the balance of the cost to be paid by the city. He advised that according to information now received from the City Manager, the voters at a special city election on April 12th rejected a proposed bond issue to pay for the city's portion of the cost, in view of which, the city now requests cancellation of the entire project. He recommended approval of the request, and that the money thus released be allowed to revert to the unobligated 1949 balance of the funds under discussion, so they will be available for re-allocation to other projects. The Commission approved the recommendation unanimously.

The Commission discussed, and upon recommendation of the Engineer, approved an "option for cooperative construction project" in the city of Dufur, providing for the improvement of North Second Street from its intersection with The Dalles-California Highway to its intersection with Klinger Street, a distance of approximately .4 mile, at an estimated cost of $4,800.

A letter was presented from the City of Klamath Falls, in which the Commission is requested to authorize repairs to Alameda Street between Esplanade Street and Pacific Terrace, future route of the Klamath Falls-Malin Highway, for which the State already has acquired right of way. The request was based on the fact that the State now owns the right of way and at some future time will continue the construction of a highway along this route. The request was denied.

The Engineer requested authority to enter into a supplemental agreement with J. C. Compton, contractor for the improvement of the Smallwood Creek-Benton County Line Section of the Alsea Highway, to furnish an additional 10,000 cubic yards of surfacing material that is required to repair the damage caused by frost action during the past winter. He advised that Mr. Compton has agreed to furnish this rock at $2.95 per yard, which in his estimation is a very fair price, and is lower than the rock could be obtained elsewhere, because his crushing plant is already set up and he would not be put to extra expense of moving in another plant. He suggested, if the Commission approves the arrangement, the transfer of $30,000 from the frost and flood damage account to finance the furnishing of this rock. Upon assurance from the Chief Counsel that the Commission has legal authority to increase the project in the manner planned by the Engineer, the Commission unanimously authorized the Engineer to complete the arrangement with Mr. Compton on the basis of his report.

The Commission had under discussion a request from contractors Hall and Wols that they be relieved from their obligation to paint the steel in

Yaquina Bay Bridge, a contract for which work was awarded to them on April 11, 1949, as a result of competitive bidding. They alleged that in figuring this job they based their bid price on an estimated 556 tons of steel as contained in the written specifications, and that they did not receive the Engineer's letter, sent to them later, changing the tonnage from an estimated 556 tons to an estimated 1029 tons, soon enough to permit them to change the amount of their proposal. The Engineer advised that when the proposal forms were sent to prospective bidders, the tonnage of steel to be painted was shown therein as 556 tons, rather than 1029 tons, and when the mistake was discovered, all bidders interested in this particular project were advised by registered letter on April 4, 1949, of the correct weight of the steel to be painted. He further stated that a return receipt was received from Hall and Wols, signed by William H. Strahn, dated April 5, 1949, however, the contractors allege that does not constitute notice to them because Mr. Strahn is not a member of their firm, but is simply the owner of the building which they rent for storage of their equipment; moreover, neither of the members of the firm were in their office when the letter was delivered, and it wasn't called to their attention so they were not in possession of the information when their bid was prepared. He recommended in view of the circumstances, that Hall and Wols be relieved of their obligation, and their bond be returned to them. The Chief Counsel advised that in his estimation the Commission could not hold the contractors to their bid under the circumstances because it could not be proven that they received the information as to the correct tonnage of steel to be painted in time to use it in bidding the job. He concurred in the recommendation. After careful consideration of this matter, the Commission approved the recommendation unanimously, and instructed the Engineer to readvertise the project for bids to be received at the next meeting.

The Engineer reported the lifting of reduced load limits which have been in effect for the past several weeks on portions of the following highways, conditions being such that the restrictions no longer are necessary or required:

EDDYVILLE-BLODGETT SECONDARY HIGHWAY No. 180, from Nashville to Blodgett, in Lincoln and Benton Counties,

McKENZIE HIGHWAY No. 15, from M.P. 9.0 to M.P. 55.0 and from M.P. 91.17 to M.P. 111.55 in Lane and Deschutes Counties,

MONMOUTH SECONDARY HIGHWAY No. 194, from junction with Kings Valley Secondary Highway to Monmouth, in Polk County,

MT. HOOD HIGHWAY No. 26, from Cooper Spur to junction with Columbia River Highway, in Hood River County,

ALSEA HIGHWAY No. 27, from Hatchery Creek to junction with Corvallis-Newport Highway at Philomath, in Benton and Lincoln Counties,

JOHN DAY HIGHWAY No. 5 from M.P. 257.7 to M.P. 281.36 and from M.P. 191.0 to M.P. 213.5, in Malheur, Grant and Baker Counties,

CORVALLIS-EAST SIDE SECONDARY HIGHWAY No. 210 from Peoria County Road junction to Albany city limits, in Linn County,

---

The Commission approved the Engineer's action in this matter and thereupon adopted by unanimous vote, the attached resolution with respect thereto, marked Exhibit "B", which resolution by this reference is made a part hereof with like effect as though copied in full herein.

The Engineer requested approval of "out of state" travel expense in the amount of $18 for Mr. J. Al Head, Assistant Traffic Engineer, while consulting with the Planning Survey Personnel of the Public Roads Administration in Washington, D. C., in June, 1949. He advised that Mr. Head expects to be in the East on personal business in the early part of June, and will pass through Washington, D. C., which will give him an opportunity to discuss with the Planning Survey Officials several phases of planning survey work, which can be handled better by contact than by correspondance. The Commission unanimously approved the request.

The Commission discussed the designation of personnel to represent the State Highway Department at the annual m eting of the Western Association of State Highway Officials, which is to be held in Denver, Colorado, during June 13, 14, 15, and 16, 1949, and unanimously authorized the following to attend this meeting at State expense:

W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
H. G. Smith, Construction Engineer
E. A. Collier, Maintenance & Equipment Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer

The matter of posting the Snake River Bridges at Weiser, Idaho and Payette, Idaho, for reduced weight loads, had the attention of the Commission. It appears that both of these bridges are maintained by the State of Idaho, which has posted them for reduced loads of six tons and seven tons respectively, but the postings have not been confirmed by the Oregon State Highway Commission, so the Oregon police can not make arrests for overloading until that is done. The Commission confirmed such postings. The attached resolution, marked Exhibit "C", relative thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Engineer reported an offer from the City of Salem to pay $200 for an old boiler stored at the Highway Department shops in Salem. He advised that the boiler was purchased in 1928; that it is obsolete for highway purposes, and to make it usable will require replacement of the flues. He recalled that the boiler was advertised for sale some time ago, and the highest offer received for it was $20, which offer was rejected. He recommended acceptance of the offer of the City of Salem, which in his estimation represents the true value of the boiler. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion the matter of abandoning a portion of the Buell-Salt Creek Section of the Dallas-Coast Secondary Highway. He advised that this highway has been realigned and that the former Highway Commission on November 30, 1935, by resolution, retained portions of the original right of way, particularly along the section over Butler Hill, although it now appears that this particular unit is simply surplus and of no value for State Highway purposes. He further stated that an adjacent property owner, who also owns the small area which lies between the old highway right of way and the new highway, wants to acquire the tract and has agreed to deed to the State in exchange therefor, a strip along this frontage to provide a standard width right of way on the new route. The Engineer recommended approval of such exchange of property, and the adoption of an appropriate order by the State Highway Commission to affect the same. The Chief Counsel concurred. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution, marked Exhibit "D", with regard thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a letter from Foster and Kleiser Company, Portland, relative to a state-wide survey of roadside occupancies and advertising signs, consisting of a five-day inspection of portions of the major U.S. highways, and of portions of the most important State Highways. The purpose of the survey is to point out the commercial occupancy density; those signs which may be considered a safety hazard; those that may be encroaching on the highway right of way; signs that might conflict with highway directory signs; and density of sign encroachments that might exist in designated scenic areas. It was the thought of the Company, as expressed by Mr. M. D. Cole, its Portland Branch Manager, that such a survey would prove of value to the State, because it might lead to the solution or alleviation of the perplexing fringe problems. It appears that the Foster and Kleiser Company will furnish a car and a representative in connection with this survey, that the outdoor industry will furnish from its Chicago Office an Engineer who is experienced in this type of work, and that they are asking the State Highway Commission to authorize one of its Engineers to join the group. Following discussion, the Commission authorized the Engineer to appoint someone to accompany the group on this survey, it being strictly understood that by so doing the Commission is not obligated in any way to follow the recommendations that might be forth coming as a result, neither is the Commission making any committment, implied or otherwise, as to its subsequent actions concerning this subject.

The Commission discussed a letter from the U. S. Army Engineers, requesting permission to enter upon the right of way of the Pacific Highway West (North Denver Avenue, Portland) for the purpose of reconstructing and enlarging a ring levee around the east side of the North Denver Avenue underpass. A form of permit prepared by the Army Engineers covering the request was presented. The Chief Counsel advised that he has examined the form of permit submitted by the Army Engineers, and so far as legality is concerned, there is nothing to prevent the Commission from granting it, if it so desires. The Engineer advised that he has given the matter study from the engineering standpoint, and that it is his recommendation that the Commission approve the request. As a result of discussion of this matter, the Commission unanimously approved the granting of the permit.

The Commission approved and signed agreements, etcetera, as follows:

Letter directed to the Secretary of State, recommending approval of advancement of State Highway funds in the amount of $88,945 for Polk County, under the provisions of Chapter 358, Oregon Laws, 1949.

Letter directed to the Secretary of State, recommending advance payment of $100,000 to Marion County under the provisions of Chapter 358, Oregon Laws, 1949.

"Consent to vacate" an unnamed street bordering State Highway property and the Portland-Oregon City electric line at Jennings Lodge, Clackamas County.

Permit authorizing the U. S. Army Engineers to enter upon the right of way of the Pacific Highway West (North Denver Avenue, Portland) for the purpose of reconstructing and enlarging a ring levee around the east side of North Denver Avenue underpass.

The meeting adjourned at 5:40 p.m.

Chairman

Commissioner

State Highway Engineer

Secretary

Commissioner

EXHIBITS "A" THROUGH "D"

Minutes of May 2, 1949

EXHIBIT "A"

Minutes of May 2, 1949

R E S O L U T I O N

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR _____ COUNTY

In the Matter of Application for State Highway Funds under and subject to the provisions and requirements of Chapter 358, Oregon Laws 1949

R E S O L U T I O N

WHEREAS, during the period extending from October 1, 1948, to April 1, 1949, county roads and bridges were damaged and in some instances destroyed by abnormally inclement weather conditions which prevailed throughout _____ County in the State of Oregon; and

WHEREAS, _____ County is without funds adequate to repair the damage to and destruction of said roads and bridges in said County caused by said abnormal inclement weather conditions; and

WHEREAS, the Legislature of the State of Oregon has provided by the enactment of Chapter 358, Oregon Laws 1949, that the State Highway Commission may advance and loan to said County from State Highway funds an amount of money not exceeding one-half of the amount distributed to _____ County under the provisions of Section 100-129, O. C. L. A., and acts amendatory and supplementary thereof, between the dates of July 1, 1947, and April 1, 1949, and

WHEREAS, it appears to this Court and the Court now finds that roads and bridges within _____ County were damaged and in some instances destroyed by reason of said weather conditions to such an extent that it will require the sum of $_____ to repair, reconstruct, rebuild, and recondition said county roads and bridges so that they may be made available again to normal traffic use; and

WHEREAS, _____ County has received under the provisions of Section 100-129, O.C.L.A., and acts amendatory and supplementary thereof, between the dates of July 1, 1947, and April 1, 1949, the sum of $_____; and

WHEREAS, pursuant to the provisions, terms and conditions of said Chapter 358, Oregon Laws 1949, _____ County is entitled to a loan or advancement of State Highway funds in the sum or amount of $_____.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the County Court of _____ County, Oregon, sitting for the transaction of County

(Cont.)

EXHIBIT "A" (Cont.)

business, that the amount of money required by said County to repair, rebuild, recondition, and reconstruct county roads and bridges damaged by said abnormal inclement weather conditions which prevailed throughout Oregon during the period extending from October 1, 1948, to April 1, 1949, is found to be the sum of $_____, which sum and amount the County Court of said County does hereby determine and declare to be necessary and is required for use in connection with the reconstruction, reconditioning, and restoration of said county roads and bridges in order that they may be restored to the same condition in which they were prior to said damage.

BE IT FURTHER RESOLVED, that the County Court of said County does hereby request a loan and advancement from said State Highway funds of the State of Oregon in the sum or amount of $_____, which said sum or amount of money is not in excess of one-half the amount distributed to said County under the provisions of Section 100-129, O.C.L.A., and acts amendatory and supplementary thereof, between the dates of July 1, 1947, and April 1, 1949.

BE IT FURTHER RESOLVED that a certified copy of this resolution be filed with the State Highway Commission of the State of Oregon and upon receipt of the same by said Highway Commission the facts herein set forth be certified by said Commission to the Secretary of State and the Secretary of State be authorized to advance and loan to said County the sum of $_____ out of State Highway funds, and such certificate shall further request and authorize the Secretary of State to draw his warrant in favor of said County in the amount determined and authorized by said Commission.

Done and dated in open court this _____ day of _____, 19__.

COUNTY COURT OF _____ COUNTY

By _____
County Judge

By _____
County Commissioner

By _____
County Commissioner

EXHIBIT "A-1"

Minutes of May 2, 1949

RESOLUTION

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

For the purpose of conforming with the provisions of Chapter 358, Oregon Laws 1949, the State Highway Commission hereby certifies to the Honorable Secretary of State the following facts:

1. That there has been filed with this Commission a resolution duly certified to be a true and correct copy of the original thereof on file in the office of the County Clerk of _____ County, State of Oregon.

2. That it appears from said resolution that the County Court of said County has determined, declared and set forth that the roads and bridges of said County were damaged by the abnormally inclement weather conditions prevailing throughout Oregon during the period from October 1, 1948, to April 1, 1949, and said County has found and declared that to reconstruct, repair and rebuild said roads and bridges will require the sum of $_____.

3. That it is declared and represented in said resolution that there are at this time insufficient funds on hand subject to expenditure by the County for the repair and reconditioning of said County roads and bridges so that commerce and industry may proceed unhampered, and so that further damage to said roads and bridges may be prevented.

4. That it is represented and shown in said resolution that the sum of $_____ does not exceed one-half the amount of funds distributed to _____ County out of State Highway funds under the provisions of Section 100-129, O.C.L.A. and acts amendatory and supplementary thereof between the dates July 1, 1947, and April 1, 1949.

5. That in said resolution it is certified and represented by and said county requests the Oregon State Highway Commission to advance and loan to _____ County the sum of $_____ to be used for the repair and restoration of said roads and bridges which have been damaged, and in some instances, destroyed by the abnormal weather conditions which prevailed in the State of Oregon between October 1, 1948, and April 1, 1949.

(Cont.)

EXHIBIT "A-1" (Cont.)

6. That this Commission represents and certifies that the records in the State Highway Commission's office and in the Secretary of State's office disclose and show that said County has received during the period between the dates of July 1, 1947, and April 1, 1949, highway funds in accordance with the provisions of Section 100-129, O.C.L.A. and acts amendatory and supplementary thereof in the sum of $_____.

7. It is further certified that in the opinion of the Highway Commission, _____ County has by its findings, declarations and disclosures, all of which are set forth in said resolution, met, complied with and satisfied the provisions of said law, and is thereby and therefore entitled to a loan and advancement of State highway funds in the sum of $_____.

THEREFORE, the Highway Commission does hereby recommend and does hereby authorize the Secretary of State to pay to the County Court of _____ County, under the provisions and subject to the terms and conditions of said law, the sum of $_____ out of State Highway funds, and said Secretary of State is authorized and directed to charge said loan and advancement against future allocations of highway funds made to said County.

The Secretary of State hereby is requested and is hereby authorized, within the meaning and purpose of said law, to deduct and withhold from future allocations of State highway funds made to said County under Section 100-129, O.C.L.A. and acts amendatory and supplementary thereof, the several sums and amounts provided for in and authorized by said law until the full amount of said loan and advancement with appropriate interest has been fully paid.

A full and complete copy of this certificate and authorization shall be delivered to the Secretary of State, and a like copy to the County Court of said County.

Dated this _____ day of _____, 1949.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

EXHIBIT "B"

Minutes of May 2, 1949

RESOLUTION LIFTING REDUCED LOAD LIMITS

ON CERTAIN STATE HIGHWAYS

WHEREAS, on the 24th day of January, 1949; the 28th day of February, 1949; and the 11th day of April, 1949, at meetings of the Oregon State Highway Commission, all members being present and participating, the said Commission passe and adopted resolutions reducing the maximum load limit on certain state highways, including the following highways, to wit:

EDDYVILLE-BLODGETT SECONDARY HIGHWAY No. 180, from Nashville to Blodgett, in Lincoln and Benton Counties, on January 24, 1949,

McKENZIE HIGHWAY No. 15, from M.P. 9.0 to M.P. 55.0 on January 24, 1949, and from M.P. 91.17 to M.P. 111.55 on February 28, 1949, in Lane and Deschutes Counties,

MONMOUTH SECONDARY HIGHWAY No. 194, from junction with Kings Valley Secondary Highway to Monmouth, in Polk County, on January 21, 1949,

MT. HOOD HIGHWAY No. 26, from Cooper Spur (M.P. 78.4) to junction with Columbia River Highway, in Hood River County, on Feb. 28, 1949,

ALSEA HIGHWAY No. 27 from Hatchery Creek (M.P. 12.0) to junction with Corvallis-Newport Highway at Philomath, in Benton and Lincoln Counties, on January 24, 1949,

JOHN DAY HIGHWAY No. 5 from M.P. 257.7 to M.P. 281.36 and from M.P. 191.0 to M.P. 213.5, in Malheur, Grant and Baker Counties, on April 11, 1949,

CORVALLIS-EAST SIDE SECONDARY HIGHWAY No. 210 from Peoria County Road junction to Albany city limits, in Linn County, on February 28, 1949,

and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said above-named highways;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the following highways:

(Cont.)

EXHIBIT "B" (Cont.)

EDDYVILLE-BLODGETT SECONDARY HIGHWAY No. 180 from M.P. 14.25 to M.P. 19.29 in Benton County effective April 12, 1949, and from Nashville to M.P. 14.25 in Lincoln and Benton Counties effective April 25, 1949,

McKENZIE HIGHWAY No. 15 from M.P. 50.0 to M.P. 55.0 in Lane County, effective April 15, 1949,

MONMOUTH SECONDARY HIGHWAY No. 194 from junction with Kings Valley Secondary Highway to Monmouth in Polk County, effective April 18, 1949,

MT. HOOD HIGHWAY No. 26 from M.P. 85.0 to M.P. 86.56, in Hood River County, effective April 18, 1949,

ALSEA HIGHWAY No. 27 from M.P. 14.6 to M.P. 20.52, effective April 18, 1949, and from M.P. 20.52 to 25.3, in Lincoln County, effective April 25, 1949,

JOHN DAY HIGHWAY No. 5 from M.P. 191.0 to M.P. 213.5, in Grant and Baker Counties, effective April 25, 1949,

CORVALLIS-EAST SIDE SECONDARY HIGHWAY No. 210 from Peoria County Road (M.P. 1.25) to M.P. 8.9, in Linn County, effective April 25, 1949,

be and the same hereby is rescinded and cancelled as of the second day of May, 1949, and the maximum load limit permissible on the said sections of said highways hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that certified copies of this resolution be furnished the county clerks of the counties in which said sections of said highways are located, and the Superintendent of the Department of State Police for his information.

Dated this second day of May, 1949

EXHIBIT "C"

Minutes of May 2, 1949

RESOLUTION

WHEREAS, the boundary between the State of Oregon and the State of Idaho is defined and determined by a body of water designated and known generally as Snake River, and

WHEREAS, a state highway in the State of Oregon, to wit: the Weiser Spur, which connects with the Old Oregon Trail Highway in Oregon, is connected with a state highway in the State of Idaho by means of a bridge known as the Weiser Bridge, and

WHEREAS, a state highway in the State of Oregon, to wit: the Payette Spur, which connects with the Old Oregon Trail Highway in Oregon, is connected with a state highway in the State of Idaho by means of a bridge known as the Payette Bridge, and

WHEREAS, there is imposed by law on each of said states a joint and several obligation to maintain each of said bridges in a condition so that each and both will be reasonably safe for public travel thereover, and

WHEREAS, by virtue of a joint agreement between said states, Idaho has undertaken to maintain each and both of said bridges, but notwithstanding the provisions of said agreement, each state is under obligation to cooperate with the other in an effort to safeguard said structures against impairment caused by the movement thereover of a kind and character of traffic which may tend to overstress the structures or any one of the same and thereby make said structures unsafe for traffic, and

WHEREAS, as a result of a careful inspection by representatives of the State of Idaho, it has been found that vehicles and combinations of vehicles permitted to use said structures should be limited as to gross weight, and to that end and for such purpose the State of Idaho has by official act fixed a maximum gross load of vehicle or combinations of vehicles permitted to use said bridges of seven tons for the Weiser Bridge and a maximum gross load for the Payette Bridge of six tons, and

WHEREAS, the State of Idaho has requested the State of Oregon to fix and prescribe like limits on the Oregon side of each of said bridges, which request, the State of Oregon, speaking by and through its State Highway Commission, is of the opinion should be granted, and

WHEREAS, by the provisions of Section 115-394, O.C.L.A., the Commission is empowered to reduce the maximum load which may move over any state highway or section thereof, and may reduce the speed at which traffic may operate over such highways or sections of highways if and when the Commission finds upon investigation that such action is necessary in order to preserve said highway, or that said action is in the interest of the general public, and

(Cont.)

EXHIBIT "C" (Cont.)

WHEREAS, the State Highway Engineer has, after examination of each of said bridges, recommended that the maximum gross load of vehicle or combinations of vehicles be limited to the maximum weights fixed by the State of Idaho, and

WHEREAS, it is the judgment of the Commission, based upon the report of its Highway Engineer and on his recommendation that the total gross weight of vehicle and load, or combinations of vehicles and loads, using said bridges or either of them should be reduced to and fixed at seven tons for the Weiser Bridge and six tons for the Payette Bridge,

NOW, THEREFORE, be it and it hereby is resolved by this Commission as follows:

1. That no vehicle or combination of vehicles shall be permitted to enter or leave the State of Oregon over the Payette Bridge having a gross weight of vehicle and load, or combination of vehicles and loads, in excess of six tons.

2. That no vehicle or combination of vehicles shall be permitted to leave or enter the State of Oregon over the Weiser Bridge having a gross weight of vehicle and load, or combination of vehicles and loads, in excess of seven tons.

3. That this rule, regulation and restriction shall be in full force and effect until rescinded or modified by the Commission.

4. That this resolution be entered in the minutes and records of the Commission as of the 2nd day of May, 1949, and the Commission's Secretary hereby is instructed to deliver a true copy thereof to the following officials or persons: Superintendent of Oregon State Police, Secretary of Bureau of Highways of the State of Idaho, Secretary of the State of Oregon, the Sheriff of Malheur County and W. H. Lynch, Division Engineer, Public Roads Administration.

EXHIBIT "D"

Minutes of May 2, 1949

R E S O L U T I O N

WHEREAS, in order to afford a better alignment and a more satisfactory, safe, and convenient highway for the traveling public, the Highway Commission found it necessary to relocate portions of the Buell-Salt Creek Section of the Dallas-Coast Secondary Highway No. 192 in Polk County; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway, there were eliminated from the main traveled portion of said highway certain sections or fragments of land, which sections, in the judgment of the Highway Commission, were required and could be used for other public purposes, as expressed in a resolution of the Highway Commission dated November 30, 1935, and filed in the office of the Secretary as A. and R. No. 19; and

WHEREAS, Henry Hockstre, the owner of the land adjacent to Unit "G" mentioned in the aforesaid resolution, has deeded to the State of Oregon, by and through its State Highway Commission, a strip of land adjoining the present right of way, varying in width from ten to twenty feet, and extending from Station 386+00 to Station 395+00; and

WHEREAS, it is now the judgment and opinion of the Commission that the strip of land cited above is equal in value to the remaining portion of the aforesaid Unit "G"; and

WHEREAS, it is also the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission the disposition to be made of said Unit "G";

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating as follows:

1. That the deed for additional right of way from Henry Hockstre between Station 386+00 and Station 395+00 of the Dallas-Coast Highway be accepted, and that the remaining portion of Unit "G" be abandoned as any part of the right of way of said highway, and jurisdiction and control over the section of the old route defined as Unit "G" and not included in the above deed shall pass to the County, and all right, title, and interest which the State may have in said Unit "G" shall vest in the County for such public use as the County may determine, or, at the option of the County Court may revert to the owner of the real property abutting thereon.

(*) 2. There is attached hereto and made a part hereof, a map marked "Exhibit A" on which is shown colored in green the area of land deeded to the State of Oregon for extra right of way by Henry Hockstre, and

(Cont.)

EXHIBIT "D" (Cont.)

shown colored in brown the portion of the aforesaid Unit "G" which is hereby abandoned as part of the right of way of said Dallas-Coast Highway.

3. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Polk County a duly certified copy thereof, and the County Court of Polk County is respectfully requested to take appropriate official action by resolution, or otherwise, by which the County shall accept the said abandoned section of the old right of way of the Dallas-Coast Highway.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 19, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
May 16, 1949

The State Highway Commission met in regular session at 9:00 a.m. Daylight Saving Time, in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read in conformity with previously published notice, following which Chairman Banfield announced that awards of contracts would be made at 3:00 p.m. the same day:

EDDYVILLE-BLODGETT AND HALSEY-SWEET HOME SECONDARY HIGHWAYS
IN BENTON, LINCOLN AND LINN COUNTIES

NASHVILLE-BLODGETT AND BROWNSVILLE-SWEET HOME SECTIONS

	Using Asphalt	Using Tar
Warren Northwest, Inc., Portland	$ 57,736.75	$ - - -
Harr & Horton, Portland	59,871.00	60,219.00
Acme Construction Co., Eugene	64,037.50	66,053.50

CASCADE AND WOODBURN-SANDY SECONDARY HIGHWAYS IN CLACKAMAS COUNTY

OREGON CITY-MOLALLA-ESTACADA ROCK PRODUCTION PROJECT

Barney B. Helser, Portland	$ 41,100.00
Linn Gravel Company, Albany	44,250.00

CITY OF SCAPPOOSE IN COLUMBIA COUNTY

PAVING PROJECT ON WILLIAMS AVENUE AND 3rd STREET

Parker-Schram Company, Portland *	$ 7,313.50

* This proposal made subject to contract award and performance before removal of contractor's plant from Scappoose.

15012

COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

ROCK CREEK AND SANDY CREEK BRIDGES

	Using Asphalt	Using Tar
Va Dare Construction Co., Portland	$ 109,498.00	$ - - -
Lindstrom Bros., Portland	110,737.00	- - -
R. H. Jones, Hillsboro	111,964.00	- - -
Coos Bay Dredging Co., Coos Bay	112,889.50	113,377.50

CITY OF ROSEBURG IN DOUBLAS COUNTY

ROSEBURG DIVISION OFFICE BUILDING

	Basic Bid	Basic Bid Less Alternate
E. A. Shannon, Roseburg	$ 16,012.00	$ 15,644.38
Fred F. Criteser & Fred A. Bowen, Roseburg	19,000.00	18,540.00
Todd Building Co., Roseburg	19,900.00	19,500.00

UMPQUA HIGHWAY IN DOUGLAS COUNTY

ELKTON TUNNEL LIGHTING

Mill Electric Company, Salem	$ 9,786.00
W. R. Grasle Company, Portland	10,150.00
Hollywood Electric Company, Grants Pass	10,266.63
Trowbridge Electric Company, Roseburg	10,495.00
Robert M. Snyder, Portland *	13,324.00
Watco Electric Company, Portland	13,860.00
Mark Smith & Company, Klamath Falls	14,575.55

* Bidder will accept only one project

JOHN DAY HIGHWAY IN GRANT AND WHEELER COUNTIES

SERVICE CREEK-GOOSE ROCK SECTION

Newport Constr. Co. & Russell Olson, Portland	$ 55,625.00
Babler Bros., Portland	56,432.50
J. C. Compton Co., McMinnville	60,299.00
D. F. McKenzie, Salem	60,640.00

May 16, 1949

JOHN DAY HIGHWAY IN GRANT AND WHEELER COUNTIES (Cont.)

SERVICE CREEK-GOOSE ROCK SECTION (Cont.)

Harr & Horton, Portland	$ 62,640.00
Peter Kiewit Sons Co., Longview, Washington	63,847.50
Acme Construction Co., Eugene	73,890.00

OREGON COAST HIGHWAY IN LINCOLN COUNTY

PAINTING NEWPORT BRIDGE OVER YAQUINA BAY

L. E. Snell, Albany	$ 28,000.00
Hall and Wols, Portland	28,373.00
Pacific Bridge Painting Co., San Francisco, Cal.	28,896.12
R. L. Elfstrom Company, Salem	28,950.00
Antonsen Painting Company, Tacoma, Washington	29,750.00
Larson Bros., Tacoma, Washington	36,500.00

CITY OF HARRISBURG IN LINN COUNTY

GRADING AND OIL MAT SURFACING PROJECT ON 2nd STREET

	Using Asphalt	Using Tar
Acme Construction Co., Eugene	$ 10,491.25	$ - - -
M. L. O'Neil & Son, Eugene	11,028.00	- - -
Warren Northwest Inc., Portland	12,543.00	- - -
Miller & Strong, Eugene	14,116.00	- - -

CITY OF PORTLAND IN MULTNOMAH COUNTY

SANDY BOULEVARD PAVEMENT RESURFACING PROJECT

Parker-Schram Company, Portland	$ 37,877.50
Porter W. Yett, Portland	38,077.50

1514

CITY OF PORTLAND IN MULTNOMAH COUNTY

S. W. 4th AVENUE PAVEMENT RESURFACING PROJECT

Cascade Construction Company, Portland	$ 11,532.00

WAPINITIA HIGHWAY IN WASCO COUNTY

PINE GROVE-MAUPIN SECTION

O. C. Yocom Company McMinnville *	$ 74,366.50
Warren Northwest Inc., Portland	75,705.50
Babler Bros., Portland	77,571.00

* Bidder will accept award only in combination with Maupin-Criterion Project

THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

MAUPIN-CRITERION SECTION

O. C. Yocom Company, McMinnville *	$ 61,592.50
Warren Northwest Inc., Portland **	62,717.50
Babler Bros., Portland	63,915.00

* Bidder will accept award only in combinabion with Pine Grove-Maupin Project.
** For award of this project in combination with Pine Grove-Maupin Project bidder will make $2,000 lump sum reduction.

COMBINATION BIDS FOR:

(1) Pine Grove-Maupin Section of the Wapinitia Highway.
(2) Maupin-Criterion Section of The Dalles-California Highway.

	(1)	(2)	Reduc.	Comb.Bid
O. C. Yocom Co., McMinnville	$ 74,366.50	$ 61,592.50	$ - - -	$ 135,959.00
Warren Northwest, Inc.,Portland	75,705.50	62,717.50	2,000.00	136,423.00
Babler Bros., Portland	77,571.00	63,915.00	- - -	141,486.00

May 16, 1949

CITY OF WILLAMINA IN YAMHILL COUNTY

GRADING AND OIL MAT SURFACING PROJECT ON SOUTH FIRST STREET

	Using Asphalt	Using Tar
O. C. Yocom Company, McMinnville	$ 9,173.50	$ - - -

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following State Park matters:

(1) Proposed gift from Arthur Hallgarth, Elgin, of a 25-acre wayside area on the Weston-Elgin Secondary Highway, two miles west of Elgin, for State Park purposes: The Parks Superintendent advised that he is presenting this matter at the request of the Elgin Chamber of Commerce. He recalled that the Commission had previously considered this offer and at that time decided not to accept the property because it is situated so close to the city of Elgin, and was considered more of a city proposition than a state matter. He further advised that he is still of the opinion that the property should be conveyed to the city for city park purposes, and he so recommended. The Commission approved the recommendation unanimously.

(2) Request of the Jefferson County Farm Bureau for permission to take cinders from Round Butte, located in the Cove State Park: The Parks Superintendent advised that during the wartime period, the Army was authorized to take cinders from this area as an emergency proposition, but the emergency is now over, and were others to be allowed the same privilege it would defeat the purpose for which the park was acquired. He recommended that the request be denied. The Commission approved the recommendation unanimously.

(3) Question of charging a fee for use of accommodations in Emigrant Springs State Park by groups: The Parks Superintendent advised that presently no charge is made for the use of this area;

however, in view of the precedent that the Commission has established at the Silver Falls recreational area, it might be well for the Commission to establish a policy of making a charge at all similar locations. He suggested a charge of $5.00 per day for the use of buildings, water, et cetera, and that the groups also be required to pay extra for firewood. Chairman Banfield explained for the benefit of Commissioner Reynolds why a charge is made for use of the Silver Falls recreational area. As a result of discussion, the Commission unanimously approved a charge of $5.00 per day for the use of the Emigrant Springs area by organizations that use it more than two days, and an additional charge of $12.00 per cord for wood used, upon motion of Commissioner Reynolds, seconded by Commissioner Chandler.

(4) Status of acquisition of Curry County Ocean Waysides: Mr. Forrest Cooper, Right of Way Engineer, reported briefly on this matter in behalf of State Parks Superintendent. He exhibited a map showing the boundaries of the proposed park; the properties already acquired, and those in connection with which negotiations are now being carried on. This being an entirely new matter to Commissioner Reynolds, Chairman Banfield briefly outlined for his benefit what the Commission has in mind for this location. The Commission took no action on the report.

(5) Status report on acquisition of a wayside tract situate between the Deschutes River and the Warm Springs Highway near Warm Springs Agency: The Commission was advised that neither the Parks Superintendent nor the Right of Way Department has anything new to report on this matter.

(6) Proposed construction of a power line into Cape Arago State Park: The Parks Superintendent advised that the Mountain States Power Company has stated a willingness to construct a power line into this park on the condition that the State will assist in placing necessary poles, which is estimated to cost the state about $2,100. He recommended acceptance of the offer. Upon assurance from the Chief Counsel that it has the legal authority to enter into such an arrangement with the Power Company, the Commission approved the recommendation unanimously.

(7) Proposed acquisition of 112 acres of land at Short Sand Beach State Park: The Parks Superintendent exhibited maps showing the location of the tract desired with reference to the present park, and he advised that the additional acreage is necessary to round out and protect the park as it now exists. He recalled that this matter was previously before the Commission and was turned down because of excessive cost.

The matter is being called to the Commission's attention now, he said, because the timber has been cut and, in his estimation, the property can be acquired at reasonable cost. He asked the Commission to authorize negotiations to acquire the property. In the discussion of this matter, the Parks Superintendent pointed out that the State Department of Forestry owns considerable acreage adjoining the park, which should be included in the park area. It was his thought that the State Forester should be requested to give the Highway Commission first refusal for this property, if and when it is disposed of. The matter was discussed at considerable length, and as a result thereof, the Commission authorized the Right of Way Department to negotiate options from the owners of the privately owned land. The Chief Counsel was instructed to direct a letter to the State Forester in conformity with the suggestion of the Parks Superintendent.

(8) Appointment of a District Parks Supervisor for District No. 4 with headquarters at Bend: The Parks Superintendent requested authority to employ a Supervisor with headquarters at Bend to supervise State Parks in the Central Oregon District. The Commission deferred action on this matter until later.

(9) Proposal to furnish restroom facilities for the accommodation of the public at Depoe Bay: The Parks Superintendent advised that pursuant to instructions previously given him by the Commission, he directed an inquiry to the Depoe Bay Chamber of Commerce, whether or not they would guarantee to keep the facilities in a condition satisfactory to the Highway Commission, but to date he has received no reply. The Chief Counsel advised that he had been requested by the Chamber of Commerce to make an inspection of likely locations for the restrooms, and to explain to the members of the Chamber of Commerce just what kind of a guaranty the Highway Commission expects, but he has not as yet had time to comply therewith. The Commission took no action on the matter.

(10) Suggestion of Mr. Ralph Nohlgren with respect to enlargement of his concession at Silver Falls State Park: The Parks Superintendent reported receipt of a carbon copy of a letter directed to the individual members of the Commission, dated May 2, 1949, in which Mr. Nohlgren recommends the following changes in this park set-up:

1. Conversion of the "lodge building" into a museum.
2. Establishment of an improved diningroom with overnight facilities.

He recommended that Mr. Nohlgren's suggestions be refused, because it would adversely affect not only this park, but all other State Parks. The Commission approved the recommendation unanimously.

The Right of Way Engineer, Mr. Forrest Cooper, presented for the Commission's consideration numerous options for the acquisition of real property which are needed in connection with State Highway improvements. The Commission carefully considered each item and the purchase price of each, as contained in the option agreements, and as a result thereof, approved the purchase of properties in the amounts disclosed in the options. The attached resolution with respect thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote. (*)

(*) Concerning Item No. 14085-A, covering acquisition of the stock pile site from Burdette L., Jr. and Sibyl F. Dodge, on the Sams Valley Secondary Highway, contained in the above mentioned and attached Exhibit "A", the consideration to be paid to the Dodges was approved by the Commission unanimously upon receipt of a report from the Right of Way Engineer to the effect that the cattle pass construction, which is partial consideration, was an obligation assumed by the Commission when right of way across the Dodges' land was acquired.

In consideration of the foregoing matter, the Commission ordered that hereafter it be kept informed as to the status of right of way acquisition for all construction projects. The reports are to show the total right of way required; that which has already been purchased, and that concerning which negotiations have not been started.

The Assistant Counsel, Mr. J. W. DeSouza, presented for the Commission's consideration, a number of real property acquisitions that cannot be settled by negotiation and concerning which condemnation is necessary, together with the offer that he recommended in the proceedings, as follows:

	Myrtle Point Section of the Coos Bay-Roseburg Highway	
15327	Amy Bell Stephens Cook, Roy Kenneth Cook, Roy Keith Cook, Chester Dale Cook, Vivian Tiko Cook	$ 350.00
15322	Mable C. Laird, a widow	1,100.00
	Charlotte Creek-Murphy's Camp Section of Umpqua Highway	
12838	Theodore E. Davis (Peggy A. Carr, lessee)	3,000.00

He requested authority to proceed with condemnation, if further negotiations reveal it necessary. After careful consideration, the Commission approved the request and the amounts of the offers. The attached resolution relative thereto, marked Exhibit "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Engineer reported the results of receiving bids in Salem on May 9, for the sale of buildings generally referred to as the Excelsior Mill buildings, in the city of Eugene. He advised that only one bid was received, being that of C. & D. Wrecking Company of Eugene, at $200, which is $300 less that the appraised value as determined by the Right of Way Department. He recommended that the offer be rejected. The Chief Counsel concurred. The Commission approved the recommendation unanimously, and authorized the Chief Counsel to negotiate the private sale of the buildings.

The Engineer also reported the results of receiving bids in Salem on May 9 for the sale of a number of residence buildings in Sullivans Gulch, in Portland. He advised that six buildings were offered for sale, but only one offer was received, being that of Sullivan Wrecking Company, Portland, in the amount of $61 for the building identified as No. 14747. He recommended rejection of this offer, the appraised value of the building, as determined by the Right of Way Department, being $350. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Right of Way Engineer brought up for discussion the results of receiving bids in Salem on May 2, for the sale of buildings and surplus land located at Newberg. He presented a list of the properties offered for sale, and the high bid received for each, as follows:

Item No.	Item	High Bidder	High Bid	Engr.'s Est.
1.	Bldg.No.14392 (Newberg Motel) incl. personal property	No bids received	$ --	$4500.00
2.	Parcel of land No.14392 (Newberg Motel)	No bids received	--	750.00
3.	Combination (Bldg. & Land) Items Nos. 1 and 2	Dale Compton, Newberg	3125.00	5250.00
4.	Bldg.No.14396 (Arthur M. King)	Dale Compton, Newberg	525.00	550.00
5.	Bldg.No.14397 (Arthur E.McIntosh)	Dale Compton, Newberg	1525.00	1600.00
6.	Parcel of land (Nos. 14396 & 14397) (King & McIntosh)	Dale Compton, Newberg	300.00	600.00
7.	Combination King Bldg. & King-McIntosh land (Items 4 & 6)	Kenneth Dodd, Newport	1000.00	1150.00
8.	Combinations McIntosh Bldg. & King-McIntosh land (Items 5 & 6)	Dale Compton, Newberg	1825.00	2200.00
9.	Bldg. No. 14398 (Green Gables)	Dale Compton, Newberg	1800.00	2950.00

Mr. Cooper recommended the following disposition of the bids:

Item No. 3. Accept offer of Dale Compton for purchase of both land and buildings for $3,125.

Item No. 5. Accept offer of Dale Compton to purchase building for $1,525.

Item No. 6. Reject offer of Dale Compton to purchase for $300.

Item No. 7. Reject the offer of Kenneth Dodd to purchase for $1000.

Item No. 8. Reject offer of Dale Compton to purchase for $1,825.

Item No. 9. Reject the offer of Dale Compton to purchase for $1,800.

Item No. 4. Building No. 14396 (Arthur M. King). The State Highway Engineer reported that since a formal taking of bids on May 2, for the purchase of the buildings at Newberg, an offer has been received from Mr. Cecil Wight, Newberg, to pay $1000 for this particular building, which, he pointed out, is $475 more than the offer made by Dale Compton. He recommended either the acceptance of this offer, or rejection of all offers received for this property and re-advertising it for sale.

The Chief Counsel advised that the Commission could reject Mr. Compton's offer if it so desired, but he questioned the acceptance of Mr. Wight's offer, under the circumstances. In view thereof, the Commission deferred its action until later. Mr. Cooper then reported a subsequent offer by Mr. Compton to purchase the Green Gables buildings, listed as Item No. 9, in the above tabulation, for the sum of $3,000, on the condition that there be deeded to him by the State, a small triangular tract containing 10,650 square feet of surplus property, which is of no particular value for State Highway purposes. He stated that if the Commission will accept this offer, then Mr. Compton will relinquish right of access to the highway at one point, the estimated value of which, he said, is $1000. The Commission deferred action on the entire matter until the following day. (See additional minute entry ahead.)

The Right of Way Engineer presented for the Commission's consideration an offer from the W. J. Conrad Lumber Company, Coos Bay, to purchase surplus property owned by the State Highway Commission in Block 61 of Bennett's addition to Marshfield, which property was acquired in connection with a settlement for right of way involving the Oregon Coast Highway at this place. He advised that the Company has offered to pay $1,000 for this property, in fact has already submitted its check in such sum, and he recommended acceptance of the offer. The Engineer and Chief Counsel concurred. The Commission approved the recommendation unanimously.

Mr. Cooper also presented a request from the State Forestry Department to acquire a small portion of State-owned property containing 0.69 acre situate adjacent to the John Day-Burns Highway in Canyon Creek Canyon. He advised that this property is a portion of a tract which was acquired by the Highway Commission as a gravel pit site and that it could be deeded to the Forestry Department, if the Commission so desires, without damage to the gravel pit. He recommended that the property be deeded to the Forestry Department without cost. The Engineer and Chief Counsel concurred. The Commission approved the recommendation

The Right of Way Engineer presented, and recommended approval of, a deed conveying unto Pauline Matis certain property owned by the City of Portland and the State of Oregon along Front Street in Portland. He advised that this is a Correction Deed, and that it is a substitute for the deed the Commission approved on December 23, 1948, conveying the property to Pauline and Charles Matis; and that the only difference now is in the name of the grantee. The Commission approved the recommendation. (The deed was signed later in the session.)

Right of Way Engineer Forrest Cooper presented an offer from Andrew H. Miller, Coos Bay, to pay the sum of $482 for a dwelling situate on the right of way of the DelMar-China Camp Section of the Oregon Coast Highway. He recalled that this building was advertised for sale some time ago and at that time Mr. Miller submitted the high bid of $400 for the same, which bid the Commission rejected as being too low, and then authorized negotiations for the private sale of the property. As a result of the negotiations, he said, Mr. Miller has increased the amount of his offer to $482.00. He pointed out that the appraised value of the house is $1200, and requested instructions. The Commission decided unanimously not to sell the house to Mr. Miller at the amount of his offer.

The Commission had under discussion the advisability of paying $250 to Mr. and Mrs. Verne Goodman for permission to enter their property, situate adjacent to the Alsea Highway in Lincoln County, for the purpose of prospecting for road-building materials. The Right of Way Engineer advised that the property in question is needed as a source of materials for use on a Forest Highway project which is to be constructed by the Public Roads Administration, and that the Engineer of that Department advises that a careful survey for other possible sources of rock reveals none available in this vicinity. He further stated that the Goodmans are extremely difficult to deal with and will allow the prospecting only on payment of the $250; further, that they have stated they will not sell any of their property, so it appears that if the State wants it, it will have to resort to condemnation. He presented a form of "Permit of Entry" signed by Mr. and Mrs. Goodman authorizing prospecting on their property when paid the sum of $250. This matter was discussed at some length and as a result thereof the Commission, in view of the circumstances, unanimously approved payment of such sum to the Goodmans.

The Right of Way Engineer reported that the Highway Commission owns two houses in Eugene situate in the block which is bounded by Tenth Avenue, Eleventh Avenue, Hays Street and Garfield Street, just south of the railroad overcrossing in the western part of Eugene. He advised that both of these houses are occupied; that one of the occupants pays $27.00 a month rental, and the other $22.50 rental per month; further, that the City of Eugene is constructing a sewer adjacent to this property, and after it is installed the State will have to connect the houses to the sewer if it wishes to keep the houses occupied. He estimated the cost of making such connections at $475.00 and requested instructions. In the discussion of this matter the question arose whether or not the present occupants will continue renting the premises if the rental charge is increased sufficiently to amortize within a reasonable length of time the investment in the sewer connections; also

whether or not the buildings are in suitable condition to justify the expense of making the connections. The Commission deferred action on the matter pending a report from the Engineer and Chief Counsel covering such features.

The Right of Way Engineer reported that in taking an option from Lawrence B. Jennings for right of way for the Bridge-Remote Section of the Coos Bay-Roseburg Highway in Coos County, the State agreed to build a fence on both sides of the new highway and to construct a cattle pass across the highway for Mr. Jennings' use; and in addition thereto it was agreed that the old highway right of way would be given to Mr. Jennings. Mr. Jennings, he said, now wishes this settlement reduced to writing. He presented a form of agreement prepared on the basis of the understanding. The Commission approved the arrangement unanimously and later in the session signed the agreement.

Mr. Samuel A. Hall, Assistant Counsel, brought up for discussion a proposed settlement of the case of State Highway Commission vs. Mable Winkleman et vir concerning right of way acquired for the improvement of the Johns-Glendale Section of the Pacific Highway in Douglas County. He advised that the State is acquiring 7.52 acres of farmland from the owners, who demanded $45,844 for the same, including severances and other damages; that the Commission refused this price and ordered condemnation with an offer of $2,225. The case has not been settled as yet, he said, as it has been held up in court, but the owners now indicate that they will accept the sum of $4,850 by stipulation. He recommended approval of the payment of such sum. The Commission approved the recommendation unanimously.

The Chief Counsel brought up for discussion the question of furnishing insurance coverage on the steel bridge in Portland. He recalled that the Commission previously entered into an agreement with the Southern Pacific Company and the Union Pacific Company regarding the use of the upper deck of this bridge, which agreement provides that the State shall furnish certain insurance to protect the Companies during construction activities of the State Highway Department, and that the State shall assume full responsibility over the upper deck of the bridge when the highway work is completed, and at that time shall also furnish standard insurance coverage for the protection of the Railroad Companies. It appears now that the Railroads are not satisfied with the insurance that has been furnished, and have requested the State to furnish the standard policy now rather than later on. The Chief Counsel advised that the extra expense to the State would be nominal, if the insurance were purchased on a three-year basis, and he recommended that it be purchased for a three year term. The Commission approved the recommendation unanimously.

The Assistant Counsel, Mr. Hall, reported consummation by the City of Portland of acquisition of two properties located near the east end of the steel bridge, Portland, which are needed in connection with the so called "Front Avenue Project". Both cases concern brick apartment houses, one of which is owned by a Mr Arnold, and the other by a Mr. Antilla. He advised that these negotiations have been carried on by the City of Portland and because a satisfactory settlement could not be reached in either case, it was necessary to file condemnation papers; further, that at the request of the City, the services of Mr. Mark McCallister, State Right of Way Buyer, were loaned to the city to assist in the proceedings. It appears that Mr. McCallister

recommended to the city that it offer a maximum of $60,000 for the Arnold property, and $27,500 for the Antilla property, and that the city has reached a satisfactory settlement with the Arnolds out of court, for $56,000, and with the Antillas for $27,500. He recommended approval of such settlements so the City can proceed with the adoption of the resolution to effect payment to the owners. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously with the understanding that the State's share of this expense will not exceed 40% of the total, pursuant to a previous agreement with the city covering the Front Avenue Project.

The Chief Counsel reported briefly as to the law enacted by the 1949 Legislature, which makes it unlawful for any state agency to sell real property appraised at $1000 or more, without advertising it for competitive bids. He advised that he consulted the Attorney General in respect to whether or not this law would affect the Highway Commission's arrangements with the Commonwealth Company in regard to sale of buildings in Sullivan Gulch, Portland, and it is the opinion of the Attorney General that the arrangement with the Company is satisfactory and need not be altered. The Commission took no action on the matter.

The Commission discussed a letter dated May 12, 1949, by Mr. Forrest Cooper, Right of Way Engineer, on the subject of renting houses located on highway right of way in Sullivan Gulch, Portland. Mr. Cooper, who was present, explained details. He pointed out that the Sullivan Gulch project has been broken down into five units and that according to the plan, the first of these units to be constructed will be Unit 2, which is proposed for contracting in 1951, and the balance at yearly intervals thereafter. Based on such time schedule, he recommended that the people now renting the properties in Unit 2 be ordered to vacate the premises about one year in advance of construction, and that the same procedure be followed with respect to the other Units, with some variation to fit individual cases. He gave as his feeling that in most instances, one year's time to vacate the premises is ample for ordinary disposition of the various structures. The Commission took no action on this matter.

In this connection, the Chief Counsel reported on his efforts with the Tax Assessor of Multnomah County to secure the removal of Sullivan Gulch property from the tax rolls. He gave as his opinion that these properties are not subject to tax because they are not being held for investment purposes, but simply for salvage. He advised that he is endeavoring to convince the assessor of the correctness of his belief. He also said that he expected to have this matter ironed out satisfactorily in the near future. The Commission took no action.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. in the same room, with the same persons present and participating.

The Engineer reported the results of taking bids in Salem on May 11, 1949, for the sale of three boats stored at the Astoria-Megler Ferry Terminal, as follows:

Item No.	Item	High Bidder	High Bid	Engineer's Estimate
1.	Used 16' Metal Lifeboat Serial No. 660	St.Louis Junk Co., Astoria	$ 5.22	$ 60.00
2.	Used 16' Metal Lifeboat	G. E. Howe, Astoria	33.53	40.00
3.	Used 13' Metal Work Boat	St.Louis Junk Co., Astoria	6.57	20.00

Since receiving these bids, he said, information has been furnished by the State Board of Control to the effect that the Oregon Fish Commission wants all three of the boats, and is willing to pay $75 for them. In view thereof, he recommended rejection of all the bids received on May 11, and that the boats be sold to the Oregon Fish Commission for $75. The Commission approved the recommendation unanimously.

There was presented to the Commission a letter from the Engineer, dated May 11, 1949, regarding the changing of the 1949-51 budget, due to new legislation, and action taken by the Ways and Means Committee. The Commission deferred action on this matter pending adoption of its new construction program.

The Commission discussed a written report of the Engineer dated May 11, 1949, on a new pay plan proposed for State Highway Department employees. The Commission deferred action on this matter pending a thorough report from the Engineer, Chief Counsel and Chief Accountant, which report is to show clearly the entire picture. The Commission indicated, however, that it would approve without question the automatic salary increases, as may be recommended. The Commission ordered this report rendered two weeks prior to its next regular meeting.

The Engineer submitted a supplemental report on sections of highway that were damaged by unusual frost and flood conditions during the past winter season. He advised that he has reviewed his previous report on this matter, and verified his previous statement that it will require an expenditure of $2,580,000 to repair this damage. He suggested the following funds, contained in the 1949 budget, to finance the work:

State construction funds, allocated at present to the Mt. Hood Highway	$ 280,000
Reserve for additional work under special maintenance	200,000
Reserve for maintenance contingencies	500,000
Balance, to be transferred from unappropriated funds	1,600,000
	$ 2,580,000

In addition to the $1,600,000 to be taken from the unappropriated funds, he said, there are additional contingencies of $3,200,000 against unappropriated funds, consisting of an overrun of $200,000 in general maintenance expenditures, to take care of excessive snow removal, and $3,000,000 for possible loans to counties under a special law enacted by the 1949 Legislature. Taking these into consideration, he said, will reduce the unexpended balance to $495,000, as of December 31, 1949, and due to the fact that expenditures for repairs and loans to the counties will be made faster than revenues can be collected, a deficit of about $2,000,000 will accrue on or about November 1, 1949. He presented a summary of the figures involved in the state repair program, divided as to work proposed to be done with State forces, amounting to $909,000, and that to be contracted, amounting to $1,671,000, and recommended approval of the arrangement as outlined. (For further details, see Engineer's written report to the Oregon State Highway Commission dated May 11, 1949, in general files.) Following discussion, the Commission unanimously authorized the contracting of the work proposed by the Engineer to be done in that manner, and which is estimated to cost $1,671,000. The Engineer was also authorized to proceed with the remaining work with State forces, estimated at $909,000. He was instructed to request an additional appropriation to finance the State force work in the event that the available funds prove insufficient for the purpose.

A petition was presented from owners of property abutting upon the Tualatin Valley Highway between West Slope and Beaverton, protesting the installation of curbs in connection with the improvement underway at that place, because they will prevent free access to the highway from their respective properties, and will have a tendency to increase speed of motorists, and create additional hazards. The Engineer advised that the construction of curbs along this section was given very careful consideration in the preparation of the plans for the project, and that the curbs are provided only in congested districts where they are deemed necessary for the control of traffic, and where there is considerable pending development. He gave as his considered opinion that curb construction in this instance is necessary to provide a safe traffic facility, and recommended that the petition be denied. The Chief Counsel advised that right of access to the highway was not acquired along this section, and that the property owners have such right of access to a certain extent, but not unlimited, and if a hazard is created by reason of the access, and if the public welfare justifies it, then the Highway Commission has the authority to restrict it. In view of the statements of the Engineer and Chief Counsel, the Commission decided unanimously to adhere to the present plans for this improvement, including the curbs.

A letter was presented from the County Court of Jackson County, requesting that the following projects be given consideration by the Commission in the formulation of its next construction program:

1st Choice: Replace bridge over the Rogue River on Evans Creek County Road No.276, at the town of Rogue River.

2nd Choice: Replace bridge over Rogue River on Table Rock County Road No. 273.

The County Court advises that if the funds allocated for secondary highway improvements in Jackson County are not sufficient to finance both of these projects, then Jackson County may be able to supplement the funds in sufficient amount so that both projects can proceed. The Commission deferred action on the request pending discussion of its second Postwar Construction Program, later in the session.

A letter was presented from the St. Johns Businessmen's Association, Portland, requesting a survey to determine the approximate cost and other details of a proposed tunnel extending from the westerly end of the Willamette River bridge at St. Johns, to the Tualatin Valley, and a connection with the Sunset Highway. The Engineer advised that such survey would cost several thousand dollars; further, that a tunnel approximately one and one-quarter miles in length would be required to serve any useful purpose. He estimated the cost of a four-lane tunnel at about $9,240,000, which amount together with the cost to construct necessary approach roads, would total approximately $10,000,000. He recommended that the request be denied. The Commission approved the recommendation and ordered that the St. John Businessmen's Association be informed that the magnitude of the project is such that it is impossible to do it now with the limited amount of funds available to the Commission, and that because the project is for a long time in the future, the Commission considers it inadvisable to make a survey at the present time.

The Engineer requested authority for an expenditure of $19,600 for oiling on the Nashville-Blodgett Section of the Eddyville-Blodgett Secondary Highway in Lincoln County. He advised that a 50% reduced load limit was maintained on this road from January 1st to April 12th, which was sufficient to prevent the hauling of logs and lumber, nevertheless, there was considerable breakage of the oiled surface under light traffic. He further stated that he personally inspected this highway a short time ago, and ascertained that patching alone would not provide a satisfactory roadway, and that about 7.5 miles should be reoiled. He recommended, in view thereof, approval of the request and that funds to finance it be taken from the special maintenance budget. The Commission approved the recommendation unanimously and ordered the work done by contract.

The Commission considered and approved "options for cooperative construction projects" in the following cities and towns:

Sweet Home
Harrisburg
Gresham
Gold Beach

(For details of the projects contemplated for construction in connection with each of these options, see copies of the options in the Special State Tax Street Fund file.)

The Engineer reported that the towns of Lexington and Maupin have fulfilled the legal requirements with respect to the expenditure of 1947 State Tax Street Funds, which they received in 1948, and that the plans for the improvements to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation, and thereupon by unanimous vote adopted the

attached resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have met the legal requirements with respect to the expenditure of 1948 State Tax Street funds, which they received in 1949:

Adams	Gold Hill	Maupin
Amity	Helix	Mitchell
Banks	Huntington	Sherwood
Bay City	Lexington	St. Paul
Canyonville	Lone Rock	

He also advised that the plans for the improvements contemplated to be financed with such funds, have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto, marked Exhibit "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from the Harney County Chamber of Commerce, listing projects, as follows, which it considers should have preference over others for early completion. The letter confirms the oral request presented to the Commission on the occasion of its visit to Burns on May 2, 1949:

1st Choice: Completion of the Follyfarm-Princeton Section of the Rome-Princeton Secondary Highway.

2nd Choice: Improvement of the Lawen-Crane Section of the Burns-Crane Highway.

3rd Choice: Improvement of the Burns-Frenchglen Section of the Frenchglen Secondary Highway.

The Commission deferred action on this matter pending discussion of its Second Postwar Construction Program later in the session.

The Engineer reported a request from the City of Vale for the improvement, as a 1949 Special State Tax Street Fund Project, of Washington Street for a distance of eight blocks, and of Main Street for a distance of one block. He presented a map showing the location, and advised that the project consists of oil surfacing, which is estimated to cost $14,500. He further advised that an investigation had been made, and it has been found that there is a heavy volume of truck traffic on this street, particularly during the beet harvest season, when great numbers of trucks use this street over which to transport sugar beets to the railroad. He recommended approval of the project. The Commission approved the recommendation unanimously.

The Commission discussed a request from the City of Port Orford for the improvement of US101 through this city. The Engineer advised that the first Postwar Program, as adopted by the Commission, contained an allotment

of $35,000 of State funds with which to construct the south unit of the Port Orford Section of this highway, 0.56 mile in length. The work has not been done, he said, due to inability to secure certain agreements with the Port Orford City Council, relative to street closures, so work which was previously estimated to cost $35,000 will now cost approximately $61,000. The City Council, he said, is now willing to execute the necessary agreements, but is asking that the work be extended northerly about one-half mile, which is estimated to cost $36,000, making a total cost for both projects of $97,000. He recommended approval of both projects at this time. As a result of discussion, the Commission unanimously authorized the Engineer to proceed with the construction of both units when the City of Port Orford has fulfilled the requirements of the Commission with respect to street closures, et cetera.

The Commission discussed a request from the Corvallis City Council for State cooperation in the widening and repairing of "C" Street between Third Street and Fourth Street in their city. The Engineer recalled that Fourth Street is now a State Highway route, and when the bridge over Mary's River is completed, will be a one-way street for south-bound highway traffic, and that north-bound traffic through Corvallis will use Third Street. "C" Street, he pointed out, is the last connecting street between Third Street and Fourth Street before crossing the river, carries a tremendous amount of log-hauling traffic, is a very necessary connection between these two streets, and is really a part of the State Highway System. He also said that because of the nature of the traffic that uses this street, it should be ten feet wider than the ordinary city street. He estimated the cost to provide such width, and to provide a proper thickness of pavement, at $2,150, which the city is now asking the State to assume. He recommended approval of the request. The Commission approved the recommendation unanimously.

The Engineer reported receipt of numerous requests from residents of Yachats for the elimination of a dangerous condition existing the Yachats River Bridge on the Oregon Coast Highway. It appears there is considerable pedestrian traffic that crosses this bridge, being the result of rapid development which has taken place south of the bridge, and that this traffic volume will be greatly augmented shortly by the opening of "Sherwood Lodge," a large place which will have thirty-five rooms and a restaurant. The Yachats River Bridge, he said, is only 20 feet wide, which allows very little room for pedestrians when cars are passing, and to correct the situation will require construction of a footbridge on the outer rail of the bridge, at an estimated cost of $3,500. He recommended approval of the expenditure, funds to be taken from the 1949 unobligated minor betterment reserve account. The Commission approved the recommendation unanimously.

The Commission discussed with the Engineer the bids received at the morning session, and at 3:00 p.m. Chairman Banfield publicly announced the Commission's decision with respect to each project, as follows, such decision being by unanimous vote of the Commission:

"Recoiling the Nashville-Blodgett and Brownsville-Sweet Home Sections of the Eddyville-Blodgett and Halsey-Sweet Home Secondary Highways in Benton, Lincoln and Linn Counties. Warren Northwest, Inc., Portland, submitted the low bid for this project in the amount of $57,736.75 based on the use of asphalt. They submitted no bid based

on the use of tar. Harr & Horton, Portland, submitted the next low bid of $59,871 based on the use of asphalt and $60,219 based on the use of tar. There was one higher bid. The Commission has awarded the contract to the low bidder, Warren Northwest, Inc. at its bid price.

"Oregon City-Molalla-Estacada rock production project on the Cascade and Woodburn-Sandy Secondary Highways in Clackamas County. The low bid was submitted by Barney B. Helser, Portland, at $41,100. The Linn Gravel Company, Albany, submitted the next low and only other bid at $44,250. The Commission has awarded this contract to the low bidder, Barney B. Helser, at his bid price.

"Grading and paving on Williams Avenue and Third Street in the City of Scappoose, Columbia County. The Commission received only one bid for this project, being that of Parker-Schram Company, Portland, at $7,313.50. The Commission has accepted this offer and awarded the contract to the bidder at their bid price.

"Construction of bridges over Rock Creek and Sandy Creek on the Coos Bay-Roseburg Highway in Coos County. VaDare Construction Co., Portland, submitted the low bid for this work at $109,498 based on the use of asphalt in the approach road construction. They sumbitted no bid based on the use of tar. Lindstrom Bros., Portland, submitted the next low bid at $110,737 based on the use of asphalt. They also submitted no bid based on the use of tar. There were two higher bids. The Commission has awarded the contract to the low bidder, VaDare Construction Co., at its bid price.

"Construction of an addition to the Roseburg Division Office Building. E. A. Shannon, Roseburg, submitted the low bid for this work, at $16,012, basic bid, and at $15,644.38 basic bid less alternate. Fred F. Criteser & Fred A. Bowen, Roseburg, were the second low bidders, at $19,000 basic bid and $18,540 basic bid less alternate. There was one higher bid. The Commission has awarded the contract to the low bidder, E. A. Shannon, at his basic bid price.

"Installation of an electric lighting system in the Elkton Tunnel on the Umpqua Highway in Douglas County. The low bid for this work was submitted by Mill Electric Co., Salem, at $9,786. W. R. Grasle Co., Portland, submitted the next low bid at $10,150. There were five higher bids. The Commission has awarded the contract to the low bidder, Mill Electric Co., at its bid price.

"Surfacing and oiling the Service Creek-Goose Rock Section of the John Day Highway in Grant and Wheeler Counties. Newport Construction Co. and Russell Olsen, Portland, submitted the low bid for this work at $55,625. Babler Bros., Portland, submitted the next low bid at $56,432.50. There were five higher bids. The Commission has awarded the contract to the low bidder, Newport Construction Co. and Russell Olsen, at their bid price.

"Painting structural steel portion of the Yaquina Bay Bridge on the Oregon Coast Highway at Newport, Lincoln County. The low bid for

this work was submitted by L. E. Snell, Albany, at $28,000. Hall & Wols, Portland, submitted the next low bid at $28,373. There were four higher bids. This contract has been awarded by the Commission to the low bidder. L. E. Snell, at his bid price.

"Grading, surfacing and oiling on Second Street in the City of ~~Hillsboro~~, Linn County. Acme Construction Co., Eugene, was the low bidder for this work, at $10,491.25, based on the use of asphalt. The second low bid was submitted by M. L. O'Neil & Son, Eugene, at $11,028 based on the use of asphalt. Neither of these contractors submitted a bid based on the use of tar. There were two higher bids. The contract has been awarded to the low bidder, Acme Construction Co., at its bid price.

"Sandy Boulevard pavement resurfacing project in Portland, Multnomah County. The low bidder for this work was Parker-Schram Company, Portland, at $37,877.50. Porter W. Yett, Portland, submitted the only other bid, at $38,077.50. The contract has been awarded to Parker-Schram Company, low bidder, at its bid price.

"Pavement resurfacing on S. W. 4th Avenue, Portland, Multnomah County. Cascade Construction Company, Portland, submitted the only bid for this work, at $11,532. The Commission has accepted the bid and has awarded the contract to this Company at its bid price.

"Reoiling and furnishing crushed rock in stock piles on the Pine Grove-Maupin Section of the Wapinitia Highway in Wasco County. O. C. Yocom Company, McMinnville, submitted the low bid at $74,366.50. They qualified their bid by stating they would accept the award of the contract only in combination with the Maupin-Criterion Project. Warren Northwest Inc., Portland, submitted the next low bid at $75,705.50. There was one higher bid. Due to the fact that O. C. Yocom Company was also the low bidder for the Maupin-Criterion oiling project on The Dalles-California Highway in Wasco County, the Commission has awarded both contracts to this Company at its combination bid price. Other bids received for the Maupin-Criterion Project were those of Warren Northwest Inc., Portland, at $62,717.50, and Babler Bros., Portland, at $63,915. Warren Northwest Inc. agreed to a reduction of $2,000 in their bid if awarded also the other project.

"Grading, surfacing and oiling on South First Street in Willamina, Yamhill County. O. C. Yocom Company, McMinnville, submitted the only bid for this work, in the amount of $9,173.50, based on the use of asphalt. They submitted no bid based on the use of tar. The Commission has referred the bid to the Engineer with authority to award the contract to O. C. Yocom Company when certain conditions have been satisfied."

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

No. 1. Albina Engine and Machine Works, Inc., Contract No. 2912-A for alterations to the Ferry "M. R. Chessman", requested extension of time of 24 days, from March 4 to March 28, 1949, within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to extreme cold weather conditions extending over an abnormal period of time, which retarded the steel workers on the welding process, and also delayed painting of the incline ladders and canopy covers. The Engineer advised that according to schedule, the contractors should have completed this work within sixty days after delivery of the Ferry to their dock, which would have called for completion of the work by March 4, 1949; however, the extremely cold weather in January and February made it inadvisable to work during such period, and as a consequence, the time limit overran. The State, he said, has suffered no loss because of the delay, because wintertime traffic across the Columbia River has not necessitated the operation of the larger boat. He recommended in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

No. 2. Burkhardt & Schortgen, Contract No. 3050, for construction of a caretakers cottage in Collier State Park, requested an extension of time of sixty days, from March 31 to May 30, 1949, within which to complete this job. They alleged that adverse weather conditions and labor troubles prevented completion of the building within the time limit specified in the contract. The Engineer advised that the contractor completed all the interior work during the winter season, but was requested not to attempt to do the exterior work because such work could not be done satisfactorily during the adverse weather conditions which prevailed. He recommended in view of the circumstances that the extension of time requested be granted without penalty. The Commission approved the recommendation.

No. 3. Archie R. Averill, Contract No. 3059 for construction of an addition to the Highway Department Office Building in Bend, requested an extension of time of 60 days from April 30 to June 30, 1949, within which to complete this job. He attributed his failure to complete the project within the specified time limit to extremely adverse weather conditions. The Engineer advised that the work under this contract required the renewal of one outside wall of the present building, and it was considered inadvisable to do that part of the work during the wintertime because of extremely bad weather. He recommended in view thereof that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

The Commission, in passing on requests for extensions of time as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that contracts numbered 3086 and 3015, for State Highway construction have been completed according to the requirements of the contracts and modifications thereof, and that said jobs are now ready

for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion, the Commission approved and accepted the said contracts as reported, and by unanimous vote adopted the following resolution with regard thereto.

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3086 with Vernie Jarl for furnishing crushed material in stockpiles on the Baker Section of the Old Oregon Trail, Baker-Homestead and Baker-Unity Highways in Baker County; completed May 4, 1949.

Contract No. 3015 with C. M. Corkum Company for constructing a pedestrian overcrossing at Hooker Street on Front Avenue, Portland, completed April 26, 1949.

NOW THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

A letter was presented from the South Tillamook Coast Road Committee inquiring as to the present status of the proposed Sand Creek-Bewley Creek cutoff extending from Sand Lake, Oregon, to Tillamook, Oregon, via South Prairie, which project they requested some time ago. The Engineer recalled that his report on this subject was rendered to the Commission at its meeting on April 11, 1949, and in that report he recommended that the sponsors of the project be informed that the construction of the route is not justified. The Commission ordered that a copy of this report be forwarded to the Road Committee.

The Engineer reported receipt of a request from people residing along the Salem-Dayton Highway between West Salem and Brush College, for the establishment of a reduced speed zone between these points. This matter, he said, has been investigated by the Traffic Engineer, who recommends that the request be denied, because roadside development is very scattered and the accident rate is very low. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously.

The Engineer reported receipt of many complaints that employees on the Detroit Dam park their cars on the North Santiam Highway to such an extent that insufficient room is left for highway traffic, and a hazard is created. The Army Engineers, he said, have requested assistance from the Highway Department in correcting the situation, and the District Attorney of Marion County also has requested that the Commission take action to remedy

the situation. Moreover, the State Police have requested action so they can legally enforce any ruling that is made. The width of the highway in the vicinity of the Detroit Dam, he said, is only 20 feet, and if cars are permitted to park on the highway, only a 12-foot width remains for two-way moving traffic, which is insufficient. He recommended the designation of a "No Parking" zone, extending from M.P. 39.4 to M.P. 39.7, a distance of about 1600 feet. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution, marked Exhibit "E", with respect thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from W. H. Lynch, Division Engineer, Public Roads Administration, recommending the designation of a 35 mile per hour maximum speed limit on the North Santiam Highway between Niagara and Detroit, and a maximum speed limit of 25 miles per hour along the section where the Detroit Dam is under construction. The Engineer recommended approval of Mr. Lynch's request and that a 35 mile per hour maximum speed limit be designated for the section between M.P. 34.25 and M.P. 39.01; also between M.P. 40.20 and M.P. 46.75, and that a 25 mile per hour speed zone be designated between M.P. 39.10 and M.P. 40.20. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution, marked Exhibit "F", with respect thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that on the tenth day of May, 1949, he removed the reduced load limit signs from the Mt. Hood Highway, conditions having changed so that legal weight loads now can be moved over this highway without damaging effect. He asked the Commission to confirm his action in this matter. The Commission approved the lifting of the reduced load limit on this highway as reported, and thereupon by unanimous vote adopted the attached resolution, marked Exhibit "G", relative thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a letter from the Public Utilities Commissioner advising that it is necessary, immediately, to reprint the log hauling permit forms and special regulations covering the transportation of logs by motor truck, and inquiring whether or not the State Highway Commission desires to change the regulations in any respect before the new forms are sent to the printer. The Engineer advised that there are two things that should be decided by the Commission:

1. Whether or not to prohibit the truck-hauling of logs on Saturday afternoons during the summer months, and

2. Whether or not to permit the truck-hauling of logs over the Sunset Highway between Davies overcrossing, near Banks, and Sylvan, where such operations are now prohibited.

He recommended that no Saturday afternoon hauling be permitted from May 15 to September 15 each year, and that the Commission continue in force its present restrictions on the Sunset Highway between Davies overcrossing and Sylvan. As a result of considerable discussion, the Commission voted unanimously to prohibit the truck-hauling of logs over state highways on Saturday afternoons during the period May 23, 1949, and September 8, 1949. The Commission also voted unanimously to continue the log hauling restrictions on the Sunset Highway between Davies overcrossing and Sylvan. The Secretary was instructed to inform the Public Utilities Commissioner of the action taken and to ask him to circularize the industry as quickly as possible so operators will have the benefit of the information and can make necessary arrangements to comply therewith when the ruling becomes effective on May 23rd.

There was presented to the Commission the application of Riddle and Clark, Cascade Locks, Oregon, for permission to truck-haul logs over the Columbia River Highway from M.P. 35.63, near Dodson, to M.P. 48.47 at the Cascade Locks Lumber Company's plant, using one truck. They advise that their operations will consist of three to four trips daily with short logs, not in excess of 32 feet in length. They declared that because of an order from the Forest Ranger to close down their operations during the fire season they must move this timber this summer and clean up their operations, and that the only way it is possible for them to do so is to truck-haul some of the logs to the Cascade Locks Lumber Company's plant. The Engineer advised that the operation is rather modest in volume and he recommended approval of the application, on the condition that the loads do not exceed the statutory requirements as to weight and dimension in any respect, and that the hauling be entirely completed by September 30, 1949. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Commission discussed a written report from the Engineer on Traffic violations committed by the following operators:

Lawrence Newby, Log hauler, Hillsboro
Lyle Garvin, Log hauler, Eugene
Mitchell Bros. and Columbia Transportation Company,
Commercial carriers, Portland

According to the report, each of the above mentioned operators is a consistent violator of the rules and regulations. The Engineer read aloud excerpts from the report concerning each, particularly pointing out that Mr. Newby, during the month of April, 1949, was apprehended for overloading his trailer 19,100 pounds on one occasion, and 15,000 pounds on another, notwithstanding previous arrests and imposition of fines by the Justice Court. The Engineer recommended that Mr. Newby be officially warned that another violation in the future will result in cancellation of his log hauling permit. The Commission approved the recommendation and so ordered.

As to the operations of Lyle Garvin, the Engineer pointed out that the record since September, 1946, reveals that 36.3% of his loads were overweight, and that of the total of 50 loads weighed, 22% were in violation of the requirements, notwithstanding numerous arrests and imposition of fines by the Justice Court. He recommended that Mr. Garvin be warned that his

permit will be cancelled if he is apprehended for another violation. The Commission approved the recommendation and so ordered.

The Engineer advised that while Mitchell Bros. and the Columbia Transportation Company are two separate concerns, they are very closely connected, Mr. O. J. Mitchell being President of both concerns. Both companies, he said, are engaged in heavy hauling business, and frequently transport machinery and equipment under special, single-movement permits from the State Highway Commission, although they are also engaged in the hauling of lumber, cement and other commodities under Group I and Group II permits. These companies, he said, do not show a tendency to cooperate with the Permit Department as do other operators in the same class of business; the records indicating that they fail to weigh their loads or properly declare them before requesting a permit, and as a result they have many overload violations, varying from 10,000 to 30,000 pounds. He recommended that each company be warned that its permits will be cancelled if it is again apprehended for violating the weight requirement, and that a copy of the record be forwarded to the officers of both companies with such warning. The Commission approved the recommendation unanimously and instructed the Secretary to notify both concerns accordingly.

In this connection, the Commission discussed a letter from Mr. Garfield Priebs, Grants Pass, requesting the reinstatement of his log hauling permit, which was cancelled on November 12, 1948, for consistently violating the rules and regulations covering his operations. Mr. Priebs states in his letter that his truck has been out of service, and that he has received no income from it, since November; that he now has an opportunity to use it on a log hauling job and, if permitted to do so, will make every attempt to comply with the rules and regulations. The Engineer advised that Mr. Priebs' record for 1948 reveals numerous overloads, ranging from 4000 pounds to 17,000 pounds, and that between the period of June 25, 1948, to October 8, 1948, of nine loads weighed, eight were overloaded, which is 88.9%, and it was because of this record that the Commission ordered the cancellation of his permit. He gave as his thought that Mr. Priebs may have suffered sufficient penalty, and he recommended in view of his letter that his permit be reinstated on a probationary basis, subject to cancellation in the event he is again apprehended for violation of the requirements. The Commission approved the recommendation unanimously. The Secretary was instructed to notify Mr. Priebs and the Public Utilities Commissioner accordingly.

The Engineer requested authority to purchase thirteen automobiles of the Ford-Chevrolet class, estimated to cost $1,650 each, a total of $21,450; and nine pickup trucks, estimated to cost $1,300 each, a total of $11,700, involving a total estimated expenditure of $33,150. He advised that provision was made for this purchase in the 1949 budget. The Commission approved the request unanimously.

A letter was presented from Oregon Chapter, The American Institute of Architects, advising that it has approved the plans in sketch form for the proposed Champoeg Memorial Museum as submitted by the Highway Commission's architect, Mr. Frank G. Hutchinson. The Secretary was instructed to extend

to the Chapter the Commission's sincere appreciation for the service rendered in the designing of this structure. The Engineer advised that he expects to be able to advertise this project for bids to be received at the July meeting of the Commission.

The Engineer brought up for discussion the matter of granting to Mr. Chester Conger of Eugene a revocable permit to build and maintain an access road across state-owned property adjacent to the Pacific Highway near the railroad overcrossing in the northern part of Eugene. He recalled that the Commission some time ago granted such privilege to the Southern Pacific Company, which has a lease on property owned by Mr. Conger at this location, for a team track. However, the Southern Pacific Company later asked that the permit be issued in the name of Mr. Conger, in view of which it has been prepared on that basis, the provisions thereof being identical to those contained in the form prepared for the Southern Pacific Company. He recommended approval and execution of the agreement. The Commission approved the recommendation unanimously. (The agreement was signed on the following day.)

The Commission had under discussion resolutions from the following counties requesting loans of State Highway funds under the provisions of Chapter 358, Oregon Laws 1949, to assist the counties in financing repairs to county roads which were damaged during abnormally inclement weather conditions during the past winter:

Tillamook County —	$ 57,000
Yamhill County —	80,000
Baker County —	55,000
Benton County —	50,000
Klamath County —	120,000
Douglas County —	100,000

The Chief Counsel advised that the resolutions are in proper form and meet the legal requirements. The Engineer advised that the amounts are within the limits of loans authorized by the law. In view of this information, the Commission voted unanimously to grant the loans as requested. (Letters to the Secretary of State certifying that each of the above mentioned counties is entitled to the loan requested and recommending that they be granted were signed by the Commission on the following day.)

The Commission discussed and upon recommendation of the Engineer approved a request from the Bonneville Power Commission for permission to construct a power transmission pole line along the right of way to the North Santiam Highway in the vicinity of Sardine Creek. (The permit was signed on the following day.)

The Commission discussed an offer from the City of Salem to pay the sum of $50 for a small building located on the north bank of the Pudding River at Aurora, which building was used as a field office for engineers during the construction of the Pudding River Bridge at that place. The Engineer advised that the building is not worth the cost of moving it to another highway job, and recommended that the offer of the City of Salem be accepted in order to get the building off the State's property. The Commission approved the recommendation unanimously.

The Commission had under discussion a date for its next regular meeging, and decided to hold such meeting in Portland, on Monday and Tuesday, June 27 and 28, 1949. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel.

The Engineer requested authority to attend a meeting of the Executive Committee of The American Association of State Highway Officials in St. Louis, Missouri, about the middle of June. The Commission unanimously approved the request, and authorized such attendance at State expense.

The Engineer brought up for discussion the proposition that was presented to the Commission when in Eugene recently, by Mr. William Tugman of that city, for the control of access to Franklin Boulevard, between Walnut Street and Judkins Point, (Pacific Highway) in Eugene, involving purchase by the city of property located on the north side of the highway, and purchase by the State of property located on the south side of the highway. He recalled that a local group has arranged for the purchase of property on the north side of the highway for city park purposes, and has secured options for the acquisition of property on the south side of the highway adjoining the Highway Department's Maintenance Headquarters, totalling approximately $27,500, which it is asking the state to assume. The Secretary of State, he said, is endeavoring to acquire a tract in the same vicinity on which to construct a building for his purposes. In fact, he is negotiating with someone to build a fireproof building which he expects to pay for at the rate of $200 a month. Moreover, the Public Utilities Commissioner wants office space for his Department, and has indicated that he would pay $75 per month for it, making the total of monthly payments by these two departments of $275, which is sufficient, he said, to amortize the building investment over a fifteen year period. He further stated that the Highway Department has nearly enough property now for its purposes, and to house the State Police, and would not need all of the property that Mr. Tugman has in mind, but could use part of it to advantage. The Commission indicated in the discussion of this matter that it might acquire the property in question if the Secretary of State would sign a contract guaranteeing to rent the property from the Highway Department for fifteen years if the Highway Commission bought the property he wants and erected a building thereon. A decision in the matter was deferred until the following day when Mr. Tugman is scheduled to be present. (See ahead for additional Minute entry and final action.)

The Engineer brought up for discussion a claim from School District No. 51, Coos County, for additional compensation in connection with a right of way settlement along the Delmar-Coledo Section of the Oregon Coast Highway, Coos County. He read aloud a report from the Right of Way Engineer to the Chief Counsel on the subject, in which it is pointed out that the original settlement with the School District provided for total payment of $300, representing the cost of land, rebuilding of some steps, and re-establishing a picket fence. It appears that when the negotiations for the right of way were carried on, the School Board was told that the slope line would lie approximately ten feet from their building, but in actual practice it is only three feet from the building, which has necessitated considerable change in the arrangement of school facilities, and has cost the District added

expense. It also appears that the contractor was careless in his operations and wrecked and destroyed certain playground equipment, which will have to be replaced. Moreover, the original settlement provided for the sum of $100 for re-establishing 100 wooden steps for entrance to the property, but it now appears that the steps cannot be moved and will have to be replaced with new steps. The Engineer advised that the total of all the items for which the district wants payment is $300 over and above the amount of the original settlement. In the discussion of this matter, the question arose as to who is responsible for the damage, the state or the contractor. Action in the matter was deferred pending additional facts, which the Engineer and Chief Counsel were instructed to secure and report at the next meeting.

There was presented for the Commission's consideration a proposal for the vacating of a short section of Lombard Street, and an alley adjacent thereto, situate on the east side of Railroad Avenue in the City of North Bend, the portion of Lombard Street to be vacated extending from Railroad Avenue to Tremont Street, and the alley being located in Block 35, Coos Bay, Plat "B". It appears that the Weyerhaeuser Timber Company gave the state a waiver of access for all of its property between Lewis Street and Oregon Avenue on the east side of the Oregon Coast Highway, and is now proceeding to vacate the streets and alleys lying within that section, but needs the consent of the State Highway Commission thereto. The Chief Counsel advised that the Company's request is in order, and he recommended its approval by the Commission. The Commission approved the recommendation unanimously. (The "Consent to Vacate" was signed by the Commission on the following day.)

There was presented to the Commission a supplemental request from the U. S. Army Engineers for permission to enter upon certain portions of the right of way of Denver Avenue, Portland, (Pacific Highway West) for the purpose of reconstructing a ring levee around the east side of Denver Avenue underpass. It was recalled that the Commission at its special meeting in Burns of May 2nd, approved the original request of the Army Engineers to do certain reconstruction work on the right of way at this location, but now because of certain changes in plans, additional area is required to accommodate their work. The Engineer recommended approval of the request. The Commission approved the recommendation unanimously. (Permit authorizing the Army Engineers to use the highway right of way for the purpose desired, was signed by the Commission on the following day.)

The Chief Counsel reported a request from the County Court of Coos County that he be permitted to assist the County in acquiring right of way needed in connection with construction of a bridge on a Federal Aid Secondary Highway in the Town of Myrtle Point. It appears that the County Court is having difficulty with the acquisition of this right of way, and needs assistance. The Commission authorized the Chief Counsel to help out the County if he has time to do it.

The Commission discussed briefly matters concerning which delegations are scheduled to appear on the following day but took no action on any of them.

The meeting adjourned at 4:50 p.m., to reconvene the following morning in the same room at 9:00 a.m.

Portland, Oregon
May 17, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read aloud, pursuant to previously published notice, after which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. the same day.

COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

SOUTH MYRTLE POINT SECTION

Coos Bay Dredging Co., Coos Bay	$ 15,887.00
Martin Kincheloe, Myrtle Point	16,062.67
Loyd Calkins Co., Ocean Lake	17,164.00
Arthur Simonsen & A. C. Baumbeck, Sandy	21,835.00
Oscar E. Joelson, Eugene	25,728.00
George E. Corliss, Ontario	30,315.00

UMPQUA HIGHWAY IN DOUGLAS COUNTY

LUDER CREEK-MURPHYS CAMP SECTION

	Using Asphalt	Using Tar
Umpqua River Navigation Co.,Reedsport	$ 171,252.00	$ - - -
Loyd Calkins Co., Ocean Lake	210,404.00	- - -
Miller & Strong, Inc., Eugene	225,279.00	- - -

CITY OF CHILOQUIN IN KLAMATH COUNTY

CHILOQUIN MAINTENANCE BUILDINGS

Burkhard & Schortgen, Klamath Falls	$ 13,376.53
R. H. Jones, Hillsboro	16,017.00
Gilbert Roberts, Hood River	17,926.00

CITY OF WALDPORT IN LINCOLN COUNTY

OIL MAT SURFACING PROJECT ON MILL AND GRANT STREETS

	Using Asphalt	Using Tar
Baker & Wilson Paving Co., Coos Bay	$ 6,403.50	$ - - -
R. O. Dail, Portland	7,329.00	- - -

CITY OF ALBANY IN LINN COUNTY

TRAFFIC SIGNALS ON EIGHTH STREET AT MADISON STREET

Mill Electric Co., Salem	$ 4,186.80
W. R. Grasle Company, Portland	4,940.00

CITY OF SWEET HOME IN LINN COUNTY

BRIDGE OVER AMES CREEK

Werner and Jeske, Inc., Eugene	$ 8,461.50
Archie R. Averill, Portland	9,725.00
Raymond W. Lillie, Albany	9,960.00
George E. Berry, Beaverton	10,657.00
Valley Constr. Co., Portland	10,775.00
Lindstrom Bros., Portland	11,155.00
Snook Bros., Corvallis	11,470.00
Robt. M. Snyder, Lowell	13,355.00

I. O. N. AND JORDAN VALLEY HIGHWAYS IN MALHEUR COUNTY

IDAHO STATE LINE-BLUE MOUNTAIN PASS SECTION

J. C. Compton Co., McMinnville	$ 44,084.00
Tom McCorkle Constr. Co., Boise, Idaho	49,471.00
Newport Constr. Co. & Russell Olson, Portland	49,633.00
Acme Constr. Co., Eugene	58,355.00
Babler Bros., Portland	61,888.00

CITY OF GRESHAM IN MULTNOMAH COUNTY

PAVING PROJECT ON ROBERTS AVENUE

Parker-Schram Co., Portland	$ 3,935.00
Cascade Constr. Co., Portland	4,872.50

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

NEW ROOF ON VISTA HOUSE AT CROWN POINT

Carl B. Armpriest, Salem	$ 3,538.00
Lorenz Bruun, Portland	5,849.00
C. M. Corkum Co., Portland	8,711.00

May 17, 1949

CITIES OF MILTON AND FREEWATER IN UMATILLA COUNTY

SURFACING & OILING ON DAVIS ST. IN MILTON, ON WASHINGTON ST. IN FREEWATER

Newport Constr. Co. & Russell Olson, Portland	$ 24,059.00
Morrison & Fisher, Walla Walla, Washington	27,493.50

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

FREEWATER LANDSCAPING PROJECT

C. S. Whitcomb, Portland	$ 14,646.50
Coast Construction Co., Portland	17,926.11
Morrison & Fisher, Walla Walla, Washington	23,419.06

NEHALEM SECONDARY HIGHWAY IN WASHINGTON COUNTY

COLUMBIA COUNTY LINE-FOREST GROVE SECTION

	Using Asphalt	Using Tar
Harr & Horton, Portland (1)	$ 16,918.00	$ 16,783.00
Warren Northwest, Inc., Portland	17,488.00	- - -
Edwin C. Gerber, Oregon City *	18,424.00	- - -
Babler Bros., Portland	18,436.00	- - -
Oregon Asphaltic Paving Co., Portland	18,626.00	- - -
Peter Kiewit Sons, Longview, Wash. *	18,946.00	
Acme Constr. Co., Eugene (2) *	20,176.60	20,851.00
J. C. Compton Co., McMinnville	20,266.00	20,953.60
R. O. Dail, Portland	21,568.00	- - -

* Bidder will accept project only in combination with Hillsboro-Tigard-Wilsonville Recoiling Project.
(1) Reduction of $1,200 if awarded both projects.
(2) Reduction of $2,500 if awarded both projects.

FOUR SECONDARY HIGHWAYS IN WASHINGTON COUNTY

HILLSBORO-TIGARD-WILSONVILLE RECOILING PROJECT

	Using Asphalt	Using Tar
Harr & Horton, Portland	$ 56,081.00	$ 55,291.00
Warren Northwest, Inc., Portland	59,776.00	- - -
Oregon Asphaltic Paving Co., Portland	60,397.60	- - -
Edwin C. Gerber, Oregon City	63,134.00	- - -
Babler Bros., Portland	63,822.00	- - -
Peter Kiewit Sons Co., Longview, Wn. *	64,502.00	- - -
J. C. Compton Company, McMinnville	65,192.00	- - -
Acme Construction Co., Eugene *	70,137.70	72,519.70
R. O. Dail, Portland	73,980.00	- - -

* Bidder will accept project only in combination with Columbia County Line-Forest Grove Section.

May 17, 1949

COMBINATION BIDS FOR:

(1) Columbia County Line-Forest Grove Section.
(2) Hillsboro-Tigard-Wilsonville Recoiling Project.

	(1)	(2)	Reduc.	Comb. Bid
Harr & Horton, Portland	$ 16,783.00	$ 55,291.00	$ 1,200.00	$ 70,874.00
Warren Northwest, Inc., Portland	17,488.00	59,776.00	- - -	77,264.00
Oregon Asphaltic Paving Co., Portland	18,626.00	60,397.60	- - -	79,023.60
Edwin C. Gerber, Oregon City	18,424.00	63,134.00	- - -	81,558.00
Babler Bros., Portland	18,436.00	63,822.00	- - -	82,258.00
Peter Kiewit Sons Co., Longview	18,946.00	64,502.00	- - -	83,448.00
J. C. Compton Co., McMinnville	20,266.00	65,192.00	- - -	85,458.00
Acme Construction Co., Eugene	20,176.60	70,137.70	2,500.00	87,814.30
R. O. Dail, Portland	21,568.00	73,980.00	- - -	95,548.00

AMITY-DAYTON SECONDARY HIGHWAY IN YAMHILL COUNTY

DAYTON PRAIRIE SCHOOL-DAYTON JUNCTION SECTION

O. C. Yocom Co., McMinnville	$ 21,260.00
J. C. Compton Co., McMinnville	24,350.00
D-H Paving Co., Vancouver, Washington	24,885.00

A delegation representing the John Day and Harney County Chambers of Commerce consisting of the following people appeared before the Commission regarding the status of the proposed improvement of the Beech Creek Section of the Pendleton-John Day Highway, and other projects in Central Oregon: Lloyd Ogilvie and John Clay representing the John Day Chamber of Commerce; J. L. McCullough and M. D. Woolley, Burns, of the Harney County Chamber of Commerce. Mr. Ogilvie headed the group. He inquired if any work has been programmed for the Beech Creek Section. Chairman Banfield replied that this project was included in the first three-year Forest Highway program but has not been done because [illegible] funds, however, it is anticipated that the work will be started some time this fall. W. H. Lynch, Division Engineer, Public Roads Administration, who was present, stated that they tried to include the project in this year's program but just couldn't make it because of lack of funds. Mr. Ogilvie then inquired as to when the oiling on the new section of the Ochoco Highway would be done. Chairman Banfield replied that it is not possible to state at this time when the oiling will be done because the job is now only in the grading stage. The Engineer advised that money to complete the grading has been allocated and that the surfacing will very likely be taken care of in the Commission's next program.

Mr. McCullough inquired concerning the completion of the Rome-Princeton Secondary Highway. He was informed that this project would be considered by the Commission in the formulation of its next construction program, to be the subject of a special meeting of the Commission on the following day.

A delegation composed of the following people and representing the Cascade Highway Association, Inc., was present and asked the Commission to authorize a survey of the proposed Cascade Highway along the foothill route from Portland to Eugene via Mount Angel and Lebanon: George Schmidt, President, Mt. Angel Businessmen's Club; Lawrence E. Spraker, Stayton, Secretary of the Cascade Highway Association; Lew Garbutt, Manager, Springfield Chamber of Commerce; Ben Fisher, Brownsville, Director of the Cascade Highway Association; and Oliver C. Larson, Manager, Lebanon Chamber of Commerce. Mr. Schmidt acted as spokesman for the group. Chairman Banfield advised that the Commission has discussed this matter with the Engineer, who estimates the cost to build the road at nine or ten million dollars. The Commission, he stated, does not have such sum of money available, especially for construction of a highway that parallels existing routes. He further stated that the Commission must spend the money at its disposal for highway improvements that the majority of the travelling public wants, and that the highway under discussion is not in that category although it perhaps will be built at some time in the future. It is the Commission's first obligation, he said, to complete the present system of highways and to make such improvements as are necessary to take care of existing traffic, and construction of the Cascade Highway cannot be considered in the immediate future with the amount of funds presently available and anticipated. The request for a survey on the proposed Cascade Highway was thereupon denied.

The delegation also requested construction of a "shortcut" highway extending from the North Santiam Highway to Portland. Chairman Banfield expressed the feeling of the Commission by stating that such highway, nor any other "shortcut" highway can be justified until the main arterial highways are completed.

A delegation from Corvallis and the Lobster Valley District of Benton County, consisting of the following people, appeared before the Commission and requested an extension of the Alsea-Deadwood Secondary Highway south of Alsea to serve Lobster Valley: B. N. Woods, Corvallis, hotel owner; George W. Hendrix, Alsea rancher; Norman Supp, Alsea sawmill owner; John Orr, Alsea Rancher; and Walter Schmidt, Corvallis, Benton County Commissioner.

Mr. Wood, who was spokesman for the group, explained that the only feasible route of travel into Lobster Valley at the present time for the 500 people who live there is over a privately-owned logging road. He advised that the district contains many fine ranches, and that Benton County does not have funds to take over the road. Mr. Hendrix pointed out that the Lobster Valley area was made a part of Benton County by action of the 1949 legislature. He urged favorable consideration by the Commission from the standpoint of the 100 school children of the district who attend school in Alsea; and to facilitate the marketing of produce of the district. He asked the Commission to purchase the road from the owners. Chairman Banfield stated that, according to the Engineer's report on the subject, the road would cost the State about $140,000. He gave as his thought that it is the County's responsibility.

bility. He also said that the Commission has an established policy not to add any more roads to the state highway system until the improvement of the roads now in that system is farther advanced, because it doesn't have the money to construct and maintain them; nevertheless, he added, the Commission will take the request under advisement.

A delegation from Bend, representing the Chamber of Commerce, and composed of the following persons, appeared before the Commission and requested improvement of the Bend-Sisters Highway between Bend and Tumalo: Floyd West, Secretary, Bend Chamber of Commerce; C. L. Allen, County Judge, Bend; A. E. Stevens, County Commissioner, Bend; and Douglas Ward, Chairman of Bend Chamber of Commerce Highways Committee.

Mr. West acted as spokesman for the group. He stated that the section referred to is very narrow and crooked, and its improvement is merited because of the large volume of traffic that it carries, which will be greatly augmented when the North Santiam Highway is completed, and to facilitate the transportation of pumice, lumber and farm produce from the district served to the division rail point in Bend. He predicted a great saving in freight costs to the shippers. Judge Allen also asked the Commission to allocate funds for this road.

Chairman Banfield advised that according to a report from the Engineer, the estimated cost to rebuild this road is between $300,000 and $360,000, which sum the Commission does not have available now. He added that the Commission will be in session on the following day to discuss projects for its next two-year program and will consider this project at that time, but unless a change is made in the program as tentatively set up the improvement probably will not be included.

Mr. Ernest J. Burrows, attorney, Portland, appeared before the Commission in behalf of his client, Mrs. Louise Bissaillon, Oswego, regarding the encroachment of Mrs. Bissaillon's service station on the Oswego Highway right of way near Oswego. Mrs. Bissaillon and her daughter, a Mrs. Richards, were also present. Mr. Burrows stated that Mrs. Bissailon, whose property is under lease to the General Petroleum Company, is selling the property under contract and it appears likely that the deal will be "called off," and her lease arrangement with the General Petroleum Company terminated, unless the servicing of cars on the highway right of way is permitted. The Highway Commission's offer to sell Mrs. Bissaillon the small area involved in the encroachment, he said, is fair and acceptable except for the condition of the sale which would not permit the servicing of cars on the highway side of the pumps. He declared that Mrs. Bissaillon stands to lose a $25,000 investment if a satisfactory solution of the problem cannot be reached, and suggested that the state might deed a sufficient area to Mrs. Bissaillon so cars could be serviced on the highway side of the pumps without encroaching on the highway property. Mr. Burrows was informed that because of legal features involved the Commission cannot take action until it has the recommendation of its Chief Counsel. The matter was thereupon referred to the Chief Counsel for such recommendation.

Mr. William Tugman, Eugene, appeared before the Commission regarding his proposal, previously presented to the Commission in Eugene on May 4, 1949, for the control of access to Franklin Boulevard (Pacific Highway) between Walnut Street and Judkins Point. He recalled the previous offer of local people to acquire necessary property on the north side of the highway, which is to be used for city park purposes, and their request that the State acquire properties on the south side of the highway, adjoining the Highway Department's Maintenance Headquarters. Mr. Tugman presented a memorandum of their proposal, which discloses that options have been secured for purchase of the properties on the south side of the highway at a total cost of $27,250, exclusive of a tract which the Secretary of State is interested in as location for a branch office and for which an option has been secured at a purchase price of $3,000. It appears that the options obtained for the "Byers" tract, at $11,500, and the "Campbell" tract, at $3,150, on the south side of the highway, expire today, (May 17), and will have to be closed immediately in order to get the benefit of the option prices. In the discussion of this matter the question arose whether or not, if the Highway Department acquired the land that the Secretary of State wants and constructed a building thereon to accommodate his forces, the Secretary of State would agree to lease the property on a rental basis sufficient to amortize the investment within a reasonable length of time. Because of uncertainties, the Commission deferred its decision until the afternoon session. The Engineer and Chief Counsel were instructed to study the matter further in the meantime from the standpoint of how much it will cost the State if the proposition is approved, and what benefits will be derived. (The matter was discussed further later in the day, at which time the Commission unanimously approved purchase of the properties under option on condition that the Secretary of State will agree, in writing, to enter into an appropriate lease with the Commission covering use of the building which will be constructed for him by this Commission and will pay $200 monthly for use of the same. See ahead for additional entry.)

A delegation from Salem, including R. L. Elfstrom, mayor; ex-Governor Charles Sprague, publisher; Jim Olson, Capitol Journal; J. L. Franzen, City Manager; and Walter Musgrave, Mayor of West Salem, appeared before the Commission regarding the State Highway Engineer's report on studies made by him of the highway situation in Salem and vicinity. Mr. Elfstrom headed the group. He thanked the Commission for making the report possible, and advised that it was adopted by the City Countil by a six to two vote. He further stated that most of the thinking people in Salem favor the plan as outlined therein. Mr. Franzen, City Manager, read aloud and presented a resolution adopted by the City Council outlining its position with respect to the plan. He pointed out that the resolution provides for further discussion of the matter with the highway Commission, and suggested that the Commission authorize its Engineer and Chief Counsel to confer with the City in an endeavor to formulate a working agreement with respect to carrying the proposed plan into effect as soon as possible. He also said that they do not expect the Commission to do at once everything included in the plan, but the city needs immediate relief in some ways, such as a new bridge over the Willamette River, and the proposed one-way routing for northbound and southbound traffic. Chairman Banfield advised that the Commission has not adopted the Engineer's report and has made no committment whatsoever regarding the overall plan suggested therein, consideration

so far being limited to construction of a new bridge to relieve traffic between Salem and West Salem; moreover, the Commission does not have the money available to finance the entire project now and considers that it would be unfair to obligate future highway commissions to a long-range program such as is now being discussed. Chairman Banfield mentioned that the Commission would discuss program matters on the following day and would then consider the Salem project and do what it could so far as funds would permit. Mr. Sprague, who represented the Long Range Planning Commission of Salem, stated that they realize the completion of the entire project will take a number of years and that the work must be done step by step. He further stated that the Planning Commission concurs in the Highway Engineer's recommendation for the location of the Willamette River Bridge and for the connection on the west end of the bridge. He urged the Commission to include in its plans for construction of the bridge provision for proper approaches on the West Salem side. Edgewater Street in West Salem, he said, is not capable of caring for the traffic that uses it, and in their estimation the Commission should extend its improvement to include the proposed highway along the river bank. Mayor Musgrave endorsed the remarks of Mr. Sprague. He also expressed appreciation for the Engineer's report, which, he said, the people of West Salem have adopted in its entirety. Chairman Banfield concluded the discussion by again stating that the Commission would consider the Salem plan in its deliberations on the following day.

The Commission again discussed the request of the Weyerhaeuser Timber Company to purchase a portion of Simpson State Park at North Bend, particularly a 2.2-acre area including the old ferry landing at this place. Chairman Banfield expressed the feeling that when the Commission acquires property for state park purposes it should be retained for such purpose, but in this particular instance the question arises - is this property of more value as an industrial site than as a park? Commissioner Chandler gave as his considered opinion that it is more essential to industry. The Parks Superintendent advised that the property is not absolutely essential to the Park, and that its sale would not interfere with development of the park but would simply stop the docking of pleasure boats at that point. As a result of discussion, the matter was referred to the Chief Counsel with instructions to appraise the property and report back to the Commission.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

The Commission resumed discussion of the matter proposed by Mr. William Tugman during the morning session with respect to acquisition of properties along Franklin Boulevard, Eugene, to control access to the highway between Walnut Street and Judkins Point. As a result thereof, the Commission decided unanimously to close the options already secured at the amounts thereof if the Secretary of State will agree to enter into an appropriate lease agreement with the Commission for the use of a building that will be constructed by the Highway Department for his convenience, and will agree to pay $200 per month for such use until the investment is amortized.

Messrs. T. I. Chapman and R. L. Kruse, Eugene, appeared before the Commission and renewed their request to purchase a small tract of state-owned land near the intersection of East Broadway and Alder Street in Eugene. Mr. Chapman recalled his appearance before the Commission in December, 1948, and the Commission's statement to him at that time that he would be given first refusal of the property if the Commission decided to dispose of it. He said they still want to acquire the property with right of access from the property to the highway at one point. He exhibited a map showing the property under discussion and that of numerous others nearby where right of access is not limited or restricted. It was his thought that free access to the highway at one more point will not create any more hazard than now exists. As a result of discussion the Commission decided that, if it sells the property it would be on the basis that the purchaser pay for it a price commensurate with the value of other property in the vicinity as now established; moreover, it will not be sold unless the Commission is advised by the Engineer and Chief Counsel that access to the highway at that point will not create a hazard to other traffic. The matter was referred to the Engineer and Chief Counsel for investigation and report.

A delegation from Milwaukie composed of the following appeared before the Commission regarding a proposed service road along the east side of the Pacific Highway East between Milwaukee and Portland.

Jack Taber, City Manager
Ed Norbeck, Garland Taylor and Pete Mortensen; City Councilmen
Don Calhoun and Ed Jassmer, Lions Club
Dick Williams, Member of Planning Commission
Silas Peake, Chairman of Planning Commission
Judge Marie Thiessen, President of Business Women's Club
Mrs. Cousin and Mrs. Nydegger, members of the Business Women's Club
E. W. Kirkpatrick, City Attorney
M. S. Shrock, member of Chamber of Commerce
Fred Sperr, Mayor

Jack Taber, who was spokesman, urged the Commission to acquire right of way for the road now before developments occur, particularly along the south end. He advised that the International Truck Company already has purchased here, that it intends to develop, and that this Company will need access to the highway. He offered in behalf of the City of Milwaukee to furnish material for the roadway embankment, which, he said, would cost the city about as much as the right of way will cost the state. He declared the construction of the road a matter of urgency because of the plans of the International Truck Company.

The Engineer estimated the total cost of the job at $86,000, and the cost to the state for right of way at about $20,000 to $25,000. He confirmed Mr. Taber's statement that the cost to the city for embankment materials would approximately equal the right of way cost. Chairman Banfield advised that the Commission will have to be assured of the abandonment of the Milwaukee Housing project at the north end of the proposed road before it can make a decision in the matter, so it cannot decide today.

The matter was thereupon referred to the Engineer and Chief Counsel with instructions to secure definite and detailed information and report at the next meeting.

The Commission discussed with the Engineer the matter of including cost of rock on Project Estimate sheets on those jobs where the State furnishes crushed rock gratis to the contractor. The Chief Accountant advised that although the cost of rock is not shown on the Project Estimate sheets, it ultimately is charged to the contract and credited to the job to which it was originally charged. The Engineer was instructed hereafter to show the cost of such rock on future Estimate sheets.

The Commission discussed with the Engineer the bids received at the morning session and at 3:00 p.m. Chairman Banfield publicly announced the awards as follows, the action of the Commission in each instance being unanimous:

"South Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County. 0.43 mile of grading and surfacing. Coos Bay Dredging Company, Coos Bay, submitted the low bid for this work in the amount of $15,887. Martin Kincheloe, Myrtle Point, submitted the second low bid in the amount of $16,062.67. Four higher bids were received. The Commission has deferred award of this contract pending satisfaction of certain conditions, and all bids have been referred to the Engineer with authority to award the contract to the low bidder when these conditions have been satisfied.

"Luder Creek-Murphys Camp Section of the Umpqua Highway in Douglas County. 2.08 miles of grading, surfacing and oiling. Umpqua River Navigation Company, Reedsport, submitted the low bid for this job at $171,252, using asphalt. No bid was submitted for the use of tar. Loyd Calkins & Company, Ocean Lake, submitted the second low bid in the amount of $210,404, using asphalt. No bid was submitted for the use of tar. One higher bid was received. The Commission has deferred the awarding of this contract pending satisfaction of certain conditions and has referred all bids to the Engineer with authority to award to the low bidder when these conditions have been satisfied.

"Chiloquin Maintenance Buildings in Klamath County. Burkhard and Schortgen, Klamath Falls, submitted the low bid for this job at $13,376.53. R. H. Jones, Hillsboro, submitted the second low bid at $16,017. One higher bid was received. The contract has been awarded to the low bidder, Burkhard and Schortgen.

"Waldport oil mat surfacing project on Mill and Grant Streets. Lincoln County. Baker and Wilson Paving Company, Coos Bay, submitted the low bid for this work at $6,403.50, using asphalt. No bid was submitted for the use of tar. The only other bid received was that of R. O. Dail, Portland, at $7.32?. using asphalt. The contract has been awarded to the low bidder, Baker and Wilson Paving Company.

"Traffic signals on Eighth Street at Madison Street in Albany, Linn County. Mill Electric Company, Salem, submitted the low bid for this work at $4,186.80. W. R. Grasle Company, Portland, submitted the only other bid at $4,940. The contract has been awarded to the low bidder, Mill Electric Company.

"Construction of a concrete slab span bridge over Ames Creek in Sweet Home, Linn County. Werner and Jeske, Inc., Eugene, submitted the low bid for this work at $8,461.50. Archie R. Averill, Portland, submitted the second low bid at $9,725. Six higher bids were received. The contract has been awarded to the low bidder, Werner and Jeske, Inc.

"Idaho State Line-Blue Mountain Pass Section of the I. O. N. and Jordan Valley Highways in Malheur County. 42.46 miles of reciling. J. C. Compton Company, McMinnville, submitted the low bid for this work at $44,084. Tom McCorkle Construction Company, Boise, Idaho, submitted the second low bid in the amount of $49,471. Three higher bids were received. The contract has been awarded to the low bidder, J. C. Compton Company.

"Roberts Avenue paving project in Gresham, Multnomah County. Parker-Schram Company, Portland, submitted the low bid for this work at $3,935. Cascade Construction Company submitted the only other bid at $4,872.50. The contract has been awarded to the low bidder, Parker Schram Company.

"Construct a new roof on Vista House at Crown Point on Columbia River Highway, in Multnomah County. Carl B. Armpriest, Salem, submitted the low bid for this work in the amount of $3,538. Lorenz Bruun, Portland, submitted the second low bid in the amount of $5,849. One higher bid was received. The Commission has rejected all bids for this job as being too high.

"Milton-Freewater surfacing and oiling project on Davis Street in Milton and on Washington Street in Freewater, Umatilla County. Newport Construction Company and Russell Olson, Portland, submitted the low bid for this work at $24,059. Morrison and Fisher, Walla Walla, Washington, submitted the only other bid in the amount of $27,493.50. The Commission has referred both bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Freewater-(Cleveland Street-North City Limits) Landscaping Project on the Oregon-Washington Highway in Umatilla County. C. S. Whitcomb Company, Portland, submitted the low bid for this work in the amount of $14,646.50. Coast Construction Company, Portland, submitted the second low bid in the amount of $17,926.11. One higher bid was received. The contract has been awarded to the low bidder, C. S. Whitcomb Company.

"Columbia County Line-Forest Grove Section of the Nehalem Secondary Highway in Washington County. 10.76 miles of reoiling. Harr and Horton, Portland, submitted the low bid for this work in the amount of $16,783

using tar. They also submitted a bid in the amount of $16,918 using asphalt. Warren Northwest, Inc., Portland, submitted the second low bid in the amount of $17,488 using asphalt. They submitted no bid based on the use of tar. Seven higher bids were received. In the proposal submitted, Harr and Horton offered to reduce the amount of their bid by $1,200 if awarded also the Hillsboro-Tigard-Wilsonville recoiling project. The Commission has awarded the contract to the low bidder, Harr & Horton, on the basis of their combination bid for both projects.

"Hillsboro-Tigard-Wilsonville Recoiling Project on four secondary highways in Washington County. Harr and Horton, Portland, submitted the low bid for this project in the amount of $56,081 using asphalt. They also bid $55,291 using tar. Warren Northwest, Inc., Portland, submitted the second low bid in the amount of $59,776 using asphalt. They submitted no bid for use of tar. Seven higher bids were received. The Commission has awarded the contract to the low bidder, Harr & Horton.

"Dayton Prairie School-Dayton Junction Section of the Amity-Dayton Secondary Highway. Two miles of surfacing and oiling. O. C. Yocom Company, McMinnville, submitted the low bid for this work in the amount of $21,260. J. C. Compton Company, McMinnville, submitted the second low bid in the amount of $24,350. One higher bid was received. The contract has been awarded to the low bidder, O. C. Yocom Company."

County Judge James H. Sturgis of Umatilla County was present and discussed with the Commission a proposal that the Commission deed to the City of Pendleton for park purposes 120 acres of land that the Highway Department acquired in connection with the purchase of right of way for the Pendleton Airport Secondary Highway. He said, if the Commission will give this land to the City, then Umatilla County will take over as a county road the Airport Secondary Highway, thus relieving the State of future maintenance of that road. He also said that there would be no objection to a provision in the deed of conveyance to the effect that the property would revert to state ownership if it were used for any purpose other than as a park. The Commission took the matter under advisement. Following Judge Sturgis' departure the Engineer advised that approximately 120 acres had been purchased in the original acquisition for $9,500 and that of the 120 acres, approximately 85 acres is available for park use, with the exception of a parcel of about 7.2 acres which has a number of houses on it and which the City of Pendleton recently sought to purchase. It was his thought that the 7.2-acre tract, previously requested by the City, should be excluded from consideration in the park deal mentioned by Judge Sturgis. As the result of discussion the Commission referred the matter to the Chief Counsel to appraise the property and report back.

A delegation of residents of the town of Tualatin and vicinity, composed of the following, appeared before the Commission in the interests of the early completion of the West Portland - Hubbard Highway, including a bridge across the Willamette River in the vicinity of Wilsonville: Frank Kohler and Wayne Laird,

members of Tualatin Civic Club; Ben Andrews, Howard Elman and Henry Meares, members of Road Committee; Omer Moore, Councilman; Harry Walrod, Mayor of Tualatin.

Mr. Kohler was spokesman. He cited that the completion of this highway would:

1) Provide a more direct and shorter route from Portland to upper valley points;
2) Relieve congestion on US99E north of Hubbard; and
3) Provide better highway facilities for the area around Tualatin, which, he alleged, has been neglected.

Chairman Banfield advised that a start was made on this highway a number of years ago but the work had to be discontinued because of the war, and since that time the cost of construction has risen so much that the work could not be resumed due to lack of funds. The Commission's primary function, he said, is to take care of existing roads where traffic is heaviest, and to construct highways that are most in demand and will serve the greatest number of people. He added that because available funds are needed for such purposes, there is very little likelihood that the Commission can find money to put into new highway construction such as the delegation requested. This concluded the discussion.

A delegation from Corvallis composed of the following people appeared before the Commission urging improvement of the Corvallis-Newport Highway between Toledo and Newport, and construction of the Pacific Highway West on new alignment immediately north of Corvallis: V. L. Goodnight, Corvallis City Engineer; and Vance Taylor, Mike Baur, Perry Arnesberg, members of the Corvallis Chamber of Commerce.

Mr. Goodnight was spokesman for the group. He urged the major reconstruction of the Toledo-Newport Section in behalf of the people of those towns, rather than a temporary improvement as previously has been proposed, and especially urged acquisition of necessary right of way along the proposed route so people will have such information when planning the development of their holdings. For similar reasons he also requested early action on construction of the proposed new entrance of US99W into Corvallis from the north. He was informed that the Commission considers that it now is doing quite a bit for the people of this district and will continue so to do as is financially possible. Mr. Goodnight was referred to the Engineer for information as to the alignment of the new highway north of Corvallis, right of way for which has partially been acquired. The Commission took both projects under advisement. Mr. Taylor requested that consideration be given to improvement of the road between Nashville and Orton in Lincoln County, and was informed that this road is a county road under the jurisdiction of Lincoln County and that the Commission is not now in position to take it over as a state secondary highway.

The Right of Way Engineer, Mr. Forrest Cooper, again brought up for discussion his report submitted on the previous day, with respect to the sale of buildings and surplus land located at Newberg. He recalled the offer

of Dale Compton, Newberg, to purchase the Arthur M. King building, No. 14396, for the sum of $525, and a subsequent offer of Mr. Cecil Wight to pay $1000 for this building. He also recalled that the Commission deferred a decision with respect to this particular sale pending a recommendation from the Chief Counsel. He advised that subsequent to the discussion of the matter on the previous day, he contacted Mr. Compton, who now states his willingness to meet Mr. Wight's offer of $1000. He recommended acceptance of Mr. Compton's revised offer. The Engineer and Chief Counsel concurred. The Commission approved the recommendation unanimously.

With respect to the remaining items, the Right of Way Engineer renewed his recommendations contained in his previous report, viz: that the offer of Dale Compton to purchase the Newberg Motel (both land and building) for the sum of $3,125 be accepted; that Mr. Compton's offer to purchase the Arthur E. McIntosh building, No. 14397, for $1,525 be accepted; that Mr. Compton's offer to purchase the land only acquired from Arthur M. King and Arthur E. McIntosh, for the sum of $300 be rejected; that Kenneth Dodd's offer to purchase the King building and the King and McIntosh land, for $1000, be rejected, but that Mr. Compton's offer to pay $3000 for the Green Gables buildings on the condition that the State deed to him a small tract containing 10,650 square feet of surplus property, be accepted. The Engineer and Chief Counsel concurred in the recommendations. After due consideration, the Commission approved the recommendations by unanimous vote.

There was presented for the Commission's consideration, a certified copy of an ordinance, No. 383, adopted by the City Council of the City of Oswego, authorizing execution of an agreement between the City and the State Highway Commission, concerning the improvement of the Oswego Highway through this town, and also authorizing the enactment of an ordinance providing for parallel parking of vehicles on State Street, route of the Oswego Highway, between "C" Avenue and Leonard Street. The Chief Counsel advised that the City has executed the agreement mentioned in this ordinance, but he has not as yet seen a copy of the ordinance, which provides for the parallel parking of vehicles, although provision for the same is included in the agreement. He presented a copy of the agreement for the Commission's further consideration, and recommended approval of the same. The Commission approved the agreement unanimously, but ordered that no monies be spent for the improvement of this street until the Chief Counsel advises that the city has complied with, and satisfied, all of the Commission's requirements, including adoption of an ordinance establishing parallel parking for vehicles on this street. (The agreement was signed later.)

Chairman Banfield brought up for discussion a news item concerning a proposal presented by the people of the City of Warrenton, for the rerouting of the Oregon Coast Highway between Astoria and Warrenton, on an alignment closely parallel with the S. P. & S. Railway, with joint construction of a highway-railroad embankment. It appears from the news item that the Railroad Company is proceeding with the construction of its facility, regardless of any ideas the State Highway Commission may have with respect to rerouting the highway. The Engineer was instructed to contact the S. P. & S. Railway Engineers regarding the matter, and ascertain what plans the Railroad Company has for restoring and improving its facility at this place.

The Engineer reported requests for the early removal of snow from the passes on the McKenzie Highway and on the Mt. Hood Highway. He requested authority to proceed immediately with such operations so as to make both of these highways available for travel at the earliest possible time. The Commission approved the request unanimously.

The Commission considered, approved and signed the following agreements, et cetera:

Deed conveying unto W. J. Conrad Lumber Co., Coos Bay, a portion of Block 61, Dennis Addition to Marshfield. (Agenda Item 1-g)

Deed conveying unto Pauline Matis, property owned by the State and the City of Portland, along Front Avenue, Portland. (Agenda item 1-i)

Agreement with Lawrence B. Jennings and wife, re right of way for the Bridge-Remote Section of the Coos Bay-Roseburg Highway, Coos County. (Agenda item 1-n)

Permit authorizing Chester Conger to construct, maintain and use a roadway across state-owned property in the northern part of Eugene. (Agenda item 5-k)

Certificates directing the Secretary of State to advance Highway funds to Tillamook, Yamhill, Baker, Benton and Klamath Counties. (Agenda item 5-l)

Agreement with Bonneville Power Administration authorizing pole line construction on the North Santiam Highway near Sardine Creek. (Agenda item 5-m)

"Consent to vacate a portion of Lombard Street and alley adjacent thereto along Oregon Coast Highway in Coos Bay." (Supp. Agenda item 1-u)

Agreement with U. S. Army Engineers re use of portions of Denver Avenue right of way for reconstructing ring levee around east side of Denver Avenue underpass, Portland. (Supp. Agenda item 1-v)

Agreement with City of Klamath Falls concerning traffic signal installation at intersection of Alameda Street and Esplanade Street in Klamath Falls. (Previously authorized Feb. 28, 1949)

Agreement with City of Beaverton re traffic signal installation at intersection of Cedar Street and Tualatin Valley Highway in Beaverton. (Previously approved on condition that City would assume one half the cost of installation. This condition now satisfied.)

Modification of cooperative agreement with Public Roads Administration covering Niagara-Detroit Section of the North Santiam Highway, Marion County.

Two agreements with Wm. J. Lindsay providing for easements in connection with detour road across Lindsay property in Lane County. (Authorized by Commission on April 11, 1949.)

15334

Easement agreement with Wm. J. Lindsay and Lloyd M. Lewis, et ux, re connection with detour road in Lane County. (Previously authorized by Commission on April 11, 1949)

Deed conveying unto Dale Compton and Myrtle Compton, a parcel of land in Lots 38 and 39 of Home Acres, Yamhill County, Oregon.

Deed conveying unto Oregon State Board of Forestry a parcel of land in Grant County, Oregon.

Agreement with City of Oswego providing for improvement of the Oswego Highway through said city.

The meeting adjourned at 4:30 p.m. to reconvene at 9:00 a.m. the following morning for the special purpose of selecting projects to be included in the Second Postwar Construction Program.

Portland, Oregon
May 18, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Streamliner Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
W. H. Lynch, Division Engineer, Public Roads Administration
T. M. Davis, District Engineer, Public Roads Administration
H. B. Glaisyer, Secretary
Malcolm H. Hawke, Chief Accountant

The purpose of this meeting was to select projects for the Second Postwar Construction Program, and to provide a program for available federal and state funds, totalling $23,500,000 The Engineer presented a list of eligible projects which were discussed at length.

The entire morning session was taken up in the discussion of this matter, but the final selection of projects was deferred until the afternoon session.

The meeting recessed at 12:00 noon and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Commission resumed discussion of the projects to be included in the Second Postwar Construction Program, and as a result of very careful consideration, selected projects totaling $16,267,000, inclusive of right of way, leaving a balance of $4,483,000 in reserve for future allocation and contingencies. The attached resolution relative thereto, marked Exhibit "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote, upon motion of Commissioner Chandler, seconded by Commissioner Reynolds.

The following notes apply and have reference to certain projects included in the adopted program, and to other projects which were considered in the distribution of the funds:

PRIMARY FEDERAL AID PROJECTS

1. Grading and paving the Springfield City Section of the McKenzie Highway, Lane County: The Commission approved an allocation of $300,000 to finance this work on the condition that the local people will organize a drainage district to dispose of surplus water, it being considered that the responsibility to take care of drainage water is a local rather than a state matter.

2. Grading, North Unit Canyonville-Johns Section of the Pacific Highway, Douglas County: The Commission authorized an expenditure of $600,000 for this purpose following a conference with Mr. W. H. Lynch, Division Engineer, Public Roads Administration, which resulted in an additional commitment of $884,000 of Forest Highway Funds and $816,000 of State match money to finance the grading, surfacing and paving of the South Unit of the Canyonville-Johns Section of this highway.

3. 4.5 miles of grading, surfacing and bituminous macadam, Barkley Spring-Algoma Section of The Dalles-California Highway: The Commission allotted $825,000 for this project on the condition that there is sufficient room for the highway between the railroad and the adjacent rock hillside. The Engineer was instructed to ascertain the facts and report his findings.

SECONDARY FEDERAL AID PROJECTS

1. County road bridge over the North Yamhill River, Yamhill County: The Commission allocated $75,000 to finance this construction, subject to the condition that Yamhill County will contribute an additional $30,000, making a total of $105,000 for this project.

2. Grading and topping a three-mile section of the Sumpter Valley Secondary Highway between Salisbury and Poker Creek in Baker County: The Commission allocated $150,000 to finance this work, subject to the condition that the Sumpter Valley Railroad Company will donate right of way, pursuant to a previous agreement.

1950

URBAN FEDERAL AID PROJECTS

1. Willamette River Bridge on the Salem-Dallas Highway, Salem, Marion County: The Commission allocated $1,250,000 to finance the bridge structure, and authorized the Engineer and Chief Counsel to negotiate with the Salem City Officials concerning improvement of necessary street connections at the easterly end thereof, such negotiations to be based on a future allocation of $750,000 for revamping the existing bridge over the Willamette River on Center Street, and $330,000 for connecting City streets as may be necessary, making a total proposed expenditure in Salem of $2,330,000. The Engineer was authorized to make surveys ... are necessary in connection with this project on consummation and execution of an agreement with the City of Salem, but not before.

The following projects were considered by the Commission in the formulation of the program under discussion, but approval of the same was held in abeyance for the time being:

PRIMARY FEDERAL AID PROJECTS

1. Grading Judkins Point-Goshen Section of the Pacific Highway, Lane County, $580,000.

2. Structures on the Judkins Point-Goshen Section of the Pacific Highway, Lane County, $220,000.

SECONDARY FEDERAL AID PROJECTS

1. Graveyard Point Bridge over the Coos River on the Coos River Secondary Highway, Coos County, $455,000.

2. Grading, surfacing and oiling Holland County Road, Josephine County, $102,000: The Engineer was instructed to report further on this project.

3. Grading and surfacing the Wocus Marsh-Pelican Bay Section of the Klamath Lake Secondary Highway in Klamath County, $210,000.

4. Grading and surfacing the Pelican Bay-Fort Klamath Section of the Klamath Lake Secondary Highway in Klamath County, $210,000.

5. Grading, surfacing and oiling the Lawen-Crane Section of the Burns-Crane Highway in Harney County, $210,000.

6. Bridge over the Snake River on the Wieser Spur Section of the Old Oregon Trail in Malheur County, $185,000. (Oregon's share)

7. Bridge over the Snake River on the Payette Spur Section of the Old Oregon Trail in Malheur County, $365,000: (Oregon's share) Approval

of these two Snake River Bridge Projects was held in abeyance pending satisfactory agreement with the State of Idaho not only with respect to financing these structures, but also new bridges across the Snake River at Ontario and Nyssa at some future time.

The Commission discussed matters pertaining to the Sullivans Gulch Project in Portland, particularly right of way matters. The Engineer was instructed to render a complete and up-to-date report on this subject.

Commissioner Chandler brought up for discussion the improvement of the South Santiam Highway in the Town of Sweet Home. He gave as his understanding that the Commission some time ago authorized this improvement, but it seems that no provision has been made to finance it. Chairman Banfield gave as his understanding that the Commission did approve this project on the condition that the city would meet the state's requirements with respect to right of way. He expressed his willingness to proceed on such basis. The Engineer was instructed to check the records on this subject and report his findings.

The Commission discussed the matter of employing Mr. Ralph Watson, former political editor of the Oregon Journal, to prepare special articles for the newspapers on activities of the State Highway Department. It was the thought of the Commission that much good would be accomplished and the general public would have a better feeling toward the State Highway Department if it were given more detail than in the past, as to highway financing, programming projects, construction, et cetera. The Commission decided unanimously to employ Mr. Watson on a contract basis as a trial proposition. The Chief Counsel was instructed to prepare an appropriate form of agreement covering the matter.

Commissioner Reynolds brought up for discussion a request from the Rod and Gun Club of Union, Oregon, that they be allowed the use of a larger building than the one they are now using on State Highway property at Union. It appears that the building that they now occupy is too small for their purposes, but there is another building on the premises which would satisfy their needs very nicely, if the Commission will authorize the substitution. It was recalled that both buildings are owned by the State Highway Department and were acquired from the State Fish and Game Commission several years ago when that Board discontinued its hatchery at this place. The Commission referred the matter to the Engineer for recommendation.

Dr C. D. Byrne, Secretary, Board of Education, was present and asked the Commission to loan the services of one of its engineers to make such surveys as are necessary for a road which they propose to build to their new hospital building adjoining the Doernbecher Hospital, Portland. The Commission instructed the Engineer to check into the matter and report back to the Commission by telephone his estimate of the cost to make such survey. The Commission indicated that it will approve the request if the survey is not too costly.

The Engineer requested authority to have someone from the Engineering Department contact graduate engineering students in the colleges and universities of the northwest in an endeavor to interest them in employment with the Oregon State Highway Department. The Commission approved the request unanimously

There being no further business to come before the Commission at this time, the meeting adjourned at 4:00 p. m.

T. H. Banfield
Chairman

Ben R. Franklin
Commissioner

Chas. H. Reynolds
Commissioner

State Highway Engineer

Secretary

EXHIBITS "A" THROUGH "G"

Minutes of May 16, 17 and 18, 1949

EXHIBIT "A"

Minutes of May 16 and 17, 1949

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT # 3

14822- Froyen, Albert K. and Clara Froyen
Right of Way
Option expires
October 6, 1949

	$	$	
8,250 sq.ft. at.11¢ sq.ft.	907.50		
Allowance- shrubs, trees, fencing and lawn	340.00		
Allowance- House - 8-room	8,236.50		
Allowance- Garage	84.00	9,568.00	Mayhew

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

14181- Hiltibrand, Marion D. and Katheryn Hiltibrand
Right of Way
Option expires
October 7, 1949

	$	$	
16,117 sq.ft. at 20¢ sq.ft.	3,223.40	3,223.40	Collins

(Cont.)

15080

EXHIBIT "A" (Cont.)

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY (Cont.)

15247- Miller, Marie S. and Theodore H. Miller
Right of Way
Option expires
October 17, 1949

700 sq.ft. at 15¢ sq.ft.	$ 105.00	$ 105.00	
STATE to re-establish drive-in	100.00 Est.	100.00	
		205.00	Collins

WEST SLOPE-BEAVERTON SECTION, TUALATIN VALLEY HIGHWAY

13693- Barry, John
Right of Way
Have executed deed

0.08 acre (Undivided one-half interest)	261.37	261.37	Neuner

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

13597- Stevens, Eliza
Right of Way
Option expires
October 25, 1949

1 lot (75x130)	300.00		
Allowance- small house	1,650.00	1,950.00	Benson

13599- Johnson, Stanley E.
Right of Way
Option expires
October 26, 1949

1 lot (37½x65)	1,150.00		
Allowance- small house	100.00	1,250.00	Benson

MILWAUKIE-ESTACADA SECTION, CASCADE HIGHWAY

15317- Battleson, Ben W.
Gravel pit lease & hauling road

1-year lease for gravel pit & hauling road, estimated 15,000 cu.yds. gravel to be taken- 5¢ cu.yd.on royalty basis	750.00 Est.	750.00	Frank T. Young

(Cont.)

EXHIBIT "A" (Cont.)

DUNDEE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

15258- Trunk, Ruth
Right of Way
Option expires
October 11, 1949

	$	$	
0.41 acre at $450	184.50		
Allowance- fruit trees	80.00	264.50	Witt

Waiver of access

15251- Zwick, George A.
Right of Way
Option expires
October 12, 1949

1.16 acres at $600 plus	700.00	700.00	Witt

Private access - Engr.Sta. 243+00

15254- Blanchard, Everett L. and Alice Blanchard
Right of Way
Option expires
October 19, 1949

0.35 acre at $450	157.50		
Allowance- fruit trees	100.00		
Allowance- lilac bushes	18.00	275.50	Witt

Private access allowed Engr. Sta. 268+80, to cover both lanes

LAFAYETTE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

15121- Beresford, Robert and Clara B. Beresford
Right of Way
Option expires
October 17, 1949

1/3 acre at $750	250.00		
1.0 acre at $450	450.00		
Allowance- moving small barn	550.00		
Allowance- moving hog house	160.00		
Allowance- 30 rods mesh fence at $3.00 rod	90.00	1,500.00	Witt

Waiver of access

15782

EXHIBIT "A" (Cont.)

NORTH YAMHILL RIVER-ST. JOE UNDERCROSSING SECTION, PACIFIC HIGHWAY WEST

15160- Trent, S. E. and Myrtle Trent
Right of Way
Option expires
October 18, 1949

	$	$	
0.486 acre at $500	243.00	243.00	Witt
Waiver of access			

15344- Clark, Byron and Frank Clark
Right of Way
Option expires
October 19, 1949

0.22 acre at $500	110.00	110.00	Witt
Waiver of access			

YAMHILL-GASTON SECTION, TUALATIN VALLEY HIGHWAY

15023- Zimmerman, George S.
Stock pile
Option expires
October 25, 1949

1.19 acres at $420	500.00	500.00	Witt

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY

13704-B Ostrom, Gordon and Sylvia E. Ostrom
Easement for drainage ditch (permanent)

2,000 sq.ft. at ½¢ sq.ft.	10.00		
Allowance- damages to balance of land	10.00	20.00	McChesney

SCOTT CREEK SECTION, ALSEA HIGHWAY

15348- Gallagher, Everett E. and Vera S. Gallagher
Right of Way
Option expires
October 12, 1949

0.11 acre at $200	22.00		
0.11 acre at $800	88.00		
Allowance- 20-rd.fence at $2.50 rod	50.000		
Total cost to State		160.00	
Public Roads Administration to re- Total cost to P.R.A.		50.00 (Est)	
establish private drive-way Total cost to State and P.R.A.		210.00	Benfield

EXHIBIT "A" (Cont.)

SCOTT CREEK SECTION, ALSEA HIGHWAY (Cont.)

15354- Jones, Lee R.
Right of Way
Option expires
October 7, 1949

	$	$	
0.08 acre at $800	Total cost to State	64.00	
Public Roads Administration to re-establish private drive-way	Total cost to P.R.A.	50.00 (Est)	
	Total cost to State & P.R.A.	114.00	Benfield

15355- Steele, James L. and Eva M. Steele
Right of Way
Option expires
October 6, 1949

0.115 acre at $1,000	115.00		
0.535 acre at $200.00 less	100.00		
	Total cost to State	215.00	Benfield

15349- Amell, Mark A. and Maude M. Amell
Right of Way
Option expires
October 6, 1949

0.18 acre at $800	144.00		
	Total cost to State	144.00	
Public Roads Administration to re-establish drive-way	50.00 Est.		
	Total cost to P.R.A.	50.00	
	Total cost to State and P.R.A.	194.00	Benfield

MYRTLE POINT SECTION, COOS BAY-ROSEBURG HIGHWAY

15331- Trott, G. E. and Helen B. Trott
Right of Way
Option expires
October 20, 1949

110 sq.ft. at 10¢ sq.ft.	11.00		
Allowance- gate and rod of fence, to be removed	9.00	20.00	Haskin

15234

EXHIBIT "A" (Cont.)

MYRTLE POINT SECTION, COOS BAY-ROSEBURG HIGHWAY (Cont.)

15332-	Demaray, Byron L. and Ruth L. Demaray Permit Option expires October 21, 1949			
	Permit to enter upon property to replace private drive-way	$ 00.00	$	
	STATE to construct private drive-way to replace present one	400.00 Est.	400.00	Haskin
	HINSDALE SLOUGH-MURPHY CAMP SECTION, UMPQUA HIGHWAY			
4646-B	Oregon State Board of Forestry Right of way and borrow pit			
	18.18 acres	1.00	1.00	Parker
	Private access at Engr.Station 320+25. Access points for removal of forest products.			
	CHARLOTTE CREEK-MURPHY'S CAMP SECTION, UMPQUA HIGHWAY			
12822-A	Douglas County Borrow Pit Option expires October 15, 1949			
	1.56 acres	1.00	1.00	Parker
	Waiver of access			
	JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY			
12327-	Crabtree, Duane and Barbara Crabtree Right of Way Option expires October 6, 1949			
	1.18 acres at $500		590.00	Landon
	Waiver of access, except private access south side, opposite Sta. 246+40			
	THINGS TO BE DONE BY THE STATE:			
	Construct road approach, south side, and opposite Engr. Sta. 246+40	600.00 Est.		
	Take care of existing water pipe, same size (about 400 lineal feet)	600.00 Est.		
	Sub total extra items		1,200.00	
	Total		1,790.00	Landon

EXHIBIT "A" (Cont.)

DELMAR-CHROME PLANT SECTION, OREGON COAST HIGHWAY

14106-A Luscombe, Clayton E. and Edna L. Luscombe
Right of Way
Option expires
October 19, 1949

1.67 acres at $151.51 less	$ 250.00	$ 250.00	Reeder
Waiver of access			

COOS BAY SECTION, OREGON COAST HIGHWAY

13765- Milton, Reta L.
Right of Way
Option expires
October 26, 1949

487 sq.ft. at 25¢ sq.ft.	121.75		
Allowance- reducing area	40.00		
Allowance- removing and re-establishing gas pump	225.00**	386.75	Reeder

** This amount to be paid direct to Jack J. Kershew, operator

13767- Curtis, Glen W. and Mabel A. Curtis, and Glen W. Curtis and Donald P. Curtis
Right of Way
Option expires
October 25, 1949

972 sq.ft. at 30¢ less sq.ft.	291.00		
Allowance- dismantling & removing house	700.00		
Allowance- damages- reducing area and inconvenience	395.00	1,386.00	Reeder

13768- Curtis, Mabel A. and Glen W. Curtis
Right of Way
Option expires
October 25, 1949

2,220 sq.ft. at 20¢ sq.ft.	444.00		
Allowance- removing and re-establishing front porch	225.00	669.00	
STATE to reconstruct road approach		100.00	Est.
		769.00	Reeder & Norlin

EXHIBIT "A" (Cont.)

PLUNKETT CREEK-WREN SECTION, KINGS VALLEY HIGHWAY

6879-A Priest, S. W. and Alice F. Priest
Easement for drainage ditch

	$	$	
0.14 acre at $100.00 - perpetual easement	14.00		
Allowance- 16 rods of fence at $2.00 per rod	32.00	46.00	Benson

GOLD BEACH SECTION, OREGON COAST HIGHWAY

9044- Melville, John O.
Right of Way

To services in removing existing steps & part of porch slab; removing lath & plaster pilasters & wall, and rebuilding recessed steps & wall with cap on the property being acquired by the State, right of way purposes (3/29/49)	225.00	225.00*	Landon

*Per price agreement with housemover, A. C. Baumback

DREW-ELK CREEK CROSSING SECTION, TILLER-TRAIL HIGHWAY

13755-A Richey, W. H., and E. S. Richey and Bernice A. Richey
Borrow pit
Option expires
October 22, 1949

5.24 acres at $50.00	262.00	262.00	Boone

TABLE ROCK ROAD-DODGE BRIDGE SECTION, SAMS VALLEY SECONDARY

* 14085-A Dodge, Burdette L., Jr. and Sibyl F. Dodge
Stock pile site
Option expires
August 24, 1949

2.55 acres at $150.00		382.50	

THINGS TO BE DONE BY THE STATE:

Construct fence around stock pile site - 105 rods at $3 per rod	315.00 Est.		
Construct cattle-pass at Engr. Sta. 699+50	3,200.00 Est.		
Sub total extra items		3,515.00	
Total		3,897.50	Benfield

EXHIBIT "A" (Cont.)

MEMALOOSE PARK-DILLON SECTION, COLUMBIA RIVER HIGHWAY

4501- Wetle, Fred and Nettie A. Wetle
Stock Pile site lease

	$	$	
0.95 acre- 1 year lease at $10.00 a year	10.00	10.00	DeSouza

REDMOND-BEND SECTION, THE DALLES-CALIFORNIA HIGHWAY

2125- Jarrett, Sarah L. and Maybell Royal and Lynn Royal
Easement

0.58 acre- 5 year lease for haul road easement at $2.50 yr.	12.50		
Allowance- legal services	5.00	17.50	Chandler

GREAT NORTHERN RAILWAY-MERRILL SECTION, KLAMATH FALLS-MALIN HIGHWAY

14507- Shuck, Clifford and Helen Shuck
Right of Way
Option expires
October 7, 1949

0.0235 acre at $500.00	11.75	11.75	Cozad

Farm crossing rights relinquished
Private access now in existence -
Sta. 99, easterly side

COLD SPRINGS JUNCTION-HOLDMAN SECTION, PENDLETON-COLD SPRINGS HIGHWAY

15310- Simpson, O. A.
Stock Pile
Option expires
October 12, 1949

0.915 acre at $163.93	150.00	150.00	Cozad

GRANT COUNTY LINE-CROW FLAT SECTION, JOHN DAY-BURNS HIGHWAY

15357- State Land Board
Right of Way

4.10 acres at $10.00	41.00		
Allowance- approximately 40,000 ft. standing timber at $5.00 per M	200.00	241.00	Cozad

(Cont.)

EXHIBIT "A" (Cont.)

GRANT COUNTY LINE-CROW FLAT SECTION, JOHN DAY-BURNS HIGHWAY (Cont.)

15356- Harney County
Right of Way

	$	$	
2.60 acres	00.00	00.00	Cozad

Waiver of access, except park access, east side- Engr. Sta. 569+00

County has right to take merchantable timber destroyed by constr. highway, if desired

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #2

14687- Jones, Cecil C. and Dessie B. Jones
Right of Way
Option expires
October 28, 1949

6,000 sq.ft. (lot 50x120) at 25¢ sq.ft.	1,500.00		
Allowance- 7-room house	9,740.00		
Allowance- shrubs, rockery	310.00	11,550.00	Witt

Owner granted privilege of removing young shrubs

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

12082- Multnomah County School District #46
Right of way
Option expires
October 18, 1949

0.17 acre in exchange for 0.40 acre	00.00	00.00	

Private access, south side, at Engr. Sta. 1721+25

STATE to convey to School District #46 approximately 0.40 acre abutting school grounds on the south 00.00 00.00 Benson

13587- Haight, Clarence J. and Lillian M. Haight, and Harold E. Graham
Right of Way
Option expires
November 3, 1949

0.255 acre at $400.00	102.00	102.00	Boone

Waiver of access, except entrance on service roads

(Cont.)

EXHIBIT "A" (Cont.)

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

13598- Erickson, Robert W. and Marcia M. Erickson Right of Way Option expires October 29, 1949			
	$	$	
2,437 sq.ft. at 3¢ sq.ft.	73.11		
Allowance- small house	2,140.00	2,213.11	Boone
13607- Ford, Victoria Right of Way Option expires November 4, 1949			
1.331 acres at $1,000 less	1,330.00		
Allowance- 6 cabins at $350 each	2,100.00		
Allowance- service station, store and living quarters	1,500.00		
Allowance- small house	1,250.00		
Allowance- gasoline pump, underground gas tank	400.00	6,580.00	Benson

NORTH YAMHILL RIVER-ST. JOE UNDERPASS SECTION, PACIFIC HIGHWAY WEST

15163- Roberts, Authur G. and Bernice I. Roberts Right of Way Option expires October 25, 1949			
1.13 acres at $500.00	565.00		
Allowance- 8 large cherry trees at $25 each	200.00		
Allowance- waiver of access	200.00	965.00	
STATE to install 12" culvert under Hwy for irrigation purposes	250.00 Est.	250.00	
		1,215.00	Witt
15161- Evergreen Memorial Park Association Right of Way Option expires November 9, 1949			
0.519 acre at $500.00	259.50	259.00	Witt

25070

EXHIBIT "A" (Cont.)

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY

10845-B Welter, Ethel Mae and minor children
Right of Way
Option expires
November 5, 1949
(CORRECTION)

	$	$	
2.54 acres at $75.00	190.50		
Allowance- 114 rods fence at $1.50 rod	171.00		
guardianship fees	75.00	436.50	McChesney

STATE is to abandon old right of way between Engr. Sta. 411+00 and Sta. 418+12

Previous report: February 11, 1948, Commission approved settlement in amount of $361.50

MYRTLE POINT SECTION, COOS BAY-ROSEBURG HIGHWAY

15330- Walling, A. C.
Right of Way
Option expires
October 25, 1949

1,742 plus sq.ft. at 4¢ sq.ft.	69.00	69.00	
STATE to construct approach at Sta. 21+50, similar to present one		100.00	Est.
		169.00	Haskin

15028- Koehler, Forrest A. and Jennie M. Koehler
Right of Way
Option expires
October 25, 1949

1,742 sq.ft. (plus) at 5¢ sq.ft.	87.10		
Allowance- grading and gravelling driveway	66.90	154.00	
STATE to construct and maintain driveway, with crushed rock surface		500.00	Est.
		654.00	Haskin

(Cont.)

EXHIBIT "A" (Cont.)

MYRTLE POINT SECTION, COOS BAY-ROSEBURG HIGHWAY

15324- Sprague, Alvin O. and Alice B. Sprague
Right of Way
Option expires
October 25, 1949

	$	$	
3,484 sq. ft. at 4¢ sq. ft.	140.00		
Allowance- moving 100 ft. fence, cane berries, garden	40.00	180.00	
STATE to construct and maintain drive-way, with crushed rock surface		500.00	Est.
		680.00	Haskin

15323- Dietz, G. E. and Zelia Dietz
Right of Way
Option expires
October 24, 1949

871+ sq.ft. at 5¢ sq.ft.	43.55	43.55	

15328- Grant, Zach and Anna Grant
Right of Way
Option expires
November 2, 1949

0.06 acre at $1,000	60.00		
Allowance- damage to yard, garden	40.00	100.00	
STATE to grade and gravel drive-way similar to existing one at Sta. 21+05		300.00	Est.
		400.00	Haskin

BRIDGE-REMOTE SECTION, COOS BAY-ROSEBURG HIGHWAY

15142- Houghtaling, L. R. et al
Right of Way
Option expires
November 2, 1949

1.20 acres at $1,600+	2,000.00	2,000.00	

THINGS TO BE DONE BY THE STATE:

Re-establish private entrances at approx. Eng. Sta. 1038+00 & 1043+96, east side, Re-establish private bridge approach, west side, approx. Eng. Sta. 1042+90	150.00	Est. 150.00	
		2,150.00	Benfield

EXHIBIT "A" (Cont.)

CHARLOTTE CREEK-MURPHY'S CAMP SECTION, UMPQUA HIGHWAY

12837-A Burton, Harry J. and Margaret Burton
Right of way and borrow pit
Option expires
November 3, 1949

	$	$	
1.19 acres at $500.00	595.00		
11.40 acres at $50.00	570.00		
Allowance- fruit trees	210.00		
- 181 rods fence at $2.50 rd.	452.50		
- water pipe; inconvenience to water system	75.00		
- restricted access	150.00	2,052.50	Haskin

THINGS TO BE DONE BY THE STATE:

Construct - road approaches at Sta. 736+00, south side, Sta.744+00, 748+50, north side; and log dump approaches at Sta. 720+00 and 724+00, north side; and approach at Sta. 734+00 for private use and hauling gravel from river	300.00	Est.
Grant owners perpetual easement to spring now on property, opposite Sta. 735+80, south side, and protect and re-establish pipe line from spring to highway	200.00	Est.
	2,552.50	Haskin

SCOTT CREEK SECTION, ALSEA HIGHWAY

14567- Loudenbeck, Raymond C.
Right of Way
Option expires
October 27, 1949

0.80 acre at $1,250.00	1,000.00		
0.46 acre	00.00		
Allowance- 127.26 rods fence at $1.50 rod	190.89		
Allowance- low bid for moving barn	450.00		
Total cost to State		1,640.89	
Public Roads Administration to re-establish private drive-way			
Total cost to P.R.A.		50.00	Est.
Total cost to P.R.A. and State		1,690.89	Benfield

(Cont.)

EXHIBIT "A" (Cont.)

SCOTT CREEK SECTION, ALSEA HIGHWAY (Cont.)

15345- Randall, Estate Wm. Ralph
Right of Way
Option expires
November 4, 1949

0.29 acre at $800.00	Total Cost to State	$	$ 232.00

Public Roads Administration to:

Re-establish private driveway	50.00 Est.	
Rip rap east bank of channel change	1,000.00 Est.	
Fill oil creek bed	600.00 Est.	
Replace foot bridge across Hatchery Creek	200.00 Est.	
Total cost to P.R.A.	1,850.00	
Total cost to State and P.R.A.	2,082.00	Benfield

15346- Willis, Fred E.
Right of Way
Option expires
October 27, 1949

0.08 acre at $800.00	Total cost to State		64.00
Public Roads Administration to: Re-establish private driveway	Total cost to P.R.A.	50.00 Est.	
	Total cost to State & P.R.A.	114.00	Benfield

There is reserved for use of abutting land the right to develop and take water from an undeveloped spring at the edge of the right of way at approximately Engr.Sta.541+25

COOS BAY SECTION, OREGON COAST HIGHWAY

12608- Rippey, L. W. and Dorothy F. Rippey
Right of Way
Option expires
November 4, 1949

6,690 sq.ft. (3 lots- 20x50, 20x67, and 60x72.5 ft.) at 30¢ sq.ft.	2,007.00		
Allowance- removal of lumber	300.00		
- reduction area- 25% damage	502.80	2,809.80	Reeder

EXHIBIT "A" (Cont.)

BAY PARK-DELMER SECTION, OREGON COAST HIGHWAY

14929-A Chaney, Berthe C. and J. W. Chaney, and Elizabeth Fox
Right of Way
Option expires
November 2, 1949

	$	$	
9,620 sq.ft. approx. at 15¢ sq. ft. (3½ lots - 25x110 ft.)	1,443.00		
Allowance- 4-room house	2,820.00		
- small shed	72.00		
- flowers, shrubs, fruit trees, hedge, etc.	121.00	4,456.00	Reeder

COTTAGE GROVE SECTION, PACIFIC HIGHWAY

5680-A Mooney, Arthur W. and Mary J. Mooney, and Palmer Johnson and Floy I Johnson, and Bruce M. Johnson
Right of Way and Easement
Option expires
November 11, 1949

0.04 acre	450.00		
Allowance- 1 yr.easement on 0.07 acre	200.00	650.00	Boone

February 28, 1948, Commission authorized $550.00, on condemnation

5680- Johnson, Palmer and Floy I. Johnson, and Bruce M. Johnson
Right of Way
Option expires
November 11, 1949

0.03 acre	450.00		
Allowance- moving elec.sign, pole,etc.	200.00	650.00	Boone

February 28, 1949, Commission authorized $550.00, on condemnation

REDMOND-TERREBONNE SECTION, THE DALLES-CALIFORNIA HIGHWAY

15367- Friday, H. L.
Haul road easement
Option expires
November 9, 1949

0.91 acre at $20.00	18.20	18.20	Cozad

(Cont.)

EXHIBIT "A" (Cont.)

REDMOND-TERREBONNE SECTION, THE DALLES-CALIFORNIA HIGHWAY (Cont.)

15369- London, C. L. Haul road Option expires November 9, 1949				
0.12 acre		$ 5.00	$ 5.00	Cozad
15368- Parkey, S. M. Haul road Option expires November 10, 1949				
0.91 acre at $20.00		18.20	18.20	Cozad
THINGS TO BE DONE BY THE STATE:				
Provide stock guards at north and west fence line where haul road intersects fence.		200.00 Est.		
Provide gate in addition to stock guard at north entrance.		30.00 Est.	230.00	
			248.20	Cozad
DALLAS SECTION, DALLAS-KINGS VALLEY HIGHWAY				
15063- Polk County Maintenance Site				
1.352 acres at $500.00		676.00	676.00	Farrar

FOOTNOTE:

* Item No. 14085-A, acquisition of stock pile site from Burdette L., Jr. and Sibyl F. Dodge, on the Sams Valley Secondary Highway, was approved by the Commission upon assurance from the Right of Way Engineer that a cattle pass, mentioned as part consideration, was obligated at the time the right of way for the highway improvement was acquired.

EXHIBIT "B"

Minutes of May 16 and 17, 1949

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Code and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Coos Bay-Roseburg and Umpqua Highways are highways under the jurisdiction and control of the State and are, in addition, a part of the federal highway system; and

WHEREAS, for the purpose of providing highways with better alignments and which will more adequately serve the traveling public, the Highway Commission relocated the sections of the said highways as hereinafter set forth, and for such purpose and in connection therewith the real properties hereinafter described are necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take all rights of access from property abutting a highway; and

WHEREAS, Coos Bay-Roseburg and Umpqua Highways are major highways of the State, and as such carry large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highways should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the properties described on the attached sheets are needed and required for use in connection with the construction and maintenance of the section of highway set forth on said sheets; that the specific use for which each particular parcel of real property is needed and required is as expressly stated thereon; that the name of the record owner, or reputed owner thereof, is likewise set forth, together with the Commission's record file number of each parcel. (*)

2. That the highway facility for which each of said parcels of property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to the acquisition of the respective parcels, it is necessary that there be acquired all rights of access from abutting properties to the highways to be constructed in part upon the parcels described

(Cont.)

EXHIBIT "B" (Cont.)

upon the attached sheets, except such access reservations as are noted as to each parcel. In this connection, a private access is defined as a right of access from and to land abutting the highway of a width of twenty-five feet; said access to be for ordinary travel only, and shall not be used in connection with any commercial institution or activity which in any manner caters to, invites, solicits from, or is dependent upon the users of said highway. A farm crossing is defined as a right to establish, maintain, and use a crossing of the highway for farm purposes only having a width of not to exceed twenty-five feet; provided, however, that upon the alienation of either of the portions of the property severed by the highway, such right of crossing shall cease. A commercial access is defined as a right of access from and to land abutting the highway of a width of twenty-five feet, said access to be for all lawful purposes. (*)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcels of land as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said parcels.

5. That upon the trial of any suit or action instituted to acquire either of said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That the real properties sought to be acquired are described on the attached sheets, consisting of three pages, on which sheets are set forth the right of way file number assigned by the Commission, the respective record or reputed owners, the section of highway for which the property is necessary, and the use and purpose for which the property is sought, together with such access reservations as apply to the particular property. (*)

7. That this resolution be entered in full in the minutes and records of the Commission as of the 16th day of May, 1949.

FOOTNOTE (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 129, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C"

Minutes of May 16 and 17, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Lexington	$ 953.57
Maupin	1,141.71

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That the Resolution Forms 1 and 2, adopted by the City of Lexington in September of 1948 and approved by the Highway Commission on January 24, 1949, shall be cancelled in accordance with the request of the City of Lexington on file in the records of the State Highway Department; and the resolution form adopted by the City of Lexington on May 3, 1949, be substituted therefor.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 16th day of May, 1949.

EXHIBIT "D"

Minutes of May 16 and 17, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1949 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Adams	$ 753.58	Huntington	$ 4,231.62
Amity	2,430.17	Lexington	994.37
Banks	1,498.24	Lonerock	205.12
Bay City	2,398.96	Maupin	1,190.56
Canyonville	3,509.26	Mitchell	976.53
Gold Hill	2,844.86	Sherwood	2,510.44
Helix	816.00	St. Paul	816.00

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 16th day of May, 1949.

EXHIBIT "E"

Minutes of May 16 and 17, 1949

R E S O L U T I O N

WHEREAS, by the provisions of Section 115-353 O.C.L.A. "No person shall park or leave standing any vehicle, whether attended or unattended, upon the paved or improved or main traveled portion of any highway, outside of a business or residence district, when it is practicable to park or leave such vehicle standing off the paved or improved or main traveled portion of such highway; provided, in no event shall any person park or leave standing any vehicle, whether attended or unattended, upon any highway unless a clear and unobstructed width of not less than 16 feet upon the main traveled portion of said highway opposite such standing vehicle shall be left for free passage of other vehicles thereon, nor unless a clear view of such vehicle may be obtained from a distance of 200 feet in each direction upon such highway;" and

WHEREAS, said section further provides that "Whenever any police officer shall find a vehicle standing upon a highway in violation of the provisions of this section, he is hereby authorized to move such vehicle or require the driver or person in charge of such vehicle to move such vehicle to a position permitted under this section;" and

WHEREAS, the paved or improved or main traveled section of the North Santiam Highway lying and being between M.P. 39.4 and M.P. 39.7 does not exceed the width of 20 feet, and by reason of said limited width it is not possible to park a vehicle on said section of said highway and leave at the same time an unobstructed width of 16 feet upon the main traveled portion of said highway opposite such parked vehicle for the free passage of other vehicles. Nor can a car or vehicle be parked on the paved or improved or main traveled portion of said section of said highway, and provide and maintain at the same time a clear view of such vehicle for a distance of 200 feet in each direction from said vehicle; and

WHEREAS, in the opinion of this Commission, the welfare, the convenience and the safety of the general public demands that all such illegal parking be discontinued and prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED that the State Highway Engineer be and he is hereby instructed and directed to erect and maintain at M.P. 39.4 and M.P. 39.7 on the North Santiam Highway and at such other points between said mile posts suitable signs on which shall be the words, "Parking of Vehicles Illegal."

BE IT FURTHER RESOLVED that a copy of this resolution be delivered to the Superintendent of State Police and a like copy to the Sheriff of Marion County, and that said officials be requested to give special attention to the enforcement of the provisions of Section 115-353 O.C.L.A. with respect to the North Santiam Highway.

BE IT FURTHER RESOLVED that this resolution be entered in the minutes and records of the Commission as of May 16, 1949.

EXHIBIT "F"

Minutes of May 16 and 17, 1949

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: North Santiam Highway Number: 162 Route Number: 222

Location of Termini	Established Speed
M.P. 34.25 (Niagara). . . . to M.P. 39.10	35 miles per hour
M.P. 39.10 . . . . . to M.P. 40.20	25 miles per hour
M.P. 40.20 . . . . . to M.P. 46.75 (Detroit)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

EXHIBIT "G"

Minutes of May 16 and 17, 1949

RESOLUTION LIFTING REDUCED LOAD LIMIT

ON THE MT. HOOD HIGHWAY NO. 26

WHEREAS, on the 28th day of February, 1949, at a meeting of the Oregon State Highway Commission, a majority of members being present and participating, the said Commission passed and adopted a resolution reducing the maximum load limit on certain state highways, including the following highway, to wit:

> MT. HOOD HIGHWAY No. 26, in Hood River County, between Cooper Spur (M.P. 78.4) and a junction with the Columbia River Highway (M.P. 102.30)

and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said above-named highway;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the

MT. HOOD HIGHWAY No. 26, between mile points 78.40 and 85.0

be and the same hereby is rescinded and cancelled as of the 10th day of May, 1949, and the maximum load limit permissible on the said section of said highway hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that certified copies of this resolution be furnished the county clerk of Hood River County, in which county said highway is located, and the Superintendent of the Department of State Police for his information.

Dated this 16th day of May, 1949.

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer, Secretary

EXHIBIT "H"

Minutes of May 16, 17 and 18, 1949

R E S O L U T I O N

WHEREAS, there is or will be available to the State Highway Commission during the fiscal years 1950 and 1951 for use and disbursement in connection with and for highway construction, including the purchase of necessary right of way, a sum of money amounting to $23,500,000, which said sum or amount is composed of $11,100,000 federal aid funds and $12,400,000 of state funds; and

WHEREAS, of the said sum of $23,500,000 there is available $18,189,000 to be used for federal aid construction projects and the remainder, or balance; namely, $5,311,000 is available for state construction projects and for the acquisition of necessary rights of way; and

WHEREAS, it has been deemed by the Commission in the interest of the state and in furtherance of an efficient administration of the work of the Highway Department to create five divisions, which divisions so created are these:

DIVISION NO. 1 consisting of the following counties or portions of counties:

Clackamas County, all, except that portion of the county lying in T. 5 and 6 S., R. 1 E. and 1 W.

Clatsop County, only T. 4 N., R. 6 W.

Columbia County, only that portion of the county lying in T. 3, 4, 5 and 6 N., R. 1 and 2 W., and the W½ of T. 4 N., R. 5 W.

Hood River County, all, except that portion of the county lying in the east 2 miles of T. 1, 2 and 3 N., R. 9 E., T. 1, 2 and 3 N., R. 10 and 11 E., T. 1 S., R. 10 E., the N½ of T. 2 S., R. 10 E., the east 3 miles of T. 1 S., R. 9 E., and the north 3 miles of the east 3 miles of T. 2 S., R. 9 E.

Multnomah County, all.

Tillamook County, only that portion of the county lying in T. 3 N., R. 6 W., T. 1 and 2 N., R. 5 and 6 W., and the north 2 miles of T. 1 S., R. 6 W.

Wasco County, only that portion of the county lying in T. 4 S., R. 8, 9 and 10 E., the west 4 miles of T. 4 and 5 S., R. 11 E., the north 2 miles of T. 5 S., R. 9 E., and that part of T. 5 S., R. 10 E., lying south of the Wapinitia Highway.

Washington County, all.

Yamhill County, only that portion of the county lying in T. 2 and 3 S., R. 4, 5 and 6 W., T. 2 S., R. 2 and 3 W. and the N½ of T. 3 S., R. 2 and 3 W.

DIVISION NO. 2, consisting of the following counties or portions of counties:

Benton County, all, except that portion of the county in T. 15 S., R. 5 W., lying west of the Long Tom River.

Clackamas County, only that portion of the county lying in T. 5 and 6 S., R. 1 E. and 1 W.

Clatsop County, all, except T. 4 N., R. 6 W.

Columbia County, all, except that portion of the county lying in T. 3, 4, 5 and 6 N., R. 1 and 2 W., and the W½ of T. 4 N., R. 5 W.

Lane County, only that portion of the county in T. 15 S., R. 4 and 5 W., lying north of Junction City and east of the Long Tom River.

Lincoln County, all.

Linn County, all, except that portion of the county lying in T. 11, 12, 13, 14 and 15 S., R. 5, 6, 7 and 8 E., and in T. 10 S., R. 6, 7, and 8 E.

Marion County, all, except that portion of the county lying in T. 8, 9 and 10 S., R. 6, 7, and 8 E.

Polk County, all.

Tillamook County, all, except that portion of the county lying in T. 3 N., R. 6 W., T. 1 and 2 N., R. 5 and 6 W., and the north 2 miles of T. 1 S., R. 6 W.

Yamhill County, all, except that portion of the county lying in T. 2 and 3 S., R. 4, 5 and 6 W., T. 2 S., R. 2 and 3 W., and the N½ of T. 3 S., R. 2 and 3 W.

DIVISION NO. 3, consisting of the following counties or portions of counties:

Benton County, only that portion of the county in T. 15 S., R. 5 W., lying west of the Long Tom River.

Coos County, all.

Curry County, all.

Douglas County, all.

Jackson County, all.

Josephine County, all.

Klamath County, only the W½ of T. 32, 33, 34, 35, 36, 37, 38, 39, 40 and 41 S., R. 5 E.

Lane County, all, except that portion of the county in T. 15 S., R. 4 and 5 W., lying north of Junction City and east of the Long Tom River, and except that portion of the county lying in the east 4 miles of T. 20, 21, 22, 23 and 24 S., R. 5 E., and in T. 20, 21, 22, 23, and 24 S., R. 5½ and 6 E.

DIVISION NO. 4, consisting of the following counties or portions of counties:

Crook County, all.

Deschutes County, all.

Gilliam County, only that portion of the county lying in T. 3 N., R. 17 E., T. 2 and 3 N., R. 18 E., and T. 1, 2 and 3 N., R. 19 E.

Harney County, all that portion of the county lying west of the range line between R. 28 and R. 29 E.

Hood River County, only that portion of the county lying in the east 2 miles of T. 1, 2 and 3 N., R. 9 E., T. 1, 2 and 3 N., R. 10 and 11 E., T. 1 S., R. 10 E., the N½ of T. 2 S., R. 10 E., the east 3 miles of T. 1 S., R. 9 E., and the north 3 miles of the east 3 miles of T. 2 S., R. 9 E.

Jefferson County, all.

Klamath County, all, except the W½ of T. 32, 33, 34, 35, 36, 37, 38, 39, 40 and 41 S., R. 5 E.

Lake County, all.

Lane County, only that portion of the county lying in the east 4 riles of T. 20, 21, 22, 23 and 24 S., R. 5 E., and in T. 20, 21, 22, 23, and 24 S., R. 5½ and 6 E.

Linn County, only that portion of the county lying in T. 11, 12, 13, 14 and 15 S., R. 5, 6, 7 and 8 E., and in T. 10 S., R. 6, 7, and 8 E.

Marion County, only that portion of the county lying in T. 8, 9 and 10 S., R. 6, 7 and 8 E.

Sherman County, all.

Wasco County, all, except that portion of the county lying in T. 4 S., R. 8, 9 and 10 E., the west 4 miles of T. 4 and 5 S., R. 11 E., the north 2 miles of T. 5 S., R. 9 E., and that part of T. 5 S., R. 10 E., lying south of the Wapinitia Highway.

Wheeler County, that portion of the county lying in the south 4 miles of T. 9 S., R. 19, 20, 21, 22 and 23 E., T. 10 and 11 S., R. 20, 21, 22 and 23 E., the south half of T. 11 S., R. 24 and 25 E., and all that portion lying south of the township line between T. 11 and 12 S.

DIVISION NO. 5, consisting of the following counties or portions of counties:

Baker County, all.

Gilliam County, all, except that portion of the county lying in T. 3 N., R. 17 E., T. 2 and 3 N., R. 18 E., and T. 1, 2 and 3 N., R. 19 E.

Grant County, all.

Harney County, all, except that portion of the county lying west of the range line between R. 28 and 29 E.

Malheur County, all.

Morrow County, all.

Umatilla County, all.

Union County, all.

Wallowa County, all.

Wheeler County, all that portion of the county lying north of the township line between T. 8 and 9 S., the north 2 miles of that portion of the county lying in T. 9 S., R. 19, 20, 21, 22 and 23 E., T. 9 and 10 S., R. 24 and 25 E., and the north half of T. 11 S., R. 24 and 25 E.

AND WHEREAS, the funds subject to expenditure by the Commission are allocated to the several divisions in harmony with and pursuant to the following approved and adopted formula of distribution:

Division No. 1	23.95%
Division No. 2	18.83%
Division No. 3	20.41%
Division No. 4	17.83%
Division No. 5	18.98%

AND WHEREAS, by application of the foregoing formula said funds are now for highway construction purposes, including acquisition of rights of way,

allocated to the several divisions into which the State has been divided in the following amounts:

Division	Shares (By formula) In Total Construction Program ($23,500,000 Per Cent	Amount	Program Totals Federal Aid Program	State Major Betterment Program	Sullivan Gulch Right of Way	Total
1	23.95	$ 5,628,250	$ 2,755,000	$ 123,250	$2,750,000	$ 5,628,250
2	18.83	4,425,050	4,167,000	258,050	- -	4,425,050
3	20.41	4,796,450	4,512,000	284,450	- -	4,796,450
4	17.83	4,190,000	3,943,000	247,000	- -	4,190,000
5	18.98	4,460,000	4,196,000	264,250	- -	4,460,250
Totals	100.00	$23,500,000	$19,573,000*	$1,177,000	$2,750,000	$23,500,000

* With respect to the above allocations $18,264,000 has been set aside for construction and $1,309,000 is for right of way.

AND WHEREAS, the Commission at this time, after due consideration of all facts and information gathered as a result of the state-wide inspection of highway problems and highway finance and after giving due consideration to facts and recommendations made by the Legislative Interim Committee provided for in Senate Joint Resolution No. 9 of the 1947 legislative session, is of the opinion that the accomplishment of the matters and things hereinafter in this resolution set forth and adopted will be in the interests of the general public and will further and advance public welfare;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the highway construction projects enumerated in Exhibit A consisting of eight sheets, which exhibit is attached hereto and by this reference is made an inseparable part of this resolution, be, and said projects and the whole thereof hereby are, approved, and each and all are incorporated in and declared to constitute the federal aid construction program for the fiscal

years 1950 and 1951.

2. That the unallocated balance shown in Exhibit B, which said exhibit is attached hereto and made a part hereof and which balance totals the sum of $3,306,000 available for federal aid projects and $1,177,000 available for state construction projects, shall be held as a reserve fund or account subject to allocation and distribution by the Commission, for such purpose or purposes, in such amount or amounts, at such times and under such conditions as the Commission may find to be in the public interest.

3. That funds for the purchase of rights of way and for the construction of the projects listed in said Exhibit A hereby are allocated to the said projects in the amounts set out therein. The allocations with respect to divisions are as follows:

	For Construction	For Right of Way	Total
Division No. 1	$ 2,450,000	$ 285,000	$ 2,735,000
Division No. 2	3,360,000	80,000	3,440,000
Division No. 3	2,925,000	428,000	3,353,000
Division No. 4	3,218,000	150,000	3,368,000
Division No. 5	3,075,000	296,000	3,371,000
Totals	$15,028,000	$1,239,000	$16,267,000

4. That with respect to Division 1 there hereby is set aside out of funds herein allocated the sum of $2,750,000, which allocation is to be used for the acquisition of necessary rights of way for the construction of the proposed Sullivan Gulch project in Portland, Multnomah County, Oregon. In this connection it is understood that the said sum includes sums already expended on or allocated to the said project.

5. That the amounts listed in Exhibit B, which exhibit is attached hereto and by this reference made a part hereof, are hereby approved by the Commission as reserve amounts available for allocation by the Commission to specific projects in the several and respective divisions in such amounts and for such

purpose or purposes as the Commission from time to time may find and deem advisable.

6. That it is conceded that funds allocated to the several counties shall be available for the acquisition of necessary rights of way for primary and secondary state highways as well as for highway construction.

7. That the Engineer is hereby authorized and directed to make all necessary surveys and prepare all plans and specifications required for and in connection with the construction of the projects listed in Exhibit A, and said Engineer is further authorized and directed to prepare all necessary descriptions covering all real properties required for use in connection with said projects and deliver to the Commission's Chief Counsel correct and true copies of all descriptions of real properties needed in connection with each and all of said projects.

8. That the Commission hereby reserves the right of decision with respect to the order in which the several projects covered in Exhibit A are to be processed for accomplishment and the Engineer is instructed from time to time to consult with the Commission with respect to the order of the making of surveys of the several projects and with respect to other details incident to preparing said projects or any of them for contract and construction.

9. That the Chief Counsel is hereby authorized and directed as soon as proper real property descriptions are made available to him to proceed in the regular manner to procure appraisals and options covering all real properties, the acquisition of which is necessary and required for each and all of said projects, and submit said options and appraisals to the Commission for consideration, acceptance, rejection or other appropriate action.

10. In instances where real properties cannot be acquired by agreement the Chief Counsel shall report at once such fact and condition to

the Commission with all necessary information for the Commission's consideration and action.

11. The action and orders of the Commission as disclosed herein may be changed or in any respect amended if and when the Commission finds such action to be in public interest.

12. A complete and true copy of this resolution with the exhibits attached shall be delivered to W. H. Lynch, District Engineer of the Public Roads Administration. When approval of the proposed federal aid construction program has been given by the Public Roads Administration it shall be formally recorded in the minutes and records of the Commission.

13. This resolution shall be entered in the minutes and records of the Commission as of the 18th day of May, 1949.

14. The Commission's Secretary hereby is instructed to deliver by mail to the County Judge of each county of the state or to the Chairman of the Board of County Commissioners, as the case may be, a true and complete copy of this resolution.

JMD:PW:NH

6/30/49

Exhibit A

SECOND POSTWAR PROGRAM 1950-51

PART I - PRIMARY FEDERAL AID PROJECTS

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 1:					
Multnomah	Columbia River, Dodson-Bonneville, Grad., Bridges, Underpass & Pav.	$1,875,000	$235,000	$2,110,000	1
Reserve		18,000	2,000	20,000	
	Total, Division No. 1	$1,893,000	$237,000	$2,130,000	
Division No. 2:					
Clatsop	Oregon Coast, Summit-Cannon Beach, Sta. 160-288, Br., Grad., Surf. and Bit. Mac.	$ 680,000	$ 5,000	$ 685,000	1
Tillamook	Wilson River, Jordan Cr.-McNamers Camp, 6 mi. Asphaltic Concrete	150,000	- -	150,000	2
Lincoln	Salmon River, Otis to County Line, 7.5 mi. 3" Asphaltic Concrete	150,000	- -	150,000	1
Reserve		67,000	5,000	72,000	
	Total, Division No. 2	$1,047,000	$ 10,000	$1,057,000	
Division No. 3:					
Coos	Oregon Coast, Coos Bay Section, Grading and Asph. Concrete	$ 250,000	$170,000	$ 420,000	1
Curry	Oregon Coast, Mile 376-394 (State Line), 8 mi. Asphaltic Concrete and New Approach to Chetco R. Br.	200,000	- -	200,000	1
Lane	McKenzie, Springfield City Section, Grading and Paving	225,000	75,000	300,000	2
Lane	Pacific, Goshen-Walker, 3" Asph. Concrete Surfacing	150,000	- -	150,000	2
Lane	Willamette, Coast Fork Bridge	220,000	- -	220,000	2
Douglas	Pacific, Canyonville-South, Grading	520,000	80,000	600,000	2

Exhibit A - Cont'd.

PART I - PRIMARY FEDERAL AID PROJECTS - CONTINUED

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 3 - Continued:					
Coos	Oregon Coast, Chrome Plant-South, Grad., 4-lane Surf. & Bit. Mac.	$ 650,000	$ 50,000	$ 700,000	2
Lane	Siuslaw, Greenleaf Creek Bridge	60,000	--	60,000	2
Reserve		45,000	10,000	55,000	
	Total, Division No. 3	$2,320,000	$385,000	$2,705,000	
Division No. 4:					
Hood River	Columbia River, Viento-Mitchell Point, Grad., 2-lane Surf. & Bit. Mac.	$ 368,000	$ 90,000	$ 458,000	2
Wheeler	Ochoco, Forest Bdry.-Taylor Cr., Grading	320,000	--	320,000	1
Wheeler	Ochoco, Forest Bdry.-Jones Cr., 2-lane Surf. and Oil.	110,000	--	110,000	2
Klamath	Dalles-California, Barclay Springs-Algoma, 4.5 mi. Grad., Surf. & Bit. Mac.	825,000	--	825,000	2
Gilliam	Columbia River, Squally Hook-Quinton, Grad., 2-lane Surf. & Bit. Mac.	400,000	10,000	410,000	1
Reserve		53,000	5,000	58,000	
	Total, Division No. 4	$2,076,000	$105,000	$2,181,000	
Division No. 5:					
Gilliam	Columbia River, Boardman-West, Grad., Surf. and Bit. Mac.	$ 500,000	$ 75,000	$ 575,000	2
Malheur	Old Oregon Trail, Mile 408 to Ontario, 9 mi. 3" Asphaltic Concrete Surfacing	180,000	--	180,000	2
Malheur	Old Oregon Trail, Ontario-Nyssa, Widen & Asph. Conc.	210,000	--	210,000	2

Exhibit A - Cont'd.

PART I - PRIMARY FEDERAL AID PROJECTS - CONTINUED

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 5:					
Union	Old Oregon Trail, North Powder-Ladd Canyon, Grading	$ 900,000	$138,000	$1,038,000	2
Reserve		29,000	2,000	31,000	
	Total, Division No. 5	$1,819,000	$215,000	$2,034,000	

May 23, 1949

Exhibit A - Cont'd.

PART II - SECONDARY FEDERAL AID PROJECTS

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 1:					
Yamhill	FAS 111, County Road Bridge over N. Yamhill River	$ 75,000	$ --	$ 75,000	1
Columbia	Spitzenberg Co. Rd., Spitzenberg-West, Grad., Surf. & Oiling	100,000	--	100,000	2
	Total, Division No. 1	$ 175,000	$ --	$ 175,000	
Division No. 2:					
Benton	Kings Valley, Kings Valley-MP 25.5, 6 mi. Resurf. & Oil.	$ 100,000	$ --	$ 100,000	1
Linn	Halsey-Sweet Home, Brownsville-East, Asph. Concrete	120,000	5,000	125,000	1
Lincoln	Siletz-Logsdon Co. Rd., 6.5 mi. Grad. and Surf.	100,000	--	100,000	1
Polk	Kings Valley, Little Luckiamute River Bridge	60,000	--	60,000	1
Tillamook	Little Nestucca, 2 Bridges	75,000	--	75,000	2
Marion	Salem-Silverton Co. Rd., Pudding River-Silverton, Grad., Surf. & Asph. Concrete	290,000	--	290,000	1
Marion	Salem-Silverton Co. Rd., Pudding River Bridge	60,000	--	60,000	1
Marion	Salem-Silverton Co. Rd., Overpass	75,000	--	75,000	1
Yamhill	Three Mile Lane, McMinnville-East, Bridge, Grad., Surf. & Bit. Mac.	300,000	20,000	320,000	1
Reserve		600,000	55,000	655,000	
	Total, Division No. 2	$1,780,000	$ 80,000	$1,860,000	

Exhibit A - Cont'd.

PART II - SECONDARY FEDERAL AID PROJECTS - CONTINUED

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 3:					
Lane	Richardson-Eugene, Elmira-Noti, Oiling	$ 100,000	$ 3,000	$ 103,000	1
Douglas	North Umpqua Co. Rd., Marks Ranch-Lone Rock, 5.6 mi. Grad. & Asph. Concrete	350,000	--	350,000	1
Jackson	Sams Valley, Gold Hill-Sams Valley, 8.98 mi. Grad., Surf. & Oil.	200,000	50,000	250,000	2
Reserve		1,082,000	22,000	1,104,000	
	Total, Division No. 3	$1,732,000	$ 75,000	$1,807,000	
Division No. 4:					
Sherman	Shearars Bridge, Top Shearars Grade to Grass Valley, 16.3 mi. Grad., Surf. and Oil.	$ 200,000	$ 10,000	$ 210,000	1
Wasco	Wamic Co. Rd., Tygh Valley-Wamic, 5.35 mi. Grad., Surf. and Oil.	125,000	--	125,000	1
Deschutes	Powell Butte, Airport-N.E. 5 mi. Grad., Surf. and Oil.	80,000	10,000	90,000	2
Crook	O'Neil, Deschutes Co. Line-East, 5.0 mi. Grad., Surf. and Oil.	140,000	10,000	150,000	1
Jefferson	Willowdale-Ashwood Co. Rd., West Unit, 6.0 mi. Grad. and Surf.	150,000	--	150,000	2
Lake	Warner, Drake Creek-Adel, 7.09 mi. Grad., Surf. and Oil.	200,000	10,000	210,000	1
Wasco	Shaniko-Fossil, Clarno-West, 5.0 mi. Grad. and Surf.	100,000	10,000	110,000	2
Sherman	Scott Canyon County Road, 3.8 mi. Grad., Surf. and Oil.	100,000	--	100,000	1

PART II - SECONDARY FEDERAL AID PROJECTS - CONTINUED

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 4 - Continued:					
Lake	Goose Lake Co. Rd., 10.2 mi. Grad., and Surf.	$ 100,000	$ --	$ 100,000	2
Reserve		487,000	30,000	517,000	
	Total, Division No. 4	$1,682,000	$ 80,000	$1,762,000	
Division No. 5:					
Grant	Kimberly-Long Creek, Hamilton-Long Creek, 11.57 mi. Grad., Surf. and Oil.	$ 150,000	$ 10,000	$ 160,000	1
Baker	Baker-Homestead, Table Rock-East, 1.54 mi. Grad., Surf. and Oil.	125,000	25,000	150,000	1
Wallowa	Enterprise-Lewiston, N. Unit, Enterprise-Forest Bdry., Grad., Surf. and Oil.	220,000	15,000	235,000	1
Umatilla	Athena-Holdman, Holdman Jct.-Campbell Ranch, 3.8 mi. Grad., Surf. and Oil.	90,000	10,000	100,000	1
Baker	Sumpter Valley, Salisbury-Poker Creek, 3.0 mi. Grad. & Top.	150,000	--	150,000	2
Malheur	Nyssa-Homedale, Garrison Corner, 0.3 mi. Grad., Surf. and Oil.	25,000	--	25,000	1
Harney & Malheur	Rome-Princeton, Malheur Cave-Follyfarm, 13.0 mi. Grad., Surf. and Oil.	200,000	20,000	220,000	1
Morrow	Heppner-Spray, Hardman-Chapin Cr., 7.4 mi. Grad., Surf. & Oil.	125,000	3,000	128,000	2
Union	Starkey, Hilgard Jct.-Starkey, Grad. and Top.	80,000	--	80,000	1

Exhibit A - Cont'd.

PART II - SECONDARY FEDERAL AID PROJECTS - CONTINUED

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 5 - Continued:					
Union	Imbler-Summerville Co. Rd., 3 mi. Grad., Surf. and Oil.	$ 120,000	$ --	$ 120,000	1
Reserve		780,000	14,000	794,000	
	Total, Division No. 5	$2,065,000	$ 97,000	$2,162,000	

May 23, 1949

Exhibit A - Cont'd.

PART III - URBAN FEDERAL AID PROJECTS

County	Highway, Section and Description	Construction	R. of W.	Total	Year
Division No. 1:					
Multnomah	Pacific East, South Unit, Columbia Slough to Denver Jct., Grad., Pav. and Structures	$ 400,000	$ 50,000	$ 450,000	1
Division No. 2:					
Marion	Salem-Dallas, Willamette River Bridge	$1,200,000	$ 50,000	$1,250,000	2
Division No. 3:					
	None				
Division No. 4:					
	None				
Division No. 5:					
	None				
	Total, Urban FA Projects	$1,600,000	$100,000	$1,700,000	

May 23, 1949

EXHIBIT B

RESERVE AMOUNTS FOR LATER ALLOTMENT TO PROJECTS

1. FOR FEDERAL AID PROJECTS

Division No.	For Construction				For Rights of Way	Total
	Primary	Secondary	Urban	Total		
1	$ 18,000	$ - -	- -	$ 18,000	$ 2,000	$ 20,000
2	67,000	600,000	- -	667,000	60,000	727,000
3	45,000	1,082,000	- -	1,127,000	32,000	1,159,000
4	53,000	487,000	- -	540,000	35,000	575,000
5	29,000	780,000	- -	809,000	16,000	825,000
	$212,000	$2,949,000	- -	$3,161,000	$145,000	$3,306,000

2. FOR STATE CONSTRUCTION PROJECTS

Division No.	For Construction	For Rights of Way	Total
1	$ 113,250	$10,000	$ 123,250
2	238,050	20,000	258,050
3	261,450	23,000	284,450
4	227,000	20,000	247,000
5	243,250	21,000	264,250
	$1,083,000	$94,000	$1,177,000

Portland, Oregon
June 27, 1949

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction work were opened and read aloud in conformity with previously published notice, following which Chairman Banfield announced that awards of contracts would be made at 3:00 p.m. in the same room:

KINGS VALLEY HIGHWAY IN BENTON AND POLK COUNTIES

PEDEE-KINGS VALLEY SECTION

	Using Asphalt	Using Tar
J. C. Compton Co., McMinnville	$ 39,080.00	- - -
Warren Northwest, Inc., Portland	41,287.00	- - -
R. O. Dail, Portland	41,887.00	- - -
D-H Paving Co., Vancouver, Wn.	43,515.00	- - -

SMITHS ROCK MARKET ROAD IN DESCHUTES COUNTY

TERREBONNE-CROOK COUNTY LINE SECTION

Babler Bros., Portland	$ 48,741.00
Parker-Schram Co., Portland *	53,986.50

* Bidder will accept this project only in combination with the Redmond "A" Street Project.

CITY OF REDMOND IN DESCHUTES COUNTY

OIL MAT SURFACING PROJECT ON "A" STREET

Babler Bros., Portland *	$ 10,680.84
Parker-Schram Co., Portland *	12,694.00

* Bidder will accept this project only in combination with Terrebonne-Crook County Line Project.

15901

CITY OF ROGUE RIVER IN JACKSON COUNTY

GRADING AND PAVING PROJECT ON DEPOT AND MAIN STREETS

Snook Bros., Corvallis	$ 11,545.00

RICHARDSON-EUGENE SECONDARY HIGHWAY IN LANE COUNTY

VENETA-FISHER ROAD SECTION

Central Heating Co., Eugene	78,654.00
Acme Constr. Co., Eugene	78,825.00
Parker-Schram Co., Portland	79,770.00
Porter W. Yett, Portland	79,825.00
Warren Northwest, Inc., Portland	88,060.00
J. C. Compton Co., McMinnville	88,560.00
D-H Paving Co., Vancouver, Wn.	91,130.00

CITY OF EUGENE IN LANE COUNTY

AUTOMATIC TRAFFIC SIGNALS AT SEVEN STREET AND HIGHWAY INTERSECTIONS

W. R. Grasle Co., Portland	19,480.00
Mill Electric Co., Salem	19,881.00
C & S Electric Co., Eugene	19,985.00

PACIFIC HIGHWAY IN LANE COUNTY

EUGENE (HIGH ST.-JUDKINS POINT) SECTION, LANDSCAPING AND IRRIGATING

Stoen's Rock & Landscape Co., Seattle, Wn.	25,920.00
C. S. Whitcomb Co., Inc., Portland	28,053.50
Western Golf Course & Supply Co., Portland	29,430.42
Coast Constr. Co., Portland	34,532.90

JOHN DAY HIGHWAY IN MALHEUR COUNTY

JAMIESON-VALE SECTION

D. F. McKenzie, Salem	104,446.00
Babler Bros., Portland	110,446.00
J. C. Compton Co., McMinnville	111,096.00
Newport Constr. Co. & Kern & Kibbe, Portland	117,160.00
C. E. Leseberg, Nyssa	117,452.00
P. B. Doherty & Son, Portland	128,274.00

June 27, 1949

CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

CALF CREEK CULVERT, POLE CREEK CULVERT, SQUAW CREEK BRIDGE

George E. Berry, Beaverton *	$ 30,520.00
Snook Bros., Corvallis	35,715.00
Frank Watt Constr. Co., Portland	37,800.00
Leslie W. Stoker, Nyssa	38,640.00
McWaters & Bartlett, Boise, Idaho	42,835.00
R.& M. Constr.Co., Central Point *	51,820.00
Erick Enquist, Troutdale	56,570.00
Rushlight Automatic Sprinkler Co., Inc., Portland	66,151.00

* Bidder will accept only one project

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

VISTA HOUSE AT CROWN POINT

Carl B. Armpriest, Salem	3,638.00

MONMOUTH-INDEPENDENCE HIGHWAY IN POLK COUNTY

ASH CREEK BRIDGE

Werner & Jeske, Eugene	22,995.00
Archie R. Averill, Portland	25,610.00
J. F. Johnston, Sherwood	26,457.50
Lindstrom Bros., Portland	28,460.00
R. & M. Constr. Co., Central Point *	29,226.00
Geo. E. Berry, Beaverton *	34,410.00
Macco Corp., Clearwater, California	34,820.00

* Bidder will accept only one project

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

BIG EDDY-DUNE SECTION

Newport Constr. Co. & Kern & Kibbe, Portland	200,000.00
Stevenson Constr. Co., Salem	219,517.00
Loyd Calkins & Co., Oceanlake	232,483.00
Rogers Constr. Co., Portland	233,520.00
J. N. & M. J. Conley, Portland	238,067.00
E. C. Hall Co., Portland	239,437.00
Parker-Schram Co., Portland	253,857.50
Berke Bros., Portland	276,056.00
Leonard & Slate, Oregon Ltd., Portland	304,726.00
J. C. Papin, Baker	322,756.00

SUNSET HIGHWAY IN WASHINGTON COUNTY

MURRAY ROAD-MULTNOMAH COUNTY LINE SECTION

R. O. Dail, Portland	6,044.00
Harr & Horton, Portland	6,370.00
Oregon Asphaltic Paving Co., Portland	6,460.00

June 27, 1949

15993

HILLSBORO-SILVERTON SECONDARY HIGHWAY IN YAMHILL COUNTY

NEWBERG (FIRST STREET-WILLAMETTE STREET) SECTION

Porter W. Yett, Portland	$ 40,347.00
J. C. Compton, McMinnville	46,295.00

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

NEWBERG-McMINNVILLE SECTION

	Using Asphalt	Using Tar
J. R. Taggart & Co., Inc. and J. R. Taggart, Salem	$ 414,346.40	- - -
O. C. Yocom Co., McMinnville	427,581.90	- - -
J. C. Compton Co., McMinnville	458,298.40	- - -
Porter W. Yett, Portland	459,255.00	- - -

The Commission unanimously approved the minutes of the meetings held on April 11 and 12; May 2; and May 16, 17 and 18, 1949.

The Parks Superintendent was present with respect to the following State Parks matters:

1. Question of approving H. R. 440, which authorizes the National Park Service to develop and manage reservoir recreational areas at Federal Reservoir sites: The Parks Superintendent advised that this bill particularly provides for the development of a recreational area at Owyhee Dam in Malheur County, and that request has been made that the Highway Commission endorse it. It was the feeling of the Commission that the State would be better off being less obligated to the Federal Government, rather than to ask it for additional funds for such purposes; moreover, it might prove to be a costly undertaking in the event it became necessary for the State to take over the development. In view of this feeling, the Commission decided unanimously not to endorse the bill.

2. Renewal of sheep grazing leases in Cape Sebastian State Park, Humbug Mountain State Park, and in Colvin Waysides: The Parks Superintendent advised that Messrs. J. H. Turner, Robert Fromm and Clyde B. Miller now have permits authorizing them to graze sheep in these areas, which they wish renewed. He recommended the leases be extended for one year each, on the basis of the former leases. The Commission approved the recommendation.

3. Naming a recreational area on the Deschutes River, north of Bend: The Parks Superintendent advised that this park contains forty acres, bordering The Dalles-California Highway, and the Deschutes River, about two miles north of Bend. He suggested that the area be named

"Robert W. Sawyer Timber Waysides" honoring Mr. Sawyer, whose residence is Bend, and who was formerly a member of the State Highway Commission. The Commission approved the recommendation unanimously, upon the condition that it is acceptable to Mr. Sawyer.

4. Renewal of Vista House concession lease: The Parks Superintendent advised that the arrangement now in effect with Mr. and Mrs. Jack Flaucher expires on March 31, 1950, and the question now arises whether or not to renew this arrangement or to advertise the concession for bids. He advised that the present concessionnaires have been operating very successfully and have been returning considerable money to the State Highway fund, so in his mind there is a question if any advantage would be gained by making a change. He pointed out that several inquiries had been received concerning this concession. It was the feeling of the Commission, in view of the fact that the present concessionnaire is operating this place in a very satisfactory manner, that it would be proper to renew the present arrangement. Accordingly, the Commission voted unanimously to extend the present arrangement for one year, through March 31, 1951.

5. Request of the Waldport Lions Club Auxiliary to use a portion of the Waldport Ocean Waysides strip for propogation of flowers: The Parks Superintendent advised that this is a very small wayside and recommended that the request be denied. The Commission approved the recommendation.

6. Acquisition of surplus property bordering the Rogue River and Butte Creek within the boundaries of Camp White, Jackson County: The Parks Superintendent advised that the property referred to is that which has been under discussion for some time, and that the procedure has now reached the point where the U. S. War Assets Administration submitted a form for the Commission to sign, formally applying for the area. He submitted the form for the Commission's consideration, and recommended approval of the same. The Commission approved the recommendation. (The application forms were signed on the following day.)

7. Letters of commendation to Crown Zellerbach Corporation, Pope and Talbot, Inc. and the St. Helens Pulp and Paper Company, for adopting a policy to preserve highway wayside timber: The Parks Superintendent recommended that a letter be sent to each of these firms complimenting them on the action taken, and that similar letter be sent to the Portland Chamber of Commerce for its efforts in securing the adoption of the policy by the concerns mentioned above. The Commission approved the recommendation and referred the matter to the Chief Counsel to prepare appropriate letters.

In this connection the Commission also discussed a request from the Crown Zellerbach Corporation for permission to maintain signs along State Highway rights of way, advising the travelling public that they are entering certain "tree farms" belonging to the Corporation. The Commission deferred action on this matter pending recommendations from the Chief Counsel and the Parks Superintendent covering the matter from the legal and park standpoints.

8. Boat concession at Sunset Bay State Park, Coos County: The Parks Superintendent recalled that the Commission, in 1948, entered into an agreement with a Mr. Smith to operate a boat concession at this park, and advised that he has requested renewal of this permit for 1949. The Chief Accountant advised that Mr. Smith still owes the State $225.00 in connection with last year's arrangement, which he has been unable to collect. As a result of the discussion, the Commission decided unanimously not to renew the arrangement with Mr. Smith, it being the Commission's feeling that he is not a satisfactory operator.

In this connection, the Parks Superintendent brought up for discussion the matter of developing this area. He advised that there is a question whether the State Land Board or the State Highway Commission has jurisdiction over the area, and because of this he is precluded from spending any money in this park for development or for keeping the premises in a clean condition. The 1949 budget, he said, contains provision for this purpose, but expenditure of funds has not as yet been authorized by the Commission. He was instructed by the Commission to proceed with the development of this park in accordance with the plans, and to maintain it in satisfactory condition.

9. Proposed addition to Umpqua Lighthouse State Park, Douglas County: The Parks Superintendent advised that he has been trying for the past five years to obtain this property from the Menasha Wooden Ware Company, but to date has been unsuccessful in his attempts. He further advised that there are 240 acres involved, 60 acres of which will be required for right of way for the improvement of the Oregon Coast Highway, and the balance will be used for State Park purposes. He recommended that one more attempt be made to acquire the property by negotiation and if that fails, that the Chief Counsel be authorized to acquire it by condemnation. The Commission approved the recommendation.

10. Request of Royal Wilde, Union County, for permission to construct and maintain a stock fence across Catherine Creek State Park in Union County: The Parks Superintendent recommended approval of this request in order to keep cattle out of the park. He presented a form of agreement prepared by the Chief Counsel, covering the installation. The Commission approved the recommendation. (The agreement was signed the following day.)

11. Proposed agreement with Abston and Johnston covering construction and operation of a logging road across Humbug Mountain State Park in Curry County: The Parks Superintendent advised that Abston and Johnston require an easement across this park in order to market their timber. He recommended that they be allowed such privilege, and presented for the Commission's consideration an agreement prepared by the Chief Counsel, covering the matter. The Commission approved the recommendation. (The agreement was signed on the following day.)

Mr. Forrest Cooper, Right of Way Engineer, presented for the Commission's consideration a list of options secured for real property that is needed in connection with highway improvements throughout the state. After

careful consideration of each item listed therein, the Commission approved the options and the consideration to be paid for the properties as contained therein. The attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The following footnote applies to the above mentioned and attached Exhibit "A":

> Item 15119. Acquisition of right of way from R. C. Blough and Lilith A. Blough, for the Lafayette-Dayton Junction Section of the Pacific Highway West, which provides for an allowance of $46.25 to pay for a wheat crop on 1.835 acres, which may be destroyed by reason of highway construction. This settlement was approved with the strict understanding that payment of the $46.25 will not be allowed if the crop is ready to be harvested before the contractor enters the premises, and Mr. Blough neglects to harvest it at that time.

In the discussion of real property acquisitions listed in the above mentioned resolution, the Commission ordered that hereafter releases shall be obtained from the owners of real property to show that the State Highway Commission has fulfilled all of its obligations with respect to the acquisition of real property as are outlined in the option agreements.

The Assistant Counsel, Mr. J. W. DeSouza, reported inability to negotiate settlements for certain parcels of real property that are needed for highway improvements, and he requested authority to acquire them by condemnation. He presented a list of such properties as follows, together with the offers that he recommended in the condemnation proceedings:

Highway Section		Offer Recommended
Dodson-Bonneville Section of the Columbia River Highway		
13610	Noyes E. Tyrrell and Violet Tyrrell	$ 4,500
15263	Walter McElroy and Vinelda McElroy	3,500
Lafayette-Dayton Junction Section of the Pacific Highway West		
15117	Joseph Kudrna and Sena Kudrna	15,000
Front Street Section of the Oregon Coast Highway		
12611	Percy F. Phillips and Grace L. Phillips	6,400
13769	Sam Gold, et al.	5,000
Big Eddy-Dune Section of the Columbia River Highway		
14786A	Seuffert Bros. Co.	1,000
14786B	Seuffert Bros. Co.	500
Bly Section of the Klamath Falls-Lakeview Highway		
15338	C. C. Husband and D. D. Whitmore	1,500

After careful consideration, the Commission approved the request and the offers, and thereupon by unanimous vote adopted the attached resolution relative thereto, marked Exhibit "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The meeting recessed at 12:00 noon, and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The following persons composed a delegation which appeared before the Commission regarding the financing of the proposed bridge across the Columbia River at The Dalles: Chris Fauerso, County Engineer, Wasco County; Ward R. Webber, County Judge, Wasco County; Colonel Ralph Tudor, Consulting Engineer, San Francisco; Ralph Moody, Attorney, Salem. Mr. Fauerso headed the group. He referred to the report submitted by Colonel Tudor and his associates covering investigations and studies with respect to this bridge, and asked the Commission to approve it. He also mentioned difficulties in financing their project, particularly the matter of payment of taxes that may be assessed by Klickitat County in the State of Washington, which is estimated at about $23,500 annually. He asked the Commission to assist them in solving this problem. Colonel Tudor explained details of his report, particularly covering the selection of the bridge site, and the financing of the construction. He recommended adoption of the site known as the "Covington Site," and the construction of the bridge at that point at an estimated total cost of $2,661,000, including all items of expense such as right of way, bridge approaches, and purchase of The Dalles Ferry, which will be used to accommodate cross-river traffic during construction of the bridge. The A. C. Allen Company of Chicago, he said, has stated its willingness to finance the project so neither the State of Washington nor the State of Oregon will be required to contribute funds to meet such expenses. However, he said, there is one item of taxes, as mentioned by Mr. Fauerso, which has not been provided for. He suggested that the State of Oregon might loan funds to pay this expense, with the understanding that it would be reimbursed later on from bridge revenues. Colonel Tudor gave the following breakdown of costs of the bridge approaches: approaches in the State of Oregon, $185,000, plus $8,000 for right of way; approaches in the State of Washington, $403,000, including right of way expense He gave as his understanding that the Oregon Law which provides for the assessment of taxes against that portion of the inter-state bridge structure located in the State of Oregon, will not be effective after 1954, and that there are possibilities that this law may be repealed by the 1951 legislature, in which event, he said, taxes will not be assessable against the bridge because it will not be completed at that time. Colonel Tudor also gave the following as the amounts of initial expense which he said would be financed by A. C. Allen Company by an issue of bonds: purchase of The Dalles Ferry, $300,000, engineering and other essentials, $100,000. He also said that the $8,000 which the State of Oregon is advancing for preliminary studies will be refunded if and when the bridge project materializes, and he reiterated that the only questionable item on the bridge setup is the tax item. A general discussion followed during which the Commission's Chief Counsel advised that the Commission has authority to advance State Highway funds which could be used to pay the tax item, but the loan would have to be made to Wasco County by agreement, since the Commission does not have authority to pay taxes direct. In other words, the Commission could lend the amount of the taxes to Wasco County, which

in turn could pay the tax. Col. Tudor advised that the $400,000 bond issue to be sold by A. C. Allen Company to finance preliminary operations will be paid off with revenue from the ferry operations; further that the company will not finance the bridge construction if a satisfactory bid is not received. He estimated that it would take twelve years to pay off the bridge bonds and advised that the option to purchase the ferry from the present owner, Captain Smith, expires in September.

Chairman Banfield briefly reviewed the detailed expense items, and gave as his understanding that all that the Oregon State Highway Commission is being asked to do is to guarantee payment of the taxes, which are estimated to cost $23,500 annually, and which will be refunded later from the bridge toll revenues. Col. Tudor confirmed the understanding, whereupon the conference was concluded by Chairman Banfield, who advised that the Commission would probably take action on the entire matter within the next thirty days.

Mr. J. W. DeSouza, Assistant Counsel, brought up for discussion a right of way settlement with Hazel Potter Meyer and Elmer W. Meyer, concerning property at Bonneville. The property concerned is situate opposite the Columbia River Highway from the entrance to Bonneville, and is needed in connection with the proposed improvement of the Columbia River Highway at this point. It appears that an option was secured from the Meyers to purchase this property, but before the deal was closed, a fire occurred which destroyed two of the main buildings that were used for business purposes and were valued at $19,000. Subsequently, the Meyers were informed that the state would not take up the option at the price mentioned therein, $26,500, because the buildings were destroyed and could not be delivered. However, the Meyers are demanding payment of the full amount less $2,500, which they allege was the true value of the buildings. This matter was discussed at considerable length, but a decision was deferred pending the appearance of Mr. and Mrs. Meyer and their attorney, Mr. George W. Mead, Portland, on the following day. (Mr. Mead and Mr. Meyer appeared before the Commission the following day, but action was again deferred pending a recommendation from the Chief Counsel and the Right of Way Department. The matter was referred to the Chief Counsel to handle. See ahead for additional minute entry.)

The Right of Way Engineer requested authority for the Legal Department to sell miscellaneous buildings and scrap materials connected therewith up to a value of $100 without prior approval from the Commission. He explained that the reason he is asking for such authority is to relieve the Commission from bothersome details. Chairman Banfield stated that he preferred that such matters be brought to the Commission's attention. Commissioners Chandler and Reynolds expressed themselves similarly, and it was thereupon decided that if quick action is required for any sale in this category, the matter shall be taken up with at least two members of the Commission by telephone. If the sale is approved, then the action shall be confirmed by the Commission at its next meeting.

In this connection, the Right of Way Engineer presented an offer from a party in Eugene to pay $10.00 for a supply of corrugated roofing that was severely damaged when fire destroyed a building recently purchased by the

State Highway Department, in Eugene, commonly known as the Excelsior Building. He said that the material is absolutely worthless, and recommended acceptance of the offer in order to get rid of it. The Commission approved the recommendation unanimously.

The Right of Way Engineer requested instructions concerning the method of handling minor revisions in points of access to highways after right of way settlements have been approved. He pointed out that when right of access to the highway is allowed the former owner of land that is being acquired as right of way, a clause is inserted in the deed of conveyance reserving to him such access, the locations of which are described in the deed. However, frequently minor changes in the locations are required. He inquired whether or not the Commission wishes to approve such changes if they are of minor nature, and advised that in any case the change in location of the access point would be effected in writing, and the document recorded in the county deed records. He particularly mentioned a proposed modification of the access for the D. B. Appling property on the Pleasant Hill-Lost Creek Section of the Willamette Highway, which was made necessary by reason of a change in plans for the highway improvement. Mr. and Mrs. Appling, he said, have approved the change in writing. In thediscussion of this matter, Chairman Banfield expressed the thought that such changes are the responsibility of the Engineer and Chief Counsel. Commissioners Chandler and Reynolds concurred. The Commission accordingly authorized the Engineer and Chief Counsel to pass on such matters when they simply involve minor changes. The Commission by unanimous vote approved the change affecting the D. B. Appling property, as reported.

The Commission had under discussion the offer of the Weyerhaeuser Timber Company to pay $1,000 for 2.2 acres of land comprising the old ferry landing adjacent to Simpson State Park in North Bend. The Right of Way Engineer, Forrest Cooper, advised that the property has been appraised and a value of $1,000 set thereon. Chairman Banfield expressed the thought that if the Commission accepts the offer it should be on the basis that the property is used perpetually for industrial purposes. Commissioners Chandler and Reynolds concurred, whereupon the matter was referred back to the Chief Counsel to negotiate a settlement with the company on such basis. (This matter was discussed further on the following day, at which time the Commission definitely accepted the offer of the Weyerhaeuser Timber Company to pay $1,000 for this property, subject to the perpetual use of the area as an industrial site, and that ownership of the same will revert to the State in the event that it is used for any other purpose.)

The Commission had under discussion the matter of renewing the lease of a parking area between Harbor Drive and Front Avenue along the section extending from the Journal Building to the Morrison Bridge, in Portland. The Engineer advised that the City of Portland has received an offer of $700 a month for a three-year lease of this area, which is considerably more than is now being received, and that it is the city's desire to accept it if the Highway Commission will approve. He pointed out that the original plan provides for landscaping the area. However, no provision has been made to finance the work, neither are there any plans to utilize the property for highway purposes in the immediate future, so in his opinion, it

seems advisable to allow the city to re-lease the property for off-street parking of cars, as proposed. Mr. William Bowes, City Commissioner, was present, and entered into the discussion. He advised that the Harbor Master and the City Engineer are quite concerned about the landscaping of that portion of the area between Harbor Drive and the sea wall, and would much prefer that this area, extending from Burnside Street to Morrison Street, be paved, because ships frequently tie up to the sea wall at this location, and in their opinion, the crowds of people who visit these ships would trample on and ruin any landscape development which the State might foster; moreover, it is necessary to service these ships, and the only way for trucks to contact them is over this area. He particularly referred to a British ship that tied up to the sea wall during the recent Rose Festival and was visited by thousands of people. In the discussion of this matter, it was pointed out that the Federal Government is interested in the matter, because Federal Aid funds will be used to finance the landscaping work, so the plans could not be changed without the sanction of the Public Roads Administration. Mr. T. M. Davis, District Engineer, Public Roads Administration, was present and advised that his agency had already approved the project for landscaping, but will consider a change in plans if requested. The Commission reached no decision on the matter, action being deferred until the following day when Mr. Bowes is to return for further discussion of this matter, and other matters. (See ahead for additional paragraph and final action.)

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:00 p.m. Chairman Banfield publicly announced the awards of contracts, as follows, the action of the Commission being by unanimous vote:

"Pedee-Kings Valley Section of the Kings Valley Highway in Benton and Polk Counties; 6.78 miles of recoiling. J. C. Compton Co., McMinnville, submitted the low bid for this work at $39,080 based on the use of asphalt. They submitted no bid based on the use of tar. Warren Northwest, Inc., Portland, submitted the next low bid at $41,287 based on the use of asphalt. They also submitted no bid based on the use of tar. There were two higher bids. The Commission has awarded the contract to the low bidder, J. C. Compton Co., on its bid price.

"Grading, surfacing and oiling the Terrebonne-Crook County Line Section of the Smiths Rock Market Road in Deschutes County. Babler Bros., Portland, submitted the low bid for this work at $48,741. The only other bid was submitted by Parker-Schram Co., Portland, at $53,986.50. This company qualified their bid by stating that they would accept the award of this contract only in combination with the contract for construction of the Redmond "A" Street Project. The contract has been awarded to the low bidder, Babler Bros., at their bid price.

"Surfacing and Oiling on "A" Street in the City of Redmond, Deschutes County. Babler Bros., Portland, submitted the low bid for this work in the amount of $10,680.84. They stated that they would accept the award of this contract only in combination with the contract for the Terrebonne-Crook County Line improvement. Parker-Schram Co., Portland, submitted the next low and only other bid at $12,694. They

also stated that they would accept the award of this contract only if awarded also the Terrebonne-Crook County Line contract. The Commission has awarded this contract to the low bidder, Babler Bros., at its bid price.

"Grading and surfacing on Depot and Main Streets in the City of Rogue River, Jackson County. The only bid received for this work was that submitted by Snook Bros., Corvallis, at $11,545. The bid is satisfactory, and the Commission has awarded this contract to Snook Bros. at the amount of their offer.

"Veneta-Fisher Road Section of the Richardson-Eugene Secondary Highway in Lane County; 5.32 miles of pavement-resurfacing. Central Heating Co., Eugene, submitted the low bid for this project at $78,654. The next low bid was submitted by Acme Construction Co., Eugene, at $78,825. There were five higher bids. The Commission has awarded the contract to the low bidder, Central Heating Co., at its bid price.

"Traffic Signals in the City of Eugene, Lane County. W. R. Grasle Co., Portland, submitted the low bid on this project at $19,480. The next low bid was submitted by Mill Electric Co., Salem, at $19,881. There was one other higher bid. The Commission has awarded this contract to the low bidder, W. R. Grasle Co., at its bid price.

"Irrigating system, seeding and planting on the Eugene (High Street-Judkins Point) Section of the Pacific Highway in Lane County. The low bidder for this project was Stoen's Rock & Landscape Co., Seattle, Washington, at $25,920. C. S. Whitcomb Co., Inc., Portland, submitted the next low bid at $28,053.50. There were two higher bids. The Commission has awarded the contract to the low bidder, Stoen's Rock & Landscape Co., at their bid price.

"Surfacing, oiling and furnishing crushed rock in stockpiles on the Jamieson-Vale Section of the John Day Highway in Malheur County. D. F. McKenzie, Salem, submitted the low bid for this work, at $104,446. Babler Bros., Portland, submitted the next low bid at $110,446. There were four higher bids. The contract has been awarded by the Commission to the low bidder, D. F. McKenzie, at his bid price.

"Construction of two culverts and one bridge on the Central Oregon Highway in Malheur County. George E. Berry, Beaverton, submitted the low bid on this project at $30,520. He qualified his bid by stating that he would accept only one contract at this letting. Snook Bros., Corvallis, submitted the next low bid at $35,715. There were six higher bids. The Commission has awarded this contract to George E. Berry, the low bidder.

"Furnishing and placing a new roof on the Vista House at Crown Point on the Columbia River Highway, in Multnomah County. The only bid received for this work was that submitted by Carl B. Armpriest, Salem, at $3,638. The bid is satisfactory, and the Commission has awarded this contract to Mr. Armpriest at his bid price.

"Construction of the Ash Creek Bridge on the Monmouth-Independence Highway, in Polk County. Werner & Jeske, Eugene, submitted the low bid on this project at $22,995. Archie R. Averill, Portland, submitted the next low bid at $25,610. There were five higher bids. This contract has been awarded to the low bidder, Werner & Jeske, Eugene, at their bid price.

"Grading, surfacing, oiling and furnishing crushed rock in stockpiles on the Big Eddy-Dune Section of the Columbia River Highway, in Wasco County. Newport Construction Co. and Kern & Kibbe, Portland, submitted the low bid on this project, at $200,000. The next low bid was submitted by Stevenson Construction Co., Salem, at $219,517. There were eight higher bids. The Commission has deferred the award of this contract pending satisfaction of certain conditions. The bids have been referred to the Engineer with authority to award the contract to the low bidder when these conditions have been satisfied.

"Murray Road-Multnomah County Line Section of the Sunset Highway in Washington County; 3.8 miles of bituminous pavement seal. R. O. Dail, Portland, was the low bidder on this work at $6,044. The next low bid was submitted by Harr & Horton, Portland, at $6,370. There was one higher bid. The Commission has awarded this contract to the low bidder, R. O. Dail, Portland, at his bid price.

"Grading and paving on the Newberg (First Street-Willamette Street) Section of the Hillsboro-Silverton Secondary Highway, in Yamhill County. Porter W. Yett, Portland, submitted the low bid for this project at $40,347. J. C. Compton Co., McMinnville, submitted the next low and only other bid at $46,295. The Commission has deferred the award of this contract pending satisfaction of certain conditions. The bids have been referred to the Engineer with authority to award the contract to the low bidder when these conditions have been satisfied.

"Grading and paving on the Newberg-McMinnville Section of the Pacific Highway West in Yamhill County. J. R. Taggart & Co., Inc., and J. R. Taggart, Salem, submitted the low bid for this project at $414,346.40, based on the use of asphalt. They submitted no bid based on the use of tar. O. C. Yocom Co., McMinnville, submitted the next low bid at $427,581.90, based on the use of asphalt. He also submitted no bid based on the use of tar. There were two higher bids. The Commission has deferred the award of this contract pending satisfaction of certain conditions. The bids have been referred to the Engineer with authority to award the contract to the low bidder when these conditions have been satisfied."

The Commission discussed a proposal to lease from the State Land Board a forty acre tract of land in Deschutes County from which to secure borrow materials for use in highway construction. The Chief Counsel advised that he has negotiated a ten-year lease for which the Highway Commission will have to pay a lump sum of $500, which is only one-half of the amount originally demanded by the Land Board. He recommended approval of

the settlement. The Engineer concurred therein. The Commission approved the recommendation. (The lease agreement covering the matter was signed on the following day.)

The Right of Way Engineer submitted a status report on right of way acquisitions in Sullivans Gulch. The Commission took no action on the matter, reserving the same for study.

The Right of Way Engineer requested instructions relative to the sale of two small buildings acquired in connection with right of way purchases in Sullivans Gulch, Portland, one of the buildings being located at 9141 N. E. Hassalo, and the other at 2844 N. E. Sullivan Street. He advised that the first of these buildings was advertised for sale some time ago, but no bids were received for it, although subsequently an offer of $60 was submitted. The other building, he said, was not advertised for sale, but he has received an offer of $40 for the same. He declared that both buildings are practically valueless, being small shacks that the Commonwealth Company, which is handling properties in Sullivans Gulch for the Commission, does not want to list. He recommended acceptance of both offers, which are approximately the appraised value of each. The Commission approved the recommendation unanimously.

The Chief Counsel inquired as to the Commission's general policy with respect to the disposal of houses on the Sullivans Gulch Project, Portland, which had been acquired through right of way negotiations, the question being whether to sell the houses now or to rent them and secure the revenue until the section of highway on which they are situate is placed under contract for construction. The Commission ordered the continuance of past practice, which is to buy only that property which the Right of Way Department considers would be to the State's advantage to acquire now, and to sell property when the Right of Way Department considers that it would be to the State's best interest to sell.

The Assistant Counsel, Mr. J. W. DeSouza, reported the proposed sale by Multnomah County of tax lot No. 26, on the Sullivan Gulch Project. He advised that the County has acquired this lot for non-payment of taxes, that the exemption period has expired, and that the county expects to dispose of it at a tax sale some time next month. He further stated that the county has set a price of $1500 on the property, but he recommended that the Commission bid as much as $3,500 for it, if necessary. It appears that the county had been asked to sell the tract to the state direct, but the county Land Department has been advised by the District Attorney to the effect that it is necessary to dispose of it at a tax sale in compliance with a certain statute. In the discussion of this matter, Chairman Banfield expressed the opinion of the Commission that it is bad practice for any public body to be required to bid against the general public for property that is needed for public purposes. The matter was referred back to the Chief Counsel to see what can be done to avoid bidding against the general public for this tract of land.

The Chief Counsel presented for the Commission's approval a form of "certificate of acceptance" prepared by the U. S. Department of the Interior, providing for acceptance by the State of additional property in the Silver Creek Falls recreational area, Marion County. He advised that this is simply a formal

acceptance of the area heretofore turned over to the state, and recommended approval of the same. The Commission approved the recommendation unanimously. (The Certificate of Acceptance was signed on the following day.)

The Commission approved payment of $700 to Mr. A. C. Baumback, house mover, for extra work performed by him in connection with moving the Gold Beach Agate Shop building on the Oregon Coast Highway in Gold Beach, Curry County. The Chief Counsel explained that it was the obligation of the state to move the building referred to, and that Mr. Baumback was engaged to do the work. After the building had been re-established, it was found that the back-fill pressed too hard against the building, necessitating the construction of a wall, which work Mr. Baumback completed for the sum mentioned.

The Chief Counsel requested approval of a settlement with Mrs. Sarah Rise on land situate in the block on which it is proposed to construct a Highway Office Building in Salem. He advised that this is a settlement of a controversial matter covering property that has been appraised at values roughly from $13,000 to $17,500. He further advised that the Commission originally authorized the payment of $14,000 for the property, for which Mrs. Rise demanded $22,000, but as a result of negotiations, Mrs. Rise has now indicated a willingness to settle for $16,250. He recommended an offer of $16,000 and that he be authorized to pay as much as $16,250 if absolutely necessary. The Commission approved the recommendation.

In this connection the Commission inquired as to the occupancy of the buildings on the proposed highway building site, and was informed by the Chief Counsel that for the most part the buildings are now being rented to the Secretary of State but the leases expire in September. He inquired whether or not they should be renewed. Because of possibilities that the construction of the Highway Office Building will be advertised for bids to be received in September, the Commission ordered that the tenants be notified to vacate the premises not later than September 1, 1949.

The Chief Counsel brought up for discussion a proposed settlement of the condemnation case of the State of Oregon vs. Bertha Bachman, covering acquisition of right of way for the Milwaukie-Estacada Section of the Clackamas Secondary Highway in Clackamas County. He advised that the Commission's original offer to Mrs. Bachman was $100, which Mrs. Bachman refused, although she stated that she would donate the land to the state if the state would fill in the balance of her lot, which the Engineer estimated would cost between $3,000 and $5,000. Further negotiations, he said, resulted in settlement of the case by payment of $1,000 cash. He recommended approval of the same. The Commission approved the recommendation.

The Commission also approved settlement of the condemnation case of the State Highway Commission vs. Roy Philippi, concerning acquisition of right of way on the John Day River-Quinton Section of the Columbia River Highway in Gilliam County. The Chief Counsel advised that this case has been pending since August, 1947, and that recently he was able to effect a settlement with Mr. Philippi whereby Mr. Philippi agrees to accept the sum of $2,500, and the state is securing a larger area of land than was contemplated when the condemnation action was filed. The Commission by unanimous vote

adopted the attached resolution with respect thereto, marked Exhibit "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel reported a proposed settlement of the condemnation case of the State Highway Commission vs. Herman B. Jacobs, concerning property needed as right of way for a revision of the Oregon Coast Highway between Tillamook and Pleasant Valley in Tillamook County. He advised that Mr. Jacobs owns a dairy ranch containing 40 acres of land near the City of Tillamook, and that the highway cuts the ranch in two, leaving twenty-one acres on the opposite side of the highway from Mr. Jacobs' buildings. Moreover, the State is taking controlled access so there will be no access to the highway from the property which has no contact with any other road. He further explained that Mr. Jacobs is asking $1,000 an acre for his land, and wants the state in addition thereto to construct a cattle pass for his use, which is estimated by the Engineer to cost about $3,000. The state, he said, is taking four acres of Mr. Jacobs' land for right of way, making a total of twenty-five acres which is being severed. He offered the following settlement: that the state buy the twenty-one acres severed, and the four acres needed for right of way, a total of twenty-five acres, for the sum of $25,000. The twenty-one acres, for which he has already received inquiries from two prospective buyers, can then be sold for about $15,000. Such settlement, he said, would eliminate the necessity for the cattle pass, thereby creating an additional saving of $3,000. The result would be that the state would be able to acquire the right of way for about $6,000 or $7,000, compared with a cost of from $11,000 to $15,000 were the condemnation proceedings followed through. The Commission approved the settlement unanimously.

The Engineer reported on a request from the Union Rod and Gun Club, Union, Oregon, to exchange the building that it is now using on state maintenance property at Union, for another larger building on the same premises. He advised that the building that the Gun Club wants to use is a larger building than the one that they presently occupy, but it is being used for storage of highway equipment and supplies, and while not entirely occupied at the present time, it is planned to store additional materials that will take up all the room available. He recommended in view thereof that the request be denied. The Commission approved the recommendation.

The Right of Way Engineer reported on the matter of constructing a sewer connection to two state-owned buildings, between 10th and 11th Avenues and Hayes and Garfield Streets, in the western part of Eugene, which matter was brought up at the previous meeting. He advised that as instructed by the Commission, he contacted the present tenants of these buildings, both of whom have agreed to a $10 increase in monthly rentals, which would mean an additional revenue of $240 annually from these buildings, and that the sewer connections, which are estimated to cost a maximum of $450, would be paid off in two years' time. The Engineer advised that it would be several years before the land on which the buildings are situated would have to be used for right of way, because the Commission has no immediate plans for construction; moreover, according to a City Ordinance, the buildings must be connected to the city sewer if they are to be occupied. In view of these reports, the Commission unanimously approved connecting both houses to the city's new sewer.

The Chief Counsel reported briefly on the matter of sale to the City of Pendleton land acquired in connection with purchase of right of way for the Pendleton-Airbase Secondary Highway situate on the north side of the Old Oregon Trail, a short distance west of Pendleton. The Commission deferred action in the matter pending confirmation of another transaction with the City of Pendleton for the sale of a 7.2-acre tract in the same location. The matter was referred back to the Chief Counsel for further handling.

The Chief Counsel presented for the Commission's approval a proposed agreement with the State of Idaho covering early construction of new bridges across the Snake River at Payette and Weiser, Idaho, and the construction of additional bridges across the Snake River at Ontario and Nyssa, Oregon, at some future date. He pointed out that this agreement has been signed by the highway officials of the State of Idaho. Following discussion, and it appearing that the agreement has been prepared in conformity with its ideas on the subject, the Commission approved the agreement as presented. (The agreement was signed by the Commission on the following day.)

The Chief Counsel recommended and the Commission approved salaries, as follows, for members of the legal staff not covered by Civil Service regulation:

Clifton W. Enfield, Assistant Counsel . .	$ 425.00	per month
Samuel A. Hall, Assistant Counsel	425.00	" "
J. W. DeSouza, Assistant Counsel	425.00	" "
G. E. Rohde, Assistant Attorney	400.00	" "

It was understood that these salaries shall be effective as of July 1, 1949.

The Commission discussed briefly a report from the Chief Counsel relative to its authority to regulate and prohibit the use of the shore of the ocean by transient merchants. The Chief Counsel advised that to date he has been unable to find any statute directly covering this matter, in view of which he knows of no way that the Commission can control these activities. He gave as his personal opinion that it would be unwise for the Commission to prohibit the use of the ocean beaches for such purposes. He was instructed by the Commission to make further search of the statutes in an endeavor to find a law that would cover the situation.

The Engineer reported the results of receiving bids in Salem on June 6, for the sale of merchantable dead timber located along the Sunset and Wilson River Highways in Clatsop, Columbia and Tillamook Counties. He recommended acceptance of the offers of the high bidders in each instance, as follows:

(Cont.)

Area No.	Location	High Bidder	High Bid (Per M-FBM)
1	Sunset Highway	No Bids Received	$ --
2	" "	" " "	--
3	" "	" " "	--
4	Radar Road	Earl E. Evans, Seaside	1.50
5	Saddle Mt. Park Road	No Bids Received	--
6	Wilson River Highway	H & J Logging Co., Tillamook	3.75
*7	" " "	Lu A. Baneke, Tillamook *	5.10
8	" " "	Shaw, Johnson, Saling; Tillamook	12.75
9	" " "	Franck Bros. Logging Co., Forest Grove	3.00

* One bidder, Harry A. Cooley, Tillamook, offers lump sum bid of $500.00 for all merchantable dead timber in Area No. 7.

The Chief Counsel and the State Parks Superintendant concurred therein. The Commission approved the recommendation unanimously.

The Commission discussed briefly a letter from Mr. C. F. Thomas, Chief Engineer of the S. P. & S Railroad Company, stating reasons why the company started the reconstruction of its facilities across Youngs Bay near Astoria, notwithstanding a previous proposal by the West End Development League of Astoria that the Oregon Coast Highway be routed parallel to the railroad at this point, and an embankment constructed as a joint proposition. The Engineer advised that a joint fill construction is not the answer to the problem presented by the West End Development League. In any event, it is now too late to construct the embankment as a joint undertaking; moreover, separate structures would be required for each facility, and no particular saving would accrue in attempting to confine both facilities to the one embankment. The Commission took no action on the matter other than to order that the railroad company be informed accordingly.

Pursuant to previous instructions from the Commission, the Engineer reported on the designation of a "no parking" zone on the north side of the Pacific Highway East (Fifth Street) in Oregon City, between the Southern Pacific Undercrossing and Main Street. He advised that investigation reveals that parking on the north side of this street is now prohibited by city ordinance, except for two small spaces which are well outside of the established portion of the highway, and do not in any way interfere with highway traffic. He recommended no further action in the matter. The Commission approved the recommendation.

The Engineer presented for the Commission's consideration a request from the City of Portland that the State pay fifty percent of the cost of certain traffic signal installations heretofore made on State Highway Routes in this city, particularly on 6th Avenue, 4th Avenue, Front Avenue, and S E. Union Avenue. He presented a map showing the location of the several installations, and advised that they were made at a total cost of $30,390.44,

fifty percent of which, $15,195.22, would be the state's share if the Commission approves. He pointed out that the installations were not covered by written agreements, but were made as a result of oral understanding. He recommended approval of the expenditure. The Commission unanimously approved reimbursing the city in the amount of $15,195.22 at this time, with the strict understanding, however, that hereafter the state will not contribute toward the cost of future installations unless they are covered by a written agreement between the city and the state, prior to the time that the installations are made.

The Commission discussed a suggestion from the Engineer that consideration be given to the allocation of the unallocated balance available for the Second Postwar Federal and State Programs, totalling approximately $4,500,000, and to his further suggestion that the Commission program additional projects totalling approximately $25,000,000 for contracting in the future when funds are available. The Engineer explained that if the Commission would approve these suggestions, it would permit the making of surveys and securing of options for rights of way for a certain number of projects in each division, and in this manner progress could be made toward the assembling of a "stockpile" of construction jobs. This matter was discussed at considerable length, and as a result thereof, the Commission deferred the programming of the unallocated balance of the Second Postwar Program funds. However, it authorized the Engineer to present for the Commission's consideration in the next two or three months a list of projects for which surveys are required.

The Commission had under consideration approval of the proposed Civil Service Pay Plan effective July 1, 1949, covering classified State Highway Department employees, other than those employed in the Accounting Division. In the discussion of this matter, the Commission had the benefit of a report from the Engineer, dated June 8, 1949, and a report from the Chief Accountant dated June 2, 1949, and a report from the Chief Counsel. (See copies of reports in general files for details.) The Engineer advised that the proposed plan has been approved by the State Budget Director in writing, and that it also has been approved in writing by the Civil Service Commission, insofar as it covers all employees except those in the Accounting Division, which are now being studied by the Civil Service Commission. He further stated that the revised pay plan is a revised wage schedule which includes all adjustments for cost of living increases. He recommended adoption of the plan as prepared, and that it be made effective as of July 1, 1949. The Commission approved the recommendation unanimously upon motion of Commissioner Chandler, which was duly seconded by Commissioner Reynolds. The Commission took no action on the wage adjustments for the employees of the Accounting Division because the new rates have not as yet been cleared through the Civil Service Commission and the Budget Director; however, the Commission declared that any adjustments made for the employees in this division will be made retroactive to July 1, 1949.

In this connection the Commission also discussed salary adjustments for the following unclassified employees: State Highway Engineer, Chief Counsel, and Commission Secretary. As the result of discussion, the

Commission unanimously approved an annual salary of $9600 for Mr. R. H. Baldock, State Highway Engineer; an annual salary of $7800 for Mr. J. M. Devers, Chief Counsel, subject to approval by the Attorney General; and an annual salary of $6960 for Mr. H. B. Glaisyer, Commission Secretary.

The Engineer brought up for discussion amendments to the State Pension and Retirement Act enacted by the 1949 legislature, particularly the features concerning the State Highway Department. He pointed out a new provision which is to the effect that until July 1, 1955, an employee who has reached the compulsory retirement age, may petition to be continued in service for successive periods of one year each, provided he presents convincing proof which is acceptable to his employer and the Retirement Board, establishing his ability to perform the duties that would be required of him, and that continued service on his part would be in the public interest. The Engineer presented a list of employees who are approaching the age limit of sixty-five years and who will soon be retired from State Highway Department service in accordance with the provisions of the Public Employees Retirement Law. He recommended that the following employees be retained on the State Highway Department payroll for a period of one year from date of retirement:

Name	Classification	Age	Date of Retirement
Wm. D. Cowgill, Jr.	Civil Engineer I	65	November 1, 1949
Sanford O. Leash	Laborer I	65	September 1, 1949
John W. Student	Laborer I	65	July 1, 1949
August Moser	Automotive Mech.	65	September 1, 1949
Henry D. Ricks	Truck Driver	65	October 1, 1949
Harry E. Sitler	Truck Driver	65	July 1, 1949

The Commission approved the recommendation unanimously.

In this connection, the Engineer also recommended re-employment of Mr. J. H. Scott, Civil Engineer II, age 67, who was retired on December 31, 1947. He advised that Mr. Scott has fulfilled all of the requirements with respect to reinstatement, that he is physically fit to carry on the duties which will be assigned to him, and that he is a competent engineer whose services can be used to very good advantage in the State Highway Department. The Commission by unanimous vote authorized the reinstatement of Mr. Scott for a one-year period.

The Engineer reported that plans for the proposed State Highway Department Office Building in Salem would be ready for final inspection and approval by the Commission between the first and the middle of August, and if approved by the Commission, then bids can be received for construction of the building about the middle of September, which would permit a contractor to excavate the basement and have the building well under way before bad weather sets in. The Commission deferred action on the matter pending a conference with the Capitol Planning Commission recently appointed by Governor McKay. In view of this decision, Chairman Banfield signed a letter directed to the members of the Capitol Planning Commission, outlining what the Highway Commission has accomplished to date with respect to the building, and requesting a meeting with

that Commission to obtain its approval to proceed with the contracting of the work when the plans are completed. (See copy of Mr. Banfield's letter in general files.)

The Engineer presented a letter from Mr. J. L. Hope, Attorney at Law, Astoria, in behalf of Captain F. V. Elfving, concerning the sale of property at the foot of 14th Street in Astoria, which the Highway Commission is now leasing from the Columbia Transportation Company for a ferry landing. It appears that Captain Elfving is offering the property to the state for the sum of $20,000, and that the present lease expires on May 31, 1950. It also appears that subsequent to this first offer, Mr. Hope explained in a second letter that the offer did not include water frontage purchased by Captain Elfving in March, 1949, for which he wants an additional $500 cash. The Engineer advised that the Columbia Transportation Company has agreed to extend the present lease, for which the state is now paying $2,040 annually, for a two-year period at the rate of $3,000 annually; the increased charge being to compensate the Company for taxes in the amount of $500 per year on the additional water frontage that Captain Elfving purchased since the first lease agreement was entered into. The Engineer recommended rejection of the offers, and that the Commission authorize preparation of plans and specifications for a new terminal to be located between 17th and 18th Streets, for which an item of $175,000 has been set up in the 1949 budget. (See copy of the Engineer's written report on this subject dated June 23, 1949, in general files, for details.) The Commission unanimously approved the Engineer's recommendation and so ordered.

A letter was presented from the Warrenton Chamber of Commerce inquiring as to the status of the improvement on the Warrenton Secondary Highway No. 105, in the City of Warrenton, which, they stated, was authorized by the Commission in 1948 for 1949 construction. The Engineer advised that the Commission discussed this matter at a meeting held on April 20, 1948, and at that time authorized an expenditure of $30,000 for the purpose on the condition that the extra right of way that is needed would be furnished free of cost to the state by the city and county, the work to be done as a Special Major Betterment Project of 1949, if the conditions are satisfied. He recommended approval of the project under the same conditions, funds required therefor to be taken from the unallocated Major Betterment funds set up for Division 2 in the 1950-51 Program. The Commission approved the recommendation unanimously.

A letter was presented from Mr. R. E. Borland, City Manager, City of Silverton, inquiring whether or not the city could arrange with the State Highway Commission for the construction of a replacement bridge over Silver Creek on a city street, known as James Avenue, in Silverton. Mr. Borland estimates the cost of the bridge at $26,910 and advises that the city does not have funds available to finance the structure on its own account. He suggested that the Highway Commission might enter into an agreement with the city to advance state funds to finance this work, the state to be reimbursed within two and not to exceed three years' time from the city's share of state highway revenues. The Commission denied the request because of the precedent that would be established, it being the Commission's thought that were it to embark on a program of this nature, other cities and towns would request similar assistance, which, if granted, eventually would result in tying up a huge amount of state highway funds.

The Engineer reported the necessity to place a new deck on the Steel Bridge in Portland, which bridge has been designated as the route of US99W in connection with the Portland Front Avenue Project. He estimated the cost of a new deck at $176,000, and recommended the expenditure, the work to be done when the bridge is closed later in the year to allow the contractor who is building the west bridge approach to make connections with the main bridge structure. It was the thought of the Commission that the railroad company that owns the bridge should participate in the cost of the redecking. Accordingly, action on the Engineer's request was deferred and the Engineer was instructed to confer with the railroad officials relative thereto.

The Engineer requested authority to spend $1,660 for additional repair work on the pier fenders at the Coos Bay (McCullough) Bridge, and at the Ene gren Ferry slip. He advised that the Commission now has a contract with Hillstrom Ship Building Company of Coos Bay to renew nine dolphins at the McCullough Bridge and that since this contract was awarded, four additional dolphins have been broken off. It was his thought that now would be the proper time to have this work done, while the Hillstrom Company contract is still active. He estimated the cost of this work at $1,165. As to the Enegren Ferry slip, he advised that some of the dolphins had been pushed out of line, and should be straightened up, and rewrapped. He estimated the cost of the work at $495, making a total additional cost of $1,660. He recommended approval of the total expenditure. The Commission approved the recommendation.

The Commission had under discussion the matter of including the improvement of the Lawen-Crane Section of the Burns-Crane Highway in the Second Postwar Construction Program. The Engineer advised that this project was considered by the Commission on May 18th in arranging the program, but in the final selection of projects this one was omitted. Action on this matter was deferred until the next meeting of the Commission.

A request was presented from the City of West Linn for sidewalk or trail construction along the Oswego Highway northerly from Dillow Road junction to the city limits of West Linn. The Engineer advised that the section of highway referred to lies entirely within the city limits of West Linn, hence according to the Commission's established policy, it would be the city's obligation and responsibility to construct the sidewalk. He recommended that the request be denied, and that the city be informed accordingly. The Commission approved the recommendation.

A petition was presented from 132 residents of Sutherlin and vicinity, requesting the oiling of a section of the Elkton-Sutherlin Secondary Highway for a distance of about 1.3 miles, near the city limits of Sutherlin, in order to allay the dust nuisance that prevails during the summer months. The Engineer advised that there has been considerable building expansion along the section of highway referred to, and in his estimation there is justification for the improvement because it would alleviate a bad dust condition created by heavy log-hauling traffic. He estimated the cost of the improvement at $20,000 and recommended approval of the project, the work to be financed with unallocated Secondary Highway Funds in Division 3, when a program is arranged for such funds. The commission deferred action on the matter until its next meeting.

The Commission discussed a resolution from the Klamath Irrigation District requesting that the borrow pits along the Henley-Lost River Section of the Klamath Falls-Malin Highway, which is now under construction, be not filled, it being their allegation that the filling in of these pits will result in irreparable damage to adjoining farms by preventing proper drainage of the same. The Engineer advised that the borrow pits referred to are being used by adjacent land owners as drainage ditches contrary to the purpose for which they were opened. He recalled that it was the original intention to acquire a right of way 100 feet wide for this section, but because of the vigorous protests by adjoining property owners, the width was reduced to 60 feet, all of which is required for highway roadbed and slopes. Moreover, the borrow pits will have to be filled in to accommodate the improvement. He recommended that the request be denied, and that the District be informed that it is essential to the construction of the highway that the borrow pits be filled. The Commission approved the recommendation unanimously.

A request was presented from the City Council of Klamath Falls that the proposed West Side By-pass for The Dalles-California Highway be given priority status by the Highway Commission for construction over other contemplated highway improvements in the vicinity of Klamath Falls. In the discussion of this matter, the Commission recalled previous statements and information given to the people of Klamath Falls, that it had authorized a location survey of the route and acquisition of right of way along the adopted by-pass line simply to make certain that the right of way would be available at such time as the Commission was able to construct the project, without any commitment whatsoever as to when the work would be undertaken. The Commission confirmed the statements and instructed the Secretary to inform the City Council accordingly.

The Commission discussed a letter from Mr. Ben S. Morrow, City Engineer, Portland, in which Mr. Morrow requests cooperation from the Highway Commission in the construction of the sewer system on Southeast 82nd Avenue, route of the Cascade State Secondary Highway. Mr. Morrow estimates the cost of such sewer construction at $250,000; and the state's share to take care of drainage on the State Highway, at $122,573. The Engineer advised that in the past the Highway Commission has cooperated only to a very limited extent in the construction of storm sewers, it being the belief of the Commission that this is a city obligation, so if the Commission should approve the present request, which involves no highway improvement, it would be establishing a precedent that might prove undesirable in the future. He disputed Mr. Morrow's statement of the cost to complete the sewer on the highway right of way, stating that in his estimation the state's portion of this expense would be approximately $30,000 rather than $122,573. He requested instructions.

In the discussion of this matter, the Chief Counsel advised that if present highway facilities are capable of taking care of normal runoff and drainage, then the Commission would be precluded from spending State Highway funds to finance the work contemplated by Mr. Morrow; however, if in the construction of a highway the Highway Department assembles water in greater volume and discharges it in certain places to the detriment of certain people, then it is the responsibility of the state to do what is necessary to correct

the conditions. The Commission deferred a decision in this matter pending discussion with Commissioner Wm. A. Bowes of the City of Portland on the following day. (As a result of the discussion with Mr. Bowes, the Commission referred the matter back to the Engineer for additional information.)

The Engineer reported that the City of Portland plans to construct a sewer to serve the Binnsmead School, which is located east of S. E. 82nd Avenue near S. E. Harrison Street, and that the city advises that it will be possible for the Highway Commission to make a connection with this sewer to drain 82nd Avenue, route of the Cascade Secondary Highway, if the Commission desires. The estimated cost to make this connection, he said, is $3,100. He recommended the expenditure because it would eliminate an annual cost of $375.00 to maintain five blind drain sumps that are now being used to drain the highway for a distance of four blocks in the vicinity of Harrison Street, and which do not operate satisfactorily during heavy storms; moreover, they will have to be rebuilt within the next eight to ten years. The Commission unanimously approved the expenditure of $3,100 for this purpose.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning in the same room.

Portland, Oregon
June 28, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud by the Secretary, in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

BAKER-UNITY HIGHWAY IN BAKER COUNTY

DEWEY AVENUE GRADE SEPARATION IN BAKER

Valley Constr. Co., Portland *	$ 434,547.50
E. C. Hall Co., Portland	438,462.50
Natt McDougall, Portland	544,090.00

* Bidder will not accept projects totaling more than $600,000.00.

OSWEGO HIGHWAY IN CLACKAMAS COUNTY

OSWEGO SECTION

Perkins Bros., Portland	$ 49,366.20
K. F. Jacobsen & Co., Inc., Portland	51,109.50
Parker-Schram Co., Portland	53,127.00
Columbia Constr. Co., Portland	53,823.30
E. C. Hall Co., Portland	54,872.00
Porter W. Yett, Portland	61,943.90

SUNSET HIGHWAY IN CLATSOP COUNTY

MAIL CREEK SECTION

Loyd Calkins & Co., Oceanlake	$ 15,585.00
Jed Wilson, Seaside	16,650.00
Jack Robinson, Bend	17,185.00
Leonard & Slate, Oregon Ltd., Portland	18,735.00
Columbia Constr. Co., Portland	18,991.00
Homer G. Johnson, Portland	20,515.00
Grimstad & Vanderveldt, Astoria	21,710.00
Steelman & Haws, Portland	21,730.00
Q. L. Rufener, Portland	22,510.00
James Scarborough, Gearhart	24,588.00

CITIES OF DRAIN AND YONCALLA IN DOUGLAS COUNTY

"B" STREET IN DRAIN, SECOND AND "D" STREETS IN YONCALLA

	Using Asphalt	Using Tar
Acme Constr. Co., Eugene	$ 16,455.50	- - -
Baker Paving Co., Coos Bay	22,043.50	- - -

CITY OF PRAIRIE CITY IN GRANT COUNTY

REINFORCED CONCRETE BRIDGE ON CITY STREET

Leslie W. Stoker, Nyssa	$ 15,515.00
Geo. E. Berry, Beaverton	15,890.00
Eric Enquist, Troutdale	18,610.00
Robt. M. Snyder, Lowell	19,605.00

PACIFIC AND CRATER LAKE HIGHWAYS IN JACKSON COUNTY

NORTH MEDFORD LANDSCAPING PROJECT

Western Golf Course Supply Co., Portland	$ 4,919.00
Stoen's Rock & Landscape Co., Seattle, Wn.	5,327.40
C. S. Whitcomb Co., Inc., Portland	5,827.50
Coast Constr. Co., Portland	6,151.00

June 28, 1949

CITIES OF GRANTS PASS, PROVOLT & JACKSONVILLE IN JACKSON & JOSEPHINE COUNTIES

SURFACING, OILING & ROCK PRODUCTION PROJECT ON THREE STATE HIGHWAYS

No Bids Received.

REDWOOD AND OREGON CAVES HIGHWAYS IN JOSEPHINE COUNTY

CAVE JUNCTION RECOILING AND ROCK PRODUCTION PROJECT

J. C. Compton Co., McMinnville	$ 101,860.50
M. C. Lininger & Sons, Medford	110,390.50

CITY OF KLAMATH FALLS IN KLAMATH COUNTY

AUTOMATIC TRAFFIC SIGNALS AT INTERSECTION OF ESPLANADE AND MAIN STREETS

Trowbridge & Flynn Electric Co., Medford	4,625.00

CITY OF EUGENE IN LANE COUNTY

FERRY STREET BRIDGE OVER WILLAMETTE RIVER ON COBURG ROAD

Tom Lillebo, Reedsport	447,885.00
E. C. Hall Co., Portland	459,625.00
Lindstrom Bros., Portland	471,625.00
Valley Constr. Co., Portland *	480,880.00
Minnis & Shilling, Eugene	481,989.00
L. H. Hoffman, Portland	505,957.50
General Constr. Co., Portland	519,291.50
Guy F. Atkinson Co., Portland	544,539.00
Macco Corporation, Clearwater, Cal.	571,340.00
Lee Hoffman, Portland	575,972.50

* Bidder will not accept projects toatling more than $600,000.00.

CITY OF TOLEDO IN LINCOLN COUNTY

PAVEMENT RESURFACING PROJECT ON SOUTH MAIN STREET

Parker-Schram Co., Portland	7,740.00

CITY OF LEBANON IN LINN COUNTY

GRADING AND PAVING PROJECT ON MILTON AND WILLIAMS STREETS

Warren Northwest, Inc., Portland	33,580.00

June 28, 1949

CITY OF SALEM IN MARION COUNTY

STATE OFFICE BUILDING-SUPREME COURT BUILDING PARKING AREA

L. J. Patzer, Salem	$ 3,923.96
Salem Sand & Gravel Co., Salem	4,032.00

CITY OF PORTLAND IN MULTNOMAH COUNTY

FRONT AVENUE PLANTING PROJECT ON PACIFIC HIGHWAY WEST

Knight Pearcy & Parkrose Nursery, Salem	43,257.70
Rich & Sons, Hillsboro	43,757.00
Coast Constr. Co., Portland	45,063.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

PARKROSE-LARCH MOUNTAIN ROAD SECTION

Oregon Asphaltic Paving Co., Portland	14,667.00
Harr & Horton, Portland	17,190.00
R. O. Dail, Portland	20,772.50

ENTERPRISE-LEWISTON HIGHWAY IN WALLOWA COUNTY

NORTH UNIT, WASHINGTON STATE LINE-FLORA JUNCTION SECTION

Geo. H. Clausen, Gladstone	29,463.00
R. A. Heintz Construction, Portland	37,605.00
LaGrande Concrete Pipe Co., LaGrande	37,812.00
J. C. Papin, Baker	38,571.00
Q. L. Rufener, Portland	41,400.00
R. & M. Constr. Co., Central Point	44,298.00
Valley Constr. Co., Portland	46,092.00
Natt McDougall, Portland	47,610.00
E. E. Settergren, Portland	57,132.00

OCHOCO HIGHWAY IN WHEELER COUNTY

FOREST BOUNDARY-JONES RANCH SECTION

Leonard & Slate, Oregon Ltd., Portland	262,851.00
M. L. & C. R. O'Neil, Creswell	266,302.50
Kuckenberg Constr. Co., Portland	267,634.00
J. C. Papin, Baker	267,800.00
Berke Bros., Portland	268,694.50
E. C. Hall Co., Portland	287,065.00
Natt McDougall, Portland	303,107.20
V & M Operating Co., Nehalem	318,431.00
J. N. & M. J. Conley, Portland	333,722.00
Parker-Schram Co., Portland	334,253.50
C. J. Eldon, Portland	343,543.90
McNutt Bros., Eugene	346,866.40
T. W. Thomas, Portland	358,052.00
Heavy Hauling Co., Astoria	381,492.50

June 28, 1949

The County Court of Lane County, including Clinton Hurd, County Judge; L. G. Raish and W. J. Holland, County Commissioners; and P. M. Morse, County Engineer, was present and asked the Commission to designate the Jasper-Lowell County Road a State Secondary Highway. The Court offered in exchange to take over as a county road one of the roads now on the State Secondary Highway system in Lane County.

Mr. Morse, who acted as spokesman, recommended the exchange on the basis that the proposed secondary from Jasper to Lowell would provide a direct connection between the McKenzie and Willamette Highways. The Commission denied the request because it would mean an expenditure of a large amount of state funds to bring the road to state standards, and the Commission does not have funds available for this purpose.

Mr. Holland inquired as to the Commission's plans for completion of the Crow-Luskey Corner Section of the Territorial Secondary Highway No. 200. He was informed that the Commission was not in a position to include this highway in its second two-year Postwar Program.

A delegation representing the West Slope Lions Club, Portland, consisting of the following persons, was present and asked the Commission either to install traffic signals or to provide other protection for traffic at the intersection of the Canyon Road (Tualatin Valley Highway) with the Multnomah Club Road: R. H. Gollihur, Chairman of the Safety Committee; Gill Tarrance, Earl Bowman, Keith Smally, J. T. Ward, Carl Gestring, Joel Ward, and Mrs. Freeman Young, members of the Safety Committee.

Mr. R. H. Gollihur presented a petition signed by approximately 500 residents requesting that a traffic survey be made at this intersection between the hours of 4:00 p.m. and 6:30 p.m. He pointed out that there is a considerable volume of vehicle cross-traffic at this point, in addition to a large number of children and pedestrians, and that a signal and a pedestrian lane or a combination of the two is particularly needed. The delegation was informed that the Engineer has investigated this matter and that his report on the subject would be discussed later in the day. Following departure of the group the Commission discussed the matter at further length, and as a result thereof and upon recommendation of the Engineer, unanimously approved installation of a "Stop and Go" traffic signal and mercury vapor luminaires at this point, at a total estimated cost of $6,500.

The Josephine County Court represented by County Judge W. A. Johnson and Lucius Robinson, County Commissioner; and Mayor Elwood Hussey of the town of Cave Junction appeared before the Commission regarding the improvement of Federal Aid Secondary Highway No. 267 which passes through a town called Holland.

They urged improvement of this road in the current highway program. Chairman Banfield advised that a tentative allotment of $100,000 has been set up for this road, but it now appears that such sum will not be sufficient to do a satisfactory job because of the condition of the bridges, and it is estimated that an allotment of an additional $100,000 will be required. He inquired if the county's financial position will permit county contribution to help finance the project. Judge Johnson replied that the county might be

able to do so, whereupon the matter was referred to the Engineer with instructions to discuss the matter further with the County Court.

Mr. Hussey then asked the Commission to pave the Redwood Highway full width between curbs through the town of Cave Junction. He was informed that the city's request is now being investigated by the Engineer and that as soon as data is available consideration will be given to it.

A delegation representing the Milwaukie City Council and interested citizens consisting of the following was present concerning a proposed service road along the easterly side of US99E between Portland and Milwaukie: Jack Taber, City Manager; Fred Sperr, Mayor of Milwaukie; E. W. Kirkpatrick, City Attorney; H. O. Fixott and Irwin S. Adams, property owners, Milwaukie.

Mr. Taber headed the group. He urged construction of such service road from Milwaukie to the south end of the Federal Housing Project to minimize the hazards of direct access to the highway along this section. He advised that the delegation has nothing to add to the statements made at the previous meeting of the Commission. The Engineer recalled certain facts that were presented when this matter was first discussed some time ago, particularly pointing out that the city was to furnish the right of way consisting of a twenty-foot strip on the east side of the highway with complete restriction of access. He estimated the cost of the road at $90,000. Chairman Banfield pointed out that were the service road constructed along the east side of the highway it would be necessary to construct a similar facility on the opposite side.

Mr. Adams advised that in the settlement of the old Scott estate the heirs have first opportunity to re-purchase the property from the Federal Government when disposal is made. Mr. Fixott objected to construction of a service road unless some better reason is advanced for its construction than that already presented by the City of Milwaukie. He declared that the road would destroy his garden and homesite and would be within twenty-five feet of his house. This matter was discussed at considerable length, but action thereon was deferred pending an additional report from the Engineer and Chief Counsel to whom the matter was referred.

Mr. O. J. Mitchell, representing the Columbia Commercial Transportation Company and Mitchell Brothers, Portland, appeared before the Commission regarding violations of hauling permits heretofore granted these concerns. He stated that he had been notified of the extent of his violations and that he has taken corrective measures so there should be no difficulties in the future. The cancellation of their permits, he said, would put them out of business. He was informed by the Commission that it is up to the two companies to abide by the regulations; otherwise, they must suffer the penalty of having their permits cancelled, because the Commission cannot overlook the violations of one concern and penalize others for the same offense. Moreover, the Commission will not sanction the hauling of overweight loads to state scales for weighing purposes; it is up to the hauler to determine for himself whether or not his loads are within the prescribed limits. Following Mr. Mitchell's departure the Commission unanimously authorized the cancellation of the permits issued to the concerns under discussion, without further hearing, if another violation is committed. The Secretary was instructed to inform them accordingly.

The Engineer reported that for the past several years there have been requests for improvements at the intersection of Roads End Road with the Oregon Coast Highway immediately north of Ocean Lake in Lincoln County, to eliminate a dangerous condition that exists by reason of the fact that the intersection is on a curve at the top of a hill. He recommended that the highway be widened and that a left turn refuge for vehicles entering Roads End Road from the south be provided to permit such traffic to get out of the main stream of traffic to await an opportunity to cross with safety. He estimated the cost of the work at $3,000. The Commission unanimously approved the Engineer's recommendation.

A request was presented from the Medford City Council for the installation of traffic signals at the intersections of (1) Jackson Boulevard and Central Avenue (US99), (2) Jackson Boulevard and Riverside (US99), (3) Edward Street and Central Avenue (US99), and (4) McAndrews Road-Riverside Avenue and Court Street (US99). The Engineer advised that an investigation by the Traffic Engineer reveals that there is justification for signals at Jackson Boulevard and Central Avenue, and at Jackson Boulevard and Riverside, but not at the other points, and he recommended approval of those two, which he estimated would cost $6,000. The Commission approved the recommendation unanimously on the condition that the city shall pay one-half of the installation cost, will completely maintain them and will furnish electrical energy to operate them at no cost to the state.

The Commission considered a request from the City of Elgin for the installation of a traffic signal at the intersection of Front Street and "C" Street in Elgin, this being the junction of the Wallowa Lake and Weston-Elgin Highways. The Engineer reported that the intersection warrants the installation of a beacon flashing red on the secondary highway side and amber on the Wallowa Lake Highway. He estimated the cost at $300, and recommended that it be installed at state expense. The Commission unanimously approved the Engineer's recommendation.

A request was presented from Leland P. Linn, Superintendent of Schools, Ashland, for some sort of signal installation at the intersection of a crossroad with the Pacific Highway near the Bellview School, close to Ashland, to protect school children. The Engineer advised that during the past two years there has been only one accident, a fatality, occuring at 7:30 p.m. on Sunday. He further stated that the alignment of the state highway at this point is excellent, that there is very little roadside development, that schoolboy patrols now operate during school hours at this intersection, and in addition thereto oversize "School Zone Be Careful" signs are being maintained. It was his thought that the signal installation would serve no effective purpose, as it would interpose a hazard to vehicle traffic. He recommended that the request for traffic signals be denied. The Commission approved the recommendation.

The Commission considered a request from the City of Cottage Grove for the installation of two traffic signals, one at the intersection of 6th Street with the Pacific Highway and one at the intersection of Main Street with the Pacific Highway. The Engineer reported that an investigation has been made and that the volume of traffic at the intersection of Main Street with the Pacific

Highway warrants a signal installation but the other does not. He recommended that a "Stop and Go" signal be installed at Main Street, at an estimated total cost of $3,300, with the requirement that the city pay half of the installation cost and assume maintenance of the signal and furnish electrical energy to operate it, and that the request for a signal at 6th Street be denied. The Commission unanimously approved the Engineer's recommendations.

A request from citizens of Umatilla County for the installation of a flashing beacon at the intersection of the Old Oregon Trail with the entrance road to the Umatilla Ordnance Depot was considered by the Commission. The Engineer reported that the alignment of the highway at this intersection is very good and consequently traffic moves at a high rate of speed; also, that there is a considerable volume of cross traffic, both pedestrian and vehicular. He recommended the installation of a flashing beacon showing yellow on the highway and red on the Ordnance Depot Road, which he estimated would cost about $300 and would have to be paid by the state because the intersection is not within an incorporated city. The Commission approved the Engineer's recommendation unanimously.

The Commission considered a request from the suburban volunteer fire department of Klamath Falls for: (1) Controlled parking at the intersection of South 6th Street and Gettle Street, where the fire department headquarters station is located; (2) Installation of electric stop and go lights manually controlled from the fire station. The Engineer reported that both requests have been investigated. He recommended that the request for the manually controlled signal be denied as the investigation disclosed that a better remedy would lie in controlling nearby parking. The Commission unanimously approved the Engineer's recommendation.

With reference to the request for controlled parking to enable the fire equipment to get in and out of the fire station rapidly, the Engineer recommended (1) that only parallel parking be permitted on South Sixth Street from the east city limits of Klamath Falls (M.P. 1.61) to Kane Street (M.P. 3.52), South Sixth Street being the route of the Klamath Falls-Lakeview Highway; and (2) that no parking be allowed on the south side of Sixth Street for a distance of thirty feet both easterly and westerly from the property lines of Gettle Street. He suggested also that the fire department officially contact the Klamath County Court and ask them to prohibit parking on both sides of Gettle Street between South Sixth and Crosby Streets. The Commission approved the Engineer's recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from the City of Astoria and the Astoria Central Labor Council for a traffic control light survey of the downtown business district in Astoria was considered by the Commission. The Engineer advised that traffic congestion in Astoria is bad, and that in order to provide an overall picture of the traffic needs it would be necessary to study a number of intersections that are not on the State Highway System. Such a study he estimated would cost $2,000. He recommended approval of the request on the

condition that the City of Astoria will agree to pay half of the cost. The Commission unanimously approved the Engineer's recommendation.

The Engineer presented a report on the request of the Portland Union Stock Yarks and Swift and Company for protection of pedestrians crossing the Swift Secondary Highway near the Swift and Company plant in North Portland. He advised that many requests have been received for some sort of traffic control at this point, and that investigation discloses a great amount of pedestrian traffic which must cross this highway, particularly between the hours of 7:00 and 8:00 a.m., and 4:00 and 5:00 p.m. It was his thought that the situation might be alleviated were two pedestrian lanes painted at the more heavily travelled crossings and advance signs erected reading "Crosswalk Ahead - Stop if Occupied." He recommended that this be done and that the situation be watched to see if further action is required. The Commission unanimously approved the recommendation.

The Commission considered a request from citizens of Douglas County for the elimination of hazardous traffic conditions on the Pacific Highway immediately north of Roseburg. The Engineer advised that in the past numerous letters had been received citing the hazards on this section and suggesting corrective treatment ranging through traffic signals, intersection treatment, widening, and speed zoning. During the past three years, he stated, this section has developed from a rural to a completely built up urban section. The 1948 daily traffic average on this section, he said, was 7550 vehicles, and during the three-year period from 1946 through 1948 there were forty-nine accidents. He advised that the proper treatment of this section is the construction of a four-lane curb and sidewalk facility when it can be financed. He recommended that in the meantime the 35-mile per hour speed zone established in 1946 be extended northerly from its present terminus at M.P. 197.68 to M.P. 196.60 (Mud Creek Road), and that traffic signals and flood lights be installed at Garden Valley Road at a cost of $5300. The Commission approved the Engineer's recommendations and thereupon by unanimous vote adopted the attached resolution, marked EXHIBIT "D", extending the restricted speed zone, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from James Frankland, acting Regional Forester, U. S. Forest Service, for construction of a parking area at Willamette Pass on the Willamette Highway was considered by the Commission. The Engineer advised that under present conditions, cars parking at the summit create a bad congestion and hamper snow plowing operations in the winter. A reconnaissance survey, he said, has been made showing that a suitable parking area large enough to accommodate 150 cars can be constructed for $6,000. He recommended approval of the project at this time so the work can be done before next winter, if possible. The Commission unanimously approved the Engineer's recommendation.

The Commission discussed a petition from numerous residents of the Corbett-Troutdale district that more parking space be provided on the south side of the railroad at Corbett; that the grade crossing over the Union Pacific tracks be widened and signals installed, that at least one of two docks heretofore removed by the State Highway Department be replaced; that a public landing

be built in the river, and that the connecting road between Upper and Lower Corbett be improved by widening. The Engineer advised that the road referred to is a county road which the state is under no obligation to improve or maintain; moreover, the conditions at the railroad grade crossing are extremely hazardous and the crossing should be closed to general public use if anything is done with it. He suggested, however, that the crossing might be gated for use by fishermen only, at their own risk. He expressed objections to the improvement of the road because it would encourage people to use it and thereby invite accidents at the railroad crossing. As to the restoration of the dock and boat landings, the Engineer advised that the state has no legal obligation to replace them inasmuch as such matters were disposed of when right of way for the highway was acquired in 1938. The Commission postponed action in the matter pending the appearance of a delegation later in the day. (See delegation ahead.)

The Commission confirmed a loan of $100,000 from State Highway funds to Washington County to assist in financing repairs to county roads damaged during the winter, as authorized under Chapter 358, Oregon Laws of 1949, and thereupon signed a letter directed to the Secretary of State certifying the loan and authorizing him to advance the money to the County.

The Commission also confirmed a loan of $87,000 from State Highway funds to Malheur County for assistance in financing county roads damaged by winter weather, as authorized by Chapter 358, Oregon Laws of 1949. A letter directed to the Secretary of State authorizing the loan to the County was thereupon signed.

The Commission considered and approved a request from Wallowa County for a loan of $20,000 from State Highway funds to assist in financing repairs to county roads, as authorized by Chapter 358, Oregon Laws of 1949. The Commission signed a letter directed to the Secretary of State authorizing the loan to the County.

The Engineer reported that the cities of Bonanza and Prairie City have satisfied the legal requirements with respect to the expenditure of 1947 State Tax Street funds received by them in 1948, and that the plans of the projects which they expect to finance with such funds have been examined and found satisfactory. He recommended approval of the plans. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with respect thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of 1948 State Tax Street funds received by them in 1949, and that the plans of the projects which they expect to finance with such funds have been examined and found satisfactory:

Aurora	Florence	Oceanlake
Barlow	Gervais	Scappoose
Bonanza	Granite	Sisters
Columbia City	Ione	Stanfield
Condon	Island City	Summerville
Dundee	Lostine	Talent
Echo	Merrill	Turner
Fairview	Monument	Waldport

He recommended approval of the plans. The Commission approved the Engineer's recommendation and by unanimous vote adopted the attached resolution with respect thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered, and upon recommendation of the Engineer unanimously approved, "Options for Cooperative Construction Projects" for the improvement of city streets within the following cities and towns, the costs involved to be paid with funds in the "Special State Tax Street Fund" account:

Prairie City	$15,000	Lebanon	
Lakeview	10,000	City's share	$29,000
Vale	14,500	State's share	15,000

A request of the county courts of Crook and Deschutes Counties that a portion of the Powell Butte State Secondary Highway No. 371 be placed on the Federal Aid Secondary Highway System was considered by the Commission. The Engineer recommended approval of the request. The Commission deferred action on the matter until it is known whether the Public Roads Administration has any objections to such designation. The matter was referred to the Engineer to ascertain such information.

The Engineer requested confirmation of the telephonic authority given him by Commissioners Chandler and Reynolds to modify the terms of the Commission's agreement with the City of Freewater with respect to the financing of a Special State Tax Street Fund project in that town. He explained that under the terms of the original agreement the City was to pay $8,750. The City advised, however, that it does not have funds to meet its obligation and asked the State to advance its share of the cost, which the City will repay by assigning to the State Highway Department fifty percent of its share of future state highway revenues until the Highway Commission has been repaid in full, probably in January, 1952. The agreement, he said, has been revised accordingly. The Commission confirmed the arrangement unanimously. Chairman Banfield thereupon signed the agreement which previously had been signed by Commissioners Chandler and Reynolds.

The Engineer requested authority for an additional expenditure of $7,500 to complete construction of eleven roadside picnic areas. He recalled that in December, 1947, $7,000 had been set up for construction of fourteen such areas, of which amount $2,250 was expended in 1948. It now appears that the original estimates, which were not based on detailed surveys, were erroneous, so it has been necessary to reduce the number of feasible sites to eleven and

to augment the original authorization by the amount stated ($7500). The Commission approved the Engineer's request by unanimous vote with the stipulation that the source of the funds with which to finance the work shall be decided later.

The meeting recessed for luncheon at 12:00 noon and reconvened at 1:30 p.m. in the same room with the same persons present and participating.

The Commission considered plans for a caretaker's cottage at Wallowa Lake State Park. The Engineer explained the features of several cottage plans. The matter was referred to Commissioner Reynolds, the Engineer and the State Parks Superintendent to select a suitable plan.

The Engineer reported on the need for a new maintenance headquarters site and buildings on the Mt. Hood Highway near Government Camp. He advised that the present quarters at Government Camp, constructed in 1928, are too small so most of the equipment assigned to this place is unsheltered. It is impractical, he said, to expand the present site due to the smallness of the tract, and to the fact that the surrounding area has been developed and the residents object to the noise of equipment which many times is operated throughout the night. He proposed the development of the new site on U. S. Forest land near the junction of the Wapinitia Highway and Timberline Road which will adequately serve the purpose. He estimated the cost of complete development at $192,940, of which $44,000 would be expended in 1949 and the balance in 1950 and 1951. He pointed out that Timberline Road, which is now being improved as a Forest Highway project, is scheduled for completion in 1949, and that according to agreement, upon completion the road will be taken over by the State Highway Department, so the headquarters site as recommended would be advantageous. In the discussion of this matter the question arose whether or not the existing buildings belonging to the U. S. Forest Service are adequate and can be obtained. The Engineer was instructed to contact Forest Service officials relative thereto.

The Commission discussed a request from people residing along US99W south of Corvallis for construction of a footpath along this highway in the vicinity of Lincoln School. The Engineer advised that a petition containing 228 signatures has been received, requesting such footpath, and that investigation reveals that a footpath is warranted since both vehicular and pedestrian traffic is heavy. The accident record for the past three years, he said, shows twenty-three accidents and five personal injuries. He estimated the cost of the footpath at $2600 and recommended approval of the project, funds to be taken from the 1949 capital outlay reserve account. The Commission unanimously approved the Engineer's recommendation.

The Engineer reported that pursuant to authority previously given him by the Commission he has awarded contracts for which bids were received by the Commission on May 16 and 17, 1949, the conditions of the awards having been satisfied. He requested confirmation of the awards as follows:

(1) Grading and oil mat surfacing on South First Street, Willamina; contract awarded May 24 to O. C. Yocom Co., low bidder.

(2) Surfacing and oiling on Davis Street, Milton, and on Washington Street, Freewater, Umatilla County; contract awarded June 9 to Newport Construction Co. and Russell Olsen, low bidders

(3) South Myrtle Point Section of the Coos Bay-Roseburg Highway, Coos County; contract awarded June 14 to Coos Bay Dredging Co., low bidder

(4) Grading, surfacing, and oiling Luder Creek-Murphy's Camp Section of the Umpqua Highway in Douglas County; contract awarded June 14 to Umpqua River Navigation Co., low bidder.

The Commission unanimously confirmed the awarding of contracts as reported.

The Engineer requested confirmation of telephone authority given him by Commissioner Chandler and Commissioner Reynolds to make a survey of that section of the Wallowa Lake Highway that extends from the end of the recent improvement at the north end of the lake through the terminus of the secondary highway at the resort, including the roadway in Wallowa State Park. The Commission unanimously confirmed such authority with the understanding that no commitment whatsoever is being made as to construction.

The Commission considered a request from the Jackson County Court that Federal Aid Secondary Funds now allocated for construction on the Sams Valley State Secondary Highway be transferred to the construction of bridges across Rogue River in the town of Rogue River and on the Table Rock Market Road adjacent to Touvelle State Park. The Engineer estimated the cost of constructing the bridge at Rogue River at $170,000, and the one near Touvelle State Park at $200,000. He recommended that the funds not be transferred, as the Sams Valley Highway needs improvement; however, he suggested that the state might build one of the bridges requested, financing the same with reserve secondary construction funds in Division III, if the county will agree to construct the other at county expense. The Commission deferred a decision until its next meeting and instructed the Engineer to submit another report at that time.

The Engineer requested authority to transfer $15,000 of special maintenance funds, now budgeted for reconstruction of a log bridge across North Falls Creek in Silver Falls Park, to finance reconstruction of a bridge over Tunnel Creek on the North Santiam Highway at Mile Post 57.08. Recent timber borings on the bridge at Tunnel Creek, he stated, reveal that the bridge is more badly decayed than had been anticipated when the budget was prepared, and that it should be reconstructed this year; whereas reconstruction of the bridge at Silver Falls Park can be safely postponed for one year. The Commission unanimously approved the Engineer's request.

The Commission considered the following requests for extensions of time within which to complete highway contracts:

1. Fred Neikes, Contract No. 3090 for construction of a building at the Newport Maintenance Headquarters in Lincoln County, requested an extension of time of fourteen days from March 31 to April 14, 1949,

within which to complete the job. He alleged that the delay had been caused by inclement weather which prevented completion of the exterior painting, and that the plumbing contractor was unable to furnish all of the material within the specified time. The Engineer advised that the contractor's explanation is substantially true and he recommended that the extension of time be granted as requested, without penalty. The Commission accepted the Engineer's recommendation.

(2) R. & M. Construction Company, Contract 2995 for bridge construction on the Willamette Highway near Pleasant Hill in Lane County, requested an additional extension of time of sixty days from May 31 to July 30, 1949, within which to complete this job. They alleged that completion of the work was delayed by severe weather conditions during the winter months. The Engineer advised that the starting of work on this contract was delayed because of failure of the U. S. Engineer's grading contractor on adjacent railroad work to complete his work until August 15, 1948, thereby causing the state's contractor to overrun his time limit. As neither the railroad nor the highway are yet in use, the extension of time requested will not cause any loss to the State. He recommended in view of these facts that the extension of time be granted as requested without penalty. The Commission approved the Engineer's recommendation.

(3) Erwin E. Batterman, Contract No. 3081 for construction of a building at the Salem Highway Shops, requested an additional extension of time of thirty days from May 30 to June 30, 1949, within which to complete this job. He attributed the overrun of time limit to inability to procure certain plumbing fixtures. The Engineer advised that all work on the project with the exception of the installation of one plumbing fixture was completed within the time allowed under the previous extension of time. He recommended that as the building is now in use the extension of time be granted as requested without penalty. The Commission unanimously approved the Engineer's recommendation.

(4) Coast Construction Company, Contract No. 3083 for roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County, requested an extension of time of six and one-half months, from May 1 to November 15, 1949, within which to complete this job. They alleged that adverse weather conditions prevented completion of the work within the limits specified in the contract. The Engineer advised that because of the extremely dry weather near the end of the specified time limit, the Landscape Engineer ordered the contractor to postpone his planting until fall rains set in. He recommended, in view therof, that the extension of time be granted as requested, without penalty. The Commission unanimously approved the Engineer's recommendation.

(5) Del R. Beebe Construction Company, Contract No. 3056 for construction of the Manning Slough Bridge on the Oregon Coast Highway,

in Coos County, requested an extension of time of ninety-two days from May 31 to August 31, 1949, in which to complete this job. The contractor gave inclement weather which prevented final painting of the handrail and stoning of the concrete piers as the reason for failure to complete the project within the specified time. The Engineer advised that the bridge is complete except for handrail painting and finishing of concrete piers, and that the bridge is now being used by traffic. He further stated that the public has not been inconvenienced by the delay nor has the state incurred any extra engineering costs. He recommended, in view thereof, that the extension of time be granted as requested without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission unanimously approved the recommendation.

(6) K. F. Jacobson and Company, Inc., Contract No. 2891 for grading and bituminous macadam surfacing on the West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road, in Multnomah and Washington Counties, requested an additional extension of time of 153 days, from April 30 to September 30, 1949, in which to complete this job. They alleged that the job had not been completed within the limits of the previous extension of time because the first two coats of paint applied to the guard rail in September, 1948, scaled badly during the winter season necessitating considerable scraping and repainting, which cannot be successfully accomplished on this type of treated timber until after several months' drying out. The Engineer advised that the work was completed except for the painting work, and the highway opened to traffic in September, 1948; also that the state has incurred no extra expense, nor has the traveling public been inconvenienced due to the necessity of repainting the guard rail. He recommended that the extension of time be granted as requested and without penalty. The Commission unanimously approved the Engineer's recommendation.

The Commission, in discussing requests for extensions of time as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that Contracts Nos. 3007, 3018, 3037, 3039, 3050, 3065, 3071, 3072, 3079, 3080, 3087, 3090, 3132, 3148, 3062, 3133, 3070, 3078, 3168 have been completed according to the requirements of the contracts or modifications thereof and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to contracts under discussion, the Commission approved and accepted the said contracts as reported and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3132 with Jack Robinson for grading and surfacing on the Harris Beach Park Section approach road in Curry County, completed June 15, 1949.

Contract No. 3148 with Parker-Schram Company for paving in the City of Scappoose (Williams Avenue-Third Street) in Columbia County, completed June 2, 1949.

Contract No. 3062 with Snook Brothers for construction of Gales Creek Bridge on the Tualatin Valley Highway in Washington County, completed June 15, 1949.

Contract No. 3133 with Hall & Wols for painting Smith Ferry Bridge on the Elkton-Sutherlin Highway in Douglas County, completed June 19, 1949.

Contract No. 3070 with D. F. McKenzie for grading and oil mat surfacing on the Medical Springs Highway in Baker County, completed June 15, 1949.

Contract No. 3078 with E. C. Hall Co. for grading and oil mat surfacing on the Oakridge (Commercial St.) Section in Lane County, completed June 23, 1949.

Contract No. 3168 with O. C. Yocom Co. for oil mat surfacing on the Dayton Prairie School-Dayton Junction Section of the Amity-Dayton Secondary Highway in Yamhill County, completed June 21, 1949.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

In considering the acceptance of the contracts completed, Commissioner Chandler mentioned a complaint from one of the contractors that an unusually long time elapses between completion of a project and payment of the final amount. The Engineer advised that in the past few years it has taken from three to six months to effect final payment to a contractor due to a shortage of help in the checking department, but that as additional help is now being secured he anticipated that payments could be made within thirty days. The Commission instructed the Engineer to expedite all payments to contractors.

The Engineer requested confirmation of authority granted by the Commission by phone for the Sportsmen Pilots of Oregon to use the shore of the ocean west of Netarts as a temporary landing field for aircraft, on June 19. The Commission unanimously confirmed such authority.

The Commission considered a request from the Board of County Commissioners of Multnomah County that reconsideration be given to the closing of the SunDial Road in Multnomah County. It was alleged that the closing of the road pursuant to the provisions of an agreement entered into January 25, 1949, between the State, Multnomah County, and Port of Portland will eliminate the

Contract No. 3007 with Tom Lillebo for construction of Salmon River Bridge on Oregon Coast Highway in Lincoln County, completed June 10, 1949.

Contract No. 3018 with Shoreline Construction Co. for grading and oil mat surfacing on the Hood River Junction-Odell Creek Section of the Odell Secondary Highway in Hood River County, completed May 19, 1949.

Contract No. 3037 with Vernie Jarl for grading, topsoiling and seeding on the Troutdale Section of the Columbia River Highway in Multnomah County, completed April 25, 1949.

Contract No. 3039 with Parker-Schram Co. for grading and paving on the Scappoose Section of the Columbia River Highway in Columbia County, completed May 31, 1949.

Contract No. 3050 with Burkhard and Schortgen for construction of Caretaker's Cottage in Collier State Park in Klamath County, completed May 21, 1949.

Contract No. 3065 with F. L. Somers for furnishing crushed materials in stockpiles on the Keno-Midland Section of the Lower Klamath Lake, The Dalles-California, and Green Springs Highways in Klamath County, completed May 24, 1949.

Contract No. 3071 with Rogers Construction Co. for grading and bituminous macadam surfacing on the John Day River-Squally Hook Section of the Columbia River Highway in Gilliam County, completed May 5, 1949.

Contract No. 3072 with Gilbert Roberts for construction of maintenance building at Hereford on the Baker-Unity Highway in Baker County, completed May 31, 1949.

Contract No. 3079 with Gilbert Roberts for construction of maintenance building at Jordan Valley on the I.O.N. Highway in Malheur County, completed May 31, 1949.

Contract No. 3080 with N. A. Toole Construction Co. for furnishing crushed materials in stockpiles on the Juntura-Hope Section of the Central Oregon Highway in Malheur County, completed May 20, 1949.

Contract No. 3087 with A. H. Saxton & Sons for furnishing crushed materials in stockpiles on the Birkenfeld-Washington County Line Section of the Nehalem Secondary Highway in Columbia County, completed May 3, 1949.

Contract No. 3090 with Fred Neikes for construction of the Newport Building in Lincoln County, completed April 14, 1949.

use of the middle portion thereof and cause traffic to use a much longer route to reach the Reynolds Aluminum Plant. The Engineer advised that the agreement provides for abandonment as a State Secondary Highway of a portion of the SunDial road and reversion of the same to county road status under control of the county -- that the procedure was regular and proper, and in his opinion there is nothing further for the Commission to do about it. The Commission ordered the communication filed.

A request was presented from the Memorials Committee of the Oregon Historical Society for the erection of a textboard on the New Columbia River Highway about one-half mile west of Corbett commemorating the expedition headed by Lt. William Robert Broughton which explored this area and camped overnight near this spot on October 30, 1792. He presented a text prepared by the Memorials Committee, as follows, for inscription on the board, and recommended approval of the request which would cost the State about $250:

BROUGHTON'S EXPEDITION

CAPTAIN GEORGE VANCOUVER IN A VOYAGE OF EXPLORATION TO THE NORTHWEST COAST OF AMERICA ORDERED BY THE BRITISH ADMIRALTY OFFICE ASSIGNED LIEUTENANT WILLIAM ROBERT BROUGHTON, COMMANDER OF H.M.S. CHATHAM, TO EXPLORE THE NAVIGABLE WATERS OF THE COLUMBIA RIVER WITH BOAT CREWS FROM HIS SHIP. THIS POINT MARKS THE FARTHEST INLAND REACHED BY BROUGHTON WHO CAMPED OVERNIGHT ON AN ISLAND WITHIN SIGHT OF THIS POINT ON OCTOBER 30, 1792. BY APPROPRIATE CEREMONIES HE TOOK POSSESSION OF THE TERRITORY IN THE NAME OF THE BRITISH CROWN. HE MADE COMPASS OBSERVATIONS ON THE HEADLAND WHICH HE CALLED POINT VANCOUVER AND ON THE MOUNTAIN WHICH HE NAMED AFTER VISCOUNT HOOD, ADMIRAL OF THE BRITISH FLEET.

The Commission approved the recommendation unanimously.

The Commission considered a resolution from the Oregon Cattlemen's Association requesting that the State Highway Department assume full responsibility for the control of noxious weeds growing on state highway rights of way, and that full cooperation be extended to county agents in their elimination. The Commission ordered that the Association be informed that it is the Commission's desire to cooperate with the counties in this matter and to that end has instructed the Engineer to contact the County Courts relative thereto. The Secretary was instructed to send the Association a copy of the Landscape Engineer's report on the subject when it has been rendered and approved by the Commission.

Mr. George W. Meade, Attorney, Portland, and Mr. Elmer W. Meyers, Bonneville, appeared before the Commission regarding settlement of a right of way case involving Mr. Meyers' property on the Columbia River Highway at Bonneville. Mr. Mead advised that the Highway Commission took an option from Mr. Meyers to purchase this property for $26,500, but before the option was closed a fire destroyed the buildings on the property. Shortly thereafter, he said, a State Highway right of way agent called on Mr. Meyers relative to a reduction in the amount to be paid in view of the loss of the buildings,

such agent alleging that there was now due Mr. Meyers only the sum of $7500, the difference between the amount of the option and the appraised value of the buildings. He declared that the value of the buildings as appraised by the state, $19,000, was entirely too high, as the buildings were old and in a bad state of deterioration. It was his thought that $2500 is a reasonable value for the buildings and he asked the Commission to settle on such basis. Chairman Banfield advised that the Highway Commission must act in the best interests of the state, which in this instance is not responsible for the loss of the buildings; and that, moreover, the Commission's Chief Counsel, who guides the Commission in legal matters, has stated that the Commission can pay out state funds only for things that are delivered to it, and in this case the buildings cannot be delivered. This matter was discussed at considerable length and as a result thereof the Commission referred it back to the Chief Counsel for further study and recommendation.

Mr. William A. Bowes, City Commissioner, Portland, and Mr. L. G. Apperson, Assistant City Engineer, were present and conferred with the Commission on the following matters:

On the subject of the Front Avenue Project, Commissioner Bowes stated that according to the agreement between the City of Portland and the State Highway Commission covering this project, when the funds that the city has provided to pay its share of the costs are exhausted then the state will take over and complete the project, including acquisition of right of way, titles to which are then to be taken in the name of the state. The city, he said, has now exhausted its funds and is asking the state to assume the responsibility for the balance of the right of way. He suggested a joint audit of the city's books pertaining to this account by the State, the Federal Government, and the City. The Commission indicated approval of the suggestion and instructed Mr. Bowes to submit an audit of the account for checking by the Chief Counsel, the Engineer and the Chief Accountant, following which, action will be taken.

Commissioner Bowes next requested that the area between Harbor Drive and the seawall, extending from Burnside Street to Morrison Street, which is a portion of the Front Avenue landscaping project, be paved rather than landscaped. He repeated statements made on the previous day concerning this subject. Mr. Apperson also spoke in behalf of such change in plans. He declared that it is impractical to maintain landscaping in the area when circumstances are such that thousands of people swarm over it to view visiting vessels that tie up to the seawall at this point, which occurs three or four times annually.

Chairman Banfield pointed out that the plans as presently prepared provide for development of the area as a viewpoint and could not be changed without the consent of the Federal Government, whose funds are being used to finance the work; moreover, in his estimation the change would detract greatly from the appearance of the highway. He strongly indicated his objections to altering the present plans. Commissioner Chandler expressed himself similarly, stating that he, personally, would rather see the area landscaped. The Commission took no final action on the matter at this time. Following the departure of Messrs.

Bowes and Apperson, the Commission resumed discussion of the subject and at that time unanimously decided to adhere to the original plan of landscaping the area, and authorized the contracting of the work. The action was taken upon the motion of Commissioner Chandler, which was duly seconded by Commissioner Reynolds, upon advice from Mr. T. M. Davis to the effect that the Public Roads Administration will not approve changing the original plans if the Highway Commission feels that the change would not be in the best public interest.

Mr. Bowes brought up for discussion the continued use of the area between Harbor Drive and Front Street, just north of Morrison Street, for the off-street parking of cars. He inquired if the Commission has any objections to designating this a permanent parking area. The Commission decided unanimously against such use of this property.

Request was made by Mr. Bowes for permission to erect a small concrete block building under one of the viaducts in the west side district in which to store city park equipment. The matter was referred to the Engineer and Chief Counsel for recommendation.

Mr. Apperson mentioned the untidy condition under some of the viaducts and inquired who is to maintain such places. The Engineer stated that this is the state's responsibility and that clean-up would be made in the near future.

Mr. Bowes also brought up for discussion proposed cooperation by the State and the City of Portland in the construction of storm sewers on 82nd Street, route of the Cascade Secondary Highway No. 160. Mr. Apperson explained that plans now prepared provide for the care of all water that comes onto 82nd Street, and that the property owners are unable to pay the cost of the sewers, so the city is asking the state to cooperate, inasmuch as it would benefit both agencies.

Chairman Banfield advised that according to advice received from the Engineer and Chief Counsel, the state's responsibility is limited to the disposal of surface water on 82nd Street only, which does not include the draining of adjacent properties nor the providing of sanitary sewer facilities, which it appears is proposed in the plan, and that the Commission is without legal authority to spend state money for the things proposed. He pointed out that the city is asking the state to contribute $123,000 of state funds for this purpose, whereas the Engineer estimates the state's share at about $30,000. He concluded the discussion by stating that the Commission will give the matter further consideration if it is presented on the basis of the State Highway Engineer's estimate. The Engineer was thereupon instructed to consult with the Portland City Engineer regarding the details.

A delegation from the town of Corbett and vicinity, consisting of the following persons, appeared before the Commission regarding the road connecting "Upper" and "Lower" Corbett, the railroad grade crossing at "Lower" Corbett, and boat landing facilities in the Columbia River at this place:

Robert Ellis, Richard Ellis, Vernon Jamison, Albert Soderstrom, Albert Mershon, and Henry Freeman, general farmer, all of Troutdale; Clark North, Corbett; Clifford Reed, Principal of Corbett Grade School; Frank Windust, President NEMCO Community Association, Corbett; M. K. Evans, Chairman of Road Committee of NEMCO Community Association; Mrs. V. Courtright, member of School Board, District #39, Corbett; Leslie Emerson, Principal of Columbia High School, Corbett; and M. F. Dunkin, Secretary of NEMCO Community Association, Troutdale.

They requested orally and by petition that more parking area be provided to take care of public patronage of the fishing industry; that the connecting road between "Upper" and "Lower" Corbett be widened; that illumination and signals be installed for public safety at the railroad crossing; that at least one of the two fishermen's docks in the Columbia River heretofore removed by the state be replaced; that an area be set aside for public boat landings for the use of the general public; and that full and free access to the Columbia River for the fishing industry and for sportsmen be allowed.

Mr. Freeman headed the group. He urged approval of their requests from the standpoint of farmers. Mrs. Courtright stated that the road improvement and signal installation are necessary for the safety of school children riding in the schoolbus. One member of the group, driver of the schoolbus, also spoke from that standpoint, particularly requesting improvement of the road. Mr. North urged favorable consideration from the standpoint of fishermen, who, he said, badly need more parking facilities.

Chairman Banfield advised that the road under discussion is a county road under the jurisdiction of Multnomah County. He admitted the hazards of the crossing of the railroad at grade because of the short sight distance, and advised that it would cost about $250,000 to construct a grade separation structure to insure safety. As to the request for docks and public boat landings, Chairman Banfield advised that according to the Engineer and Chief Counsel all rights to those facilities were acquired by the state in connection with negotiations for right of way for the new highway.

The Engineer read aloud a letter by the Counsel dated May 3, 1938, wherein he states that the state is the owner of upland and shoreland at this point, and fishermen have no legal right to occupy or use the premises. Nevertheless, the Commission at that time approved the granting of revocable permits for fishing purposes. In concluding the discussion, Chairman Banfield expressed appreciation for the community interest that has been displayed by the group and advised that the Commission can do nothing for them because up to the present time, insofar as the state is concerned, no road existed at this point, and the state has no responsibility to make the connection as requested nor to spend $250,000 of state money to build a grade separation structure. However, he added, the Commission will discuss with the Engineer and Chief Counsel the feasibility of providing parking space for cars, which, if it is approved, absolutely will not be on the river side of the railroad.

The Commission discussed with the Engineer the bids received at the morning session and at 3:00 p.m., Chairman Banfield publicly announced awards of contracts as follows, the action of the Commission with respect to each project being by unanimous vote:

"Dewey Avenue Grade Separation Project on the Baker-Unity Highway in Baker, Baker County. Construction of reinforced concrete and steel highway-railroad separation structure; one double 8' x 4' x 34' reinforced concrete box culvert and two railroad trestles. Valley Construction Company, Portland, submitted the low bid for this job at $434,547.50 with the qualification that they would not accept awards totaling more than $600,000 at this meeting. E. C. Hall Company, Portland, submitted the second low bid at $438,462.50. One higher bid was received. All bids have been referred to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Oswego Section of the Oswego Highway, in Clackamas County. 0.45 mile of grading and paving. Perkins Brothers, Portland, submitted the low bid for this job at $49,366.20. K. F. Jacobsen & Company, Inc., Portland, submitted the second low bid at $51,109.50. Four higher bids were received. The contract has been awarded to the low bidder, Perkins Brothers.

"Mail Creek Section of the Sunset Highway, in Clatsop County. 0.02 mile of grading and replacement of bridge with sectional plate metal culvert. Loyd Calkins and Company, Oceanlake, submitted the low bid for this job at $15,585. Jed Wilson, Seaside, submitted the second low bid at $16,650. Eight higher bids were received. The Commission has awarded the contract to the low bidder, Loyd Calkins and Company.

"Drain and Yoncalla grading and oil mat surfacing project on "B" Street in Drain and on Second and "D" Streets in Yoncalla, in Douglas County. 0.33 mile of grading, surfacing and oiling. Acme Construction Company, Eugene, submitted the low bid for this job at $16,455.50, using asphalt. Baker Paving Company, Coos Bay, submitted the second low and only other bid at $22,043.50, using asphalt. Neither submitted a bid based on the use of tar. The contract has been awarded to the low bidder, Acme Construction Company.

"Prairie City (Bridge Street) Section. City project in Grant County. 0.05 mile grading and 62 feet reinforced concrete bridge on a city street. Leslie W. Stoker, Nyssa, submitted the low bid for this work at $15,515. George E. Berry, Beaverton, submitted the second low bid at $15,890. Two higher bids were received. The contract has been awarded to the low bidder, Leslie W. Stoker.

"North Medford Landscaping Project on the Pacific and Crater Lake Highways, in Jackson County. Western Golf Course Supply Company, Portland, submitted the low bid for this job at $4,919. Stoen's Rock and Landscape Company, Seattle, submitted the second low bid at $5,327.40. Two higher bids were received. The contract has been awarded to the low bidder, Western Golf Course Supply Company.

"Grants Pass-Provolt-Jacksonville surfacing, oiling and rock production on three state highways, in Jackson and Josephine Counties. 0.8 mile of gravel surfacing and 6.74 miles of oiling. No bids were received on this project.

"Cave Junction recoiling and rock production project on the Redwood and Oregon Caves Highways, in Josephine County. 19.36 miles of recoiling and 17,900 cubic yards crushed gravel in stock piles. J. C. Compton Company, McMinnville, submitted the low bid for this job at $101,860.50. M. C. Lininger and Sons, Medford, submitted the second low and only other bid at $110,390.50. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Klamath Falls Traffic Signals at Esplanade and Main Streets in Klamath Falls, Klamath County. Trowbridge and Flynn Electric Co., Medford, submitted the only bid for this work in the amount of $4,625. The Commission has rejected this bid as being too high.

"Ferry Street Bridge over the Willamette Highway on Coburg County Road in Eugene, Lane County. Tom Lillebo, Reedsport, submitted the low bid for this work at $447,885. E. C. Hall Company, Portland, submitted the second low bid in the amount of $459,625. Eight higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Toledo, Lincoln County, pavement resurfacing project on South Main Street. 0.25 mile of pavement resurfacing. Parker-Schram Company, Portland, submitted the only bid for this job in the amount of $7,740. The Commission has referred the bid to the Engineer with authority to award the contract to this company when certain conditions have been satisfied.

"Lebanon grading and paving project on Milton and Williams Streets. City project in Linn County. 0.61 mile grading and paving. Warren Northwest, Inc., Portland, submitted the only bid for this job in the amount of $33,580. The bid has been referred to the Engineer with authority to award the contract to this company when certain conditions have been satisfied.

"State Office Building-Supreme Court Building parking area in Salem, Marion County. T. J. Patzer, Salem, submitted the low bid for this job at $3,923.96. Salem Sand and Gravel Company, Salem, submitted the only other bid in the amount of $4,032. The bids have been referred to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Front Avenue (Alder Street-Bancroft Street) planting project on the Pacific Highway West in Portland, Multnomah County. Knight Pearcy and Parkrose Nursery, Salem, submitted the low bid for this job at $43,257.70. Rich and Sons, Hillsboro, submitted the second low bid at $43,757.00. One higher bid was received. The contract has been awarded to the low bidder, Knight Pearcy and Parkrose Nursery.

"Parkrose-Larch Mountain Road Section of the Columbia River Highway in Multnomah County. 17.22 miles of bituminous pavement seal. Oregon Asphaltic Paving Company, Portland, submitted the low bid for this job at $14,667. Harr and Horton, Portland, submitted the second low bid at $17,190. One higher bid was received. The contract has been awarded to the low bidder, Oregon Asphaltic Paving Company.

"North Unit, Washington State Line - Flora Junction Section of the Enterprise-Lewiston Highway, in Wallowa County. 13,800 lineal feet of metal guard rail. George H. Clausen, Gladstone, submitted the low bid for this job at $29,463. R. A. Heintz Construction, Portland, submitted the second low bid in the amount of $37,605. Seven higher bids were received. The contract has been awarded to the low bidder, George H. Clausen.

"Forest Boundary-Jones Ranch Section of the Ochoco Highway, in Wheeler County. 3.06 miles of grading. Leonard and Slate, Oregon Ltd., Portland, submitted the low bid for this job in the amount of $262,851. M. L. and C. R. O'Neil, Creswell, submitted the second low bid in the amount of $266,302.50. Twelve higher bids were received. The contract has been awarded to the low bidder, Leonard and Slate, Oregon Ltd."

A delegation consisting of citizens of Malheur County, Oregon, and of the State of Idaho in the vicinity of Payette and Weiser, and including the following, appeared before the Commission regarding possible lifting of the reduced load limit on the Payette Bridge over the Snake River: J. T. Hanigan, Chamber of Commerce, Payette; Edward E. Parsons, farmer, Payette; L. J. Josephson and Sam Rennilli, growers and shippers, Payette; J. V. Chamberlin, Chamber of Commerce, Weiser; William Carson, President of Beet Growers' Association and Vice-President of Chamber of Commerce, Weiser; Elmer Gibb, President of Farm Bureau, Weiser; and Ray Larson, Amalgamated Sugar Company, Nyssa, Oregon.

Mr. Hanigan headed the group. He presented a copy of a resolution adopted by the Board of County Commissioners of Payette County, Idaho, on October 14, 1940, ordering a ten-ton reduced load limit for this structure and advised that recently the State of Oregon posted the bridge for a six-ton maximum limit and ordered patrolmen to enforce the order. They are enforcing it and this is greatly handicapping Oregon farmers who market their produce in Idaho. He read aloud a resolution from the Payette Chamber of Commerce in which the Commission is urged to refrain from stopping and unnecessarily delaying produce trucks transporting produce between the Payette, Oregon, slope and Payette, and suggesting that the policing of such traffic be vested in the Board of County Commissioners of Payette County, Idaho, subject to load limitations designated by such Board.

Chairman Banfield advised that the Oregon Highway Commission was reluctant to place a reduced load limit on this bridge, but was forced to do so because of advice from its Legal Counsel to the effect that it could be held responsible and liable for anything that occurred to the bridge. Hence, it posted the bridge for a six-ton limit, which, according to the Engineer, is the maximum load that it can carry with safety. The solution of the problem, he said, is an engineering matter. There followed a general discussion of the

matter during which a telegram was presented from Mr. James Reid, Director of Highways, State of Idaho, concurring in the capacity rating for which the bridge is now posted. As a result of the discussion the Engineer was authorized and instructed to join with the Idaho Engineering Department during the following week in an inspection of the bridge to determine whether or not there is any practical way to increase the maximum weight of loads that use this bridge. Chairman Banfield, in concluding the discussion, pointed out that the Commission could act only on the basis of safety for people using the bridge and that even though there had been reports of loads crossing the bridge in excess of the reduced limits that the Commission could not take any action in changing the limits unless the Engineer could justify such action. He added that if the Engineer advises that the bridge can carry a heavier load than that for which it is presently posted then the Commission will act accordingly.

The Engineer requested approval for an expenditure of $6,600 from the 1949 Budget for the purchase of ten automatic traffic counters. He explained that use of the counters will eliminate the necessity of manual counts at fixed stations, thereby reducing the cost of such counts. The Commission unanimously approved the Engineer's request.

The Engineer also requested authority for an expenditure of $7,204.43 for purchase of office equipment as listed in his letter of June 21 addressed to the Commission. He explained that the purchase of the equipment was largely due to re-organization and expansion of the Right of Way Division and that a small part of the cost was incurred by the Office Engineering Department and the County and City Relations Department. The Commission unanimously approved the request with the admonition that the amount set up in the budget must not be overrun.

The Commission considered abandoning portions of the old route of the Hood River Junction-Odell Creek Section of the Odell Secondary Highway, in Hood River County. The Engineer advised that these sections are no longer of value for state highway purposes since the highway has been reconstructed on new alignment. He recommended that they be abandoned. After due consideration, the Commission approved the recommendation and by unanimous vote adopted the attached resolution, marked EXHIBIT "G", abandoning such areas, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and, upon recommendation of the Engineer, approved an agreement with Curry County covering abandonment of parts of the Port Orford-Rocky Point Section of the Oregon Coast Highway, in Curry County, which will no longer be of value for highway purposes when the reconstruction of this section of highway is completed. The agreement was thereupon signed.

The Commission also signed an agreement with the City of Port Orford providing for the grading, surfacing, and oiling of the Oregon Coast Highway from a point 400 feet north of the intersection of the highway and 20th Street to a point 219 feet east of the intersection of the highway and Jefferson Street.

The Engineer requested authority to post the following bridges for maximum gross loads of 54,000 pounds:

(1) Deep Canyon Bridge on the McKenzie Highway at M.P. 99.18;
(2) Deschutes River Bridge on the McKenzie Highway at M.P. 107.16;
(3) Deschutes River Bridge on the McKenzie-Bend Highway at M.P. 16.06.

These bridges, he stated, have been inspected by the Bridge Engineer, who advises that such posting is required as a safety measure. The Commission approved the Engineer's request and thereupon unanimously adopted the attached resolution pertaining thereto, market EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested confirmation of his action in removing the fifty percent reduced load limit, imposed on February 25, 1949, on the Weston-Elgin Secondary Highway and removed June 6, 1949, as the necessity for the load limit no longer exists. He also requested confirmation of his action in removing the fifty percent reduced load limit, imposed on March 7, 1949, on the Medical Springs Secondary Highway, and removed on May 23, 1949. The Commission confirmed the Engineer's action in both instances and thereupon by unanimous vote adopted the attached resolution pertaining thereto, market EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from the Coos County Highway Council that log haulers be permitted to haul logs on the Oregon Coast Highway between Coquille and Coos Bay between the hours of 8:00 p.m. and 10:00 p.m., PST, in order to provide a "backlog" of timbers for use by the mills during the winter season. The Engineer recommended that the request be denied because of the hazard that would be created to other traffic, and that it be suggested to the Highway Council that the haulers employ additional trucks to increase their stockpile of logs. The Commission unanimously approved the Engineer's recommendation.

The Commission discussed a written report from the Engineer on the operations of two log haulers, viz: Albert H. Strain, Bandon, Oregon; and S. O. Wilson, Trail, Oregon, who are consistent and flagrant violators of the requirements covering their activities. According to this report, both operators have very little respect for the requirements, notwithstanding repeated warnings. Their violations consist of transporting overweight loads, laying out to avoid having their loads weighed, by-passing scales, transportation of over-dimension loads, and neglect in payment of fines imposed by justice courts. (See copy of the report dated June 23, 1949, in General Files for details.) After very careful consideration of the record of both haulers and pursuant to recommendations of the Engineer, the Commission ordered the immediate cancellation of the permits of both operators for an indefinite period, and instructed the Secretary so to recommend to the Public Utilities Commission.

The Commission considered the adoption of revised permit forms reflecting changes made necessary by the 1949 Legislature in its "Big Truck

Bill". The Commission unanimously approved the revised forms by the adoption of the attached resolution relative thereto, marked EXHIBIT "P", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a recommendation from the Engineer that portions of the Adrian-Arena Valley and the Adrian-Caldwell State Secondary Highways, in Malheur County, be placed on the Federal Aid Secondary Highway System. The Engineer advised that the State of Idaho has made satisfactory connections with these highways and in his estimation Oregon should do likewise. The Commission approved the Engineer's recommendation and thereupon by unanimous vote adopted the attached resolution pertaining thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested authority for J. Al Head, Assistant Traffic Engineer, to attend, at state expense, a conference of the Western Section of the Institute of Traffic Engineers, in Seattle, July 13-15. He estimated the expense at $45.00. The Commission approved the request.

The Engineer brought up for consideration the designation of a "no parking" area on the north side of Edgewater Street (Salem-Dallas Highway) in West Salem, between the Willamette River Bridge and the easterly line of Clarke Street (Salem-Dayton Secondary Highway). He advised that pursuant to authority from the Commission a traffic signal has been installed at this point which permits a right turn movement at all times for traffic moving from the bridge north onto Clarke Street. In order to provide unobstructed use of the "right-turn-at-all-times" lane, he said, the City of Salem has adopted an order prohibiting parking at any time on the northerly side of Edgewater Street and to make this order most effective he suggested adoption of a companion order by the Commission. The Commission approved the Engineer's recommendation and thereupon adopted by unanimous vote the attached resolution pertaining thereto, marked EXHIBIT "O", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered an agreement with the city of Athena providing for the installation of a flashing beacon at the intersection of Third and Main Streets in that city, this being an intersection on the Oregon-Washington State Highway No. 8. The Engineer advised that the agreement provides the signal be installed at state expense but the city is to maintain it and furnish electrical energy for its operation. He recommended that the agreement be approved. The Commission accepted the Engineer's recommendation and thereupon signed the agreement.

A letter was presented from the Parkrose Chamber of Commerce requesting installation of a traffic signal at the intersection of Northeast 82nd Avenue and Prescott Street; the oiling of shoulders along Sandy Boulevard; and a conference with the Engineer. The Engineer was instructed to investigate the need for a signal and to confer with the Chamber at his convenience. No action was taken by the Commission on the request for shoulder oiling.

The Commission considered a letter from Roy C. Wright, County Extension Agent, Baker County, requesting state aid in eradication of noxious weeds along state highways in Baker County. The Engineer advised that the Landscape Engineer is making a state-wide study of such matters and that he will instruct him to contact Mr. Wright in connection therewith. The Commission took no action.

A letter was presented from the Azalea Garden Club of the Brookings-Harbor area in Curry County, expressing appreciation for construction of the roadway leading from the Oregon Coast Highway to Harris Beach State Park near Brookings. The Commission ordered an appropriate acknowledgment.

A request from the Gresham Chamber of Commerce for permission to route a parade over the Mount Hood Highway from North Roberts Avenue to Main Avenue in the City of Gresham on July 4 was considered by the Commission. The Engineer recommended approval of the request on the condition that the parade be confined to the northerly half of the highway, leaving the southerly half open for two-way traffic, and that the parking of cars along the southerly side of the highway be prohibited. The Commission unanimously approved the Engineer's recommendation.

The Commission discussed a date for its next regular meeting and decided to hold such meeting in Portland on Monday and Tuesday, August 1 and 2, 1949. The Secretary was instructed to make the usual arrangements for use of the Green Room in the Imperial Hotel.

Matters pertaining to proposed highway improvements in the City of Salem, particularly those covered by the Engineer's report, heretofore rendered, were discussed by the Commission. The Chief Counsel advised that an agreement covering the situation has been prepared and discussed with the city officials who indicated that it is satisfactory to them, although objections have been filed by some of the residents along the Pacific Highway north of the underpass who oppose the "no parking" provisions, and by some residents along Pine Street who object to the routing of truck traffic on that street. The proposed agreement, he said, has been amended to provide that the state shall widen parts of the highway to provide for a certain amount of parking and that the city shall provide off-street parking. The Engineer advised that the changes requested by the city had raised the estimated cost of the project by about $50,000. The Commission went on record as opposed to the expenditure of any money in connection with the Salem project until the agreement and other details have been consummated to the Commission's entire satisfaction. The Commission ordered an additional report from the Engineer, to be rendered in writing prior to its next meeting, outlining in detail the several items of work to be done; the estimated cost of each item; a map showing the proposed "grid" system of city streets and what is necessary to put it into effect and the cost thereof.

The Commission considered the matter of rerouting a section of the Hillsboro-Silverton Secondary Highway No. 140 in Newberg. The Engineer advised that the new route, on which bids for construction were received this morning, covers a distance of four blocks on Fourth Street and three

blocks on College Street. The section to be abandoned consists of three blocks on River Street. He recommended that the new route be approved and that the three-block section of the old route be abandoned. Resolutions from the City, and Yamhill County Court, approving the change were presented. The Commission approved the Engineer's recommendation and thereupon by unanimous vote adopted the attached resolutions pertaining thereto, marked EXHIBIT "L" and EXHIBIT "M", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission thereupon considered, approved, and signed an agreement with the City of Newberg outlining the things that the state shall do and the things the city shall do in connection with construction, and the participation of each in cost of the work.

A resolution from the Mill City Planning Commission, urging construction of the North Santiam Highway on proposed alignment on the north side of the Santiam River between Mehama and Mill City was considered by the Commission. The Engineer estimated the cost of this project at $600,000 and advised that no provision for it has been made in any immediate program. The Commission ordered the request acknowledged and filed.

The Engineer reported that the location survey for the Rome-Princeton Secondary Highway from its junction with the Diamond Valley Secondary Highway to Follyfarm, in Harney and Malheur Counties, is completed and ready for the Commission's approval. He exhibited a map showing the proposed permanent alignment and recommended approval of the survey and that authority be given the Right of Way Department to negotiate options for right of way. The Commission approved the Engineer's recommendation and thereupon by unanimous vote adopted the attached resolution pertaining thereto, marked EXHIBIT "N", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered Special State Tax Street Funds projects as follows: Gladstone, estimated total cost, $15,000, all state funds; Myrtle Creek, estimated total cost, $20,000, of which the state contributes $15,000 and the city $5,000. The Engineer advised that the street in Gladstone carries heavy log traffic and acts as a connection for a large amount of traffic between the Cascade Secondary State Highway and the Pacific Highway East. The project in Myrtle Creek, he advised, is a change from the one approved January 24, 1949, on 3rd Street, as it now develops that the Douglas County Court, by arrangement with the Fir Manufacturing Company, permits illegal loads on this street. It was his thought that highway funds should not be spent on this street but that a section of Oak Street between First and Third Streets be substituted. He recommended that both projects be approved as presented. The Commission unanimously approved the recommendation.

The Commission considered cancelling permits as follows, previously issued to the War Assets Administration covering use of state property at Pendleton Airbase:

1. Telephone cable crossing of certain highways in Umatilla County,
2. Four-inch pipe line installation upon and across highway right of way in Umatilla County,
3. Lease of certain state-owned property at Pendleton Airbase, Umatilla County.

The Engineer advised that these leases were granted the U. S. Government during the war, and that there is no longer any need for them, hence the War Assets Administration has requested that it be released from further obligation. He recommended that the releases be approved. The Commission approved the Engineer's recommendation and thereupon signed the releases.

The Chief Counsel presented a request from J. J. Hollender, Portland, for use of state-owned property to provide access to McLaughlin Boulevard (US99E) near Oak Grove. He stated that Mr. Hollender plans to build on property abutting King Street, which is unopened, and is asking for access to the state highway across a triangular strip of land owned by the state. The Commission deferred action pending investigation and report by the Engineer, to whom the matter was referred.

The Engineer requested authority to lease a small building from the Union Pacific Railroad Company at the west approach to the Steel Bridge in Portland for use by state engineering forces who are engaged in work in that vicinity. He advised that the rent will be $10.00 per month. The Commission unanimously approved the request.

The Chief Counsel reported receipt of a letter from A. C. Burnworth, dba G. I. Junkers Company, requesting that the contract they entered into on April 3, 1948, for removal of metal pipe in John Yeon State Park be cancelled and their deposit returned. Action on this matter was deferred by the Commission pending a complete report on the facts involved.

Commissioner Chandler presented a request from Mr. Forrest, County Assessor of Coos County, to remove sand from the ocean beach a short distance north of the Cape Arago Lighthouse. It appears that if permission is granted Mr. Forrest will enter into an agreement with the Coos Bay Dredging Company on a royalty basis and will pay the state on the same basis. Due to the fact that this is a controversial subject, the Commission decided not to grant the permit, at least not for the time being.

The Commission again discussed the offer of the Weyerhaeuser Timber Company to purchase for $1,000 the old ferry landing adjacent to the Simpson Park in North Bend consisting of 2.2 acres of land, and decided unanimously to accept the offer subject to the condition that the land be used perpetually as an industrial site and that the deed of conveyance contain provision to that effect.

The matter of sale of property in Eugene, near the intersection of East Broadway and Alder Streets, to R. L. Kruse and T. I. Chapman of that city was considered by the Commission. The Commission approved the sale of

the property for the sum of $1,800, with access rights to the highway from the property at two points as recommended by the Engineer and Chief Counsel.

The Right of Way Engineer reported a proposed settlement of the controversy with Mrs. Louise Snyder Bisaillon concerning use of the highway right of way when serving the public at her service station in Oswego. He recommended sale of 117 square feet on which the service station pump islands are located and the granting of an easement or permit to use state highway right of way in front of the pumps for the servicing of cars, with the restriction that in the event the service station is destroyed or removed, then the 117 square feet shall revert to the state. The Acting State Highway Engineer concurred therein. The Commission unanimously approved the recommendation.

The Commission considered the appointment of a Public Relations Consultant to advise the public of the work of the Commission. After some discussion the Commission unanimously confirmed the appointment of Ralph Watson in this capacity, and instructed the Chief Counsel to prepare an appropriate form of agreement with Mr. Watson covering the matter.

The Chief Counsel advised that he had been requested to present a paper at the meeting of the National Association of County Officials in Oakland, California, on July 19, 1949. The Commission unanimously authorized him to attend such meeting at state expense.

The Commission considered and signed agreements and other papers as follows:

War Assets application forms covering surplus property bordering Rogue River and Butte Creek within Camp White area

Agreement with Royal Wilde covering construction and maintenance of a stock fence across Catherine Creek State Park, Union County.

Certificate of Acceptance from U. S. Dept. of the Interior covering additional area in the Silver Falls Recreational Area.

Agreement with State of Idaho covering reconstruction of the Payette and Weiser Bridges over Snake River.

Agreement with Curry County covering abandonment of portions of the Port Orford-Rocky Creek Section of the Oregon Coast Highway.

Agreement with City of Port Orford covering improvement of the Oregon Coast Highway through Port Orford.

Agreement with City of Athena covering installation of a flashing beacon at state highway intersection in this town.

Agreement with City of Newberg covering redesignation, relocation, and improvement of Hillsboro-Silverton Secondary Highway.

Lease with State Land Board covering tract of land in Deschutes County from which to secure road building materials.

Extension rider to agreement with U.P. RR. Co. covering construction, maintenance, and use of roadway on railroad property on Columbia River Highway at Oneonta. (Original agreement entered into August 18, 1939, extended to August 17, 1949. Present extension covers period to August 18, 1952)

Form of release cancelling permit given War Assets Administration in connection with its telephone cable crossing of certain highways adjacent to Pendleton Airbase, Umatilla County.

Form of release cancelling permit given War Assets Administration in connection with its installation of a pipeline across highway right of way adjacent to Pendleton Airbase, Umatilla County.

Form of release cancelling lease given War Assets Administration in connection with its use of certain highway property adjacent to the Pendleton Airbase, Umatilla County. (Originally leased on January 5, 1943. Property to be returned to state at time airport property conveyed to City of Pendleton)

Form of resolution for Wallowa County to file application for a loan of State Highway Funds to assist in financing repairs to county roads.

Agreement with City of Klamath Falls covering signal installation at Main and Esplanade Streets in Klamath Falls.

Agreement with City of Freewater for improvement of certain streets in City of Freewater.

Agreement with Abston and Johnston covering logging road maintenance across Humbug Mountain State Park.

There being no further business to come before the Commission at this time the meeting adjourned at 5:00 p.m.

Asst State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

EXHIBITS "A" THROUGH "P"

Minutes of June 27 and 28, 1949

EXHIBIT "A"

Minutes of June 27 and 28, 1949

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #2

14657- MacDonald, Lolita (Witt)
Right of Way
Option expires December 8, 1949

5,000 sq.ft. at 30¢ sq.ft.	$ 1,500.00	$
Allowance- 6-room house	9,698.00	
Allowance- garage	480.00	
Allowance- shrubs, lawn, driveway	200.00	
Amount payable to owner		11,878.00
Amount chargeable to Right of Way		11,878.00

15656

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #4

14849- Fellers, George E. and Muriel A. Fellers (McChesney)
Right of Way
Option expires August 18, 1949

10,000 sq.ft.at 16¢ sq.ft.	$ 1,600.00	$
Allowance- trees,shrubs,lawn & cement work	900.00	
Allowance- owner to remove all buildings, shrubs,trees,flowers; grading for lawn & house at new location, etc.	4,500.00	
Amount to be paid owner		7,000.00
Amount chargeable to Right of Way		7,000.00

14842- Jacobs, Roy L. and Vera Jacobs (McChesney)
Right of Way
Option expires August 17, 1949

5,000 sq.ft.at 20¢ sq.ft.	1,000.00	
Allowance- trees,shrubs,grape arbor, laurel hedge,lawn,cement/rock work	925.00	
Allowance- owner to remove all buildings, shrubs,trees,flowers; grade for new lawn, house, driveways, walks, etc.	4,875.00	
Amount to be paid owner		6,800.00
Amount chargeable to Right of Way		6,800.00

15044- Wenker, Michael and Effie E. Wenker
Right of Way
Option expires November 24, 1949 (McChesney)

1,312 sq.ft.at 50¢ sq.ft.	656.00	
Amount to be paid owner		656.00
Amount chargeable to Right of Way		656.00

15045- Ruef, Cecil E. and Elnora A. Ruef
Right of Way
Option expires November 30, 1949 (McChesney)

437 sq.ft.at 50¢ sq.ft.	218.50	
Amount payable to owner		218.50

(Cont.)

15657

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #4 (Cont.)

15045- Ruef, Cecil E. and Elnora A. Ruef (Cont.)

Amount chargeable to Right of Way	$	$ 218.50

STATE agrees not to disturb grantors' existing road approach to 82nd Avenue, Portland

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #5

14889- Hoffman, R. A. and Alma Hoffman
Right of Way
Option expires November 24, 1949 (Mayhew)

0.75 acre at $1,500	1,125.00	
Allowance- clearing, brush piling, some grading, etc.	250.00	
Amount payable to owner		1,375.00
Amount chargeable to Right of Way		1,375.00

TROUTDALE SECTION, COLUMBIA RIVER HIGHWAY

11960- Celoria, Pete
Release of State's obligation (Mayhew)

Release of State's obligation to cover & pipe out a spring that is and would have been under center of highway	300.00	
Amount to be paid owner		300.00
Amount chargeable to Construction		300.00

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

13549- Chaney, Walter W. (Chaney) and Maurine A. Chaney
Right of Way
Option Expires November 17, 1949 (Boone)

12,150 sq.ft.at 3½¢ less sq.ft.	425.00	
Damages: Reducing area, destroying water piped for front area	125.00	
Waiver of access, except entrance to service roads		
Amount to be paid owner		550.00
STATE to protect and if necessary relocate water line		(Est.) 100 00
GRAND TOTAL, chargeable to Right of Way		(Est.) 650.00

15555

EXHIBIT "A" (Cont.)

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY

15384- Thomas, Walter W. and Mabel H. Thomas
Right of Way
Option expires September 21, 1949 (McChesney)

8.80 acres at $150	$ 1,300.00	$
Amount payable to owner		1,300.00
Amount chargeable to Right of Way		1,300.00

NEWBERG-DUNDEE SECTION, PACIFIC HIGHWAY WEST

14395-A Kellas, Henry A. and Elda R. Kellas
Right of Way
Option expires December 9, 1949 (Witt)

1,800 sq.ft.at 20¢ sq.ft.	360.00	
Allowance- 40 gooseberry bushes, $2 each	80.00	
Waiver of access		
	440.00	
STATE to convey to grantor approximately 1,450 sq.ft. at 20¢ sq.ft.	290.00	
Amount to be paid owner		150.00
Amount chargeable to Right of Way		150.00

NEWBERG-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

14458- Winegar, Robert R. and Amanda Winegar, and George W. Winegar
Right of Way
Option expires November 19, 1949 (Witt)

0.12 acre at $600+	75.00	
Allowance- filbert trees	30.00	
Waiver of access, except private access at Eng.Sta.220+00		
Amount to be paid owner		105.00
Amount chargeable to Right of Way		105.00
STATE to construct private access at Eng.Sta.220+00	50.00(Est.)	
Amount chargeable to Construction		50.00
GRAND TOTAL		155.00(Est.)

EXHIBIT "A" (Cont.)

DUNDEE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

15308- McDougall, Winnie
Right of Way
Option expires November 26, 1949 (Witt)

0.93 acre at $450	$ 418.50	$
Amount payable to owner		418.50
Amount chargeable to Right of Way		418.50
STATE to construct private access at Eng.Sta. 310+00	50.00(Est.)	
Amount chargeable to Construction		50.00
GRAND TOTAL		(Est.) 468.50

14453- Dodge, R. R.
Right of Way (Witt)

0.813 acre at $1,000 less acre	800.00	
Allowance- Moving house	750.00	
Moving 2 cabins $250 each	500.00	
Moving service station, 1 pump	950.00	
Loss crop, loss business during moving operations	250.00	
Damages, reducing area	500.00	
Waiver of access; private access Sta. 189+50 and 191+00		
Amount to be paid owner		3,750.00
Amount chargeable to Right of Way		3,750.00
STATE to construct 2 entrances & oil same to point 20 ft. inside owner's property, Eng.Sta. 189+50 and 191+00	200.00(Est.)	
Amount chargeable to Construction		200.00
GRAND TOTAL		3,950.00

LAFAYETTE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

15119- Blough, R. C. and Lilith A. Blough
Right of Way
Option expires November 13, 1949 (Witt)

1.835 acres at $450 less	815.75
Allowance- 35 rd.barbed wire fence at $2.50 rod	87.50
Allowance- 1,835 acres wheat crop at $25+ per acre	46.25**

(Cont.)

15360

EXHIBIT "A" (Cont.)

LAFAYETTE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST (Cont.)

15119- Blough, R. C. and Lilith A. Blough (Cont.)

Waiver of access

Amount payable to owner	$	$ 949.50
Total amount chargeable to Right of Way		949.50

** This amount to be paid only if crop is not ripe for harvest before construction starts.

VAN DYKE SECTION, NEHALEM HIGHWAY

15050- Van Dyke, Cyril A. and Evalyn J. Herb
Stock pile
Lease expires June 7, 1952 (Boone)

3-yr. lease at $25 per yr. on 0.746-acre parcel	75.00	
Allowance- loss of growing crop	40.00	
Amount to be paid owner		115.00
Amount chargeable to Right of Way		115.00

CANNON BEACH JUNCTION-NECANICUM JUNCTION SECTION, SUNSET HIGHWAY

15017- Crown Zellerbach Corporation
Right of Way and easement
Option expires November 10, 1949 (Boone)

0.27 acre - for easement purposes	25.00	
Amount to be paid owner		25.00
Amount chargeable to Right of Way		25.00

McMINNVILLE-THREE MILE LANE SECTION, SECONDARY HIGHWAY #152

11545- Archdiocese of Portland in Oregon
Right of Way
Option expires December 13, 1949 (Witt)

17,685 sq.ft. at 20¢ sq.ft.	3,537.00	
Allowance- damages- cost of establishing new baseball & football field & also children's playground	1,895.00	
Allowance- moving 2-story concrete school building (low bid)	22,007.00	
	27,439.00	

(Cont.)

EXHIBIT "A" (Cont.)

McMINNVILLE-THREE MILE LANE SECTION, SECONDARY HIGHWAY #152 (Cont.)

11545- Archdiocese of Portland (Cont.)

STATE to convey to grantor approximately 54,320 sq.ft. at 10¢ sq.ft.	$ 5,432.00	$
Amount to be paid owner		22,007.00
Amount chargeable to Right of Way		22,007.00

MILL CITY-DETROIT SECTION, NORTH SANTIAM HIGHWAY

15387- Oregon State Board of Forestry (Gardiner)
Quarry site

16.95 acres	00.00	
Amount to be paid owner		00.00
Amount chargeable to Right of Way		00.00

TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY

11801- Fossbind, Martha and Gottfried Fossbind (Haskin)
Right of Way
Option expires July 12, 1949

5.90 acres at $500	2,950.00	
Allowance- 163-rd.fence at $3+ per rd.	490.00	
2 gates at $20 each	40.00	
water trough,pipe,fittings	100.00	
Waiver of access, except private access, Sta.133+75	200.00	
Damages: cutting river water off from cows (Necessary to drill well)	1,420.00	
Amount payable to owner		5,200.00
Amount chargeable to Right of Way		5,200.00
STATE to construct private access, Sta.133+75 and install 12-in.culvert, Sta.126+50	600.00(Est.)	
Amount chargeable to Construction		600.00
GRAND TOTAL		(Est.) 5,800.00

15302

EXHIBIT "A" (Cont.)

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST

14609-
15189- Starker, T. J. and Margaret O. Starker
Right of Way
Option expires August 15, 1949 (Haskin)

2.42 acres at $1200	$ 2,904.00	$
0.68 acre at $1000	680.00	
0.05 acre at $300+	16.00	
Allowance- damage- reducing area	700.00	
Restriction of access,- private access at Eng.Sta.100+00, east side	200.00	
Amount to be paid owner		4,500.00
Amount chargeable to Right of Way		4,500.00

KINGS VALLEY SECTION, KINGS VALLEY HIGHWAY

15383- Allen, Arlo
Permit of Entry
Permit expires September 10, 1949 (Byrum)

53.33 acres- for exploration road building materials	20.00	
Amount to be paid owner		20.00
Amount chargeable to Right of Way		20.00

SCOTT CREEK SECTION, ALSEA HIGHWAY

14572- Jensen, Louis R. and Helen Jensen
Right of Way
Option expires November 25, 1949 (Benfield)

0.25 acre at $150	37.50	
1.165 acres at $1,000	1,165.00	
0.115 acre at $1,250	143.75	
Allowance- 279 rods fence at $3 rod	837.00	
Allowance- fruit trees,lilac bushes,holly trees	155.00	
Allowance- for moving hog shed	10.00	
Damages- closeness of highway to house, and in lieu of moving house	650.00	
Allowance- loss of garden crop	350.00	
Amount payable to owner		3,348.25
Amount chargeable to Right of Way		3,348.25

(Cont.)

EXHIBIT "A" (Cont.)

SCOTT CREEK SECTION, ALSEA HIGHWAY (Cont.)

14566- Harrison, Joseph M. and Julia M. Harrison
Right of Way
Option expires November 25, 1949 (Benfield)

0.07 acre at $800	$ 56.00	$
Allowance- 19 rods fence at $2.50 rod	47.50	
Amount payable to owner		103.50
Amount chargeable to Right of Way		103.50
P.R.A. to re-establish private driveway into property	50.00(Est.)	
Amount chargeable to Construction		50.00
GRAND TOTAL		(Est.) 153.50

14571- Smallwood, Charles E.
Right of Way
Option expires November 25, 1949 (Benfield)

0.825 acre at $1,000	825.00	
0.825 acre at $800	660.00	
Allowance: 288 rods fence at $3 rod	864.00	
apple tree	25.00	
lieu moving garage	400.00	
Amount payable to owner		2,774.00
Amount chargeable to Right of Way		2,774.00
P.R.A. to re-establish 3 private entrances (estimated at $50 each)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL		(Est.) 2,924.00

15054- Huckins, Alva R. and Rose A. Huckins
Right of Way
Option expires December 19, 1949

0.29 acre at $1,000	290.00	
Amount to be paid owner		290.00
Amount chargeable to Right of Way		290.00

(Cont.)

15301

EXHIBIT "A" (Cont.)

SCOTT CREEK SECTION, ALSEA HIGHWAY (Cont.)

15054- Huckins Alva R. and Rose A. Huckins (Cont.)

P.R.A. to re-establish private entrance into property	$ (Est.)100.00	$
Amount chargeable to Construction		100.00
GRAND TOTAL		390.00

15025- Pulse, H. B. and R. E. Pulse
Right of Way
Option expires December 6, 1949 (Benfield)

0.693 acre at $1,000	693.00	
0.707 acre at $800	565.60	
Allowance- 200 rods fence at $3 rod	600.00	
- fruit & walnut trees	375.00	
- ornamental tree	20.00	
- damages- lieu moving house	500.00	
Amount to be paid owner		2,753.60
Amount chargeable to Right of Way		2,753.60
P.R.A. to re-establish 3 private entrances to provide cattle trail, southerly side, Scott Creek west to pasture	(Est.) 200.00 (Est.) 200.00	
Amount chargeable to Construction		400.00
GRAND TOTAL		3,153.60

15353- Hirte, Ralph L. and Sylvia H. Hirte
Right of Way
Option expires December 15, 1949 (Benfield)

0.07 acre at $1,000	70.00	
Amount to be paid owner		70.00
Amount chargeable to Right of Way		70.00

15351- Hulery, Bill and Annette Hulery
Right of Way
Option expires December 14, 1949 (Benfield)

0.03 acre at $1,000	30.00	
Amount to be paid owner		30.00

(Cont.)

EXHIBIT "A" (Cont.)

SCOTT CREEK SECTION, ALSEA HIGHWAY (Cont.)

15351- Hulery, Bill and Annette Hulery (Cont.)

Amount chargeable to Right of Way	$	$ 30.00
P.R.A. to re-establish private entrance into property	(Est.) 50.00	
to extend water pipe in creek to edge of the right of way	(Est.) 25.00	
Amount chargeable to Construction		75.00
GRAND TOTAL		105.00

15352- Hise, George Franklin and Jeannette A. Hise
Right of Way
Option expires December 14, 1949

0.07 acre at $1,000	70.00	
Amount to be paid owner		70.00
Amount chargeable to Right of Way		70.00
P.R.A. to re-establish private driveway into property	(Est.) 50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL		120.00

15364- Barclay, Andrew Fay and Jessie G. Barclay
Quarry site and permit of entry
Option expires December 7, 1949 (Benfield)

6.90 acres at $300	2,070.00	
Allowance- 50,000 ft. old fir at $9.25M	462.50	
- 50,000 ft. 2nd growth fir, $2.00M	100.00	
- Permit of entry	50.00**	
Amount payable to owner		2,632.50
Amount chargeable to Right of Way		2,632.50

** Allowance of $50 to be paid owner immediately after above acquisition has been approved by the Commission and to be deducted from total amount, $2,632.50, due owner.

15366

EXHIBIT "A" (Cont.)

JUDKINS POINT SECTION, PACIFIC HIGHWAY

15080- Henry, David H. and Mary Rozelle Henry
Access control, etc.
Option expires August 13, 1949 (Landon)

5,500 sq.ft. at $0.545 sq.ft.	$ 3,000.00	$
Amount payable to owner		3,000.00
Amount chargeable to Right of Way		3,000.00

15079- Statzer, Louise S.
Access control, etc.
Option expires October 28, 1949 (Landon)

6,050 sq.ft. at 75¢ sq.ft.	4,537.50	
Allowance - 6-room house	3,462.50	
Amount payable to owner		8,000.00
Amount chargeable to Right of Way		8,000.00

9317- Lane County
Access control, etc.
Have deed

11,250 sq.ft.	00.00	
Amount payable to owner		00.00
Amount chargeable to Right of Way		00.00

15081- Barnard, Charles N. and Margaret S. Barnard
Control access and for Gateway Association project
Option expires August 2, 1949

10,400 sq.ft. at 36¢ plus sq.ft.	3,750.00	
Amount to be paid owner		3,750.00
Amount chargeable to Right of Way		3,750.00

(In event above land is acquired, and that portion of Fairmount Boulevard lying between same and our maintenance site, to the north, State will take an additional 10,800 sq.ft. at no cost, making total of 21,200 sq.ft. at above price, for future maintenance expansion.)

EXHIBIT "A" (Cont.)

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

12329-A Binns, Chester M. and Phyllis L. Binns
Right of Way
Option expires November 24, 1949 (Landon)

0.11 acre at $1000	$ 110.00	$
Waiver of access, except private access at Eng.Sta.289+60		
Amount payable to owner		110.00
Amount chargeable to Right of Way		110.00
* STATE to construct road approach, west side opposite Eng.Sta.289+60	(Est.) 1,790.00	
Amount chargeable to Construction		1,790.00
GRAND TOTAL		(Est.) 1,900.00

* (Approach road to serve W.W.McDonald, File #12330)

12330- McDonald, W. W. and Olive McDonald
Right of Way
Option expires October 20, 1949 (Landon)

6.47 acres at $1,000	6,470.00	
* Waiver of access except private access, at Eng.Sta.289+60		
Amount payable to owner		6,470.00
Amount chargeable to Right of Way		6,470.00

* (Served by approach road Eng.Sta.289+60, see File #12329A-Chester M. Binns.)

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY

12038- Wheeler, H. C.
Right of Way
(CORRECTION) (Landon)

STATE to construct a road from Eng.Sta.468+40, north side, to owner's barn, a distance of 900 feet	(Est.) 400.00	
Amount chargeable to Construction		(Est.) 400.00

(Cont.)

13389

EXHIBIT "A" (Cont.)

PLEASANT HILL-LOST CREEK SECTION, WILLAMETTE HIGHWAY (Cont.)

12038- Wheeler H. C. (Cont.)

On April 22, 1947, the Highway Commission approved acquisition of lands from above owner. In addition, the State was to have constructed farm crossing, private access, south side, and road approaches, at Eng.Sta.451+48.5 at an estimated cost of $1,000.

This obligation has been cancelled, and a road is to be constructed.

SLIDE AT MILE POST 183.6 SECTION, PACIFIC HIGHWAY

15282- Stearns, A. F.
Right of Way
Option expires November 17, 1949 (Norlin)

1.38 acres at $100	138.00	
0.30 acre at $540	162.00	
Amount payable to owner		300.00
STATE to remove and reconstruct 18 rods fence at $2 per rod	(Est.) 36.00	
to construct 3 rods new fence at $3 rod	(Est.) 9.00	
Total State Performance		45.00
Amount chargeable to Right of Way		(Est.) 345.00

REEDSPORT-LUDER CREEK SECTION, UMPQUA HIGHWAY

15092- Hinsdale, O. H.
Right of Way
Option expires December 7, 1949 (Parker)

21.28 acres *	00.00	
Allowance- removing & rebuilding 825 rods fence at $2.75 per rod	2,268.75	
Allowance- removing 64'x64' barn	1,150.00	
Allowance- removing stock corral, loading chute	500.00	
Restricted access- with private access points at Eng.Sta.269+60, north side; 263+50, north side; 263+30, south side; 258+83, north side; 221+00, south side; 218+90, south side; 187+50, south side; 147+80, south side; 77+00 south side		
Amount payable to owner		3,918.75
Amount chargeable to Right of Way		3,918.75

* Conditional upon State selling certain Reedsport property acquired, to Umpqua Navigation Company, file #12831.

(Cont.)

EXHIBIT "A" (Cont.)

REEDSPORT-LUDER CREEK SECTION, UMPQUA HIGHWAY (Cont.)

15092- Hinsdale, O. H. (Cont.)

THINGS TO BE DONE BY THE STATE:

Extend existing drainage structures at Eng.Sta. 145+00,163+30,237+75,180+10,195+65 and 263+85, for distance 20 feet outside of and upon upland side right of way; cover with suitable fill materials for stock passage. (Existing structures at Eng.Sta.154+50 and 245+30 may be eliminated.) (Est.) $ 1,800.00

If existing structure across slough near Eng.Sta.258+85 is disturbed, structure, including landscaping, shall be restored.

Construct, at time of construction of hwy, embankment containing approx.2,100 cu.yds. at new location grantor's barn, opposite & near Eng.Sta.188+00, surfacing same with 6" loose crushed rock/gravel (Est.) 1,850.00

If necessary, extend, during construction, existing structures at Eng.Sta.220+20 and 261+80 sufficiently to provide adequate lengths for any additional widths of embankment for stock trails or paths, comparable to conditions now existing

Amount chargeable to Construction 3,650.00

GRAND TOTAL (Est.) 7,568.75

HINSDALE SLOUGH-LUDER CREEK SECTION, UMPQUA HIGHWAY

12831- Umpqua River Navigation Company
Right of Way
Option expires December 7, 1949 (Parker)

1.8 acres at $278+ * 500.00

Amount payable to owner 500.00

Amount chargeable to Right of Way 500.00

* Conditional upon State conveying Reedsport property acquired

15378

EXHIBIT "A" (Cont.)

COOS BAY SECTION, OREGON COAST HIGHWAY

13772- Walter, John A. and Minette Rencehouser Walter
Right of Way
Option expires November 17, 1949 (Reeder)

1,980 sq.ft. at 60¢ sq.ft.	$ 1,188.00	$
Allowance- 5-room house	2,300.00	
Woodshed, garage	162.00	
Amount payable to owner		3,650.00
Amount chargeable to Right of Way		3,650.00

13766- Luse, William A.
Right of Way
Option expires November 25, 1949 (Reeder)

294 sq.ft. at 35¢ less sq.ft.	93.90	
Allowance- damages- reducing area and bringing right of way too close to house	56.10	
Amount payable to owner		150.00
Amount chargeable to Right of Way		150.00

13773- Donnelly, William J. and Madge Donnelly
Right of Way
Option expires October 13, 1949 (Reeder)

Allowance- 2-story house	6,652.50	
Half interest in 2,750 sq.ft. at 50¢ sq.ft.	687.50	
1,200 sq.ft. at 30¢ sq.ft.	360.00	
1,375 sq.ft. at 87¢ plus sq.ft.	1,200.00	
Amount payable to owner		8,900.00
Amount chargeable to Right of Way		8,900.00

13773-A Sutton, George W. and Laddie A. Sutton
Right of Way
Option expires November 11, 1949 (Reeder)

Half interest in 2,750 sq.ft. at lump sum	500.00	
Amount payable to owner		500.00
Amount chargeable to Right of Way		500.00

(Cont.)

EXHIBIT "A" (Cont.)

COOS BAY SECTION, OREGON COAST HIGHWAY (Cont.)

12605- Coos County
Right of Way
Option expires September 27, 1949 (Reeder and Norlin)

36,070 sq.ft. at 11¢ plus sq.ft.	4,000.00	
7,500 sq.ft. at 15¢ sq.ft.	1,125.00	
Amount payable to owner		5,125.00
Amount chargeable to Right of Way		5,125.00

12617-A Adams, Donald L. and Beatrice E. Adams
Right of Way
Option expires November 23, 1949 (Reeder)

4,000 sq.ft. at 30¢ sq.ft.	1,200.00	
Allowance- 8-room house	3,076.80	
Allowance- old garage	158.20	
Amount payable to owner		4,435.00
Amount chargeable to Right of Way		4,435.00

DELMAR-COALEDO SECTION, OREGON COAST HIGHWAY

14101-A Hazzard, Elmer W. and Erma Hazzard
Easement
Option expires October 31, 1950 (Reeder)

0.51 acre for dumping waste materials	00.00	
Waiver of access, except private access at Eng.Sta.449+90, southerly side		
Amount payable to owner		00.00
Amount chargeable to Right of Way		00.00
STATE to construct road approach, southerly side, at Eng.Sta.449+90, commercial use	(Est.) 100.00	
Amount chargeable to Construction		100.00
TOTAL		100.00

(Cont.)

EXHIBIT "A" (Cont.)

DELMAR-COALEDO SECTION, OREGON COAST HIGHWAY (Cont.)

14102- Gilfillian, Jessie H.
Easement
Option expires October 31, 1950

4.35 acres for dumping waste materials	$ 00.00	$	
Waiver of access, except private access at Eng.Sta.452+25, southerly side			
Amount payable to owner			00.00
Amount chargeable to Right of Way			00.00
STATE to construct road approach at Eng.Sta.452+25, southerly side, for commercial & private use (Est.)	50.00		
Amount chargeable to Construction			50.00
TOTAL			50.00

GOLD BEACH-BROOKINGS SECTION, OREGON COAST HIGHWAY

14752- Ostrander, J. W.
Park
Option expires December 15, 1949

212.66 acres at $100	21,266.00	
Grazing rights to be retained by owner or his assigns for period ten years from June 16, 1949; also any merchantable timber may be removed within same period.		
STATE is to construct fence if and when necessary		
Amount payable to owner		21,266.00
Amount chargeable to Parks		21,266.00

JACKSONVILLE HILL SECTION, MEDFORD-PROVOLT HIGHWAY

15042- Shannon, W. L. and Cleo F. Shannon
Gravel bar
Option expires December 7, 1949 (Haskin)

2.98 acres at $167+	500.00
Owner reserves placer mining right in pond water	
Permanent easement to remove gravel, existing roads to be protected & kept open; if destroyed, State to replace.	

(Cont.)

EXHIBIT "A" (Cont.)

JACKSONVILLE HILL SECTION, MEDFORD-PROVOLT HIGHWAY (Cont.)

15042- Shannon, W. L. and Cleo F. Shannon (Cont.)

Amount to be paid owner		500.00
Amount chargeable to Right of Way		500.00
STATE to replace existing roads if destroyed		
Amount chargeable to Construction		0.0

15029- Norris, Osie Cantrall, and W. L. Norris
Gravel bar
Option expires December 9, 1949 (Haskin)

3.16 acres at $150	474.00	
Amount to be paid owner		474.00
Amount chargeable to Right of Way		474.00

15043- Smith, William H.
Gravel bar
Option expires December 7, 1949 (Haskin)

5.62 acres at $150 Permanent easement to remove gravel any time	843.00	
Amount to be paid owner		843.00
Amount chargeable to Right of Way		843.00

BIG EDDY-DUNE SECTION, COLUMBIA RIVER HIGHWAY

14786-B-1 Seufert Bros. Co.
Quarry site
Lease expires December 2, 1949

5-yr. lease on 4.83 acres at $30 per yr.	150.00	
Amount payable to owner		150.00
Amount chargeable to Right of Way		150.00

(Cont.)

EXHIBIT "A" (Cont.)

BIG EDDY-DUNE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

15360- Showaway, Abraham and Minnie Wesley Showaway, and McKinley Wesley
Right of Way
Option expires October 18, 1949 (Boone)

0.82 acre at $50 Waiver of access, except on service roads	$ 41.00	
Amount payable to owners		41.00
Amount chargeable to Right of Way		41.00

REDMOND-TERREBONNE SECTION, THE DALLES-CALIFORNIA HIGHWAY

15367- Priday, H. L
Haul road easement
Option expires November 9, 1949 (Cozad)

0.91 acre at $20	18.20	
Amount payable to owner		18.20
Amount chargeable to right of way		18.20

BEAVER MARSH-CHEMULT SECTION, THE DALLES-CALIFORNIA HIGHWAY

[illegible]-A Pelican Bay Lumber Company
Quarry and Haul road
Have deed (Witt)

6.48 acres at $50	324.00	
Amount to be paid owner		324.00
Amount chargeable to Right of Way		324.00

CHILOQUIN SECTION, THE DALLES-CALIFORNIA HIGHWAY

15115- Lorenz, William M. and Claudia L. Lorenz
Maintenance site
x (DeSouza)

15 lots at $140 each	2,100.00	
Amount to be paid owner		2,100.00
Amount chargeable to Maintenance		2,100.00

EXHIBIT "A" (Cont.)

LAKEVIEW-CALIFORNIA LINE SECTION, FREMONT HIGHWAY

15027- Richardson, John W. and Gertrude E. Richardson
Quarry site
Option expires August 30, 1949 (Cozad)

6.886 acres at $50	$ 344.30	
Allowance- re-establishing & repairing fence, west side, approx.40 rods	55.70	
Amount payable to owner		400.00
Amount chargeable to Right of Way		400.00

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY

15266- Yokes, Martha
Right of Way
Option expires September 14, 1949
(CORRECTION) (Cozad)

0.86 acre at $10	8.60	
Amount to be paid owner		8.60
Amount chargeable to Right of Way		8.60

Previous report:
0.24 acre at $10 per acre - $2.40,
approved by the Commission April 11,1949.

15270- Seely, Leon E.
Right of Way and stock pile site
Have executed deed (Cozad)

2.58 acres at $10	25.80	
Waiver of access, except private access, north side, Eng.Sta.1068, 1093 & 1119+00		
Amount to be paid owner		25.80
Amount chargeable to Right of Way		25.80

15275A- Fitchett, C. A.
Right of Way
Option expires December 9, 1949 (Cozad)

2.10 acres at $10	21.00
Waiver of access	

15376

EXHIBIT "A" (Cont.)

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

15275A- Fitchett, C. A. (Cont.)

Amount payable to owner	$	$ 21.00
Amount chargeable to Right of Way		21.00

15021- Heinz, Roy
Right of Way
Option expires December 8, 1949 (Cozad)

0.65 acre at $10	6.50	
Waiver of access		
If any fence is to be removed, the State will remove, leaving material on ground for owner		
Amount to be paid owner		6.50
Amount chargeable to Right of Way		6.50

15273- Hussey, Grace Damon, Nellie Damon Stuart, and Samuel L. Damon
Right of Way
Option expires September 13, 1949
(CORRECTION)

1.20 acres at $10	12.00	
Waiver of access, except private access at Eng.Sta.1200+00, north side		
Amount payable to owner		12.00
Amount chargeable to Right of Way		12.00

Previous report:

April 11, 1949, Commission approved 0.575 acre at $10 per acre, or $5.75. Additional land now taken.

15272- Carrico, Eleanor M.
Right of Way
Have executed deed (Cozad)

1.20 acres at $10	12.00	
Waiver of access, except private access, Eng. Sta.1173+00, south side, & Eng.Sta.1195+00, north side		
Grantor reserves all oil rights		

(Cont.)

EXHIBIT "A" (Cont.)

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

15272- Carrico, Eleanor M. (Cont.)

Amount to be paid owner	$	$ 12.00
Amount chargeable to Right of Way		12.00

15278- Blackwell, Edith Buchanan
Right of Way
Option expires September 21, 1949 (Cosad)
(CORRECTION)

0.57 acre at $20	11.40	
Farm crossings relinquished, private access at Eng.Sta.151+00, north side		
Amount to be paid owner		11.40
Amount chargeable to Right of Way		11.40

Previous Report:

April 11, 1949, Commission approved land, 0.392 acre at $20 per acre, or $7.84.

STATE to re-establish barbed wire fence, 800 ft. (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL		(Est.) 111.40

CAIRO JUNCTION-VALE SECTION, CENTRAL OREGON HIGHWAY

15074- King, Homer G.
Gravel pit
Lease expires May 17, 1950 (Cosad)

2.70 acres - 1 yr. lease at $100 per acre	270.00	
Allowance- re-establishing approx.15 rods fencing, incl. gates for haul road at $2 per rod	30.00	
Amount payable to owner		300.00
Amount chargeable to Right of Way		300.00

EXHIBIT "A" (Cont.)

VALE-JAMESON SECTION, JOHN DAY HIGHWAY

15046- Eubanks, A. O. et al
Gravel pit and haul road
Option expires November 16, 1949

		(Cosad)
9.76 acres at $100+	$ 1,000.00	$
Amount to be paid owner		1,000.00
STATE to construct fence, south side, gravel pit approx. 1,000 feet	(Est.) 125.00	
Amount chargeable to Right of Way		(Est.) 1,125.00
Other Items, Chargeable to Construction:		
Install pipes for haul road crossings, two places	(Est.) 150.00	
Install stock guard near farm buildings on haul road where present gate is	(Est.) 75.00	
Amount chargeable to construction		225.00
GRAND TOTAL		(Est.) 1,350.00

15047- Austin, Hortense Wismer
Stock pile site
Option expires November 15, 1949

2.18 acres at $150	327.00	
Amount to be paid owner		327.00
STATE to construct approx 600 ft. fence, north side site	(Est.) 75.00	
Amount chargeable to Right of Way		(Est.) 402.00

EXHIBIT "B"

Minutes of June 27 and 28, 1949

RESOLUTION

WHEREAS, by virtue by the laws of the State of Oregon as set forth and defined in the Oregon Code and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River, Pacific Highway West, Oregon Coast, and Klamath Falls-Lakeview highways are highways under the jurisdiction and control of the State and are in addition, a part of the federal highway system; and

WHEREAS, for the purpose of providing highways with better alignments and which will more adequately serve the traveling public, the Highway Commission relocated the sections of the said highways as hereinafter set forth, and for such purpose and in connection therewith the real properties hereinafter described are necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take all rights of access from property abutting a highway; and

WHEREAS, Columbia River, Pacific Highway West, Oregon Coast, and Klamath Falls-Lakeview highways are major highways of the State, and as such carry large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highways should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the properties described on the attached sheets are needed and required for use in connection with the construction and maintenance of the section of highway set forth on said sheets; that the specific use for which each particular parcel of real property is needed and required is as expressly stated thereon; that the name of the record owner, or reputed owner thereof, is likewise set forth, together with the Commission's record file number of each parcel. (*)

2. That the highway facility for which each of said parcels of property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and least private injury or damage.

(Cont.)

EXHIBIT "B" (Cont.)

3. That in addition to the acquisition of the respective parcels, it is necessary that there be acquired all rights of access from abutting properties to the highways to be constructed in part upon the parcels described upon the attached sheets, except such access reservations as are noted as to each parcel. In this connection, a private access is defined as a right of access from and to land abutting the highway of a width of twenty-five feet; said access to be for ordinary travel only, and shall not be used in connection with any commercial institution or activity which in any manner caters to, invites, solicits from, or is dependent upon the users of said highway. A farm crossing is defined as a right to establish, maintain, and use a crossing of the highway for farm purposes only having a width of not to exceed twenty-five feet; provided, however, that upon the alienation of either of the portions of the property severed by the highway, such right of crossing shall cease. A commercial access is defined as a right of access from and to land abutting the highway of a width of twenty-five feet, said access to be for all lawful purposes. (*)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcels of land as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said parcels.

5. That upon the trial of any suit or action instituted to acquire either of said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That the real properties sought to be acquired are described on the attached sheets, consisting of eight pages, on which sheets are set forth the right of way file number assigned by the Commission, the respective record or reputed owners, the section of highway for which the property is necessary, and the use and purpose for which the property is sought, together with such access reservations as apply to the particular property. (*)

7. That this resolution be entered in full in the minutes and records of the Commission as of the 27th day of June, 1949.

FOOTNOTE: (*)

The names of the property owners and the detailed description of the respective parcels of real property mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 130, under the heading "Real Property Condemnation Resolutions" and said descriptions by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C"

Minutes of June 27 and 28, 1949

RESOLUTION

WHEREAS, the Klamath Falls-Lakeview Highway, extending from a junction with The Dalles-California Highway in Klamath Falls, easterly via Dairy, Beatty, and Bly to a junction with the Fremont Highway in Lakeview, is a state highway, and as such is under the jurisdiction and control of the State Highway Commission, and said highway is identified in the Highway Commission's records as Highway No. 20; and

WHEREAS, the promiscuous parking of cars along and on the said highway in the vicinity of the east city limits of Klamath Falls creates a traffic hazard which, in the opinion of the Highway Commission, should be restrained; and

WHEREAS, the parking of vehicles upon said highway near the intersection of said highway and Gettle Street, which said intersection is frequently on the route of fire-fighting vehicles departing from and returning to a suburban fire station located at the corner of Gettle Street and Crosby Street, obstructs the view of such fire-fighting vehicles entering from Gettle Street by motorists upon the said highway; and

WHEREAS, the Commission, based upon the report of its Traffic Engineer, is of the opinion that for the safety of traffic, parallel parking only should be permitted upon said highway between the eastern city limits of Klamath Falls and Kane Street, and that parking of vehicles should be prohibited on the southerly side of said highway for a distance of thirty feet on each side of the intersection of Gettle Street;

NOW, THEREFORE, all members of the Commission being present and voting affirmatively, the Commission does hereby order:

1. That based upon the facts and recommendations placed before this Commission, the Commission does hereby find and declare that the promiscuous parking of motor vehicles on both sides of said highway between State Highway Engineer's Station 17+20 and State Highway Engineer's Station 108+24, and that any parking of vehicles on the south side of said highway between Engineer's Station 87+40 and Engineer's Station 88+80, creates a hazard to traffic on said highway, which hazard in the opinion of the Commission should be removed.

2. That for the purpose of protecting the general public, and especially the motoring public using said highway in said vicinity, it is hereby ordered that parallel parking only shall be permitted on both sides of said highway between State Highway Engineer's Station 17+20 and State Highway Engineer's Station 108+24, except that all parking of vehicles shall be prohibited on the south side of said highway between State Highway Engineer's Station 87+40 and State Highway Engineer's Station 88+80.

(Cont.)

EXHIBIT "C" (Cont.)

3. Attached hereto, marked "Exhibit A," and by this reference made a part hereof, is a print showing colored in yellow that portion of the said highway upon which parallel parking only shall be permitted, and also showing colored in red the portion of said highway upon which all parking shall be prohibited. (*)

4. That the State Highway Engineer hereby is directed to erect and thereafter maintain on and along said highway suitable and adequate signs to provide the motoring public reasonable information and direction.

5. A copy of this resolution shall be delivered to the Superintendent of State Police.

6. This resolution shall be entered in the minutes and records of the Highway Commission as of the twenty-eighth day of June, 1949.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 35, under the heading "Resolutions Designating 'No Parking Areas'," and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of June 27 and 28, 1949

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway
Highway number: I Route number: 99

Location of Termini	Established Speed
M.P. 196.60 (Newton Creek Road) to M.P. 197.68 (0.09 mi. s. of Alameda St., Roseburg)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

EXHIBIT "E"

Minutes of June 27 and 28, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Bonanza	$ 996.33
Prairie City	2,997.54

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by apropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of June, 1949.

EXHIBIT "F"

Minutes of June 27 and 28, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1949 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Aurora	$ 1,083.55	Island City	$ 789.25
Barlow	231.87	Lostine	909.64
Bonanza	1,038.96	Merrill	2,889.46
Columbia City	1,458.10	Monument	526.17
Condon	4,093.39	Oceanlake	2,483.68
Dundee	931.94	Scappoose	2,238.44
Echo	2,024.40	Sisters	2,925.13
Fairview	2,064.53	Stanfield	2.523.81
Florence	2,697.77	Summerville	356.72
Gervais	1,480.40	Talent	3,192.67
Granite	383.48	Turner	2,470.31
Ione	1,168.27	Waldport	2,809.19

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of June, 1949.

EXHIBIT "G"

Minutes of June 27 and 28, 1949

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Odell Secondary Highway known as the Hood River Junction-Odell Creek Section in Hood River County, the northerly terminus of which is at Highway Engineer's Station 1+95 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 102+44 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed as a part of said secondary highway, but is needed and must be retained for county road uses; and

WHEREAS, Hood River County and the Highway Commission have heretofore entered into an agreement under date of June 9th, 1948, relating to the use and jurisdiction of the abandoned section; and

WHEREAS, the contract for the construction of said relocated section of the Odell Secondary Highway was completed on May 20th, 1949, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation, which proposed action is within the meaning and purpose of said State-County agreement.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the old right of way of the Odell Secondary Highway, which, by reason of the relocation of the said highway, is no longer within the boundaries of the new right of way, and which section lies between Highway Engineer's Station 70+05.4 and Highway Engineer's Station 82+00, and is shown colored in red on map filed in the office of the State Highway Commission and marked "Exhibit A" and by this reference made a part of this resolution, is hereby abandoned as any part of the right of way of said secondary highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway under the jurisdiction of the County Court of Hood River County. The Commission hereby surrenders all jurisdiction over said section of said secondary highway, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Hood River County, and said road shall hereafter be maintained by the County as a county road. (*)

(Cont.)

EXHIBIT "G" (Cont.)

2. The area shown colored in green on said "Exhibit A" includes new right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. (*)

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Hood River County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. (*)

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 185 under the heading "Abandonment and Retention Resolutions", and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H"

Minutes of June 27 and 28, 1949

R E S O L U T I O N

WHEREAS, the roads or highways hereinafter named have been designated and declared to be and are State Highways and have been improved and are being maintained by the State Highway Commission, pursuant to the laws of the State of Oregon as state highways;

AND WHEREAS, on each of the said state highways there are located certain bridge structures which, in the judgment of the State Highway Commission, are incapable of safely carrying the traffic to which they are being subjected, and in order to protect said bridge structures against damage and injury and in order to safeguard traffic over said bridge structures it is deemed and is the judgment of the Highway Commission and said Commission finds that it will be for the best interests of the said bridge structures and each of them and of the traffic which uses the said bridge structures that the maximum weights now permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has, after due investigation, determined and found and it is the judgment of the Commission that the maximum gross loads which shall be permitted upon any single span of any of the said structures at any time shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated and the State Highway Commission having as a result of due investigation found that the bridge structures above referred to and hereinafter designated are incapable of safely sustaining or supporting a total gross load in excess of that specified in the table given hereinbelow;

IT IS HEREBY ORDERED that the total gross weight of combined load and vehicle, or the maximum gross weight of any combination of vehicles and load which at any one time shall be permitted upon any single or individual span of the bridge structures hereinbelow designated shall not exceed the limits given and set forth hereinbelow. In computing the total weight of any single vehicle, the total gross weight of any trailer or trailers attached to said vehicle shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle. This combined gross weight shall not exceed the limits given hereinbelow, to wit:

McKENZIE HIGHWAY NO. 15

15-99.18 Bridge No. 945 crossing Deep Canyon	27 tons (54,000 lbs.)
15-107.16 Bridge No. 3373 over Deschutes River	27 tons (54,000 lbs.)

McKENZIE-BEND HIGHWAY NO. 17

17-16.06 Bridge No. 3378 crossing Deschutes River	27 tons (54,000 lbs.)

(Cont.)

EXHIBIT "H" (Cont.)

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 115-394 O.C.L.A. shall be in full force and effect from the 28th day of June, 1949, until rescinded, modified or revoked by order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that R. H. Baldock, as Chief Highway Engineer, be and he hereby is instructed to post a notice in a conspicuous place and manner at each end of the above-named bridge structures, so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the County Court of each county in which any of said highways are located, and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

Dated this 28th day of June, 1949.

11300

EXHIBIT "I"

Minutes of June 27 and 28, 1949

R E S O L U T I O N

WHEREAS, on February 28, 1949, at a meeting of the State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution ordering a reduction of the maximum permissible load limit on certain state highways, including the following highway, to-wit:

WESTON-ELGIN SECONDARY HIGHWAY NO. 330, entire length, from Weston to Elgin, in Umatilla and Union Counties; effective February 25, 1949;

and

WHEREAS, on April 11, 1949, at a meeting of the State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution ordering a reduction of the maximum permissible load limit on certain state highways, including the following highway, to-wit:

MEDICAL SPRINGS SECONDARY HIGHWAY NO. 340, from M.P. 0.0 to M.P. 21.6, in Union County; effective March 7, 1949;

and

WHEREAS, subsequent to the passage of each of said resolutions, conditions have changed so that it is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolutions on the said above-named highways;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on each of the following sections of state highways be and the same hereby is rescinded and cancelled as of the date hereinafter set forth, and the maximum load limit permissible on each of the said sections of highways shall hereafter be the maximum load limit provided by law:

	Load limit lifted
WESTON-ELGIN SECONDARY HIGHWAY NO. 330, entire length, from Weston to Elgin, in Umatilla and Union Counties . .	June 6, 1949
MEDICAL SPRINGS SECONDARY HIGHWAY NO. 340, from M.P. 0.0 to M.P. 21.6, in Union County	May 23, 1949

IT IS FURTHER ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which any of said above-named highways are located, and a like copy to the Superintendent of the Department of State Police for his information.

Dated this 28th day of June, 1949

EXHIBIT "J"

Minutes of June 27 and 28, 1949

RESOLUTION

WHEREAS, the Commission, on the twenty-fifth day of August, 1947, adopted a resolution by which the Commission declared the necessity for the acquisition of certain parcels of real property, which properties were owned by Roy Philippi and Myrtle Philippi; and

WHEREAS, because of a failure on the part of the State and the property owners to reach an agreement with respect to the consideration to be paid for said properties, condemnation proceedings were instituted pursuant to instructions from the Commission; and

WHEREAS, after said condemnation action had been instituted it was found necessary, and because of such necessity, the descriptions of parcels Nos. 1 and 2 were changed, and by reason of said changes, additional property was taken; and

WHEREAS, after the commencement of said condemnation action, and as a result of repeated conferences between the Commission's Counsel and attorneys for the defendants, an agreement was reached and a consideration fixed, which consideration Counsel has recommended be paid by the State;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, as follows:

1. That the descriptions of parcels Nos. 1 and 2, as revised, and by which additional land is taken from the defendants, be and the said descriptions hereby are approved.

2. That the consideration which the defendants are willing to accept and which the Commission's Counsel recommends be accepted, namely: the sum of Two Thousand Five Hundred and No/100 ($2,500.00) Dollars, be and the same hereby is approved, and payment is hereby authorized.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-seventh day of June, 1949.

1 0992

EXHIBIT "K"

Minutes of June 27 and 28, 1949

R E S O L U T I O N

WHEREAS, the Highway Commission on July 30, 1945, submitted to the Public Roads Administration a proposed Federal Aid Secondary System in the State of Oregon which included portions of the Adrian-Arena Valley and Adrian-Caldwell State Secondary Highways; and

WHEREAS, the Public Roads Administration on January 29, 1946, deferred approval of said portions of the Adrian-Arena Valley and Adrian-Caldwell State Secondary Highways as part of the Federal Aid Secondary System pending designation of a Federal Aid Secondary System in the State of Idaho; and

WHEREAS, Idaho Federal Aid Secondary Route 174 has since been approved by the Public Roads Administration; and

WHEREAS, it is now the desire of the Public Roads Administration that a suitable connection with the Idaho route be designated in the State of Oregon;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE OREGON STATE HIGHWAY COMMISSION, all members being present and affirmatively voting as follows:

1. That the portion of the Adrian-Arena Valley State Secondary Highway No. 453 and the portions of the Adrian-Caldwell State Secondary Highway No. 454 generally described as follows; to wit:

PORTION OF THE ADRIAN-ARENA VALLEY STATE SECONDARY HIGHWAY NO. 453

From a junction with State Secondary Highway No. 454 in Section 23, T.21 S., R. 46 E., W.M., easterly and southerly to a junction with State Secondary Highway No. 454 on the section line that is common to Sections 25 and 36, T. 21 S., R. 46 E., W.M., the total length of which is 2.26 miles,

(Cont.)

EXHIBIT "K" (Cont.)

PORTIONS OF THE ADRIAN-CALDWELL STATE SECONDARY HIGHWAY NO. 454

From a junction with F. A. S. Highway No. 520 in Section 23, T. 21 S., R. 46 E., W.M., southerly to a junction with State Secondary Highway No. 453 in Section 23, T. 21 S., R. 46 E., W.M.; and from a junction with State Secondary Highway No. 453 on the section line that is common to Sections 25 and 36, T. 21 S., R. 46 E., W.M., southerly and easterly to the Idaho State Line, the total length of which is 2.16 miles,

be and hereby are designated as Federal Aid Secondary Highway No. 540, and are shown colored in yellow on the accompanying map marked Exhibit "A". (*)

2. That a copy of this resolution be presented to the Public Roads Administration, and that said administration be requested to approve said routes or roads as Federal Aid Highways.

3. That this resolution be entered in the minutes and records of the Commission as of the 28th day of June, 1949.

FOOTNOTE: (*)

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 3 under the heading "Federal Highway Designations, Secondary," and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

15331

EXHIBIT "L"

Minutes of June 27 and 28, 1949

R E S O L U T I O N

WHEREAS, under the provisions of Title 100 O.C.L.A. and in particular, Subsection 36 of Section 115 of said Title, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Yamhill County Court of the State of Oregon, has heretofore selected and regularly adopted, as provided by law, the Hillsboro-Silverton Secondary State Highway No. 140 in Yamhill County, and

WHEREAS, it is now the intention of the State Highway Commission, by mutual agreement with the Yamhill County Court of the State of Oregon, to eliminate and remove from the system of secondary state highways, under the provisions of Title 100 O.C.L.A., Subsection 36, Section 115, the hereinafter described section of the Hillsboro-Silverton Secondary State Highway No. 140, and

WHEREAS, it is mutually understood and agreed by the State Highway Commission and the County Court of Yamhill County of the State of Oregon, that from and after the adoption of this resolution by the State Highway Commission the hereinafter described section of the Hillsboro-Silverton Secondary Highway No. 140 shall, under the provisions of the laws of Oregon, become a county road or city street, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the County Court of Yamhill County or the City of Newberg, as the county and city authorities may agree;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating as follows:

1. That the following described section of the Hillsboro-Silverton Secondary State Highway No. 140 is hereby eliminated and removed from the Secondary State Highway System, to wit:

(Cont.)

EXHIBIT "L" (Cont.)

A SECTION OF THE HILLSBORO-SILVERTON SECONDARY STATE HIGHWAY NO. 140

Beginning at the intersection of 4th Street and River Street in the City of Newberg, Oregon; thence northerly via River Street to the intersection of 1st Street and River Street, a distance of 0.16 mile.

2. That the said above described section is hereby declared to be eliminated and removed from the secondary system of highways and from and after the adoption of this resolution shall become a county road or city street, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the County Court of Yamhill County or the City of Newberg, as the city and county authorities may agree, and as provided by law.

FOOTNOTE:

A map showing the section of highway mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 208, under the heading "Abandonment and Retention Resolutions," and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

15899

EXHIBIT "M"

Minutes of June 27 and 28, 1949

R E S O L U T I O N

WHEREAS, under the provisions of Title 100 O.C.L.A. and in particular, Subsection 36 of Section 115 of said Title, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Yamhill County Court of the State of Oregon, has selected the road, street or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said road, street, or highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows:

1. That the following described section of city street in the City of Newberg, Yamhill County, Oregon, shall be added to and become a part of the state secondary highway system, to wit:

A Section of the Hillsboro-Silverton Secondary State Highway No. 140:

Beginning at the intersection of 4th Street and River Street in the City of Newberg, Oregon; thence westerly via 4th Street to the intersection of 4th Street and College Street; thence northerly via College Street to the intersection of 1st Street and College Street, a distance of 0.37 mile.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Title 100 O.C.L.A., Subsection 36, Section 115.

EXHIBIT "N"

Minutes of June 27 and 28, 1949

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to-wit:

DIAMOND VALLEY SECONDARY HIGHWAY JUNCTION - FOLLYFARM SECTION of the ROME-PRINCETON SECONDARY HIGHWAY, in Harney and Malheur Counties

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the above-mentioned section of state highway, together with the maps, which for identification purposes bears the map file Nos. 6B-34-5, 6B-34-6, 6B-34-7, 6B-34-15, and 6B-34-16; field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this resolution be entered in the minutes and records of the Commission as of the 28th day of June, 1949.

EXHIBIT "O"

Minutes of June 27 and 28, 1949

R E S O L U T I O N

WHEREAS, Edgewater Street in the City of West Salem is a street heretofore selected and designated by the Highway Commission as a street over which to route state highway traffic using the Salem-Dallas State Highway within the corporate limits of West Salem, and

WHEREAS, it has been demonstrated that the parking of vehicles on the northerly side of said street between the Marion-Polk County Bridge and the easterly line of Clarke Street in said City constitutes and is a hazard to traffic and interferes with the safe and easy flow or movement of vehicles over said street, and

WHEREAS, it appears that the Common Council of the City of Salem on the 23rd day of May, 1949, adopted Resolution No. 5787, by which the parking of vehicles on the northerly side of said Edgewater Street between said termini is prohibited, and

WHEREAS, it is the judgment of the Commission that the State, through its State Highway Commission, should cooperate with the City of Salem in the accomplishment of the purpose of said Resolution No. 5787,

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members being present and affirmatively voting as follows: that the Commission does hereby ratify and approve Resolution No. 5787 adopted by the Common Council of the City of Salem on the 23rd day of May, 1949, and hereby offers the cooperation of the Highway Commission and the Highway Department to the end that the full benefit of said resolution may be accomplished and the convenience and safety of the travelling public thereby advanced.

That this resolution be entered in the minutes and records of the Commission as of June 28, 1949.

EXHIBIT "P"

Minutes of June 27 and 28, 1949

RESOLUTION

WHEREAS, on July 21, 1947, pursuant to authority granted by Chapter 156, Oregon Laws 1947, the State Highway Commission adopted a resolution permitting the movement, over certain state highways, of vehicles or combinations of vehicles having a length and combined and gross weight in excess of statutory limits; and

WHEREAS, said resolution was approved on August 4, 1947, by the Honorable Earl Snell, then Governor of the State of Oregon; and

WHEREAS, the State Highway Commission has, by subsequent resolutions, added from time to time certain additional highways designated as Group 1 highways over which combinations of vehicles having a length of sixty (60) feet are permitted to move; and

WHEREAS, the Oregon Legislature in 1949 enacted Chapter 450, Oregon Laws 1949, amending Chapter 156, Oregon Laws 1947; and

WHEREAS, under the amended statute it appears necessary and desirable to reissue permits issued subsequent to July 21, 1947, under authority of the resolution adopted on that date; and

WHEREAS, it appears desirable to facilitate the movement of overlength, overheight and overweight vehicles or combinations of vehicles by means of three forms of permit; and

WHEREAS, the State Highway Commission is authorized by Sec. 115-385 (b) to issue permits for movement of vehicles having a height in excess of 11 feet but not in excess of 12½ feet; and

WHEREAS, based upon the advice and recommendation of the State Highway Engineer, it is the judgment and opinion of the Commission that permits be issued upon application therefor, which permits shall authorize the movement over highways enumerated therein vehicles or combinations of vehicles having a length, height and combined gross weight in excess of statutory limits but not in excess of the limits stated in the form of permit.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, a majority of the members being present and voting affirmatively:

1. That subject to such action as the Commission may hereafter deem to be in the public interest, the issuance of permits hereby is authorized on the following forms of permit, which forms are attached hereto, by this reference made a part hereof and are hereby approved:

Exhibit A - Transportation Permit for Group No. 1 Highways - Permit Form 242 Rev.

EXHIBIT "P" (Cont.)

This permit authorizes the movement over Group 1 highways enumerated therein of vehicles or combinations of vehicles and loads having a length not in excess of sixty (60) feet, a combined gross weight not in excess of the maximum weight permitted by Chapter 450, Oregon Laws 1949, and a maximum height not in excess of 12 feet 6 inches.

Exhibit B - Transportation Permit for Group No. 2 Highways - Permit Form 242 Rev.

This permit authorizes the movement over Group 2 highways enumerated therein, and also, over Group 1 highways, of vehicles or combinations of vehicles and loads having a length not in excess of fifty (50) feet, a combined gross weight not in excess of the maximum weight permitted by Chapter 450, Oregon Laws 1949, giving due allowance to the maximum axle spacing that may be obtained within the fifty-foot length limitation, and a maximum height not in excess of 12 feet 6 inches over Group 1 highways, and not in excess of 12 feet over Group 2 highways.

Exhibit C - Temporary Group 1 or Group 2 Transportation Permit - Form E-271 Rev.

This permit authorizes the movement over such highways as may be specified therein of vehicles or combinations of vehicles having a length and of a description as specified therein but in no event to exceed sixty (60) feet overall length, twelve feet six inches (12'6") in height and a combined gross weight not in excess of the maximum weight permitted by Chapter 450, Oregon Laws 1949. The principal use of this permit form shall be to facilitate movement of vehicles operating under temporary authority from the Public Utilities Commissioner and which, by reason thereof, would not be eligible for a Group 1 or Group 2 permit, and, also, to facilitate movement of truck tractor and semitrailer combinations having a length in excess of fifty (50) feet but not in excess of sixty (60) feet, which combinations are not authorized to operate under Group 1 or Group 2 permits, over certain Group 1 highways heretofore or hereafter designated by the State Highway Engineer, which highways, by means of trial runs, have been found capable of safely accommodating such combinations.

2. That permits on said forms marked "Exhibit A" or "Exhibit B" may be issued for and in the name of the State Highway Commission by the State Highway Engineer, within the meaning, purpose and scope of this resolution, and said permits when so issued either shall be signed by the State Highway Engineer or shall bear a rubber-stamped facsimile of the signature of the State Highway Engineer, and be countersigned by either the Director of Permits or the Supervisor of Transportation Permits, and when so signed, said permit shall be valid and in full force and effect until revoked by the State Highway Commission.

3. That permits on said form marked "Exhibit C" may be issued for and in the name of the State Highway Commission by the State Highway Engineer, within the meaning, purpose and scope of this resolution, and said permits when so issued shall bear the printed signature of the State Highway Engineer, and shall

be countersigned either by the State Highway Engineer or the Director of Permits or the Supervisor of Transportation Permits, or his assistants. or, when issued from a field office only upon prior approval of the Director of Permits or the Supervisor of Transportation Permits, said permits shall be countersigned by any one of the following designated persons: Division Engineer. Acting Division Engineer, Assistant Division Engineer, Division Office Engineer, District Maintenance Superintendent, or District Maintenance Officeman; and when so signed, said permits shall be valid and in full force and effect until their expiration or earlier revocation by the State Highway Commission. All said permits shall bear an expiration date, and in no event shall said permits be valid for more than a period of one (1) year.

4. That hereafter, when the State Highway Engineer, upon careful and proper investigation, finds that any of the highways or sections of said highways classified in Exhibit B as Group 2 highways are of such character and design to accommodate the movement of combinations of vehicles in excess of fifty (50) feet in length, then said engineer is hereby authorized and directed to reclassify said highway or section of highway and transform the same to Group 1 highways, and report such action to the Commission for appropriate record in the Commission Minutes.

5. That the Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced by a formal resolution or order entered in the minutes and records of the Commission.

6. That before any permits are issued pursuant to this resolution the resolution shall be submitted to His Excellency, Douglas McKay, for his approval.

7. That this resolution, when executed by the State Highway Commission and the Governor. be entered in the minutes and records of the Commission as of the 28th day of June, 1949, that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each the Superintendent of State Police and the Public Utilities Commissioner.

Dated this 2nd day of August, 1949.

STATE OF OREGON, by and through its
State Highway Commission

By /s/ T. H. Banfield Chairman

By /s/ Ben R. Chandler Commissioner

By /s/ Chas. H. Reynolds Commissioner

Attest: /s/ H. B. Glaisyer
Secretary

Within the meaning of Chapter 450, Oregon Laws 1949, and for the purpose of making it possible for the State Highway Commission to issue permits as authorized by said act and to extend permits already issued, I hereby give my approval to the action of the Commission as expressed by the foregoing resolution.

Dated this 8th day of August, 1949.

/s/ Douglas McKay

Governor of Oregon

OREGON STATE HIGHWAY COMMISSION

IDENTIFICATION CERTIFICATE

Group I Highways

Salem, Oregon, ... 19.....

fy that the following described truck, in combination with a full trailer, or a truck-
ation with a double header, is authorized to operate over the Group I highways of the

ued in Transportation Permit No. ....., issued by this Commission

.....,

nd all of the conditions contained in said permit.

ractor	Motor No.	P. U. C. No.	License No.	Firm No.

e must be carried at all times in the cab of the truck or truck-tractor described above
lable for inspection by the state police and representatives of the State Highway Com-
c Utilities Commissioner.
ghway Commission reserves the right to cancel the permit and this Certificate at

OREGON STATE HIGHWAY COMMISSION

By ..... State Highway Engineer

SPECIMEN

Countersigned by .....

Title .....

ept. 32211

vised—2200—6-49

Permit No. _____

1600

OREGON
STATE HIGHWAY COMMISSION
SALEM

Transportation Permit for Group No. I Highways

THIS COPY FOR
P. U. C. OFFICE ☐

SPECIMEN

Subject to each and all of the following terms and conditions permission hereby

l _____ to operate over the Group I highways
er designated, and over such other highways as may from time to time be added, the truck or truck-tractor described below, or on the attached sheet,
nation as described in paragraph 1:

F TRUCK OR TRACTOR	MOTOR NUMBER	PUC PLATE NUMBER	LICENSE NUMBER	FIRM NUMBER

his permit is issued under authority of Chapter 450, Oregon Laws 1949, and within the meaning and purpose of the resolution adopted by the State
Commission on June 28, 1949.

. This permit covers the operation of a truck and full trailer combination or combinations commonly known as "double headers", consisting of a
ctor, semi-trailer and full trailer, or a truck-tractor, double semi-trailer and converter dolly. The overall length of any combination of such vehicles
under this permit shall not exceed 60 feet.

. The gross weight of any single axle of a vehicle operated under this permit shall not exceed 18,000 pounds, nor shall the gross weight of any dual
vehicle exceed 32,000 pounds. The gross weight on any group of axles of any vehicle or combination of vehicles operated under this permit shall
ed the gross weight set forth in the table of weights on page 3 of this permit.

. The maximum height of any vehicle and load thereon operated under this permit shall not exceed 12' 6", except that such maximum height shall
ed 10' 6" at the Great Northern Railway undercrossing on the Central Oregon Highway in Bend.

. Except as otherwise expressly provided herein, the size, weight and dimensions of all vehicles will be subject to the provisions of existing

. All equipment operated under authority of this permit shall be properly licensed, shall carry proper Oregon P. U. C. plates, and shall conform
spects with all Oregon Motor Vehicle Laws.

. Notwithstanding anything in this permit to the contrary, the permitee shall be subject to all regulatory powers vested in the Interstate Commerce
sion, and shall be subject also to the regulatory powers vested in the Public Utilities Commissioner, but any such regulatory power, or any order
Federal or State office, Board, or Commission, having regulatory power over transportation, shall not be construed as permitting the operation of
exceeding in any respect the provisions of this permit in regard to weight or dimensions.

. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall
h vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe except when overtaking or
other vehicles or obstruction on the highway. The driver of any vehicle listed in this permit shall, at all times, maintain a clearance of 500 feet
his vehicle and another truck or bus except when overtaking or passing such other truck or bus. The driver of any vehicle listed in this permit
t all times, operate his vehicle at a reasonable speed, giving due consideration to existing conditions, provided that at no time shall the vehicle be
d on curves at a speed in excess of 35 miles per hour.

. Furnished in connection with this permit is an identification certificate for each truck or truck-tractor that is to be operated hereunder. This
ate must be carried at all times in the cab of the truck for which it has been prepared, and shall be available for inspection by the State Police and
ntatives of the State Highway Commission or the Public Utilities Commissioner.

. **This permit may be revoked at any time by the State Highway Commission for violation of any of the conditions herein or if the commission deems
vocation necessary in order to preserve highway facilities or to protect the public welfare. This permit shall remain in effect until revoked by the
Highway Commission.**

Dated this _____ day of _____, 19____

OREGON STATE HIGHWAY COMMISSION

By: _____ R. H. BALDOCK, State Highway Engineer

SPECIMEN

Countersigned by: _____

Title: _____

LIST OF APPROVED HIGHWAYS ON THE OPPOSITE SIDE OF THIS PAGE.

GROUP I HIGHWAYS

No.	Name	Section	Via Route Number
1.	Pacific	Washington State line to Portland	US99
	Pacific	Junction City to California State line	US99
1E.	Pacific East	Portland to Junction City via Salem	US99E
1W.	Pacific West	Portland to Junction City via McMinnville	US99W
2.	Columbia River	Astoria to Tongue Point	US30
	Columbia River	Rainier to Washington State line near Wallula	US30-730-395
4.	The Dalles-California	Columbia River Highway junction to California State line	ORE23-US97
5.	John Day	Arlington to Vale	ORE19-US28
6.	Old Oregon Trail	Umatilla to Idaho State line at Nyssa	US30-28-20
7.	Central Oregon	Bend to Ontario	US20
8.	Oregon-Washington	Pendleton to Washington State line	ORE11
9.	Oregon Coast	Astoria to Sunset Highway junction	US101
	Oregon Coast	Wheeler to Hebo	US101
	Oregon Coast	Otis to Port Orford	US101
	Oregon Coast	Pistol River to California State line	US101
10.	Wallowa Lake	La Grande to Joseph	ORE82
13.	Baker-Unity	Baker to Unity	ORE7
15.	McKenzie	Eugene to Belknap Springs	US28
16.	Santiam	Albany to Sisters	US20
17.	McKenzie-Bend	Sisters to Tumalo, only	US20
18.	Willamette	Goshen to The Dalles-California Highway junction	ORE58
19.	Fremont	Lapine to California State line	ORE31-US395
20.	Klamath Falls-Lakeview	Klamath Falls to Lakeview	ORE66
21.	Green Springs	Ashland to Klamath Falls (supplemental permit required)	ORE66
22.	Crater Lake	Medford to Eagle Point	ORE62
	Crater Lake	Fort Klamath to junction The Dalles-California Highway	ORE62
24.	Burns-Crane	Burns to Crane	ORE78
25.	Redwood	Grants Pass to California State line	US199
26.	Mt. Hood	Portland to Wapinitia Highway junction	ORE50
28.	Pendleton-John Day	Portland to Mt. Vernon	US395
29.	Tualatin Valley	Portland to McMinnville via Forest Grove	ORE6-ORE47
30.	Salem-Dallas	Salem to Dallas	ORE22
31.	Albany-Corvallis	Albany to Corvallis	US20
32.	Three Rivers	Hebo to Valley Junction	ORE14
33.	Corvallis-Newport	Newport to Toledo	US20
34.	Siuslaw	Pacific Highway junction to Florence	ORE36
35.	Coos Bay-Roseburg	Pacific Highway junction to Coquille	ORE42
36.	Pendleton-Cold Springs	Pendleton to Columbia River Highway junction	US395
37.	Wilson River	Forest Grove-Glenwood to Tillamook	ORE6
39.	Salmon River	McMinnville to Otis	ORE18
41.	Ochoco	Redmond to Ochoco Ranger Station, M. P. 43.65	US28
42.	Sherman	Biggs to The Dalles-California Highway junction	US97
44.	Wapinitia	Mt. Hood Highway junction to Maupin	ORE50
45.	Umpqua	Drain to Reedsport	ORE38
46.	Necanicum	Sunset Highway junction to Wheeler	ORE53
47.	Sunset	Portland to Tualatin Valley Highway junction at Sylvan	ORE2-6
	Sunset	Nehalem Highway junction to Cannon Beach junction	ORE2
48.	John Day-Burns	John Day to Burns	US395
49.	Lakeview-Burns	Valley Falls to Central Oregon Highway junction	US395
50.	Klamath Falls-Malin	Klamath Falls to California State line	ORE39
52.	Heppner	Heppner Junction to Pendleton-John Day Highway junction at Nye	ORE74
54.	Boardman-Stanfield	Boardman to Stanfield	US30
55.	Nehalem	Forest Grove to Mist	ORE2-ORE47
21.	Swift (Portland)	Columbia Blvd. to Pacific Highway junction via Stock Yards	----
22.	Vancouver Avenue (Portland)	Columbia Boulevard to Union Avenue	----
23.	Northeast Portland	Union Avenue to Columbia River Highway junction	US30 Alt.
24.	Sun Dial	Entire length	----
41.	Beaverton-Aurora	Beaverton to Tigard	ORE217
50.	Salem-Dayton	Dayton to junction Salem-Dallas Highway at West Salem	ORE221
52.	Three Mile Lane	Junction Pacific Highway West approximately 1 mile north of Dayton to Dayton	ORE233
56.	McMinnville	Entire length	----
60.	Cascade	Portland to Oregon City	ORE213
62.	North Santiam	Junction Silver Creek Falls Highway to Mehama and Mill City to Niagara	ORE222
63.	Silver Creek Falls	Salem to junction with North Santiam Highway	ORE222
64.	Jefferson	Entire length	----
71.	Clackamas	Estacada to Milwaukie	----
13.	Mehama-Mill City	Mehama to Mill City	ORE222
23.	Springfield-Creswell	McKenzie Highway junction to Willamette Highway junction	----
30.	Weston-Elgin	Weston to Elgin	ORE204
51.	Culver	Entire length	----
14.	Tumalo-Deschutes	Tumalo to Deschutes	----
22.	Midland	Klamath Falls to Midland	----
23.	Chiloquin	Entire length	----
24.	Lower Klamath	Entire length	----
26.	Hatfield	Entire length	----
28.	Sun Mountain	Entire length	----
54.	I. O. N.	Idaho State line to Nevada State line	US95
58.	Jordan Valley	Entire length	US95
	Lombard St. by-pass, Portland	Union Avenue to St. Johns	US30 Alt.

0. If the gross weight on any single axle does not exceed 18,000 pounds, or the gross weight on any dual axle does not exceed 32,000 pounds, there given a tolerance of five per cent over and above the following table of permissible weights, providing that in no event shall the gross weight of nation of vehicles (unless engaged in hauling bulk petroleum products) exceed 72,000 pounds.

1. If the vehicle or combination of vehicles is engaged in the transportation of petroleum products in bulk and the axle weights are within the m axle weights set forth above, there shall be given a tolerance of five per cent over and above the following table of permissible weights, pro- hat in no event shall the gross weight of such a combination of vehicles exceed 75,600 pounds.

2. If the axle weights are within the maximum axle weights set forth above, the gross weight on any group of axles of a vehicle or combination les shall be limited to the weights shown in the following table of weights plus any tolerance authorized above. Otherwise the gross weight on any f axles shall be limited to the weights shown in the following table and no tolerance is allowed.

TABLE OF PERMISSIBLE WEIGHTS

Wheelbase of Any Group of Axles of a Vehicle or Combination of Vehicles (feet)	Maximum Gross Weight of Group (pounds)	Wheelbase of Any Group of Axles of a Vehicle or Combination of Vehicles (feet)	Maximum Gross Weight of Group (pounds)
4	32,000	31	53,490
5	32,000	32	54,330
6	32,000	33	55,160
7	32,000	34	55,980
8	32,610	35	56,800
9	33,580	36	57,610
10	34,550	37	58,420
11	35,510	38	59,220
12	36.470	39	60,100
13	37,420	40	60,800
14	38,360	41	61,580
15	39,300	42	62,360
16	40,230	43	63,130
17	41,160	44	63,890
18	42,080	45	64,650
19	42,990	46	65,400
20	43,900	47	66,150
21	44,800	48	66,890
22	45,700	49	67,620
23	46,590	50	68,350
24	47,470	51	69,070
25	48,350	52	69,790
26	49,220	53	70,500
27	50,090	54	71,200
28	50,950	55	71,900
29	51,800	56	72,000
30	52,650	57	72,000

The maximum gross weights in the above table are for axle spacings to the nearest foot. If the axle spacing as actually measured is a fractional foot the gross weight allowed is that given in the table for the next higher spacing.

Example: For an axle spacing of 31′ 3″ (actual measurement) the allowable gross weight is that shown in the table opposite the axle spacing of 32′.

LIST OF EQUIPMENT

(Authorized to operate under this permit)

No.	MAKE OF TRUCK OR TRACTOR	MOTOR NUMBER	PUC PLATE NUMBER	LICENSE NUMBER	FIRM NUMBER

State Printing Dept. 8250

OREGON STATE HIGHWAY COMMISSION

IDENTIFICATION CERTIFICATE

Group II Highways

Salem, Oregon, _____, 19____

certify that the following described truck or truck tractor, in combination with a full
mi-trailer, is authorized to operate over the Group I and Group II highways of the
on listed in Transportation Permit No. _____, issued by this Commis-
_____, subject to each
conditions contained in said permit.

or Tractor	Motor No.	P. U. C. No.	License No.	Firm No.

icate must be carried at all times in the cab of the truck or truck tractor described above
available for inspection by the state police and representatives of the State Highway Com-
Public Utilities Commissioner.
Highway Commission reserves the right to cancel the permit and this Certificate at

OREGON STATE HIGHWAY COMMISSION

By _____ State Highway Engineer

Countersigned by _____

Dept. 3013 Title _____

SPECIMEN

LIST OF EQUIPMENT

(Authorized to operate under this permit)

No.	MAKE OF TRUCK OR TRACTOR	MOTOR NUMBER	PUC PLATE NUMBER	LICENSE NUMBER	FIRM NUMBER

Revised—2500—6-49

Permit No. 16003

OREGON
STATE HIGHWAY COMMISSION
SALEM

Transportation Permit for Group No. II Highways

THIS COPY FOR
P. U. C. OFFICE ☐ ☐ ☐ ☐

SPECIMEN

Subject to each and all of the following terms and conditions permission hereby

ted ..... to operate over the Group I and Group II highways
fter designated and over such other highways as may from time to time be added, the truck or truck-tractor described below, or on the attached
n combination with a full trailer or semi-trailer as the case may be:

OF TRUCK OR TRACTOR	MOTOR NUMBER	PUC PLATE NUMBER	LICENSE NUMBER	FIRM NUMBER

This permit is issued under authority of Chapter 450, Oregon Laws 1949, and within the meaning and purpose of the resolution adopted by the Highway Commission on the 28th day of June, 1949.

1. The overall length of any combination of vehicles operated under this permit shall not exceed 50 feet.

2. The gross weight of any single axle of a vehicle operated under this permit shall not exceed 18,000 pounds, nor shall the gross weight of any xle of a vehicle exceed 32,000 pounds. The gross weight on any group of axles of any vehicle or combination of vehicles operated under this shall not exceed the gross weight set forth in the table of weights on page 4 of this permit.

3. The maximum height of any vehicle and load thereon operated under this permit shall not exceed 12′ 0″ except that such maximum height shall ceed 11′ 6″ on the Calapooia River bridge at mile post 13.01 on the Halsey-Sweet Home Highway. If the movement is entirely over Group I ys, listed on the reverse side hereof, the maximum height of vehicle and load may equal but shall not exceed 12′ 6″, providing that the maximum shall not exceed 10′ 6″ at the Great Northern Railway undercrossing on the Central Oregon Highway in Bend.

4. Except as otherwise expressly provided herein, the size, weight and dimensions of all vehicles will be subject to the provisions of existing a.

5. All equipment operating under authority of this permit shall be properly licensed, shall carry proper Oregon P. U. C. plates, and shall conform respects with all Oregon Motor Vehicle Laws.

6. Notwithstanding anything in this permit to the contrary, the permittee shall be subject to all regulatory powers vested in the Interstate Commerce Commission, and shall be subject also to the regulatory powers vested in the Public Utilities Commissioner, but any such regulatory power, or any of any Federal or State office, Board, or Commission, having regulatory power over transportation, shall not be construed as permitting the operation f vehicles exceeding in any respect the provisions of this permit in regard to weight or dimensions.

7. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall ach vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe except when overtaking or g other vehicles or obstruction on the highway. The driver of any vehicle listed in this permit shall, at all times, maintain a clearance of 500 feet en his vehicle and another truck or bus except when overtaking or passing such other truck or bus. The driver of any vehicle listed in this permit at all times, operate his vehicle at a reasonable speed, giving due consideration to existing conditions, provided that at no time shall the vehicle be ed on curves at a speed in excess of 35 miles per hour.

8. Furnished in connection with this permit is an identification certificate for each truck or truck-tractor that is to be operated hereunder. This cate must be carried at all times in the cab of he truck or truck-tractor, as the case may be, for which it has been prepared, and shall be available for tion by the State Police and representatives of the State Highway Commission or the Public Utilities Commissioner.

9. **This permit may be revoked at any time by the State Highway Commission for violation of any of the conditions herein or if the commission deems evocation necessary in order to preserve highway facilities or to protect the public welfare. This permit shall remain in effect until revoked by the State ay Commission.**

Dated this ..... day of ....., 19....

SPECIMEN

OREGON STATE HIGHWAY COMMISSION

By: .....
R. H. BALDOCK, State Highway Engineer

Countersigned by: .....

Title: .....

LIST OF APPROVED HIGHWAYS ON PAGES 2 AND 3.

GROUP II HIGHWAYS

Hwy. No.	Name and Route No.	Section
2.	Columbia River, US30	Tongue Point to Rainier
3.	Oswego, ORE43	Portland to Oregon City
9.	Oregon Coast, US101	Cannon Beach junction to Wheeler via Cannon Beach
9.	Oregon Coast, US101	Hebo to Otis
9.	Oregon Coast, US101	Port Orford to Pistol River
2.	Baker-Homestead, ORE86	Baker to Robinette
2.	Crater Lake, ORE62	Eagle Point to West Boundary of Crater Lake Park
3.	Dairy-Bonanza, ORE70	Dairy to Bonanza
6.	Mt. Hood, ORE50-23	Hood River to Parkdale
7.	Alsea, ORE34	Waldport to Philomath
8.	Corvallis-Newport, US20	Corvallis to Toledo
8.	Oregon Caves, ORE46	Cave Junction to Oregon Caves
0.	Beaverton-Hillsdale, ORE10	Jct. Pacific Hwy. West Near Hillsdale to Beaverton
1.	Ochoco, US28	Ochoco Ranger Station, MP 43.65 to Jct. John Day Highway near Dayville
8.	Monmouth-Independence, ORE51	Monmouth to Independence
8.	Halfway, ORE86	Jct. Baker-Homestead Highway to Halfway
02.	Nehalem, ORE202	Astoria to Mist
30.	Fishhawk Falls	Jewell to Elsie
10.	Mist-Clatskanie, ORE47	Clatskanie to Mist
40.	Hillsboro-Silverton, ORE219	Hillsboro to Newberg
40.	Hillsboro-Silverton, ORE219-242-214	St. Paul to Silverton via Woodburn
42.	Farmington, ORE208	Jct. Hillsboro-Silverton Highway to Beaverton
43.	Scholls, ORE210	Scholls to Jct. Beaverton-Hillsdale Highway
48.	Yamhill-Newberg, ORE240	Yamhill to Newberg
52.	Three Mile Lane, ORE233	Jct. Lafayette Hwy. 1½ Mi. west of Dayton to Dayton
53.	Bellevue-Hopewell	Bellevue to Jct. Salem-Dayton Hwy.
54.	Lafayette, ORE233	Jct. Three Mile Lane Hwy. to Jct. Bellevue-Hopewell Hwy.
60.	Cascade, ORE215-211	Oregon City to Silverton
63.	Woodburn-Estacada, ORE211	Jct. Pacific Hwy. East near Woodburn to Estacada
66.	North Santiam, ORE222	Detroit to Santiam Highway Junction
68.	Silver Creek Falls, ORE214	Jct. N. Santiam to Silverton via Silver Creek Falls State Park
70.	Canby-Marquam	Canby to Jct. Woodburn-Estacada Highway
80.	Eddyville-Blodgett	Jct. Corvallis-Newport Hwy. near Eddyville to Blodgett
82.	Kings Valley, ORE223	Dallas to Jct. Corvallis-Newport Hwy. near Wren
90.	Dallas Coast, ORE22	Dallas to Jct. Salmon River Hwy.
91.	Independence, ORE51	Jct. Salem-Dallas Highway to Independence
96.	Territorial	Monroe to Jct. Pacific Highway at Anlauf
98.	Tampico-Lewisville	Jct. Pacific Hwy. West to Benton-Polk County line
11.	Albany-Lyons, ORE226	Jct. Santiam Highway to Lyons
12.	Halsey-Sweet Home, ORE228	Halsey to Jct. Santiam Hwy. near Sweet Home
220.	Richardson-Eugene	Jct. Territorial Hwy. near Veneta to Eugene
221.	Fox Hollow	Eugene to Jct. Pacific Highway near Walker
223.	Junction City-Eugene	Junction City to Eugene via Santa Clara
230.	Tiller-Trailer, ORE227	Canyonville to Tiller
231.	Elkton-Sutherlin, ORE225	Elkton to Sutherlin
232.	Crater Lake North, ORE209	Jct. West Diamond Lake Hwy. to North Boundary of Park
233.	West Diamond Lake, ORE230	Jct. Crater Lake Highway to Jct. Crater Lake North Hwy.
240.	Cape Arago	North Bend to Cape Arago State Park
242.	Powers	Jct. Coos Bay-Roseburg Highway to Powers
243.	Empire-Coos Bay	Jct. Cape Arago Highway to City of Coos Bay
250.	Cape Blanco	Jct. Oregon Coast Highway to Lighthouse Reservation
251.	Port Orford	Entire length
261.	Williams, ORE238	Grants Pass to Williams
270.	Little Butte, ORE236	Jct. Crater Lake Highway to Klamath County line
272.	Medford-Provolt, ORE238	Medford to Provolt
273.	Siskiyou	Jct. Green Springs Hwy. to Siskiyou
281.	Hood River	Hood River to Parkdale via Dee
282.	Odell	Jct. Hood River Highway to Jct. Mt. Hood Highway
290.	Sherars Bridge, ORE216	Tygh Valley to Grass Valley
300.	Wasco-Heppner, ORE206-207	Condon to Heppner
301.	Fulton Canyon-Wasco	Entire length
320.	Lexington-Echo, ORE207	Lexington to Jct. Old Oregon Trail Hwy. near Echo
321.	Heppner-Spray, ORE207	Jct. Wasco-Heppner Hwy. to Jct. John Day Hwy. near Spray
332.	Sunnyside-Umapine	Sunnyside to Washington State line
333.	Hermiston, ORE207	Jct. Columbia River Hwy. to Jct. Lexington-Echo Hwy.
334.	Athena-Holdman	Jct. Pendleton-Cold Springs Hwy. to Athena
335.	Havana-Helix	Helix to Jct. Oregon-Washington Hwy.
337.	Stanfield-Pendleton	Jct. Old Oregon Trail Highway to Pendleton
340.	Medical Springs, ORE203-86	Union to Baker via Medical Springs
342.	Cove	Island City to Union
360.	Madras-Prineville, ORE27	Madras to Prineville
375.	Redmond-Bend	Redmond to Jct. Tumalo-Deschutes Highway
402.	Kimberly-Long Creek	Kimberly to Long Creek
410.	Sumpter Valley, ORE220	Salisbury to Forest Boundary near Sumpter
424.	Sand Creek, ORE232	East Park Boundary to Jct. The Dalles-California Hwy.
425.	East Diamond Lake, ORE230	Jct. Crater Lake-North Hwy. to Jct. The Dalles-Calif. Hwy.
431.	Warner	Jct. Fremont Highway to Plush
450.	Nyssa-Adrian, ORE201	Entire length
451.	Vale West	Jct. Central Oregon Highway to Vale
452.	Adrian-Parma	Entire length
453.	Adrian-Arena Valley	Entire length
454.	Adrian-Caldwell	Entire length

GROUP I HIGHWAYS

Name and Route No.	Section
Pacific, US99	Washington State line to Portland
Pacific, US99	Junction City to California State line
Pacific East, US99E	Portland to Junction City via Salem
Pacific West, US99W	Portland to Junction City via McMinnville
Columbia River, US30	Astoria to Tongue Point
Columbia River, US30-730-395	Rainier to Washington State line near Wallula
The Dalles-California, ORE23-US97	Columbia River Highway junction to California State line
John Day, ORE19-US28	Arlington to Vale
Old Oregon Trail, US30-28-20	Umatilla to Idaho State line at Nyssa
Central Oregon, US20	Bend to Ontario
Oregon-Washington, ORE11	Pendleton to Washington State line
Oregon Coast, US101	Astoria to Sunset Highway junction
Oregon Coast, US101	Wheeler to Hebo
Oregon Coast, US101	Otis to Port Orford
Oregon Coast, US101	Pistol River to California State line
Wallowa Lake, ORE82	La grande to Joseph
Baker-Unity, ORE7	Baker to Unity
McKenzie, US28	Eugene to Belknap Springs
Santiam, US20	Albany to Sisters
McKenzie-Bend, US20	Sisters to Tumalo, only
Willamette, ORE58	Goshen to The Dalles-California Highway junction
Fremont, ORE31-US395	Lapine to California State line
Klamath Falls-Lakeview, ORE66	Klamath Falls to Lakeview
Green Springs, ORE66	Ashland or Klamath Falls (supplemental permit required)
Crater Lake, ORE62	Medford to Eagle Point
Crater Lake, ORE62	Fort Klamath to junction The Dalles-California Highway
Burns-Crane, ORE78	Burns to Crane
Redwood, US199	Grants Pass to California State line
Mt. Hood, ORE50	Portland to Wapinitia Highway Jct.
Pendleton-John Day, US395	Portland to Mt. Vernon
Tualatin Valley, ORE6-ORE47	Portland to McMinnville via Forest Grove
Salem-Dallas, ORE22	Salem to Dallas
Albany-Corvallis, US20	Albany to Corvallis
Three Rivers, ORE14	Hebo to Valley Junction
Corvallis-Newport, US20	Newport to Toledo
Siuslaw, ORE36	Pacific Highway junction to Florence
Coos Bay-Roseburg, ORE42	Pacific Highway junction to Coquille
Pendleton-Cold Springs, US395	Pendleton to Columbia River Hwy. junction
Wilson River, ORE6	Forest Grove-Glenwood to Tillamook
Salmon River, ORE18	McMinnville to Otis

Hwy. No.	Name and Route No.	Section
41.	Ochoco, US28	Redmond to Ochoco Ranger Station, M. P. 43.65
42.	Sherman, US97	Biggs to The Dalles-California Hwy. junction
44.	Wapinitia, ORE50	Mt. Hood Highway Jct. to Maupin
45.	Umpqua, ORE38	Drain to Reedsport
46.	Necanicum, ORE53	Sunset Highway junction to Wheeler
47.	Sunset, ORE2-6	Portland to Tualatin Valley Highway junction at Sylvan
	Sunset, ORE2	Nehalem Highway Jct. to Cannon Beach junction
48.	John Day-Burns, US395	John Day to Burns
49.	Lakeview-Burns, US395	Valley Falls to Central Oregon Hwy. junction
50.	Klamath Falls-Malin, ORE39	Klamath Falls to California State line
52.	Heppner, ORE74	Heppner Junction to Pendleton-John Day Hwy. Jct. at Nye
54.	Boardman-Stanfield, US30	Boardman to Stanfield
102.	Nehalem, ORE2-ORE47	Forest Grove to Mist
120.	Swift (Portland)	Columbia Blvd. to Pacific Hwy. Jct. via Stock Yards
122.	Vancouver Ave. (Portland)	Columbia Boulevard to Union Ave.
123.	N. E. Portland, (US30) Alt.	Union Avenue to Columbia River Highway junction
124.	Sun Dial	Entire length
141.	Beaverton-Aurora, ORE217	Beaverton to Tigard
150.	Salem-Dayton, ORE221	Dayton to junction Salem-Dallas Highway at West Salem
152.	Three Mile Lane, ORE233	Junction Pacific Highway West approximately 1 mile north of Dayton to Dayton
156.	McMinnville	Entire length
160.	Cascade, ORE213	Portland to Oregon City
162.	North Santiam, ORE222	Junction Silver Creek Falls Hwy. to Mehama and Mill City to Niagara
163.	Silver Creek Falls, ORE222	Salem to Jct. with North Santiam Highway
164.	Jefferson	Entire length
171.	Clackamas	Estacada to Milwaukie
213.	Mehama-Mill City, ORE222	Mehama to Mill City
222.	Springfield-Creswell	McKenzie Highway junction to Willamette Highway junction
330.	Weston-Elgin, ORE204	Weston to Elgin
361.	Culver	Entire length
374.	Tumalo-Deschutes	Tumalo to Deschutes
420.	Midland	Klamath Falls to Midland
422.	Chiloquin	Entire length
423.	Lower Klamath	Entire length
426.	Hatfield	Entire length
428.	Sun Mountain	Entire length
456.	I. O. N., US95	Idaho State line to Nevada State line
458.	Jordan Valley, US95	Entire length
	Lombard St. by-pass Portland	Union Avenue to St. Johns

10. If the gross weight on any single axle does not exceed 18,000 pounds, or the gross weight on any dual axle does not exceed 32,000 pounds, there be given a tolerance of five per cent over and above the following table of permissible weights. Otherwise the gross weight on any group of axles be limited to the weights shown in the following table and no tolerance is allowed.

TABLE OF PERMISSIBLE WEIGHTS

Wheelbase of Any Group of Axles of a Vehicle or Combination of Vehicles (feet)	Maximum Gross Weight of Group (pounds)	Wheelbase of Any Group of Axles of a Vehicle or Combination of Vehicles (feet)	Maximum Gross Weight of Group (pounds)
4	32,000	28	50,950
5	32,000	29	51,800
6	32,000	30	52,650
7	32,000	31	53,490
8	32,610	32	54,330
9	33,580	33	55,160
10	34,550	34	55,980
11	35,510	35	56,800
12	36,470	36	57,610
13	37,420	37	58,420
14	38,360	38	59,220
15	39,300	39	60,100
16	40,230	40	60,800
17	41,160	41	61,580
18	42,080	42	62,360
19	42,990	43	63,130
20	43,900	44	63,890
21	44,800	45	64,650
22	45,700	46	65,400
23	46,590	47	66,150
24	47,470		
25	48,350		
26	49,220		
27	50,090		

Because the maximum overall length on Group II Highways is limited to 50 feet, the table of weights for axle spacings greater than 47 feet does not apply.

The maximum gross weights in the above table are for axle spacings to the nearest foot. If the axle spacing as actually measured is a fractional foot, the gross weight allowed is that given in the table for the next higher spacing.

Example: For an axle spacing of 31′ 3″ (actual measurement) the allowable gross weight is that shown in the table opposite the axle spacing of 32′.

LIST OF EQUIPMENT

(Authorized to operate under this permit)

IC No.	TYPE AND MAKE OF EQUIPMENT (Truck, Truck-tractor)	MOTOR NUMBER	PUC PLATE NUMBER	LICENSE NUMBER	FIRM NUMBER

State Printing Dept. 32212

E-271—1086—(Revised)—6-49

OREGON
STATE HIGHWAY COMMISSION
SALEM

TEMPORARY GROUP I OR GROUP II TRANSPORTATION PERMIT

Date ....., 19.....

THIS COPY FOR	
P. U. C. OFFICE	☐
	☐
	☐
	☐

Subject to all the conditions, terms and agreements printed, typed or written below, and on the reverse hereof, and not otherwise, the above mentioned permittee is hereby authorized to

DESCRIPTION OF HAULING EQUIPMENT

E OF TRUCK OR TRACTOR	MOTOR No.	PUC PASS. or PLATE No.	LICENSE No.	FIRM No.

This permit is issued under authority of Chapter 450, Oregon Laws 1949.

1. The overall length of the combination of vehicles operated under this permit shall not exceed ..... feet ..... inches, provided, however, no single vehicle shall exceed an overall length of 35 feet.

2. The gross weight of any single axle of a vehicle operated under this permit shall not exceed 18,000 pounds, nor shall the gross weight of any axle of a vehicle exceed 32,000 pounds. The gross weight on any group of axles of any vehicle or combination of vehicles operated under this permit not exceed the gross weight set forth in the table of weights on the reverse side of this permit.

3. The maximum height of any vehicle and load thereon operated under this permit shall not exceed ..... feet ..... inches.

4. Except as otherwise expressly provided herein, the size, weight and dimensions of all vehicles will be subject to the provisions of existing ites.

5. All equipment operating under authority of this permit shall be properly licensed, shall carry proper Oregon P. U. C. plates, and shall conform ll respects with all Oregon Motor Vehicle Laws.

6. Notwithstanding anything in this permit to the contrary, the permittee shall be subject to all regulatory powers vested in the Interstate Com- ce Commission, and shall be subject also to the regulatory powers vested in the Public Utilities Commissioner, but any such regulatory power, or any r of any Federal or State office, Board, or Commission, having regulatory power over transportation, shall not be construed as permitting the operation ehicles exceeding in any respect the provisions of this permit in regard to weight or dimensions.

7. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall any vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe except when overtaking or passing r vehicles or obstruction on the highway. The driver of any vehicle listed in this permit shall, at all times, maintain a clearance of 500 feet between his cle and another truck or bus except when overtaking or passing such other truck or bus. The driver of any vehicle listed in this permit shall, at all s, operate his vehicle at a reasonable speed, giving due consideration to existing conditions, provided that at no time shall the vehicle be operated on es at a speed in excess of 35 miles per hour.

8. This permit must be carried at all times in the cab of the truck or truck-tractor, as the case may be, and shall be available for inspection by the e Police and representatives of the State Highway Commission or the Public Utilities Commissioner.

9. **This permit is of a temporary nature only and will expire on ..... providing that any time prior thereto permit may be revoked by the State Highway Commission for violation of any of the conditions herein or if the commission deems such revocation essary in order to preserve highway facilities or to protect the public welfare.**

TEMPORARY PERMIT

OREGON STATE HIGHWAY COMMISSION

R. H. Baldock

State Highway Engineer

Countersigned by .....

Title .....

(OVER)

10. If the gross weight on any single axle does not exceed 18,000 pounds, or the gross weight on any dual axle does not exceed 32,000 pounds, there may be given a tolerance of five per cent over and above the following table of permissible weights, providing that in no event shall the gross weight of a combination of vehicles (unless engaged in hauling bulk petroleum products) exceed 72,000 pounds.

11. If the vehicle or combination of vehicles is engaged in the transportation of petroleum products in bulk and the axle weights are within the maximum axle weights set forth above, there shall be given a tolerance of five per cent over and above the following table of permissible weights, providing that in no event shall the gross weight of such a combination of vehicles exceed 75,600 pounds.

12. If the axle weights are within the maximum axle weights set forth above, the gross weight on any group of axles of a vehicle or combination of vehicles shall be limited to the weights shown in the following table of weights plus any tolerance authorized above. Otherwise the gross weight on any group of axles shall be limited to the weights shown in the following table and no tolerance is allowed.

TABLE OF PERMISSIBLE WEIGHTS

Wheelbase of Any Group of Axles of a Vehicle or Combination of Vehicles (feet)	Maximum Gross Weight of Group (pounds)	Wheelbase of Any Group of Axles of a Vehicle or Combination of Vehicles (feet)	Maximum Gross Weight of Group (pounds)
4	32,000	31	53,490
5	32,000	32	54,330
6	32,000	33	55,160
7	32,000	34	55,980
8	32,610	35	56,800
9	33,580	36	57,610
10	34,550	37	58,420
11	35,510	38	59,220
12	36,470	39	60,100
13	37,420	40	60,800
14	38,360	41	61,580
15	39,300	42	62,360
16	40,230	43	63,130
17	41,160	44	63,890
18	42,080	45	64,650
19	42,990	46	65,400
20	43,900	47	66,150
21	44,800	48	66,890
22	45,700	49	67,620
23	46,590	50	68,350
24	47,470	51	69,070
25	48,350	52	69,790
26	49,220	53	70,500
27	50,090	54	71,200
28	50,950	55	71,900
29	51,800	56	72,000
30	52,650	57	72,000

The maximum gross weights in the above table are for axle spacings to the nearest foot. If the axle spacing as actually measured is a fractional foot, the gross weight allowed is that given in the table for the next higher spacing.

Example: For an axle spacing of 31′ 3″ (actual measurement) the allowable gross weight is that shown in the table opposite the axle spacing of 32′.

State Printing Dept. 28814

PART II

OF

VOLUME XXXIV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JUNE 29, 1949

TO

NOVEMBER 30, 1949

- - - - -

OREGON STATE HIGHWAY COMMISSION

T.H. Banfield, Chairman
Ben F. Chandler, Commissioner
Chas. H. Reynolds, Commissioner

- - - - -

R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

VOLUME 34

PART II

PART II

OF

VOLUME XXXIV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JUNE 29, 1949

TO

NOVEMBER 30, 1949

- - - - -

OREGON STATE HIGHWAY COMMISSION

T.H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner

- - - - -

R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1949	Subject
16005	Aug. 1	Bids received on the following projects:
		Summit-Tolovana Park Section
		Provolt-Jacksonville Section
		Tunnell Creek Culvert
16006		Front Avenue (Ash Street-Alder Street) Section, Portland
		Levens Street Paving Project, Dallas
		North Unit, Enterprise-Forest Boundary Section
		Parks. Parks Superintendent reports on the following:
		Neptune State Park. Logging road maintenance by U.S. Forest Service approved.
16007		Armitage State Park and Wallowa Lake State Park. Construction of caretaker's houses approved.
		Wallowa Lake State Park. Deepening of boat channel approved.
		Master parks plan. Parks Superintendent and Engineer to prepare master development plan for each state park.
		Overnight camping in state parks. Engineer, Counsel, and Parks Superintendent to report.
		Emigrant Springs State Park. Construction of latrine approved.
16008		Lincoln County. Depoe Bay. Purchase of property at mouth of inlet disapproved.
		Jackson County. Camp White. Surplus property not to be acquired.
		Coos County. Coos Bay-Roseburg Hwy. Coquille-Myrtle Point Section. Myrtle Tree Lane designated living memorial to World War II dead.
		Cape Sebastian State Park. Sheep grazing permit to Mrs. Belle Turner approved.
		Wilson River Hwy. Sale of dead timber to Franck Brothers approved.
		Equipment. Purchase of power mower and fire pump approved.
16009		Real property. Acquisition authorized. See EXHIBIT "A".
		Pacific Hwy. Interstate Avenue-Steel Bridge Section, Portland. (Front Avenue Project). Books and accounts of city of Portland to be examined.
		Right of way costs. Engineer to report re comparison of estimated and actual r/w cost.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Condemnation. Offers approved. See EXHIBITS "B-1" and "B-2".
16010		Umatilla County. Pendleton Airport Secdy. Hwy. Sale of land to city of Pendleton. Action deferred. (See page 16039).
		Clackamas County. Oswego Hwy. Oswego. Sale of property to Mrs. Louise Bisaillon approved.
		Use of hwy. r/w for servicing motor vehicles approved.
		Polk County. Helmick State Park. Agreement re termination of use by Federal Government approved.
		Lane County. Willamette Hwy. Lost Creek-Lowell Section. Purchase of gravel pit approved.

Page	Date 1949	Subject
16011	Aug. 1	Salem. Sale of two residence bldgs. on Hwy. Dept. office bldg. site approved.
		Portland. Sullivan Gulch Project. Sale of house to F.K. Elwell approved.
		Clatsop County. Ecola State Park. Offer of C.J. Irelan to purchase property declined.
		Sale of bed linens acquired in r/w settlement to State Penitentiary confirmed.
		Wasco County. Columbia River Hwy. Big Eddy-Dune Section. Purchase of land for r/w from Indian Service approved.
16012		Eugene. Property settlement with Mrs. Louis Statzer approved.
		Marion County. North Santiam Secdy. Hwy. Mehama-Mill City Section. Purchase of certain r/w at Mill City approved.
		Jackson County. Sams Valley Secdy. Hwy. Snider Creek-Crater Lake Junction Section. Agreement with Walter Berndt Construction Co., contractor, re financial set-up approved.
16013		Tillamook County. Oregon Coast Hwy. Fisher Point-Manzanita Section. Exchange of properties with R.L. Bourke approved.
		Marion County. Pacific Hwy. East. Salem. Acquisition of right of access from J. McNalley property approved.
		Eugene. Pacific Hwy. R/w settlement with Pauline Walton approved.
		Portland. Columbia Airport Access Road. Acquisition by Port
16014		of Portland. Action deferred.
		Josephine County. Grants Pass. Pacific-Redwood Hwys. Junction. Exchange of property with Suter & Starnes approved conditionally.
		Gilliam County. Wasco-Heppner Secdy. Hwy. East Cottonwood Canyon Section. Payment to D.A. Kaseberg for crop damage approved.
		Douglas County. Roseburg. Pacific Hwy. Lease of property to General Petroleum Corporation approved.
		Portland. Sullivan Gulch. Acquisition of Tax Lot 26 approved.
16015		Curry County. Bandon. Vacation of alley through Block 10 approved.
		Coos County. North Bend. Oregon Coast Hwy. Construction of bldg. adjacent to r/w line near Coos Bay Bridge approved.
		Ocean beaches. Use for commercial purposes clarified. July 27, 1939 resolution amended. See EXHIBIT "C".
		Wages and salaries. Salary adjustments for C.W. Enfield, S.A. Hall, and J.W. DeSouza approved.
		Signs. Designation of tree farm areas. Erection and maintenance by Crown Zellerbach Corporation on hwy. r/w approved.
16016		Bids received at morning session discussed.
		Awards. Chairman Banfield announces awards of contracts.
16017		Sale of used equipment. Salem. Offers of high bidders accepted as recommended by Engineer.
16018		Portland. Cascade Secdy. Hwy. Installation of sewer drainage system approved. Cooperation with city limited to $50,000.
		Multnomah County. Pacific Hwy. East. Oak Grove. Access to hwy. denied J.J. Hollender.

Page	Date 1949	Subject
16018	Aug. 1	Portland. Harbor Drive. Plans for paving and landscaping work
16019		to be furnished city officials.
		Snake River Bridges. Payette and Weiser, Idaho. Load limit of 11 tons approved conditionally.
		Through stop hwys. Engineer to report re complete designation.
		Salem. Parking area between State Office Bldg. and Supreme Court Bldg. Engineer's report approved.
		State Tax Street Funds. Semi-annual payments to cities and
16020		towns approved. See EXHIBIT "D".
		Permits. New Group I and II hwy. transportation permits approved. See EXHIBIT "P" of June 28, 1949 minutes.
		Salem. Hwy. Department Office Bldg. Commission to meet with Capitol Planning Commission re plans.
		Permits. Private road approaches. Engineer to prepare forms for approval.
		Multnomah County. Columbia River Hwy. Corbett. Roadway and
16021		turn-around construction approved.
		Josephine County. Holland Loop Federal Aid Secdy. Hwy. Allocation of $100,000 for bridge construction approved conditionally.
		Finances. Report re status by end of 1949. No action.
		Jackson County. Rogue River and Bybee Bridges on county roads. Substitution for Sams Valley Secdy. Hwy. project. No action. (See page 16039).
		Federal Aid Secdy. Hwy. Funds. Programming of balance of available funds deferred until next meeting.
		Salem. Hwy. Dept. Office Bldg. Private offices to be limited.
16022		Conference with architects scheduled for August 19, 1949.
		Curry County. Oregon Coast Hwy. Brookings. Request for correction of drainage on W.L. Crissey property denied.
		Coos County. North Bend. Deeding of old ferry landing to Weyerhaeuser Timber Company. Counsel to report.
		Multnomah County. Columbia River Hwy. Troutdale-Dodson
16023		Section. Landscaping of Union Pacific Railroad Company property approved.
		Curry County. Harris Beach Park Roadway. Increase in authorized amount for construction approved.
		Eugene. Pacific Hwy. High Street-Walnut Street Section. Increase in authorized amount for construction approved.
		Yamhill County. Newberg. Hillsboro-Silverton Secdy. Hwy. Extra amount for contract allowed Porter W. Yett.
		Multnomah County. Columbia River Hwy. Multnomah Falls.
16024		Re-establishment of power poles approved.
		Clatsop County. Seaside. Oregon Coast Hwy. Widening between "A" and "K" Avenues. Action deferred.
		Clackamas County. Oregon City. Cascade Secdy. Hwy. Southern Pacific underpass. Request for increased vertical clearance denied.
		State Tax Street Funds, 1947. Chiloquin. See EXHIBIT "E-1".
16025		State Tax Street Funds, 1948. See EXHIBIT "E-2".

Page	Date 1949	Subject
16025	Aug. 1	Special State Tax Street Funds. Chiloquin. Improvement of Chocktoot Street approved.
		Special State Tax Street Funds. Dallas. Improvement of Levens Street approved.
		Special State Tax Street Funds. Gold Beach. Modification of cooperative construction project to include sidewalks approved.
16026		Special State Tax Street Funds. Lebanon. Revision of cooperative construction project re share of cost approved.
		Jefferson County. Madras. The Dalles-California Hwy. Request for traffic signal installation denied.
		Jefferson County. Madras. Ochoco-Madras-Prineville Hwy. Jct. Illumination and erection of stop sign approved.
		Eugene. Pacific Hwy. Traffic signal installation. Agreement with city approved.
16027		Grant County. John Day Hwy. Mt. Vernon-John Day Section. Location survey authorized.
		Multnomah County. Columbia River Hwy. Oneonta Tunnel. Agreement with Leonard & Slate Oreg., Ltd. re back-filling approved.
		Union County. Wallowa Lake Hwy. La Grande Underpass. Sealing and other repairs approved.
		Klamath County. Crescent Lake County Road. Substitution for Midland Secdy. Hwy. on hwy. system. Engineer to report.
16028		Maintenance hdqtrs. Ft. Klamath and Stayton. Bldg. construction approved.
		Baker County. Baker-Unity Hwy. Dewey Avenue Undercrossing, Baker. Agreement re construction approved.
		Portland. Front Avenue Project. Tillamook Street-Broadway Bridge Section. Agreement re encroachment on railroad property approved.
		Portland. N.E. Union Avenue. Resurfacing. Cooperative agreement approved conditionally.
		West Portland-Hubbard Hwy. Engineer to report history.
16029		Coos County. Sunset Bay State Park. Construction of car-parking area approved.
		Awards. Engineer's award of contracts confirmed.
16030 16033		Extensions of time approved, as follows: Contracts No. 2959, 3081, 3125, 3064, 2990, 2944, 2982, 2873, 2997, 3054, 3091, and 2995.
16034		Contracts completed and accepted as follows: Contracts No. 2873, 2891, 2947, 2968, 2990, 3010, 3054, 3059, 3081, 3088, 3091 3092, 3136, 3139, 3140, 3143, 3145, 3164 and 3197. Resolution adopted.
16035		Deschutes County. Bend. Overturf Butte reservoir. Maintenance of radio receiving equipment approved.
16036		Multnomah County. John Yeon State Park. Salvage of culvert pipe. H.C. Burnworth agreement canceled without penalty.
		Meeting adjourned at 5:00 p.m. to reconvene following day.
	Aug. 2	Bids received on following projects:
16037		Forest Boundary-Unity Junction Section Gold Beach Project First Avenue-Esplanade Street Roadside Improvement Project, Klamath Falls

Page	Date 1949	Subject
16037	Aug. 2	Esplanade Street-Main Street, Klamath Falls, traffic signals Tillamook Street-Broadway Bridge Section, Portland Dallas Maintenance Building
16038		Klamath County. Klamath Falls-Lakeview Hwy. Klamath Falls. Improvement at Southern Pacific overpass. Engineer to report. Lincoln County. Corvallis-Newport Hwy. Toledo-Newport Section. Improvement requested. Survey to be considered at next meeting.
16039		Umatilla County. Pendleton Airport Road. 7.2 acres not to be sold to city of Pendleton unless certain conditions are satisfied. Jackson County. Bybee Bridge on a county road to be built by state. Sams Valley Secdy. Hwy. project to be retained in program. Log hauling. Albert Strain. Permit re-instated conditionally.
16040		Log hauling. S.O. Wilson. Permit re-instated conditionally. Tillamook County. Netarts. Designation of strip of ocean beach as aircraft landing field. No action. Clatsop County. County road repair. Loan of hwy. dept. funds approved. Equipment. Amount of $143,125 authorized for purchase.
16041		Josephine County. Pacific Hwy. Grants Pass. Reduced speed limit established south of city. See EXHIBIT "F". Benton County. Pacific Hwy. West. Corvallis. Walnut Drive-City limits Section. Reduced speed limit established. See EXHIBIT "G". Lane County. Eugene-Junction City Secdy. Hwy. Santa Clara. Reduced speed limit requested. Engineer to report. Klamath County. Klamath Falls-Lakeview Hwy. Klamath Falls, East. Reduced speed limit requested. Engineer to report. Coos County. Powers Secdy. Hwy.-Coos Bay-Roseburg Hwy. Junction. Installation of 'slow' signs approved. Portland. Sellwood Bridge, west approach. Traffic congestion
16042		remedy approved. Klamath Falls. Request for installation of pedestrian lanes denied. Polk County. West Salem. No parking zone on Edgewater Street approved. See minutes of June 27 and 28, 1949, for resolution. Lake County. Fremont Hwy. Granting of oil and gas leases to U.S. Government approved. Portland. Columbia River Hwy. Widening, Portland to Trout-
16043		dale denied. Engineer to report re widening between 109th and 122nd Avenues. Meeting recessed at 12:15 p.m. to reconvene at 2:00 p.m. Marion County. North Santiam Hwy. Niagara-Detroit Section.
16044		Acceptance and opening of hwy. and abandonment of railroad approved conditionally. Letter re opening of hwy. on
16047		August 14 approved and signed.
16048		Umatilla County. VanSycle-Washington State Line. Construction of new hwy. taken under advisement. Bids received at morning session discussed.

Page	Date 1949	Subject
16048	Aug. 2	Awards. Chairman Banfield announces awards of contracts.
16049		Hood River County. Mt. Hood Hwy. Purchase of additional r/w from F.J. Noble approved.
		Salem. Proposed hwy. and bridge improvements. No action. Statement re Commission's attitude to be sent to mayor of Salem.
16050		Sauvies Island Drainage District. Agreement re construction of bridge on District's property approved.
		Washington County. Pacific Hwy. West. Agreement re pipeline construction on Kness property approved.
		F.B. Crandall authorized to attend meeting of Institute of Traffic Engineers in Washington, D.C. September 25-28, 1949.
		John W. Cattrall authorized to attend meeting re county administration in San Francisco July 20 and 21, 1949.
		AASHO. Annual meeting in San Antonio October 10-14, 1949. Certain Hwy. Dept. officials authorized to attend.
16051		Meeting date. September 19 and 20, 1949, set for next regular meeting.
		August 19 set for special meeting re Hwy. Dept. Office Bldg.
		Marion County. North Santiam Hwy. Reversionary interest in abandoned railroad r/w deeded to Southern Pacific Company.
		Multnomah County. Columbia River Hwy. Dodson-Bonneville Section. Sale of neon sign acquired with r/w purchase approved.
		Clatsop County. Astoria. Traffic survey approved conditionally.
		Josephine County. Redwood Hwy. Cave Junction. Request for improvement denied.
		Linn County. Santiam Hwy. Improvement through city of Lyons, Mehama. Action deferred pending city compliance with certain conditions.
16052		Clackamas County. Pacific Hwy. East. Milwaukie-North Section. Installation of traffic divider. Engineer to report.
		Wasco County. The Dalles. Bridge across Columbia River. Resolution approved. See EXHIBIT "H".
		Coos County. Bullards Bridge across Lower Coquille River. Action deferred.
		Chief Accountant. Reclassification as Hwy. Comptroller and salary increase approved.
		Agreements approved and signed.
16054		Meeting adjourned at 4:30 p.m.
16055		EXHIBIT "A". Right of way resolution.
16081		EXHIBIT "B-1". Condemnation resolution.
16084		EXHIBIT "B-2". Condemnation resolution.
16086		EXHIBIT "C". Use of hwy. r/w.
16088		EXHIBIT "D". State Tax Street Funds, semi-annual apportionment.
16094		EXHIBIT "E-1". State Tax Street Funds, 1948. Chiloquin.
16095		EXHIBIT "E-2". State Tax Street Funds, 1949.
16097		EXHIBIT "F". Speed limit, Grants Pass.
16098		EXHIBIT "G". Speed limit, Corvallis.
16099		EXHIBIT "H". The Dalles toll bridge.

Page	Date 1949	Subject
16102	Aug.19	Salem Hwy. Office Bldg. Plans discussed with architects.
16103		Bids to be received September 20.
		Parks. Travel and Information Department to be consulted re development.
		Wallowa Lake Park boat channel. Engineer and Commissioner Reynolds to inspect.
		Real Estate. Options to purchase approved. See EXHIBIT "A".
		Pacific Hwy. US99 Association invitation to attend meeting. Engineer to get more information.
		Multnomah County. Columbia River Hwy. Dodson-Bonneville.
16104		Enquist property. Contract to be awarded when property clear.
		Salem sale of bldgs. High bids accepted.
16105		Harney County. Sale of logs near Burns to Sackett and Grahm confirmed.
		Coos County. Beach sand removal near Cape Arago. State Land Board to handle.
		Douglas County. Pacific Hwy. in Canyonville. Securing of r/w options approved.
		Douglas County. Pacific Hwy. Settlement of condemnation case against Lovell and Dean approved.
16106		Condemnation settlements to be approved if recommended by Counsel.
		Upper Columbia River Hwy. Renewal of snow removal insurance for Union Pacific railroad approved.
		Coos County. North Bend. Sale of ferry landing to Weyerhaeuser approved without restriction.
		Coos County. North Bend Chamber of Commerce. Revocable permit granted for driveways etc. near McCullough Bridge.
16107		Clackamas County. Milwaukie. Construction of divider strip on 99E approved.
		Lane County. Willamette Hwy. Meridian Dam. Agreement with Army Engineers for rebuilding hwy. approved.
		Clackamas County. Pacific Hwy. Oregon City-New Era. Non-skid of section approved.
		Portland. US99W. Denver Avenue. Agreement with Sweeny to
16108		fill Vanport underpass approved.
		Multnomah County. Columbia River Hwy. Troutdale-Dodson. Construction of guard fence approved.
		Jackson County. Green Springs Hwy. Construction of 6000 feet guard fence approved.
		Clackamas County. Wapinitia-Mt. Hood Hwy. Junction. Installation of stop signs approved.
		Award of Contracts. Engineer's awards confirmed.
16109		Extensions of time approved. Contracts 2984, 3127.
16110		Contracts completed and accepted. See EXHIBIT "B".
		Linn County. Santiam Hwy. Lebanon. No parking ordinance approved. See EXHIBIT "C".
		Linn County. Cascadia State Park. Ten-ton load limit placed on bridge. See EXHIBIT "D".
		Federal Aid Program. Additional projects condisered. Action deferred.

Page	Date 1949	Subject
16110	Aug.19	Union County. Starkey Secdy. Hwy. Extension from Starkey to Ukiah. Action deferred.
		Union County. Imbler-Summerville Federal Aid Secondary Highway. Survey authorized to connection with Hunter Lane Hwy.
16111		Benton County. Corvallis. No parking on Third and Fourth Streets approved. See EXHIBIT "E".
		Commission concurs in Corvallis no parking ordinance. See EXHIBIT "F".
		AASHO meeting in Texas, October 10-14. Authority to attend granted.
16112		Agreements and papers signed.
		Meeting adjourned at noon.
16113		EXHIBIT "A". Real estate options.
16117		EXHIBIT "B". Contracts completed and accepted.
16119		EXHIBIT "C". Lebanon no parking,
16120		EXHIBIT "D". Reduced bridge load limit at Cascadia Park.
16121		EXHIBIT "E". Corvallis no parking Third and Fourth Streets.
16124		EXHIBIT "F". Corvallis no parking Third and Fourth Streets.
16125	Sep.19	Bids received on the following projects:
		Ochoco Avenue-Milwaukie Section
		Elk Creek Bridge and Sunset Boulevard Grade Separation
		Myrtle Creek (Oak Street) Section
		Rogue River Bridge, Jackson County
		Medford Traffic Signals
		Redwood Junction Section Pacific Hwy.
		Fort Klamath Maintenance Bldg.
		Armitage Park Dwelling, Lane County
		Cottage Grove Traffic Signals
		Otis-Sulpher Creek Section Salmon River Hwy
		Troutdale-Dodson Section Columbia River Hwy.
		Moffett Creek Bridge, Columbia River Hwy.
		McCord Creek Bridge widening, Columbia River Hwy.
		Holdman-Helix Section Umatilla County Road
		Holdman Junction-Campbell Ranch Section
16130		Minutes of August 1 and 2, 1949, approved.
		Parks Superintendent reports on the following:
		Bald Peak State Park. Washington County requests expansion. Parks Superintendent to report.
		Sawmill operation on Sunset Hwy. waysides. Request denied.
		Silver Falls Park concession to be closed October 2 and readvertised next spring.
		Collier State Park. Request to extend power line into park denied.
		Curry County ocean front r/w acquisition. Action deferred.
16131		Short Sand Beach Park. Purchase of land from Hazel Rogers approved.
		Park Development. Four-year plan. Report submitted.
16133		Overnight camping in state parks. More information to be secured.
		Cape Lookout Park. Diversion of water from Jackson Creek. State's rights to be protected.
		Upper Columbia River Hwy. Off-hwy. parking area to be investigated

Page	Date 1949	Subject
16133	Sep.19	Real property. Acquisition authorized. See EXHIBIT "A".
16134		Coos County. School District No. 51. Oregon Coast Hwy. Engineer's report on damage claim approved.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Curry County. Gold Beach. Parallel parking agreement to be enforced.
		Lincoln County. Oceanlake. Oregon Coast Hwy. Parallel parking agreement to be enforced.
		Portland. Front Avenue Project. Action on Chief Accountant's financial report deferred.
		Purchase of property at Broadway Bridge for $6,700 approved. City to cooperate in purchase.
16135		Multnomah County. Columbia River Hwy. Dodson-Bonneville. Settlement with Erick Enquist approved.
		Condemnation of Tyrell and McElroy property approved.
		Clatsop County. Ecola State Park. Sale of part of old access road to Irelan approved.
		Multnomah County. Columbia River Hwy. Warrendale. Sale of bldgs. approved.
16136		Eugene. No bids received on bldg. sale.
		Coos County. Oregon Coast Hwy. Sale of bldgs. Delmar-China Camp Section. Engineer's recommendation approved.
16137		Clatsop County. Sunset Hwy. near Elsie. Sale of timber approved.
		Awards. Chairman announces award of contracts.
16139		Forest Hwy. Projects discussed with W.H. Lynch.
16140		Douglas County, Pacific Hwy. south of Canyonville. State to cooperate with Bureau of Public Roads.
		Maintenance of detours on Canyonville Project approved.
		Enterprise-Lewiston Hwy. Engineer to report on further improvements.
		Programming of 1951 Federal Funds. Projects to be submitted to Bureau of Public Roads for approval.
		Pendleton-John Day Hwy. Beach Creek Section. Engineer to advise Bureau of Public Roads of northerly terminus.
		Multnomah County. Columbia River Hwy. Troudale-Dodson. Signing of new section approved. Naming of alternate route deferred.
16141		Washington County. Tualatin Valley Hwy. at Aloha. Lease of land to Portland General Electric Company approved.
		Tillamook County. Oregon Coast Hwy. Tillamook-Pleasant Valley. Agreement with S.P. Company for drainage pipe approved.
		Umatilla County. City of Pendleton. Sale of 7.2 acres referred to Counsel for recommendation.
		Alsea Hwy. Construction of fences for Willis and Fangerow approved.
16142		Douglas County. Pacific Hwy. Glendale Junction. Permit for service road granted to Douglas Forest Protective Association.
		Marion County. Pacific Hwy. East south of Salem. Negotiations with McNalley regarding r/w to be dropped.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Engineer to study feasibility of installing restrooms.

Page	Date 1949	Subject
16142	Sep.19	Real property. Resolution re Counsel's authority to settle r/w controversies approved. See EXHIBIT "B".
		Permits. Overlength and overweight. Interpretation of law discussed. Engineer to report.
16143		Load limits. Authority to send letter advising of possible winter limits approved.
16144		West Portland-Hubbard Hwy. Engineer presents report. Action deferred.
		West Portland-Hubbard Hwy. Petitions urging construction presented. No action.
		Washington County. City of Forest Grove. Engineer reports on traffic congestion. Action deferred.
16145		Clackamas County. Milwaukie-Estacada Secdy. Hwy. east of Milwaukie. Drainage controversy. Action deferred.
		Meeting adjourned at 5:00 p.m.
16146	Sep.20	Bids received on the following projects:
		Table Rock Creek Section. Baker County.
		Traffic Signals near Milwaukie. Clackamas County.
		Warrenton (19th Street-Hayes Street) Clatsop County.
		Roseburg Traffic Signals
16147		Marks Ranch-Lone Rock Bridge Section. Douglas County.
		Siskiyou Slide Correction. Jackson County.
		Cougar Creek-Preacher Creek Section. Lane County.
		Eugene Office Bldg. Lane County.
		South Unit, Princeton-Follyfarm Section. Malheur and Harney Counties.
16148		Stayton Maintenance Bldg. Marion County.
		Dodson-Bonneville Section. Multnomah County.
		Tanner Creek Bridge. Multnomah County.
16149		Wallowa Lake Park Boat Channel and Clearing Project.
		Wallowa Lake Park Dwelling.
		State Hwy. Dept. Office Bldg. Salem.
		Harney County Rome-Princeton Hwy. Judge Higgs urges completion.
		Eugene. William Tugman requests State deed land to City at Judkins Point; also requested that State consult with Bonneville Power Administration regarding control of land at Goshen. Engineer and Counsel to report.
16150		Pacific Hwy. Harvey Blythe of US99 Association urges completion of Interstate routes. No action.
		Meeting recessed at 12:00 noon to reconvene at 1:45 p.m.
16151		Clackamas County. Milwaukie-Estacada Hwy. Milwaukie. Delegation requests correction of drainage. Engineer and Counsel to report.
		Linn County. Santiam Hwy. Sweet Home. City to join with State in securing r/w.
		West Portland-Hubbard Hwy. Senator Hilton urges completion of hwy. Project to be considered.
16152		Wasco-Heppner Hwy. Condon to Wasco. Delegation urges surfacing and completion. Engineer to investigate.
16153		Washington County City of Forest Grove. Delegation requests assistance in traffic problem. No action.

Page	Date 1949	Subject
16153	Sep.20	Tillamook County. County Court suggests exchange of hwys., road to Cape Lookout Park and new Wilson River entrance to Tillamook. Action deferred.
16154		Clackamas County. Milwaukie Service Road. Delegation urges construction. Action deferred.
		Salem. Highway routing in and near Salem. Delegation urges approval of: Salem Traffic Plan; Mehama-Mill City Section;
16155		Widening of 99E north of Salem; Salem By-pass; West Portland-
16156		Hubbard Hwy. Salem Traffic Plan approved.
16157		Marion County. Hillsboro-Silverton Hwy. Woodburn to Silverton Delegation urges widening and improvement in Mt. Angel. Engineer to investigate and report.
		Warm Springs Hwy. Dedication ceremony plans. November 13, 1949 tentatively approved.
16158		West Portland-Hubbard Hwy. Delegation headed by Mr. Arthur Kirkham urges completion. No action.
16159		Awards. Chairman announces award of contracts.
16161		Wallowa Lake Park. Mr. Kelly withdraws restriction in bid. Contract awarded.
16162		Salem. State Office Bldg. Architects to confer with 3 low bidders to get lower cost.
		Meeting adjourned at 5:00 p.m.
	Sep.21	Pacific Hwy. Canyonville-Johns Section. Letter of cooperation with Bureau of Public Roads signed.
		Klamath County. Exchange of hwys. Crescent Lake, Midland Secdy. Hwy., Ecola-Barkley Springs. Indefinitely deferred.
16163		Unfinished business. Matters considered from February 2, 1948 to June 28, 1949.
		1. Westslope-Beaverton foot path r/w
		2. Bonfires and trespassing on beach property.
		3. Use of Interstate Bridge by utility companies
		4. Smelt sand removal from beach at Yachats.
		5. By-pass route in Springfield.
		6. Extension of FAS Hwy. in Douglas County.
		7. Coos Bay. Exchange of property.
		8. Longview Bridge approach maintenance.
		9. Umatilla County exchange of roads.
		10. Widening of hwys. in Astoria.
		11. Widening of Oregon Coast Hwy. in Wheeler.
16164		12. Coos Bay. Construction of floating dock.
		13. Coquille. American Legion. Intersection improvement.
		14. Botanical garden near Portland.
		15. Blanket fire insurance policy on bldgs.
		16. Marquees and signs over hwys.
		17. Designation of Freewater Secdy. Hwy.
		18. Juniper waysides. Central Oregon.
		19. Cove State Park. Additional area.
		20. Condon Rod and Gun Club.
16165		21. Extension of street in Manhattan, Tillamook County.
		22. Flooding of hwy. in Milton, Umatilla County.
		23. Deschutes River wayside on Warm Springs Hwy.
		24. Signs giving pedestrians r/w.

Page	Date 1949	Subject
16165	Sep.21	25. Sidewalk construction in Coquille.
		26. Salem district improvements.
		27. Champoeg Memorial Bldg. plans.
16166		28. Jalmar Matson option in Clatsop County. Oregon Coast Hwy.
		29. Weed control cooperation with counties.
		30. Cornelius Pass-Sunset Hwy. Cloverleaf interchange.
		31. Celilo Indian Village Underpass.
		32. North Bend traffic signals.
		33. North Bend traffic signals.
		34. Pacific Hwy. widening north of Roseburg.
		35. Park Supervisor for Central Oregon district.
		36. Depoe Bay restroom facilities.
16167		37. Government Camp traffic congestion relief.
		38. Driveway entrance on Salmon River Hwy. Fort Hill Bridge.
		39. Pacific Hwy.East. Oregon City-New Era. Shoulder parking.
		40. Pacific Hwy.West at Corvallis. Shoulder parking.
		41. Short Sand Beach Park acquisition of land.
		42. Sullivan Gulch property taxes.
		43. Coos County School District 51 claim for damages. Contractors to conform to specifications re damage to property.
16168		44. Milwaukie Service Road paralleling US99E.
		45. The Dalles. Columbia River Toll Bridge report.
		46. Bonneville r/w settlement on the Columbia River Hwy.
		47. Use of ocean beaches for merchandising.
		48. Second Post War Program.
		49. Portland. Willamette River Steel Bridge redecking.
16169		50. Improvement to Burns-Crane Hwy., Harney County.
		51. Elkton-Sutherlin Secdy. Hwy. oiling.
		52. Powell Butte Secdy. Hwy. Designation as FAS Hwy.
		53. Government Camp maintenance hdqtrs.
		54. Portland storage of equipment under Harbor Drive viaducts.
16170		55. Portland traffic signal, 82nd Avenue-Prescott Street.
		56. Portland. Front Avenue r/w and audit.
		Wallowa Lake State Park. Mr. Kelly withdraws restriction in dwelling bid. Contract awarded.
		Douglas County. Tiller-Trail Secdy. Hwy. Contract 2788. Settlement of claim with C.J. Eldon approved.
16171		Linn County. Santiam Hwy. Sweet Home. Drainage facilities approved.
		Jefferson County. County road weather damage. Loan of $12,201.51 approved.
		West Portland-Hubbard Hwy. Cascade Hwy. Association, Inc. files endorsement.
		Tillamook County. Oregon Coast Hwy. Cloverdale. Request to widen deferred.
		Warm Springs Hwy. Clear Creek-Forest Boundary Section. Project authorization on Contract 2955 increased.
		Linn County. Santiam Hwy. Lebanon. Authorization for city project increased.
16172		Multnomah County. Columbia River Hwy. Troutdale. Approved redecking Sandy River Bridge.

Page	Date 1949	Subject
16172	Sep.21	Josephine County. Holland Loop County Road. Allocation of $100,000 approved.
		Lane County Market Road No. 36. Jasper to Lowell. Request for allocation of FAS funds denied.
		Coos County. Oregon Coast Hwy. Coquille. Request to remove culvert denied.
16173		Lincoln County. Oregon Coast Hwy. Agate Beach. Request for improvements at Shell Road and Fossil Road denied.
		Lincoln County. Eddyville-Nashville-Nortons Road. Request for improvement denied.
16174		Marion County. North Santiam Hwy. Mehama-Mill City. Construction of route on north side requested. Action deferred.
		Portland. St. Johns Bridge to Sunset Hwy. Tunnel request filed.
		Linn County. Santiam Hwy. Lebanon. Request for city expenditure of additional funds approved.
		Coos County. Empire. Foot path on Cape Arago Secdy. Hwy. Construction approved.
		Portland. Request for 4 traffic signals. Action deferred.
16175		Coos County. City of North Bend. Installation of traffic signals approved.
		No action on signals at Washington and Sherman Avenues.
		Lane County. Pacific Hwy. Eugene. Construction of islands and signals at Elmira Road approved.
16176		Portland. 82nd Avenue-Prescott Street. Installation of signal approved.
		Columbia County. Scappoose. Request for flashing beacon denied.
		Portland. US99E and S.E. Harold Street. Request for installation of traffic signal denied.
		Grant County. City of John Day. Request for installation of flashing beacon approved.
		Jackson County. Pacific Hwy. Ashland. Request for truck route by-pass ordered filed.
		Lane County. Alsea-Deadwood Secdy. Hwy. Expenditure for maintenance rock confirmed.
16177		Klamath County. Klamath Falls. South Sixth Street overpass. Authority granted to secure r/w options.
		Wheeler County. Kinzua County Road. Agreement that State maintain at county expense approved.
		Multnomah County. US99W. Portland. Approved traffic divider and widening on Barbur Boulevard if City pays half.
16178		Sunset Hwy. Canyon Road. Engineer to investigate drainage condition at top of hill.
		State Tax Street Funds. See EXHIBIT "C", "D" and "E".
16179		Union County. Old Oregon Trail. La Grande to North Powder. Survey adopting new location approved. See EXHIBIT "F". Savings in Construction to be applied on bridge over Union Pacific tracks in North Powder.
		Extensions of time granted the following contracts: 3089, 3073, 3053, 3147, 3144, 3130, 3129, 2955, 3135, 3117, 3126, 3006, 3180, 2892, 2853, 3032, 3093, 3125 and 3052
16185		Contracts accepted. See EXHIBIT "G".
		Astoria Ferry Terminal. Proposed improvement denied.
		Hood River County. Columbia River Bridge at Hood River. Request that report be brought up to date denied.

Page	Date 1949	Subject
16186	Sep.21	Weed control. Complaint of weed seeds in gravel. Buffington to be advised of State's practice.
		Umatilla County. Wayside strip between Ukiah and Dale. Agreement to cross with logging road approved.
		Equipment. Purchase of office and field equipment approved.
		Warm Springs Hwy. Dedication ceremonies set for November 13, 1949.
		Tillamook County. Netarts Bay. Permit granted conditionally to use beach for aircraft landing.
16187		Clackamas County. Milwaukie. Action deferred on protest re barricading of Harvester Drive
		Popcorn truck. Request of Watson to operate on Columbia River Hwy. denied.
		Astoria Ferry Terminal. Request to establish business for blind at new terminal deferred.
		Snake River bridges at Payette and Weiser. Resolution adopted permitting 11-ton loads. See EXHIBIT "H".
		Umatilla County. Athena-Holdman Hwy. Campbell Ranch-Gerking School Abandonment. See EXHIBIT "I".
		Josephine County. Rogue River Loop Hwy. Gunnell Road-Robertson Bridge. Abandonment. See EXHIBIT "J".
		Douglas County. Oregon Coast Hwy. Gardiner Section. Abandonment of part approved. See EXHIBIT "K".
16188		Clackamas County. Cascade Secdy. Hwy. 25-mile speed limit through Mulino denied.
		Lane County. McKenzie Hwy. Request for reduced speed zone near Vida denied.
		Portland. City traffic conditions. City plan approved. No cost to State.
		Willamette River Ferry at Wilsonville. Controversy over naming of ferry to be decided by Boone heirs.
		Lincoln County. "D" River at Delake. Designation as shortest river in world denied.
16189		Through Hwys. Designating resolutions approved. See EXHIBIT "L".
		Washington County. Beaverton. Hillsdale-Beaverton Hwy. Reduced speed zone extended. See EXHIBIT "M".
		Wasco County. Columbia River Hwy. The Dalles. Approved permit to Army Engineers at Mill Creek Tunnel.
		Coos County. Enegren Ferry. Bids to be received for ferry service at next meeting.
		Manley F. Robison. Authority granted to attend Travel Association meeting in Montana and in Colorado.
16190		Gene Huntley. Authority granted to attend Personnel Administration meeting in San Francisco.
		N.M. Finkbiner. Authority granted to attend meeting in San Francisco concerning testing materials.
		Speed zones. Approved State Speed Control Board designations on US20, US99 and US101. See EXHIBIT "Q".
		Salem. State Highway Office Bldg. Bids rejected. Job to be readvertised with changes in specifications.
		Commission meeting date set for November 7 and 8, 1949.
16191		Meeting recessed at noon to reconvene at 1:30 p.m.

Page	Date 1949	Subject
16191	Sep.21	Lane County. Junction City-Eugene Secdy. Hwy. Reduced speed zone modified. See EXHIBIT "N".
		Starkey Secdy. Hwy. Request for extension westerly to Ukiah. Action deferred.
		Lane County. Eugene. Three-party agreement discussed. Engineer to report.
		Second Post War Construction Program. Major Betterment Program Changes in allocations and projects approved. See EXHIBIT "O"
16192		Marion County. North Santiam Hwy. Mehama-Mill City. Construction dependent upon federal cooperation.
		Wasco-Heppner Secdy. Hwy. West Cottonwood Canyon. Surfacing deferred. Engineer to report on Klamath Lake Secdy. Hwy. project.
		Douglas County. Pacific Hwy. Roseburg. Engineer to report on cost of extending proposed improvement.
		Klamath County. Sprague River County Road surfacing and oiling approved.
16193		Surveys. Engineer presents list. Action deferred.
		Surveys. Completion of incomplete surveys authorized.
16194		Surveys. Completion authorized on priority basis.
		Construction projects. Engineer to report on status of surveys, r/w and construction.
		Portland. Sullivan Gulch Project. R/w to be purchased in units where construction is first contemplated
16195		Salem. State Hwy. Office Bldg. Change in specifications approved. Bids to be received November 7.
16196		Agreements approved and signed.
16197		Meeting adjourned 4:30 p.m. Daylight Saving Time.
16198		EXHIBIT "A". R/w options.
16220		EXHIBIT "B". Authority in condemnation proceedings.
16222		EXHIBIT "C". State Tax Street Funds.
16223		EXHIBIT "D". State Tax Street Funds.
16224		EXHIBIT "E". State Tax Street Funds.
16225		EXHIBIT "F". La Grande-North Powder survey resolution.
16226		EXHIBIT "G". Acceptance of contracts completed.
16229		EXHIBIT "H". Payette and Weiser revised load limits
16231		EXHIBIT "I". Athena-Holdman Hwy. Abandonment resolution.
16233		EXHIBIT "J". Rogue River Loop Hwy. Abandonment resolution.
16237		EXHIBIT "K". Oregon Coast Hwy. Gardiner Section. Abandonment resolution.
16239		EXHIBIT "L". Through stop hwy. resolution.
16255		EXHIBIT "M". Beaverton-Hillsdale speed zone resolution.
16256		EXHIBIT "N". Junction City-Eugene Secdy. Hwy. speed zone resolution.
16257		EXHIBIT "O". Allocation of Construction Project Funds.
16263		EXHIBIT "P". Cape Arago Hwy. foot path resolution.
16264		EXHIBIT "Q". Reduced speed zones.
16266	Nov.7	Bids received on the following projects: Arch Cape Tunnel Lighting Bandon-Brush Creek Rock Production Koepke Slough-Sawyers Ferry Road Rock Production Soda Gulch-Keene Creek Section Cougar Creek-Preacher Creek Section

Page	Date 1949	Subject
16266	Nov.7	Little Luckiamute River Bridge Section Sherars Grade-Grass Valley Section Wamic-Tygh Valley and Dufur-Maupin Section Enegren Ferry Service
16269		Minutes for August 19 and September 19, 20, and 21 approved.
		Parks Superintendent reports on the following: Champoeg State Park. Lease of property to Henry Zorn extended one year. Upper Columbia River Hwy. Vista House not to be closed in winter. Sale of popcorn, "hot dogs", etc. approved. Curry County ocean waysides. Offer of Pacific Borax Company to donate land accepted with restrictions.
16270		R/w Engineer to submit written report on properties needed. Bald Peak State Park. Washington County. Negotiations for additional land to be continued. Overnight camping. Action deferred to December meeting. Tillamook Head. Authority granted to renew application to Federal Government for land. Willamette Stone State Park. Multnomah County. Erection of textborad approved.
16271		Battle Rock State Park. Curry County. Erection of textboard approved. Collier State Park. Klamath County. Approved expenditure to provide electricity. Lorenz and Alfred Collier to pay part.
16272		Upper Columbia River Hwy. Troutdale-Dodson. Request for aircraft landing strip. Action deferred. Portland. Columbia Airport Access Road. Road deeded to Port of Portland. Curry County. Humbug Mountain Park. Purchase of 160 acres from Game Commission referred to Engineer and Counsel.
16273		Real Property. Acquisition authorized. See EXHIBIT "A". Radio station site on Mt. Scott, Portland. Property not to be purchased. Other site to be selected. Clatsop County. Fishhawk Falls Secdy. Hwy. Shaw and Cardiff options not approved. Renegotiate for haul road only. Upper Columbia River Hwy. Quinton-Ramsey. Kennard property. Counsel to renegotiate for all access rights. Fossil Maintenance Hdqtrs. site. Purchase of site not approved. Other sites to be considered.
16274		Meeting recessed at noon to 2:00 p.m. Sale of bldgs. at Adair Village north of Corvallis approved conditionally. Coos County. Oregon Coast Hwy. Coaledo Section. Revised contract of sale with Mr. Tymich approved. Permits for use of excess property in 1950. Authority given to grant permits. Sunset Hwy. Berger Ranch-Barnes Road Section. Access easement granted to Williamson.
16275		Malheur County. Idaho Power Company requested vacation of unnamed street approved. Clatsop County. Tillamook Head Radar Station. Release agreement with Evans for damage to government property approved.

Page	Date 1949	Subject
16275	Nov.7	Eugene. Pacific Hwy. near Judkins Point. Use of property by Eugene for park purposes approved.
		Lower Columbia River Hwy. Cornelius Pass County Road. Request of Holbrook School to perform landscape work approved.
16276		Douglas County. Pacific Hwy. Canyonville. Hamlin requests dam. Purchase of his entire interests to be studied.
		Clatsop County. Tillamook Head. Army lease cancelled.
		Jefferson County. Deschutes River waysides. Counsel to offer $3,500 for property and condemn if not accepted.
		Douglas County. Pacific Hwy. Johns-Glendale. Approved condemnation settlement with Chester Schmidt.
16277		Awards. Chairman announces awards of contracts.
16278		Curry County. Oregon Coast Hwy. Gold Beach. Approved additional payment to Baumback.
		R/w settlements for sale of bldgs. and miscellaneous property approved.
16279		Lane County. Willamette and Pacific Hwy. Junction. Approved joint action with Bonneville Power Administration.
		Eugene. Pacific Hwy. J.H. Balzhiser. Request for curb cuts. Action deferred. More information to be secured.
16280		Douglas County. Oregon Coast Hwy. Gardiner grade crossing. Counsel to proceed with rehearing on P.U.C. decision.
		Portland. Approved payment for rental of Steel Bridge.
		"Throughway Law". Amendatory resolution adopted. See EXHIBIT "B".
		Portland. Sandy Boulevard. Improvement between 108th and 122nd Avenues. To be considered in early program.
16281		Portland. Sandy Boulevard. Parkrose request for signals and widening of Columbia Boulevard denied.
		Eugene. 3-party project. Engineer's report discussed. No action.
		Equipment and scrap. Sale approved as recommended.
16284		Travel Information Dept. Budget discussed. No action.
		Washington County. Forest Grove. Request of City for assistance in traffic problem. Action deferred.
		Surveys and status of projects in first Postwar Program. Action deferred until December.
16285		Permits. Engineer report concerning overloads. Previous recommendation withdrawn. Report approved.
		Personnel. Retirement. List of employment extensions.
16287		Policy on employment past age 65 defined.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Restroom facilities. Search to be made for site outside of park.
		Salem. State Hwy. Office Bldg. site. Public Utilities to remove facilities.
16288		Bids for State Hwy. Office Bldg. opened and read.
		Union County. Starkey Secdy. Hwy. Study of extension westerly to Ukiah approved.
		Salem. State Hwy. Office Bldg. Bids discussed with architects
16289		Yamhill County. Willamina. Request to improve Willamina River Bridge denied.
		Portland. Mt. Hood Hwy. Traffic signals on Powell Boulevard discussed. Action deferred.

Page	Date 1949	Subject
16289	Nov.7	Curry County. Oregon Coast Hwy. Port Orford,south, Section. State to maintain for B.P.R. and be reimbursed.
		Polk County. Monmouth-Independence Hwy. Independence. Request for sidewalk denied. Study when school is complete.
		Portland. Lower Columbia River. Doane and Balboa Avenues. Improvement approved if Portland will pay half.
16290		Contracts. Confirmed authority to advertise rock production jobs.
		State Tax Street Funds. See EXHIBIT "C-1, "C-2", "C-3".
16291		Washington County. Hillsboro-Cornelius Pass County Road. Increase in authorization approved.
		Coos County. Cape Arago Secdy. Hwy. Empire. Request for traffic signal denied.
		Portland. Pacific Hwy. East. Gertz Road. Request for traffic signal denied.
		Jackson County. Pacific Hwy. Ashland. Request for traffic signals denied.
16292		Eugene. Pacific Hwy. Approved installation of 3 traffic signals. City to pay half.
		Portland. Cascade Secdy. Hwy. (82nd Avenue). Agreement approved for installation of 18 traffic signals.
		Meeting adjourned at 5:00 p.m.
	Nov.8	Bids received on the following projects:
16293		Klaskanine Summit-Columbia County Line Rock Production Squally Hook-Quinton Section Murphy-Cave Camp Road Rock Production Whiskey Creek-East Forest Boundary Section Fisher Road-Oak Hill Section. Oak Hill Overcrossing Structure
16295		Coos County. Coos Bay-Roseburg Hwy. Approved extension of two miles north of Coquille as Federal Aid Hwy.
		Union County. Old Oregon Trail. La Grande-North Powder. Old route to be secdy. hwy. when Ladd Canyon route completed.
		Lane County. Pacific Hwy. Judkins Point-Goshen. Construction to be placed in early program. Letter to B.P.R. so stating.
		Contracts. Engineer's award of contracts confirmed.
16296		Grant County. Kimberly-Long Creek Secdy. Hwy. Hamilton-Round Basin Section. Survey approved. See EXHIBIT "D".
16297		Extensions of time granted as follows: Contracts 2938, 3119, 3074, 3182, 3111, 3201, 3176, 3186, 3185, 3158, 3177, 3187, 3171, 3172, 3126, 3151, 3135 and 3170.
16302		Contracts completed and accepted. See EXHIBIT "E".
		Signals. Cooperation with Southern Pacific discussed. 50-50 basis to be retained.
		Coos County. Coos Bay Bridge. Approved agreement with Army Engineers to deposit dredged materials.
		Salem. State Hwy. Office Bldg. Responsibility of architects for bldg. defined.
16303		Salem. State Hwy. Office Bldg. Contract awarded to Sound Construction and Engineering Company.
		Historical markers. Old Oregon Trail Association. Requests to be considered.

Page	Date 1949	Subject
16304	Nov.8	Klamath County. Exchange of Crescent County Road for old Barkley Springs-Algoma Section approved.
16305		Curry County. Humbug Mountain State Park. Approved negotiations for purchase from Game Commission of 160 acres.
		Wilson River Hwy. "Tillamook Burn". Approved cooperation with State Forestry Board. Agreement to be prepared.
		Hospital insurance. Approved extension of contracts with NHA and OPS for one year.
16306		Gilliam County. John Day Hwy. Condon. Approved agreement with Greiner eliminating stock pass.
		Eugene. Pacific Hwy. High Street-Walnut Street. "No Parking" resolution approved. See EXHIBIT "F-1".
		Marion County. Cascade Secdy. Hwy. Silverton. "No Parking" resolution approved. See EXHIBIT "F-2".
		Polk County. Salem-Dallas Hwy. "No Parking" resolution approved. See EXHIBIT "F-3".
16307		Coos County. Oregon Coast Hwy. North Bend. Request for reduced speed zone denied.
		Douglas County. Coos Bay-Roseburg Hwy. Camas Valley. Request for reduced speed zone denied. Signs to be installed.
		Klamath County. Klamath Falls-Lakeview Hwy. Approved 45 miles per hour speed zone east of city. See EXHIBIT "G-1".
		Lane County. McKenzie Hwy. Springfield. 45-mile per hour speed zone approved. See EXHIBIT "G-2".
16308		Lane County. Willamette Hwy. east of Goshen. Reduced speed zone near bridge approved. See EXHIBIT "G-3".
		Speed zone signs. To be marked to indicate under whose authority they were placed.
		Eugene. Pacific Hwy. Balzhiser requests three curb cuts. Action deferred.
16309		Douglas County. Umpqua Hwy. Delegation requests improvement. Action deferred.
		Permits. Approved reclassification of part of North Santiam Secdy. Hwy. from Group II to Group I Hwy.
16310		Upper Columbia River Hwy. Dodson-Cascade Locks. Riggle and Clark log hauling permit extended to December 15.
		Douglas County. Bradley Brothers log hauling violations. Cancellation of permits ordered.
16311		Clackamas County. Oswego. Request for drainage improvement. Engineer to investigate.
		Douglas County. Ireland log hauling violations. Ordered cancellation of permit.
		Wallowa County. Little Sheep Creek Secdy. Hwy. Log hauling violations. Engineer to investigate.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Travel Matters. Advisory Committee. Changes in advertising outlined. 1950 Budget approved.
16312		Wheeler County. Ochoco Hwy. Delegation urges improvement west of Mitchell. To be considered in future program.
16313		Lane County. Eugene-Richardson Secdy. Hwy. Oak Hill Overcrossing controversy. Procedure suggested by Counsel approved.

Page	Date 1949	Subject
16314	Nov.8	Lane County. Willamette Hwy. Lost Creek-Lowell. Abandonment resolution approved. See EXHIBIT "H-1".
		Lane County. Willamette Hwy. Pleasant Hill-Lost Creek. Abandonment resolution approved. See EXHIBIT "H-2".
		Yamhill County. Bellevue-Hopewell Hwy. Amity-Hopewell Section. Abandonment resolution approved. See EXHIBIT "H-3".
		Weighmasters' operations. Copies of reports to be sent to Forest Industries.
		Lane County. Policy of County Court regarding log haulers "laying out" ordered filed.
		Multnomah County. Sauvies Island Bridge. Dedication ceremonies. Grange to be notified before bridge is completed.
		Pacific Hwy. East. Portland-Milwaukie. Construction of service road requested. No action.
16315		School bus signs. To be erected on hwys. at entrances to state.
		Equipment. Approved expenditure of $585.79 for office equipment.
		Jackson County. Crater Lake Hwy. Prospect. Approved calling bids for sale of timber on maintenance site.
		Malheur County. John Day. Hwy. Vale. Approved claim of Eubanks for loss of steer.
		Mark H. Astrup. Approved attendance at AASHO in Washington, D.C. December 13-16, 1949.
		R.H. Baldock. Approved attendance of AASHO in Chicago November 19-22, 1949.
16316		Travel out of state. Engineer to report on travel authorized in 1949 and proposed in 1950.
		Lincoln County. Salmon River Hwy. Van Duzer Forest Corridor. Green Mountain Lumber Company. Permit extended one year.
		Insurance. Renewal of personnel fidelity blanket schedule bond. Referred to Commissioner Reynolds.
		Commission meeting dates. Next meeting December 19 and 20, 1949, and following meeting February 6 and 7, 1950.
		All possible projects to be advertised for bids.
		Travel Department. Approved extension through 1950 of agreement with MacWilkins, Cole and Weber.
		Umatilla County. McNary Dam. Approved agreement with Army Engineers re location of US730 and US395.
		Awards. Chairman announces awards of contracts.
16318		Special State Tax Street Funds. Paisley and Phoenix. Projects approved.
		Special State Tax Street Funds. 1950 projects to be analyzed to see if they comply with the law.
		Wasco County. Wamic-Tygh Valley County Road. Maintenance agreement approved.
		Wasco County. Wamic-Tygh Valley project. Approved agreement to provide crushed rock. State to be reimbursed.
		Portland. Request to erect Vanport memorial at Denver and Interstate Avenues denied.
16319		W.C. Williams authorized to attend dedication ceremonies in California.

Page	Date 1949	Subject
16319	Nov.8	Mt. Hood. Timberline Road. Agreement with U.S. Forest Service re snow removal approved.
		Linn County. Albany-Lyons Secdy. Hwy. Lyons-Scio section. Request to oil denied.
		Permits. Request from Pacific Greyhound Lines for continuing 74-foot permit denied.
		Timber sale. Request of S.J. and S. Logging Company for reduction in bid price denied.
		Budget for 1950. To be discussed at December meeting.
		Forest Hwy. System. Corrected list of roads approved by letter.
16320		Revised list of Forest Hwys.
16322		Curry County. Oregon Coast Hwy. Bandon-Brush Creek rock production. Assignment of contract denied.
		Snake River. Hells Canyon Dam. Engineer to contact Army Engineers concerning traffic through Oregon.
16323		Marion County. Salem-Silverton Road. Protest on realignment. B.P.R. to write opinion on grade separation.
		Agreements and other papers signed.
16324		Meeting adjourned at 4:00 p.m.
16325		EXHIBIT "A". R/w acquisition resolution.
16347		EXHIBIT "B". Amendment to "Throughway Law".
16349		EXHIBIT "C-1". State Tax Street Funds.
16350		EXHIBIT "C-2". State Tax Street Funds.
16351		EXHIBIT "C-3". State Tax Street Funds.
16352		EXHIBIT "D". Kimberly-Long Creek Secdy. Hwy. survey.
16353		EXHIBIT "E". Contracts completed and accepted.
16356		EXHIBIT "F-1". Eugene. "No Parking" resolution.
16358		EXHIBIT "F-2". Silverton. "No Parking" resolution
16360		EXHIBIT "F-3". Salem-Dallas Hwy. "No Parking". resolution.
16362		EXHIBIT "G-1". Reduced speed zone east of Klamath Falls.
16363		EXHIBIT "G-2". Reduced speed zone in Springfield.
16364		EXHIBIT "G-3". Reduced speed zone on Willamette Hwy.
16365		EXHIBIT "H-1". Lost Creek-Lowell abandonment. Willamette Hwy.
16367		EXHIBIT "H-2". Pleasant Hill-Lost Creek abandonment. Willamette Hwy.
16369		EXHIBIT "H-3". Amity-Hopewell abandonment. Yamhill County.

Portland, Oregon
August 1, 1949

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

OREGON COAST HIGHWAY IN CLATSOP COUNTY

SUMMIT-TOLOVANA PARK SECTION

	Using Asphalt	Using Tar
Leonard & Slate, Oregon Ltd., Portland	$ 325,675.00	$ 325,674.60
E. C. Hall Co., Portland	370,274.00	370,613.60
Kuckenberg Constr. Co., Portland	417,992.00	- - - -
McNutt Bros., Eugene	428,697.00	- - - -
T. W. Thomas, Portland	518,245.00	- - - -
Heavy Hauling Company & Grimstad & Vanderveldt, Astoria	520,991.00	- - - -
C. J. Eldon, Portland	587,701.00	- - - -
Natt McDougall Co., Portland	632,738.50	633,038.50

MEDFORD-PROVOLT SECONDARY HIGHWAY IN JACKSON COUNTY

PROVOLT-JACKSONVILLE SECTION

M. C. Lininger & Sons, Medford	$ 35,817.00

NORTH SANTIAM HIGHWAY IN MARION COUNTY

TUNNEL CREEK CULVERT

R. & M. Construction Co., Central Point	$ 9,255.00
Port Construction Co., Port Angeles, Washington	9,960.00
Snook Bros., Corvallis	11,465.00
Rogers Construction Co., Portland	11,775.00
E. C. Hall Co., Portland	12,250.00
Robt. M. Snyder, Lowell	14,075.00

PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

FRONT AVENUE (ASH STREET-ALDER STREET) SECTION IN PORTLAND

Western Golf Course Supply Co., Portland	$ 7,233.15
Benedict Nursery Co., Portland	8,601.09
C. S. Whitcomb Company, Portland	9,446.15

CITY OF DALLAS IN POLK COUNTY

LEVENS STREET PAVING PROJECT

The United Contracting Co., Portland	$ 8,312.50
Warren Northwest, Inc., Portland	8,502.50

ENTERPRISE-LEWISTON HIGHWAY IN WALLOWA COUNTY

NORTH UNIT, ENTERPRISE-FOREST BOUNDARY SECTION

Durbin Bros., Eugene	$ 171,015.00
A. H. Saxton & Sons, Corvallis	173,064.00
Inter-City Sand & Gravel Co., Eugene	186,554.50
Rogers Construction Co., Portland	191,281.00
E. C. Swaggart, Eugene	192,680.00
E. C. Hall Co., Portland	197,442.50
Vernie Jarl, Gresham	209,227.00
O. C. Yocom Co., McMinnville	210,364.00
Leonard & Slate, Oregon Ltd., Portland	212,699.50
C. E. Leseberg, Nyssa	224,985.50
Heavy Hauling Company, Astoria *	228,761.50
Quinn Brothers & Robbins, Boise, Idaho	233,377.00

* Bidder will accept only one project

The Commission unanimously approved the minutes of the meeting held June 27 and 28, 1949.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following parks matters:

1. Request of the U. S. Forest Service to construct and operate a logging road across Neptune State Park, about four miles south of Yachats: The State Parks Superintendent recommended approval of this request. The recommendation was unanimously approved by the Commission. (An agreement covering the matter was signed on the following day.)

2. Construction of a caretaker's house in Armitage State Park, near Eugene, and in Wallowa Lake State Park: The Commission unanimously approved the construction of houses at both parks, at an estimated cost

of $14,000 each. The Engineer was authorized to advertise for bids for construction of the buildings. The Commission ordered that hereafter plans for caretakers' houses in all locations shall be constructed to one standard design.

3. Construction of a boat channel at Wallowa Lake State Park: The Parks Superintendent estimated the cost of deepening the present channel at $10,000 and recommended the expenditure. In support of his recommendation, he advised that the water level in the lake this year has receded so much that the boat channel as it now exists is dry, and it is proposed to deepen this channel by removing 24,000 cubic yards of material, which will be deposited on the lake bank for improving the roadway and parking area. He urged the improvement this year while the water in the lake is at an unusually low level. Chairman Banfield questioned the advisability of authorizing this expense, stating that the Commission is spending in this park considerably more than was originally anticipated. It was his thought that a decision should be deferred pending a report from the State Parks Superintendent outlining the eventual plans for this park and the estimated cost of the entire development. Commissioner Reynolds advised that boating at Wallowa Lake is a very popular pastime, and that as many as 65 power boats are placed in the lake every weekend. He pointed out that it is a case of either throwing away money already spent, and reviving the use of the old gravel bar at the lake for the purpose of launching boats, or the expenditure of an additional sum to deepen the new channel. Commissioner Chandler expressed his feeling that the project should be approved in order to protect the present investment. As a result of lengthy discussion, the Commission unanimously authorized the expenditure of $10,000 to improve the existing channel. The Parks Superintendent and Engineer were instructed to work together in the preparation of a master plan for the development of each state park, that will provide a work program for each of these parks during the next ten years.

4. Question of overnight camping in the larger parks of the state: The Parks Superintendent recommended approval of the granting of overnight camping privileges on a fee basis. The matter was given careful consideration by the Commission, but a decision was deferred pending a joint report from the Engineer, Chief Counsel and Parks Superintendent as to what is essential to provide proper facilities, the cost thereof, and what the expense would be to maintain the parks were such privileges permitted. The Engineer, Chief Counsel and Parks Superintendent were instructed to render such report and were authorized to send competent individuals to parks in other states, if necessary, to secure necessary information. It was understood that each park must be analyzed on its own merits.

5. Construction of a latrine at Emigrant Springs State Park, Umatilla County: The Parks Superintendent advised that the restroom facilities at this park are very unsatisfactory, the present latrine being located in the caretaker's house. He recommended approval of construction of a new latrine at a different location, which he estimated would cost about $3,000. The Commission approved the expenditure unanimously and ordered that the present latrine be remodeled for use as a utility room for the caretaker.

6. Purchase of property at Depoe Bay: The Chief Counsel reported this matter in behalf of the Parks Superintendent. He advised that pursuant to instructions from the Commission, he instituted condemnation proceedings to acquire this property, which is situate at the mouth of the inlet, and the jury in the case rendered a verdict in the amount of $14,500. He gave as his opinion that the property is not worth the price set by the jury, and requested instructions. The Commission unanimously decided not to purchase the property.

7. Acquisition of surplus property in Camp White, Jackson County, for recreational purposes: The Parks Superintendent advised that there are 182 acres of land involved in this transaction, and that the Federal Government has placed an evaluation of $70,000 on the property, which sum the State Highway Department must pay it if wants it. On the other hand, the federal statutes are such that the property can be deeded outright to the State Game Commission without cost. He further stated that he contacted the Game Commission and ascertained that it would be willing to accept the property and would amend its application for acquisition of the adjoining land to include the property that the Highway Department had in mind. He recommended in view of the fact that the property would be saved for public use if the State Game Commission secures it, that the Commission let the Game Commission have it. The Commission approved the recommendation unanimously.

8. Proposal of the Coquille Chamber of Commerce and the Coquille Post of the American Legion, that the myrtle tree lane along the Coos Bay-Roseburg Highway between Coquille and Myrtle Point, be designated a living memorial to World War II dead: The Parks Superintendent recommended approval of the request. The Commission approved the recommendation on the condition that it is assuming no obligation in connection with the matter.

9. Permit for the grazing of sheep in Cape Sebastian State Park: The Parks Superintendent advised that on June 27, 1949, the Commission authorized an extension of an agreement with Mr. J. H. Turner to graze sheep in this park, but Mr. Turner since has passed away, and now his wife, Mrs. Belle Turner, wants her name substituted for her husband's. He recommended approval of the request and execution of the new lease in favor of Mrs. Turner. The Commission approved the recommendation. (The agreement with Mrs. Turner was signed on the following day.)

10. Request of Franck Brothers to purchase dead timber along the Wilson River Highway: The Parks Superintendent advised that Franck Brothers want to salvage the timber on a twenty-acre tract that adjoins a forty-acre tract which they are now logging under a previous agreement with the State Highway Commission. Franck Brothers, he said, have offered to pay $3.00 per thousand for the timber, which is the amount they are now paying for the timber on the other tract. He recommended approval of the request. The Commission approved the recommendation.

11. Purchase of additional equipment for the State Parks: The Parks Superintendent requested authority to purchase a power mower and a fire pump for use in the areas under his control, at an estimated cost of

$1,000. The Engineer advised that the 1949 budget contains an item of $6,000 for the purchase of park equipment, and there remains at this time an unexpended amount of $1,000. He recommended approval of the request. The Commission unanimously approved the recommendation.

The Right of Way Engineer, Mr. Forrest Cooper, presented for the Commission's consideration a list of options for acquisition of properties that are needed for various state highway improvements throughout the state, and requested authority from the Commission to close the options at the amounts stated therein. After careful consideration of each item listed, the Commission approved the amounts of the options and authorized the Right of Way Engineer to proceed with purchase of the properties. The attached resolution relative thereto, marked Exhibit "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

In the consideration of Item No. 10164, in the above mentioned resolution, pertaining to the purchase of right of way from Francis M. and F. Imogene Arnold, for the Interstate Avenue-Steel Bridge Section of the Pacific Highway West in Portland, the Commission made it clear that it is approving the purchase of this property on the basis of the recommended settlement, but it does not intend to obligate any more money for contract work on the Front Avenue Project, with the possible exception of the Tillamook Street-Broadway Bridge Section, for which bids are to be received on the following day, until the books and accounts of the City of Portland relative to the Front Avenue Project have been audited and a report in respect thereto has been rendered and approved by the Commission.

Also in connection with the discussion of real property matters, the question arose as to how the actual cost of right of way compares with the estimated cost of the same for each project. The Engineer was instructed to prepare and render at the next meeting a report on this subject, and to render similar reports at frequent intervals thereafter.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Assistant Counsel, Mr. J. W. DeSouza, was present and requested authority to institute condemnation proceedings to acquire certain parcels of real property which are needed as right of way for highway improvements. He presented a list of such properties, together with the offers that he recommended in condemnation, as follows:

Highway and Section		Recommended Offer
Scott Creek Section of the Alsea Highway		
14568	Robert S. Barclay Estate	$ 2,600.00
14569	C. H. Loudenbeck	450.00
Sullivan Gulch, Unit 2, Section, Sullivan Gulch Highway		
14686	Harold C. Bayley and Agnes M. Bayley	1,300.00

After careful consideration, the Commission approved the request and the recommended offers. The attached resolutions relative thereto, marked "B-1" and "B-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

The Chief Counsel brought up for discussion the matter of sale to the City of Pendleton of a 7.2 acre parcel of state-owned land situate adjacent to the Pendleton Airport State Secondary Highway, on which a value of $1,080 has been placed by the Right of Way Department. Chairman Banfield expressed the attitude of the Commission by stating that the Commission feels that it should not sell this land to anyone unless the purchaser is willing to pay for it the amount that the state has invested in the property and will purchase also the entire acreage (86.24 acres) less two small parcels near the junction of the airport road with the Old Oregon Trail, which the Commission wishes to reserve for highway use; moveover the Commission also wants to get rid of the road itself, which is of no value from a state highway standpoint. The Commission took no further action on the matter at this time, postponing discussion until the following day when the delegation from Pendleton is scheduled to appear concerning the matter. (See ahead for additional paragraph.)

The Assistant Counsel, Mr. J. W. DeSouza, presented for the Commission's approval a form of deed conveying unto Mrs. Louise Snyder Bisaillon a small parcel of land containing 117 square feet, being a portion of the right of way of the Oswego Highway at Oswego, on which encroaches a service station building belonging to Mrs. Bisaillon. He advised that this deed has been prepared in conformity with ideas expressed by the Commission at its previous meeting, and recommended approval of the same. He also presented a form of agreement with Mrs. Bisaillon whereby Mrs. Bisaillon is granted the right to use a strip of highway right of way eight feet wide, abutting on the property conveyed by the deed, which strip of land is to be used by Mrs. Bisaillon for the purpose of servicing motor vehicles at her station. He advised that the agreement has been so prepared that the rights granted to Mrs. Bisaillon are revocable if and when the area is needed for highway purposes. He recommended approval of this agreement. The Chief Counsel and the Engineer concurred in both recommendations. The Commission unanimously approved the recommendations. (The deed and agreement were signed on the following day.)

The Commission discussed and upon recommendation of the Chief Counsel approved an agreement with the United States of America terminating a previous agreement executed on October 14, 1942, providing for use by the Federal Government of a portion of Helmick State Park, for national defense purposes. (An agreement covering this matter was signed by the Commission on the following day.)

The Right of Way Engineer requested approval of the purchase of a gravel pit on the Lost Creek-Lowell Section of the Willamette Highway, Lane County, at a cost of $400. He advised the property is owned by a Mr. Mohler, and that about 8,000 cubic yards of material would be taken from this pit. The Commission approved the purchase of the property at the price quoted.

The Right of Way Engineer reported the results of the taking of bids in Salem on July 25, for the sale of two residence buildings situate on the site of the proposed Highway Department office building, in Salem, as follows:

Building No. 14200, (945 Chemeketa Street)	
1. Chris Madson, Salem	$175.50
Building No. 14588, (975 Chemeketa Street)	
1. Chris Madson, Salem	$291.50

He recommended acceptance of the offer for each building. The Chief Counsel and the Engineer concurred. The Commission approved the recommendation unanimously.

The Right of Way Engineer requested instructions concerning the sale of a house located at 2866 N. E. Sullivan Street, Portland. He advised that Commonwealth, Inc., which is handling the sale of buildings for the Highway Commission in the Sullivan Gulch district, is unable to sell this house, which is not worth very much. He further stated that he has received an offer of $60.00 for the house from a Mr. Foy K. Elwell, who has stated a willingness to clear the premises to the satisfaction of the State Highway Department. He recommended acceptance of this offer, as previously approved by Chairman Banfield and Commissioner Chandler over the telephone. The Commission approved the recommendation unanimously

The Commission discussed the offer of Chester J. Irelan to pay $100.00 for a small parcel of state-owned land adjacent to Ecola State Park, Clatsop County, being a portion of the old access road to this park. The Secretary presented a letter bearing the signatures of the Right of Way Engineer, Chief Counsel, Assistant State Highway Engineer, the State Highway Engineer and the State Parks Superintendent recommending acceptance of this offer. Following considerable discussion, the Commission decided that it would be in the best interests of the state if this property were retained in state ownership, and accordingly refused the offer.

The Commission confirmed telephonic authority previously given to the Right of Way Engineer through the State Purchasing Department, to sell to the State Penitentiary for the sum of $75.00 bed linens, etc., secured in connection with the right of way settlement involving the Antone Poquette Auto Camp on the upper Columbia River Highway.

The Commission had under discussion the matter of acquiring a small parcel of land from the U. S. Indian Service for use as right of way in connection with the relocation of the Big Eddy-Dune Section of the Columbia River Highway in Wasco County. The Right of Way Engineer advised that the Indian Service is asking $41.00 for this property, and recommended purchase of it at that price. The Commission approved the recommendation. (A form of application directed to the U. S. Department of Interior and providing for the State's purchase of this property was signed on the following day.)

The Right of Way Engineer reported that Mrs. Louis Statzer, from whom the Highway Commission is purchasing certain property in Eugene, has presented a demand for an additional payment of $250 for her property, on which it is proposed to construct a building for use by the Secretary of State. He advised that when the original option was secured the Right of Way Agent was not aware that the property is needed for immediate use, and allowed the owner six months' possession. However, in renegotiating the settlement, Mrs. Statzer agrees to vacate the premises immediately upon payment of $250, which represents three months' rental of the premises and additional expense of moving. In the discussion of this matter, the question arose whether or not the property would be needed before the option expires. The Engineer advised that it is planned to advertise the building for bids to be received at the next meeting of the Commission. In view thereof, the Commission voted unanimously to pay Mrs. Statzer the extra $250.

The Engineer brought up for discussion the matter of completing the purchase of right of way for the Mehama-Mill City Section of the North Santiam Secondary Highway. He advised that right of way for the most part was acquired by Marion County prior to the war, but there still remains four parcels to be obtained in the immediate vicinity of Mill City. He pointed out that there is considerable development around Mill City at the present time, occasioned by construction of the Detroit Dam, and there are possibilities that buildings will be constructed on this property unless the state acquires it. He recommended in view thereof that the Right of Way Department be authorized to secure options for the purchase of the remaining four parcels. The Commission approved the recommendation.

The Engineer reported on the difficulties which the Walter Berndt Construction Company is experiencing in connection with its Contract No. 3115, for grading and surfacing the Snider Creek-Crater Lake Junction Section of the Sams Valley Secondary Highway in Jackson County. He stated that the contractor was in grave financial difficulties; that he appealed to his surety to assist him, but was refused; and that he was given notice in writing, pursuant to the provisions of the contract, that his employment as a contractor would be terminated within seven days if satisfactory arrangements were not made to satisfy outstanding claims and others as they arise. Subsequently, he said, the contractor arranged to alleviate his financial troubles and now has on deposit with the First National Bank of Portland, Main Branch, the sum of $25,000, which is to be disbursed under a special setup, for the payment of claims against this job. Moreover, with the Commission's approval, a warrant in the amount of $16,452.54, representing money earned by the contractor in connection with this job, but as yet unpaid, will be deposited in this account for disbursement in the same manner, and for the same purposes. He presented for the Commission's approval an agreement between the State Highway Commission, Walter Berndt Construction Company and George F. Douglas, trustee, covering the future handling of this job and the disbursement of moneys earned in connection with it, and he recommended approval of the same by the Commission. The provisions of the agreement were read aloud by the Chief Counsel, who concurred in the recommendation. (For details, see copy of agreement attached to Contract No. 3115.) Following discussion, the Commission approved the recommendation unanimously. (The agreement was signed by the Commission the following day.)

The Commission had under discussion an exchange of properties with Mr. R. L. Bourke and wife, adjacent to the Oregon Coast Highway, between Fisher Point and Manzanita. The Engineer explained that the state now owns a small parcel of excess right of way containing 1.01 acres, which Mr. Bourke, who owns the adjoining property, wishes to acquire. This land, he said, is outside of the normal width right of way, and is of no apparent use to the state, and Mr. Bourke has offered to deed to the state an additional strip of land ten feet wide on the easterly side of the highway if the state will deed him this small parcel. He recommended the exchange of the properties in order to provide a minimum right of way width of 50 feet along the easterly side of the highway at this point. The Commission approved the recommendation unanimously. (The deed conveying the property to Mr. Bourke was signed on the following day.)

The Chief Counsel brought up for discussion the matter of acquiring land for the widening of the Pacific Highway East along the frontage of property owned by Mr. J. McNally, a short distance south of Salem. It appears that Mr. McNally's property fronts on the highway for a distance of about 600 feet; that he wants to develop his property and to have access to the highway. It also appears that the highway needs to be widened along this section at some future time, and that Mr. McNally is willing to negotiate the sale of a strip along his frontage. The Chief Counsel stated that Mr. McNally appreciates that he will not be given unlimited access to the highway and that he would have to be content with a service road, although pending the construction of such service road he would like to have access to the highway at three points. The Engineer advised that the highway at this location is permanently aligned, but somewhat narrow. He suggested that the Right of Way Department be authorized to negotiate purchase of extra width, and for one point of access on Mr. McNally's frontage. Following discussion, the Commission authorized negotiation to limit access to the highway to one point only along Mr. McNally's frontage. These negotiations are not to include purchase of land for widening the highway at this time.

The Right of Way Engineer presented a claim of Pauline Walton, Eugene, in the amount of $318.10 for the replacement of shrubs along the curbing of her property, adjacent to the Pacific Highway. He said that one of the provisions of the right of way settlement with Mrs. Walton was that the state would replace and rearrange the flowers and shrubs in her yard, and would construct a concrete curb along the right of way line because the house was so close to the sidewalk. The work has been done, he said, and Mrs. Walton is now requesting reimbursement for the expense, provision for which has not previously been authorized notwithstanding that the work was provided for in the original settlement. The Commission unanimously approved reimbursing Mrs. Walton for the sum expended.

The Right of Way Engineer presented a request from the Port of Portland for acquisition of the Columbia Airport access road to the Portland Army Air Base. He advised that the Port of Portland needs this road in connection with a proposed extension of an air field runway to accommodate large aircraft. The access road, he said, was constructed by the State Highway Department in 1942 at a cost of $10,425 and the state was later reimbursed by the Federal Government in the amount of $10,359. The Commission deferred

action on the matter until it is known definitely that the Port of Portland is going to extend the runway. The Engineer was instructed to bring the matter again to the Commission's attention at that time, it being understood that the Commission would make the road available to the Port of Portland for runway purposes if necessary.

The Right of Way Engineer brought up for discussion a proposed exchange of property with Suter and Starnes, Grants Pass, at the junction of the Redwood and Pacific Highways. He advised that Suter and Starnes are ready and willing to comply with the Highway Commission's requirements as previously stated and will deed to the state a satisfactory portion of their property in exchange for a deed for the state's property. Moreover, they have agreed to pay an additional cash consideration as required. He recommended approval of the transaction. The Engineer and Chief Counsel concurred. The Commission approved the arrangement unanimously, with the understanding, however, that the deed conveying the property to Suter and Starnes shall not be delivered to them until they have delivered to the state a deed to their property and have paid the cash consideration.

The Commission considered a claim from Mr. D. A. Kaseberg, Condon, in the amount of $77.00 for the loss of crop resulting from highway construction on the East Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway, Gilliam County. The Right of Way Engineer advised that the right of way settlement with Mr. Kaseberg contained provision for the payment of $20.00 per acre for the destruction of Mr. Kaseberg's crop, if such destruction occurred before the crop was ready to harvest. Actually, he said, the crop on 3.85 acres of Mr. Kaseberg's property was destroyed and the compensation asked is on the basis of the agreement. He recommended payment of the claim. The Commission approved the recommendation.

The Engineer reported a request from the General Petroleum Corporation for temporary use of a small portion of the right of way of the Pacific Highway at the south city limits of Roseburg. He advised that the right of way at this point is 100 feet wide on the westerly side of the center line, and that the area which the Petroleum Company desires is only about 20 feet wide and extends outside of the highway embankment. The Corporation, he said, will relinquish the property as soon as it is needed for highway purposes. He recommended that the request be approved and that the Corporation be granted a revocable lease for a nominal sum to use the area until it is needed for state highway purposes. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Assistant Counsel, Mr. J. W. DeSouza, reported on the acquisition of tax lot No. 26, located in Sullivan Gulch, Portland. He recalled that at the previous meeting of the Commission he reported the refusal of Multnomah County to remove this item from its tax sale, making it appear necessary for the Commission to submit a bid for the lot at the time of the sale. The county has subsequently changed its attitude, however, has withdrawn the property from the tax sale and made it available to the Highway Commission at the fixed price of $1500. The Commission authorized the purchase of the property at the price quoted.

The Assistant Counsel also brought up for discussion a request from the City of Bandon that the Highway Commission join in the abandonment of an alley which extends through Block 10 of the City of Bandon. He exhibited a map showing the location of the alley and its proximity to the Oregon Coast Highway. In the discussion of this matter it developed that the vacating of the alley will not adversely affect the highway, in view of which the Commission stated its willingness to join with the city in the vacation proceedings. The Commission thereupon authorized the Chief Counsel to execute and file with the city the Commission's "consent to vacate."

The Engineer reported a request from the North Bend Chamber of Commerce that it be permitted to construct a building (construction already started) immediately adjacent to the right of way line of the Oregon Coast Highway at the south end of the Coos Bay Bridge. The Chamber proposes, he said, to landscape the area between the building and the sidewalk. He recommended that the Highway Commission grant to the city a revocable permit to use the state's property. The Commission approved the recommendation subject to the condition that the area between the building and the sidewalk shall be landscaped only, and shall not be used for driveway purposes.

The Chief Counsel presented for the Commission's consideration a form of resolution amending a resolution adopted by the former Highway Commission on July 27, 1939, prohibiting or controlling the use of state highway rights of way for parking of cars for commercial purposes. He advised that because the provisions of the former resolution have been applied to the shore of the ocean, persons parking their cars thereon in connection with the sale of ice cream cones, soft drinks, et cetera, have been arrested on a charge that they are violating the Commission's order. He suggested that the Commission clarify the situation so as to confine the application of the rule to operations on public highways, as distinguished from the shore of the ocean, and advised that the resolution now before the Commission has been prepared to that end. Following discussion, the Commission unanimously adopted the resolution, a copy of which is attached hereto, marked Exhibit "C" and by this reference made a part hereof with like effect as though extended in full herein.

The Chief Counsel recommended salary adjustments as follows for three members of the Legal Department staff, which adjustments, he said, have the approval of the Attorney General:

Clifton W. Enfield, Assistant Counsel	$450.00 per month
Samuel A. Hall, Assistant Counsel	450.00 per month
J. W. DeSouza, Assistant Counsel	450.00 per month

The Commission unanimously approved such salary increases.

Pursuant to instructions from the Commission at the previous meeting, the Chief Counsel reported on the type of sign which the Crown Zellerbach Corporation proposes to use to point out the locations where they are preserving timber stands adjacent to state highway rights of way. He advised that he has examined the statutes on the subject, and that he has also examined the design of signs which the Crown Zellerbach Corporation proposes to erect and maintain on state highway property, and in his opinion the proposed sign is not in conflict with the provisions or the spirit of

the law which prohibits certain types of advertising. The proposed sign, he said, does not indicate that anything is for sale, or that any monetary gain will result, but merely discloses the purpose and policy of the Crown Zellerbach Corporation to maintain certain tree growths along state highways, which, in his estimation, is commendable. He recommended that the Corporation be permitted to maintain signs on state highway rights of way, of the type and design they have submitted. The Commission approved the recommendation unanimously.

The Commission discussed with the Engineer the bids received at the morning session, and at 3:00 p.m. Chairman Banfield announced the awards of contracts, as follows, the decision of the Commission, as reflected by the announcement, having been by unanimous vote:

"Grading and bituminous macadam surfacing on the Summit-Tolovana Park Section of the Oregon Coast Highway, Clatsop County. Leonard & Slate, Oregon Ltd., Portland, submitted the low bid for this work, in the amount of $325,675, based on the use of asphalt, and $325,674.60 based on the use of tar. E. C. Hall Co., Portland, submitted the next low bid in the amount of $370,274 based on the use of asphalt and $370,613 based on the use of tar. There were six higher bids. The Commission has referred the bids to the Engineer, with authority to award the contract to the low bidder, Leonard & Slate, Oregon Ltd., based on the use of tar, when certain conditions have been satisfied.

"Surfacing and oiling the Provolt-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County. M. C. Lininger & Sons, Medford, submitted the only bid for this work, in the amount of $35,817. This bid is satisfactory, and the Commission has awarded the contract to M. C. Lininger & Sons at their bid price.

"Construction of a double reinforced concrete box culvert at Tunnel Creek, M.P. 59.08, on the North Santiam Highway above Detroit, Marion County. R. & M. Construction Co., Central Point, submitted the low bid for this work in the sum of $9,255. The next low bid was submitted by Port Construction Company, Port Angeles, Washington, at $9,960. There were four higher bids. The Commission has awarded this contract to the low bidder, R. & M. Construction Company at its bid price.

"Landscaping three areas on the Front Avenue (Ash Street-Alder Street) Section of the Pacific Highway West in Portland, Multnomah County. Western Golf Course Supply Co., Portland, submitted the low bid in the sum of $7,233.15; Benedict Nursery Co., Portland, submitted the next low bid at $8,601.09. There was one higher bid. The contract has been awarded to Western Golf Course Supply Company at its bid price.

"City street-paving project in the City of Dallas (Levens Street), Polk County. The low bid for this work was submitted by The United Contracting Company, Portland, at $8,312.50. Warren Northwest, Inc., Portland, submitted the only other bid at $8,502.50. The Commission has awarded this contract to the low bidder, The United Contracting Company, at its bid price.

"Grading, surfacing and oiling on the North Unit of the Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County. The low bid for this work was submitted by Durbin Bros., Eugene, at $171,015. A. H. Saxton & Sons, Corvallis, submitted the next low bid at $173,064. There were ten higher bids. The contract has been awarded to the low bidder, Durbin Bros., at their bid price. "

The Engineer reported the results of receiving bids in Salem on July 22 for the sale of used equipment located at the Highway Department shops in Salem. The list he presented of high bids received is as follows:

Item No.	Item	High Bidder	High Bid
1.	Paving plant, Dept.No.30-651	Cascade Const.Co.,Portland	$1,125.00
2.	Allis-Chalmers engine, Dept. No. 38-888	Holt Equip.Co.,Independence	156.00
3.	Retort, no dept. number	No bid	- - -
4.	Road oiler less truck	No bid	- - -
5.	Cornish boiler, Dept. No. 28-555	C & M Wreckers, Portland	5.00
6.	Littleford Kettle, Dept. No. 30-540	C & M Wreckers, Portland	2.50
7.	Aeroil kettle, Dept. No. 34-543	Harlan A. Wilson, Salem	7.30
8.	Oliver mower, Dept.No.38-637	Harlan A. Wilson, Salem	8.05
9.	Oliver mower, Dept.No.35-648	Harlan A. Wilson, Salem	7.30
10.	1939 Ford sedan, Dept. No. 39-50	Arthur Nelson, Independence	125.00
11.	1937 Chevrolet station wagon Dept. No. 37-151	Arthur Nelson, Independence	125.00
12.	1937 Chevrolet station wagon Dept. No. 37-154	Holt Equip.Co.,Independence	52.00
13.	1936 Chevrolet dump truck Dept. No. 36-204	Holt Equip.Co.,Independence	87.00
14.	1938 Chevrolet dump truck, Dept.No. 38-207	C & M Wreckers, Portland	87.50
15.	1935 Chevrolet dump truck Dept. No. 35-213	Holt Equip. Co.,Independence	107.00
16.	1937 Chevrolet dump truck, Dept. No. 37-215	Holt Equip.Co.,Independence	127.00
17.	1936 Chevrolet dump truck Dept. No. 36-229	Holt Equip.Co.,Independence	127.00
18.	Cletrac tractor and dozer, Dept.No.38-814	Harlan A. Wilson, Salem	379.00

The Engineer recommended rejection of all bids received for items 5, 6 and 12, because they are materially lower than the appraised value of the equipment. He also recommended acceptance of the high bid for each of the remaining items for which bids were submitted. The Commission unanimously approved the Engineer's recommendation.

Pursuant to instructions from the Commission at the previous meeting, the Engineer reported on an additional study of the plans of the City of Portland for installation of a storm sewer drainage system on 82nd Avenue (route of the Cascade State Secondary Highway). He advised that a check of the plans reveals that the city is installing a combination storm and sanitary sewer, which is estimated to cost a total of $250,000. To construct a storm sewer, however, which is the only portion of the work that would be of benefit to the state, will cost only $122,600. The sewer system, he said, will drain all of 82nd Avenue between Division Street and Foster Road, a distance of 1.53 miles, and the addition of storm sewers along this section will eliminate all of the troublesome drainage conditions on this street. Between Division Street and Boise Street, he said, the city limits extend down the center of 82nd, which precludes the city from assessing property on the east side of that street, but from Boise Street to Foster Road, 82nd Avenue is entirely within the Portland city limits, which will permit the city to assess a portion of the sewer cost against the properties on both sides of the street. He gave as his thought that it would be reasonable for the state to assume 50% of the cost of a storm sewer on that portion of 82nd Avenue between Division Street and Boise Street, where the properties on the east side of the street cannot be assessed by the city. Also, that on that portion where the city can assess properties on both sides of 82nd Avenue, it would be fair for the state to pay 25% of the cost. On such basis, he said, the state's share of the cost for the portion of the work in which the state is interested would be approximately $50,000 and the city's $72,600, the balance to be assumed by the city as additional cost for sanitary sewer, and he so recommended. Following discussion, the Commission unanimously approved the recommendation, on the condition, however, that the state's money shall not be paid to the city until the city has completed the work, that the state's share shall be determined by the ratio of $50,000 to $122,000, and that in no event shall the state's share exceed $50,000. It was also understood that the state's expense for this item shall be charged against Division No. I in the next state construction program.

The Engineer brought up for discussion a request from J. J. Hollender, Portland, to maintain a roadway across state-owned property adjacent to the Pacific Highway East in the vicinity of Oak Grove, for access from his property to the highway. He advised that investigation reveals that Mr. Hollender's property does not front on the highway, but rather on a street known as King Street, which extends in a northerly and southerly direction approximately parallel to the highway and intersects with Maple Street about one block north of the Hollender property. Mr. Hollender's proper access to the highway, he said, is by way of Maple Street, which is a regularly designated street, and which will also serve other business establishments that are situated back of the highway. He recommended that the request be denied because any additional access created on the Pacific Highway would be dangerous. The Commission approved the recommendation unanimously and ordered that Mr. Hollender be so informed.

Chairman Banfield brought up for discussion the further improvement of Harbor Drive in the City of Portland, and particularly proposed paving and landscaping work. He recalled that ships tie up to the seawall along the section to be improved and the City of Portland provides these ships with water, in connection with which operation it is necessary to extend the city's water mains. It was his thought that the City of Portland and the Portland Chamber of Commerce, which is interested, should be furnished plans for the

Harbor Drive improvement and should be requested to install such water mains as may be required before the contractor on the street improvement starts the paving and landscaping work. The Engineer was instructed to notify these agencies accordingly.

The Engineer reported that pursuant to instructions from the Commission, the Bridge Engineer, Mr. G. S. Paxson, conferred with the Bridge Engineer for the State of Idaho, Mr. Walter J. Alberthson, relative to increasing the load limits on the Payette and Weiser Bridges over the Snake River, and that these Engineers made an extensive research and found nothing contrary to their original findings, although they advise that the maximum load limit could be increased to eleven tons if certain repair work were done and traffic limited to one-way movements under signal control. It was their recommendation, he said, in which he concurs, that the repairs be made, and the traffic-actuated stop and go signals be installed; and that when this has been done, the load limit on each bridge be increased to eleven tons. Due to the fact that both of these bridges are being maintained by the State of Idaho, he added, the work would be done by that state. The Commission approved the recommendation unanimously. A resolution raising the load limits as reported is to be adopted by the Commission when the repair work is completed.

The Engineer brought up for discussion the matter of designating additional highways as "through-stop" highways. He stated that there are a considerable number of highways on both the primary and secondary systems that have not as yet been so designated, and that traffic should be required to stop before entering them because motorists generally feel that any highway on a state route is a "through-stop" highway, and drive accordingly. He exhibited a map showing in one color the highways which were designated "through" highways by the Commission in April, 1943; December, 1945, and August, 1947; and in another color the additional highways which he recommended be made "through-stop" highways. In the discussion, it became evident that not all the highways on the state primary and secondary highway systems have been included in this proposed designation, in view of which the Commission referred the matter back to the Engineer with instructions to give it more study and render a full report at the next meeting.

The Engineer reported briefly on the status of action that is required in order that the State Highway Commission comply with legislation adopted by the 1949 Legislature, as follows:

H.R.10, providing for construction of additional parking space between the State Office Building and the Supreme Court Building: the Engineer advised that the contract for this work has been awarded and the work is under way.

H.B.80, specifying that payments to cities and towns shall be made semiannually, immediately following June 30 and December 31 each year: the Engineer stated that a form of resolution has been prepared by the Chief Counsel providing for the apportionment to cities and towns of the state, as of June 30, 1949, the sum of $1,205,534.33 in conformity with this amendment. He presented the resolution for the Commission's consideration, and advised that the amounts shown therein have been carefully checked and are correct. The Commission unanimously

approved and adopted the resolution, a copy of which, marked Exhibit "D", is attached hereto, and by this reference is made a part hereof with like effect as though extended in full herein.

H.B.481, which sets up a new schedule of weights in respect to axle groupings: the Engineer recalled that the Commission at the previous meeting approved his report on this matter, particularly the new forms for Group I and Group II highway transportation permits, and ordered it covered by appropriate resolution. He presented a form of resolution prepared by the Chief Counsel, covering the matter, and recommended its adoption as of June 28, 1949. The Commission unanimously approved and adopted said resolution and instructed the Secretary to enter the resolution as an exhibit in the minutes of the meeting held on June 28, 1949.

H.B.484, which provides for a "Capitol Planning Commission" and stipulates that "no plans for public buildings to be erected in the capitol group, or selection of the location of such buildings, shall be finally approved by any officer or agency of the state of Oregon until the planning commission shall have considered such plans and made recommendations concerning the same to the Board of Control." The Engineer expressed the thought that the Commission, in view of this law, would wish to consult with the Capitol Planning Commission before advertising for bids for the construction of the proposed Highway Department Building in Salem. Following discussion, it was arranged that Commissioners Chandler and Reynolds should meet with the Capitol Planning Commission at its meeting in Salem on the following day.

S.B.167, which requires property owners to construct and maintain road approaches to state highways at their own expense in accordance with rules and regulations established by the State Highway Commission, and only after obtaining written permission: the Engineer advised that permit forms, regulations and policy recommendations are now being prepared and it is expected that they will be ready to present to the Commission at its next meeting.

The Commission discussed a written report from the Engineer and Chief Counsel regarding the situation at the Town of Corbett, on the new Columbia River Highway, particularly with reference to the railroad grade crossing at this point, the former fishing docks on the river opposite the crossing, and the road from the new highway to the old highway between upper and lower Corbett. According to the report, the record clearly shows that the Highway Commission owns the right of way over which the highway is located and has no commitments or obligations in any manner to the fishing interests at Corbett, save and except, perhaps, to permit the crossing of the highway and access to the river. The report also states that, according to the records, the roadway extending from lower Corbett to upper Corbett is a county road for which the state has no obligation whatsoever, and that the state would entirely fulfill its obligations to the public were provisions made for the parking of motor vehicles on the river side of the highway, and for the construction of a roadway and turnaround from the highway to the ordinary level of the river, which the Engineer estimated would cost about $4,000. As to the railroad track crossing at Corbett, the report reveals that this is a very dangerous crossing, and that as a matter of safety, crossing signals should be provided, cost of which should be

paid by the railroad company and Multnomah County, since it is a county-road crossing of the railroad. After due consideration of this report, the Commission authorized the Engineer to proceed with the construction of the parking area for motor vehicles on the river side of the highway, and with the building of the roadway and turnaround from the highway to the river at an estimated cost of $4,000. The Commission made no further commitments. (For details, see copy of the joint report in general files.)

The Commission discussed a report from the Engineer on the request of the County Court of Josephine County that the improvement of the Holland Loop Federal Aid Secondary Highway be included in the Second Postwar Program. The Engineer recalled that the Commission at the previous meeting discussed a tentative allocation of $100,000 for this road, but deferred action pending further inspection and discussion of the subject with the Josephine County Court. He advised that there are ten bridges on this section of highway, all of which should be reconstructed, at an estimated cost of $97,200. He estimated the cost of surfacing and oiling the road itself at approximately $130,000. He further stated that in his discussion of the matter with the County Court, the court stated that if the Commission will allocate $100,000 for the reconstruction of the bridges the county will grade and surface the highway at county expense as funds become available to the county. The county court also requested, he said, that the state make a survey of the road so the county's part of the work can be done on proper alignment. He recommended approval of the county court's requests. The Commission approved the recommendation unanimously, on the condition that the county court will confirm its offer of cooperation in writing.

The Engineer presented a written report on the probable status of highway finances at the end of 1949. The Commission took no action on the report.

A letter was presented from the Jackson County Court requesting that two county road bridge projects be substituted for the Sams Valley Secondary Highway project in the Commission's Second Postwar Construction Program for Federal Aid Secondary Highway Funds, one of the bridges being over the Rogue River in the Town of Rogue River, and the other, known as Bybee Bridge, on the county road near TouVelle State Park. The Engineer recommended against such substitution of projects because of the importance of the Sams Valley Highway improvement. He suggested, however, that it might be advisable to construct one of the bridges, if the county will agree to construct the other at county expense. The Commission indicated a favorable attitude toward the Engineer's suggestion, but deferred action until the following day when the county court is scheduled to be present to discuss the matter in person. (See additional paragraph ahead.)

In the discussion of this matter the question of programming the balance of available funds was mentioned, and it was decided to consider such matter at the next meeting of the Commission. The Engineer was instructed to present at that time a list of eligible projects.

The Engineer presented an outline of specifications for the proposed State Highway Office Building at Salem, as prepared by Whitehouse, Church, Newberry and Roehr, architects who have been engaged by the

Commission to prepare the plans for this structure. Action on this matter was deferred by the Commission pending consultation with the architects. Additional matters pertaining to this building were also discussed The Commission ordered that the plans be revised to eliminate, insofar as possible, a division of office space into private offices. The Commission also expressed its desire for additional information, such as the type of fixtures that are to be used in the building, the color scheme, materials, etc. All of these features are to be discussed with the architects. The Engineer was instructed to arrange a meeting on Friday, August 19, 1949, for this purpose. (August 19 was later definitely set for this conference, which is to be held in Portland.)

A letter was presented from Mr. W. L. Crissey, Brookings, Oregon, advising that he is developing his property, which is situate on the west side of the Oregon Coast Highway at Brookings, by landscaping, etc., but has incurred the obstacle of a ditch which conducts drainage from the east side of the highway across his property and which, he says, completely ruins two of his finest oceanfront sites. Mr. Crissey requests that this ditch be blocked and the water from the highway carried in a deepened ditch along the east side of the highway. The Engineer advised that this matter has been investigated and it is his recommendation that the request be refused because the culvert under the highway and the open ditch across Mr. Crissey's land serve a well defined drainage area and the Highway Commission has no right legally to divert the water across property belonging to others, which would be the case were Mr. Crissey's request approved. He gave as his opinion that the only obligation of the Highway Commission is to provide necessary facilities to carry the water that accumulates in the natural drainage area from one side of the highway right of way to the other side, from which point it would follow natural courses to eventual discharge. He estimated the cost to do the things requested by Mr. Crissey at $700. The Chief Counsel concurred in the recommendation that the request be denied. The Commission approved the recommendation unanimously.

Chairman Banfield brought up for discussion the matter of deeding to the Weyerhaeuser Timber Company a 2.2-acre tract of state-owned land comprising the old ferry landing at North Bend, and particularly referred to a letter from the company stating its objections to accepting a deed to the property if the deed contained the provision that the tract must be used perpetually as an industrial site. The Chief Counsel was instructed to give the restriction feature study and report back to the Commission on the following day. (The rendition of this report was held up until the next regular meeting of the Commission.)

The Commission discussed a proposed agreement with the Union Pacific Railroad Company concerning the landscaping of embankment slopes on the new water grade Columbia River Highway, where the highway encroaches upon the right of way of the railroad company between Troutdale and Dodson. The Engineer advised that plans for the highway improvement include landscaping of many of these slopes either by the seeding of grass or by the planting of shrubbery, but before the work can go forward, it is necessary to secure the approval of the railroad company insofar as the slopes are on its property. He presented a form of agreement covering the matter and recommended approval of the same. The Chief Counsel advised that he has examined this agreement, and in his estimation

it is satisfactory. He concurred in the recommendation. The Commission approved the recommendation unanimously. (The agreement was signed the following day.)

The Engineer reported the necessity to increase the amount authorized for the construction of the Harris Beach Park Roadway, Contract No. 3132, by the amount of $1,292. He advised that during construction operations by the contractor, underground water was encountered, which necessitated additional excavation and the installation of drainage pipe, costing $500, which accounted for the overrun in the amount originally authorized for the project. He requested authority for the increase. The Commission approved the request unanimously.

The Engineer also requested an increase of $46,692 in the project authorization for the High Street-Walnut Street Section of the Pacific Highway in Eugene, State Highway Contract No. 3033. He advised that the original project authorization was $445,307.77, but it will have to be increased to $492,000 in order to complete the project satisfactorily and to perform certain work for the University of Oregon as provided in an agreement between the Commission and the University in 1941. He itemized the expense making up the total amount of the project authorization increase. (See written report of Engineer in general files for details.) Following discussion, the Commission unanimously approved such increase in the project authorization for this project.

The Engineer brought up for discussion the matter of allowing Contractor Porter W. Yett an extra amount for clearing and grubbing in connection with the grading and paving project in the City of Newberg, for which he submitted the low bid at the meeting of the Commission held on June 27, 1949 He recalled that Mr. Yett's bid contained no price for this particular item, although the total amount shown for the job was $4,000 more than the sum of the amounts shown for the individual items and Mr. Yett alleges that he inadvertently overlooked entering the $4,000 for the clearing and grubbing work. The Engineer gave as his belief that Mr. Yett made an honest mistake and that he clearly intended to enter $4,000 for this item. He suggested that the Commission might allow Mr. Yett $3,000 for the clearing and grubbing work, which is less than the amount for which the J. C. Compton Company, only other bidder for the job, offered to do the work. The Chief Counsel concurred in the recommendation, stating that in his estimation, if the matter were taken to court Mr. Yett would have no difficulty proving that his mistake was an honest one. As a result of careful consideration of this matter, the Commission unanimously approved an allowance of $3,000 to Mr. Yett for this item.

The Engineer reported that in connection with the water-grade Columbia River Highway, a lake was formed at Multnomah Falls when the hydraulic embankment was constructed. The water in this lake, he said, is about ten feet deep around power poles belonging to the Cascade City Light Department, and during the past winter the water froze, pushing some of the poles out of line. He further stated that the power line is now in such condition that it will have to be replaced in another location because the depth of the water will not permit re-establishing the line in its original location, and due to the fact that the existing pole line occupies the right of way of the Union Pacific

Railroad Company by franchise, the re-establishment of the pole line becomes the obligation of the state. He estimated the cost to reconstruct the power line at approximately $5,200 and recommended approval of the expenditure as soon as final plans can be worked out with the light company. The Commission approved the recommendation unanimously.

A letter was presented from the Seaside Chamber of Commerce requesting the widening of the pavement on Holladay Street (route of the Oregon Coast Highway) between "A" Avenue and "K" Avenue in Seaside. The Engineer advised that the present pavement on this street is only 20 feet wide and that investigation reveals that it will cost about $15,000 to widen it to 36 feet. He suggested that consideration be given to the project in the programming of future funds, if the city will take action to prohibit the parking of vehicles on one side of the street at all times, because the street carries a large volume of traffic, particularly during weekends, and in his estimation, the widening is necessary in order to eliminate traffic congestion and accidents. In the discussion of this matter, it was recalled that the Commission had previously discussed a plan for the eventual routing of this highway along Roosevelt Drive. In view of the fact that the present routing of the highway is only temporary, the Commission decided that it is not justified in going to the expense of the widening work, and accordingly denied the request.

The Commission had under discussion a letter from the Southern Pacific Company to the City of Oregon City, and referred by the City to the State Highway Department, in which letter the company calls attention to the impaired vertical clearance at the 14th Street underpass under the railroad company's tracks at Oregon City, and suggests that the city institute a more effective policing of overheight loads that use this street, to the end that they are within the required dimensions, or that the street be lowered to provide additional overhead clearance. The company makes the request because overheight loads passing under the structure frequently strike the girders and the company is fearful that derailment of one of its trains will occur unless remedial action is taken.

The Engineer advised that this underpass is on the route of the Cascade Secondary Highway; that he is aware of the impaired clearance and has issued instructions to the Permit Department not to issue any overheight permits which would authorize the loads' being transported through this underpass. Moreover, a check of the permit files reveals that none whatsoever has been granted, so if anyone has ever taken an overheight load under this structure, he has done so without any authority and in an illegal manner. He gave as his opinion, in view of the circumstances, that the State Highway Commission has no responsibility in the matter whatsoever, and recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported that the City of Chiloquin has fulfilled the legal requirements with respect to the expenditure of 1947 State Tax Street Funds which it received in 1948, and that the plans for improvements contemplated to be financed with such funds have been examined and are satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution, marked Exhibit "E-1", relative thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have fulfilled the legal requirements with respect to the expenditure of 1948 State Tax Street Funds which they have received in 1949, and that the plans for the projects which they propose to finance with such funds have been examined and found satisfactory:

Antelope	Arlington	Athena	Aumsville	Canyon City
Cave Junction	Chiloquin	Clatskanie	Coburg	Cornelius
Cove	Creswell	Dayton	Dayville	Eagle Point
Elkton	Empire	Falls City	Gaston	Glendale
Gold Beach	Grass Valley	Halsey	Harrisburg	Hines
Hubbard	Imbler	Jefferson	John Day	Joseph
Madras	Malin	Manzanita	Monroe	Moro
Mosier	Myrtle Creek	Nehalem	North Powder	Oakland
Pilot Rock	Port Orford	Prairie City	Riddle	Shaniko
Sodaville	Sumpter	Troutdale	Umatilla	Wallowa
Willamina	Yoncalla			

He recommended approval of the plans by the Commission. The Commission approved the recommendation and by unanimous vote adopted the attached resolution, marked Exhibit "E-2", relative thereto, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion a request from the City of Chiloquin for the improvement of Chocktoot Street, easterly from the end of the bridge over Williamson River to First Avenue, which is the center of their town, as a Special State Tax Street Fund Project. He advised that this street connects with the State Secondary Highway at the bridge and due to the heavy traffic that uses the street, the city is unable to keep it in a good state of repair, and has requested assistance from the state. The improvement, he said, qualifies for Special State Tax Street Funds, and an investigation reveals that the proposed improvement will cost about $8,500, all of which will have to be paid by the state. He recommended approval of the project. The Commission approved the recommendation unanimously.

The Commission, on recommendation of the Engineer, unanimously approved an "Option for Cooperative Construction Projects" in the City of Dallas, providing for the improvement of Levens Street from Ellendale Avenue to the north end of the Rickreall Creek bridge at an estimated cost of $10,000

The Commission also unanimously approved a modification of a previously approved Cooperative Construction Project in the City of Gold Beach, whereby, at the request of the city, there has been included in the project construction of certain sidewalks at city expense. An agreement prepared by the Chief Counsel and signed by the city covering the increased work, was presented and approved by the Commission. (The agreement was signed on the following day.)

The Engineer brought up for discussion the Commission's agreement with the City of Lebanon covering street improvements, particularly Milton and Williams Streets, consisting of .61 mile of grading and paving. He advised that the work was estimated to cost $44,000, and because of the

Commission's ruling that limits state cooperation to $15,000 on projects of this kind, the city agreed to pay $29,000 and the agreement was prepared accordingly. At its meeting on June 28, however, the Commission received a satisfactory bid for the construction of this work at $33,580, being $10,420 under the estimated cost, all of which would accrue to the state's benefit if the provisions of the agreement were strictly followed. He advised that there is considerable criticism by certain property owners in Lebanon because the state gets the benefit of this reduction. He gave as his belief that the city entered into the agreement in good faith on the assumption that the state's share would actually be $15,000 and he recommended, in view thereof, that the "Option for Cooperative Construction Projects" be revised to the extent that the state pay the full amount of $15,000 and the city the balance. The Commission approved the recommendation unanimously.

The Commission discussed a request from Mr. A. C. Suratt, Madras, Oregon, for the installation of a four-way traffic signal on The Dalles-California Highway, opposite the high school in Madras. The Engineer advised that this matter has been investigated by the Traffic Engineer, who recommends that the request be denied, and that the matter be taken care of by a schoolboy patrol system. The Engineer advised that he concurs in the recommendation. The Commission approved the recommendation unanimously.

The Commission also discussed a request from residents of Prineville for illumination at the junction of the Madras-Prineville Secondary Highway with the Ochoco Highway in Prineville. The Engineer advised that the Traffic Engineer has investigated this matter, and that it is his recommendation, in which he concurs, that the existing directional sign be equipped with fluorescent light units, and that signs be erected requiring traffic from the Madras-Prineville Secondary Highway to come to a stop before entering the Ochoco Highway. To accomplish this, he said, would require an expenditure of about $1,600 for the following:

1. Installation of mercury vapor luminaire units at the intersection.
2. Illumination with fluorescent light units of existing directional signs.
3. Installation of stop signs on the Madras-Prineville Secondary Highway.

He pointed out that the state would have to pay all of this expense because the intersection is outside of the city limits. The Commission approved the recommendation.

The Commission unanimously approved an agreement with the City of Eugene relative to the installation of traffic control signals at certain intersections on Broadway and on Franklin Boulevard, route of the Pacific Highway in Eugene, involving a total cost of approximately $23,500, of which $10,071.42 is to be paid by the city and the balance by the state. The agreement was signed on the following day.

The Engineer requested authority to conduct a location survey for the permanent location of the Mt. Vernon-John Day Section of the John Day Highway in Grant County. The present highway, he said, was constructed in the early 1920's and is of a very low standard. The cost to maintain this section,

he said, is high, and the inconvenience to public travel is material. Moreover, the improvement of this section should be included in an early construction program. The survey was authorized by the Commission by unanimous vote, on the condition that it is making no commitment whatsoever as to construction of the section.

The Engineer requested authority to enter into a contractual agreement with Leonard and Slate, Oregon Ltd., contractors, to back-fill the Oneonta Tunnel on the upper Columbia River Highway with material from the Oneonta slide, and to remove the balance of the loose material in the slide area so as to relieve the pressure against the bulkheads. He estimated the total cost involved at $6,200, of which amount $4,200 was previously authorized by the Commission to finance the filling of the tunnel. The Commission approved the request and the additional expenditure.

The Engineer brought up for discussion the matter of improving the underpass on the Wallowa Lake Highway in the city of LaGrande so as to prevent the seepage of water, which in the wintertime is particularly hazardous when ice forms. He advised that the elevation of the highway at the underpass is four and one-half feet lower than the highest known ground water elevation. Consequently, water seeps through cracks which have opened up and the intensity of the seeping is increasing. In fact, at one spot the reinforcing bars are exposed. He requested authority to enter into a contractual arrangement with Dr. J. J. Polivka, Consulting Engineer, Berkeley, California, to seal the cracks chemically using a process which has been patented. He estimated the cost at about $4,500, which includes the salary and expenses of Dr. Polivka's assistant; Dr. Polivka's fee; and royalty to be paid to Mrs. Jorgenson, whose husband patented this process. In addition to sealing the cracks, he said, it will be necessary to spend about $2,500 for an asphaltic concrete surface over the present surface, making a total expenditure of about $7,000. He advised that this is the most feasible and least costly solution for a problem which is getting worse, and if the Commission does not approve this method of handling the situation, it then would be necessary to spend a much greater sum to make repairs in another manner. Commissioner Reynolds confirmed the Engineer's statement as to the need for the improvement and advised that something must be done to correct a situation that is rapidly becoming worse. Following discussion, the Commission unanimously approved the arrangement recommended by the Engineer.

The Commission had under discussion a request from the County Court of Klamath County, for the substitution of the Crescent Lake county road for the Midland Secondary Highway in the State Secondary Highway System. The court advises that the Crescent Lake road is in an isolated district where it is very inconvenient and costly for the county to maintain it, whereas it is in close proximity to the state maintenance section of the Willamette Highway. In the discussion of this matter, it was pointed out that the Midland road has recently been improved as a Federal Aid Secondary Highway Project, and there is a question whether or not the Bureau of Public Roads would approve of the substitution. In view thereof, the Commission deferred action on the matter until such information has been obtained. The matter was referred to the Engineer to handle.

The Engineer requested authority for the construction of two buildings to house equipment and supplies assigned to section maintenance crews, one being at Fort Klamath, the other at Stayton. He estimated the total cost involved at $35,000. Concerning sites that are available, the Engineer advised that the Commission had at the morning session authorized acquisition of a site at Fort Klamath, and that the state already owns a suitable site at Stayton. The Commission approved the request unanimously.

There was presented for the Commission's approval a proposed agreement with the Union Pacific Railroad Company, the Oregon-Washington Railroad Company, the City of Baker, and the Sumpter Valley Railroad Company, covering construction of the Dewey Avenue Undercrossing on the Baker-Unity Highway in the city of Baker. The Engineer and the Chief Counsel both recommended approval of the agreement as prepared. The Commission approved the recommendation. (The agreement was signed on the following day.)

There was also presented to the Commission for approval, a form of agreement between the Union Pacific Railroad Company, Western Union Telegraph Company, and the Oregon-Washington Railroad Navigation Company providing for the encroachment of the Front Avenue Project, Portland, on railroad property, between Tillamook Street and the Broadway Bridge. The Commission unanimously approved this agreement as prepared, upon recommendation of the Engineer and Chief Counsel. (The agreement was signed on the following day.)

The Engineer reported urgent need to resurface a portion of N. E. Union Avenue, Portland, over which the Portland Traction Company heretofore has been operating streetcars. The section, he said, is approximately two and one-half miles in length and it is proposed to resurface over the rails, inasmuch as the use of streetcars has been abandoned. He estimated the cost of the project at $76,000, of which amount $32,000 would be charged to the Portland Traction Company, the balance to be the state's share. The Traction Company, he says, does not have funds immediately available to pay its share of the expense, but Commissioner Bowes of the City of Portland advises that the city will do the work if the state will agree to pay its proportionate share of the cost, and the city in turn will collect from the Portland Traction Company its share. The Engineer recommended approval of the project and requested authority to enter into a written agreement with the city of Portland covering the matter. The Commission approved the recommendation unanimously, it being understood that the surfacing work shall be done pursuant to state highway specifications, and the state's share of the expense shall not be paid until the city of Portland has completed the job and the actual amount of the respective shares is determined.

Chairman Banfield reported increased interest concerning the West Portland-Hubbard Highway (Wilsonville Cut-off, State Highway No. 51). The Engineer was instructed to render a report on the subject, outlining a history of the project, obligations which the State Highway Commission has incurred in connection with it, cost of construction, saving in distance between Portland and Salem, and other factors.

The Engineer requested confirmation of the authority heretofore given him orally to spend $4,950 for construction of a car-parking area in Sunset Bay State Park, in Coos County. He advised that the work has been underway since

the Commission granted oral authority for him to proceed, and he anticipates that it will be completed within the next week or so. The Commission unanimously confirmed the action.

The Engineer also requested confirmation of his award of several contracts for which bids were received at the meeting on June 27 and 28, 1949, and which were referred to him with authority to award the contracts when certain conditions had been satisfied. The conditions, he said, have been satisfactorily disposed of. The Commission unanimously confirmed the awards of said contracts, as follows:

1. Construction of State Office Building-Supreme Court Building Parking Area, Salem; contract awarded July 1 to T. J. Patzer, low bidder;

2. Grading and paving the Newberg-McMinnville Section of the Pacific Highway West, Yamhill County; contract awarded July 1 to J. R. Taggart & Co., Inc. and J. R. Taggart, low bidder;

3. Pavement resurfacing on South Main Street in Toledo, Lincoln County; contract awarded July 5 to Parker-Schram Co., low bidder;

4. Ferry Street Bridge construction over Willamette River on Coburg County Road, Eugene, Lane County; contract awarded July 5 to Tom Lillebo, low bidder;

5. Reoiling and rock production project in Cave Junction on the Redwood and Oregon Caves Highways, Josephine County; contract awarded July 12 to J. C. Compton Company, low bidder;

6. Grading and paving on the First Street-Willamette Street Section of the Hillsboro-Silverton Secondary Highway in Newberg, Yamhill County; contract awarded July 21 to Porter W. Yett, low bidder;

7. Grading, surfacing, and oiling on the Big Eddy-Dune Section of the Columbia River Highway, Wasco County; contract awarded July 22 to Newport Construction Company and Kern & Kibbe, low bidder;

8. Grading and paving on Milton and Williams Streets, Lebanon, Linn County; contract awarded July 25 to Warren Northwest, Inc., low bidder;

9. Construction of Dewey Avenue Undercrossing structure on Baker-Unity Highway in Baker; contract awarded July 27 to Valley Construction Company, low bidder.

The Commission had under consideration the following requests for extensions of time within which to complete certain highway contracts:

1. General Construction Company, Contract No. 2959 for construction of a bridge over the Sandy River on the Upper Columbia River Highway, Multnomah County, requested an additional extension of time of 106 days,

from June 1, 1949 to September 15, 1949, within which to complete this job. They attributed their failure to complete the job within the previously extended time limit to unfavorable highwater conditions in the Sandy River which prevented the delivery of steel onto the job until highwater occurred in the Columbia River. The Engineer advised that the contract called for completion of the project by December 31, 1948. It was expected, he said, that the contractor would be able to complete the piers prior to normal Columbia River highwater and to erect the steel during this highwater, from barges. Due to the height of the flood and its duration, he said, the piers could not be constructed as scheduled; however, the steel is now in place and the concrete deck has been poured, which ensures the opening of the bridge for traffic by September 1, when the road work on the section involved will also be ready to open for traffic. The Engineer recommended, in view of the circumstances, that an extension of time be granted without penalty to August 31, only, on the condition that the deck of the structure be in condition to carry travel by August 1, 1949. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

2. Erwin E. Batterman, Contract No. 3081 for construction of a temporary office and storage building on the Highway Shops premises in Salem, requested an additional extension of time of thirty-one days, from July 1 to August 1, 1949, within which to complete this project. He attributed his failure to complete the job within the previously extended time limit to delay in securing certain equipment, which will be installed as soon as received from the factory. The Engineer advised that all the work on this building with the exception of the installation of one fixture in the toilet was completed prior to May 31, 1949, and the state then took possession of the building. The fixture referred to was received by the contractor on July 1 and the installation of same was completed on July 7. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

3. Warren Northwest, Inc., Contract No. 3125, for construction of oil mat surfacing on the Corvallis-Albany Section of the Corvallis-East Side Secondary Highway in Linn County, requested an extension of time of thirty-one days, from July 1 to July 31, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in producing large size oil rock. The Engineer advised that the gravel pit used in connection with this job contained far more fine materials than was anticipated, and the contractor required additional time to produce material of a satisfactory size, notwithstanding his making every effort to do it in the allotted time. He recommended in view of the circumstances that the extension of time requested be granted without penalty. The Commission approved the recommendation.

4. Oscar E. Joelson, Contract No. 3064, for rock production on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties, requested an extension of time of sixty-one days, from June 15 to August 15, 1949, within which to complete this job. Mr. Joelson attributed his failure to complete the project within the specified time limit to the fact that his equipment was tied up on a

California-Oregon Power Company project on the North Umpqua Highway until March, 1949, due to an early fall of snow, and to the fact that six miles of county road he was using as a hauling road was not fit for transporting heavy loads until it had dried out. The Engineer advised that the reasons given by the contractor for the overrun of the time limit are substantially correct. He further stated that the state has incurred no additional expense for engineering supervision, nor has the lack of material caused travellers any inconvenience. He recommended that an extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. Inter City Sand and Gravel Company, Inc., Contract No. 2990, for regrading and surfacing the Mud Creek—Drake Creek Section of the Warner Secondary Highway, requested an additional extension of time of sixty days, from May 29 to July 28, 1949, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to adverse weather conditions. The Engineer advised that because of extremely heavy snow conditions on Warner Summit, the contractor was unable to work for approximately four months during the winter season. Since resuming operations, he said, the contractor has succeeded in completing this project and all work was done by June 15, 1949. He recommended an extension of time up to June 15, 1949, only, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

6. Denton Construction Company, Contract No. 2944, for grading and bituminous macadam surfacing on the Gardiner Section of the Oregon Coast Highway in Douglas County, requested an extension of time of 303 days from August 31, 1948 to June 30, 1949, within which to complete this job. This request was made by Glens Falls Indemnity Company, surety on the bond furnished by Denton Construction Company in connection with this job, due to the failure and default of Denton Construction Company. No reason was given for failure to complete the project within the specified time limit. The Engineer advised that the prime contractor defaulted his contract and the job was completed by the surety company. The prime contractor, he said, was very negligent in the handling of his work and apparently made no particular effort to complete the work within the specified time limit. Because of his method of operation it was necessary to maintain an engineering crew on the job almost continuously, with the result that the state incurred considerable extra expense for supervision. He recommended, in view of the circumstances, that the extension of time requested be granted but that the contractor be required to reimburse the state for all engineering expense incurred in connection with the project from August 31, 1948, to date of completion. The Commission approved the recommendation unanimously.

7. T. W. Thomas, Contract No. 2982, for grading and oil mat surfacing on the Campbell Ranch-Gerking School Section of the Athena-Holdman Secondary Highway, in Umatilla County, requested an extension of time of sixty days from June 30, 1949 to August 31, 1949, within which to complete this job. Mr. Thomas advised that surfacing on this

section was completed and the road ready for oiling by June 9, 1949. However, because of conflicting schedules of their equipment the J. C. Compton Company, sub-contractor for the oiling work, was unable to start such work early enough to guarantee completion within the specified time limit, with the result that additional time is required. The Engineer advised that the J. C. Compton Company did not start the oiling work until July 5 due to prior requests from the Highway Department to complete other projects. However, the work was entirely completed on July 19. Because of the fact that the oiling work was delayed through no fault of the prime contractor, the Engineer recommended that an extension of time to July 19, 1949, actual date of completion of the job, be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

8. Kuckenberg Construction Company, Contract No. 2873, for grading, paving and structures on the Front Avenue (Sheridan Street to Bancroft Street) Section of the Pacific Highway West, Portland, requested an additional extension of time of twenty-five days, from May 30, 1949 to June 24, 1949, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to minor adjustments in electrical work which prevented final cleanup of the premises. The Engineer advised that all work in connection with this project, except that mentioned by the contractor, was completed last Fall. The traveling public, he said, has not been inconvenienced by the delay. He recommended that the extension of time now requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

9. C. J. Eldon, Contract No. 2997, for regrading, surfacing and oiling the Yellow Creek-Calapooya Creek Section of the Elkton-Sutherlin Secondary Highway, in Douglas County, requested an extension of time of ninety-two days, from July 31, 1949 to October 31, 1949, within which to complete this job. He attributed his failure to complete the project within the specified time limit to the following: delay in the delivery of culvert pipe due to the Columbia River flood in May, 1948, which inundated the plant of the Collins Concrete and Steel Pipe Company; extremely adverse weather conditions during the winter of 1948-1949; highwater difficulties in the Umpqua River which prevented access to specified gravel bars. The Engineer advised that the contractor has been very dilatory in handling this project and in his estimation there is no reason why the work cannot be completed by September 30, 1949. The contractor was delayed somewhat, he said, by exceptionally high water in the Umpqua River, which covered the bar from which he was securing his gravel, and in view thereof he recommended that the Commission grant an extension of time to September 30 without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. Coast Construction Company, Contract No. 3054, for topsoiling and seeding on the Front Avenue (Sheridan Street to Bancroft Street) Section of the Pacific Highway West in Portland, requested an additional extension of time of fifteen days, from June 1, 1949, to June 15, 1949, within which to complete this job. They gave the following reasons for

overrunning the previously extended time limit: another contractor had not finished his work on the areas; the contract work was increased about ten percent. The Engineer explained that this project was extended to take in an additional area south of Pennoyer Street, which necessitated additional time. He also stated that the work was delayed because of failure of the Kuckenberg Construction Company to clean up the area to be landscaped. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission unanimously approved the recommendation.

11. E. C. Hall Company, Contract No. 3091, for repairs to the Vancouver Avenue Bridge over the Columbia Slough, on Secondary Highway No. 122 in North Portland, requested an extension of time of fifty-three days, from May 31, 1949 to July 23, 1949, within which to complete this job. They alleged that the overrun of time limit resulted from inability to obtain concrete finishers from the local Union, and from difficulties experienced in obtaining clear cedar for handrail construction. The Engineer advised that this contract was completed, except for the finishing of the concrete surfaces and for painting the handrail, on May 25, within the time limit specified for completion of the entire job. Traffic, he said, has not been inconvenienced by the delay, neither has the state incurred any extra expense for engineering supervision. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

12. R. & M. Construction Company, Contract No. 2995, for bridge construction on the Pleasant Hill-Lost Creek Section of the Willamette Highway in Lane County, requested an additional extension of time of sixty days, from July 31, 1949 to September 29, 1949, within which to complete this job. They gave no reason for failure to complete the project within the previously extended time limit. The Engineer advised that this contract was awarded on March 15, 1948, with a specified completion date of October 31, 1948. However, due to adverse weather conditions the U. S. Engineers' grading contractor, who built the railroad grade under the structure, was delayed in his work, with the result that R. &. M. Construction Company could not start work on the structure until September 1, 1948, which did not allow time to complete the job during the 1948 construction season. All of the concrete work, he said, has been placed and the additional time now required is simply to finish the concrete surfaces and to clean up the site. He recommended that the extension of time now requested be granted without penalty. The Commission approved the recommendation.

The Commission, in discussing requests for extensions of time as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that Contracts Nos. 2873, 2891, 2947, 2968, 2990, 3010, 3054, 3059, 3081, 3088, 3091, 3092, 3136, 3234, 3142, 3143, 3145, 3164 and 3197 for State Highway construction have been completed according to

the requirements of the contracts and modifications thereof, and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion, the Commission approved and accepted the said contracts as reported, and by unanimous vote adopted the following resolution with regard thereto:

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2873 with Kuckenberg Construction Company for structures, grading and paving on the Front Avenue (Sheridan Street-Bancroft Street) Section of the Pacific Highway West, in Multnomah County; completed June 24, 1949.

Contract No. 2891 with K. F. Jacobsen & Co., Inc. for grading and bituminous macadam surfacing on the West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road, in Multnomah and Washington Counties; completed April 30, 1949.

Contract No. 2947 with Leonard & Slate, Oregon Ltd. for grading and paving on the Roseburg-Dixonville Section of the North Umpqua County Road, in Douglas County; completed June 27, 1949.

Contract No. 2968 with M. L. O'Neil & Son for grading and oil mat surfacing on the Gunnell Road-Robertson Bridge Section of the Rogue River Loop Highway, in Josephine County; completed July 9, 1949.

Contract No. 2990 with Inter City Sand and Gravel Company for regrading and surfacing on the Mud Creek-Drake Creek Section of the Warner Secondary Highway, in Lake County; completed June 15, 1949.

Contract No. 3010 with Warren Northwest, Inc., for grading, paving and structure on the Oregon City-New Era Section of the Pacific Highway East, in Clackamas County; completed June 18, 1949.

Contract No. 3054 with W. D. Redeman, dba Coast Construction Company, for topsoiling and seeding on the Front Avenue (Sheridan Street-Bancroft Street) Section of the Pacific Highway West, in Multnomah County; completed June 15, 1949.

Contract No. 3059 with Archie R. Averill for constructing Division Office building at Bend, in Deschutes County: completed June 27, 1949.

Contract No. 3081 with Erwin E. Batterman for constructing an office and storage building at Salem, in Marion County; completed July 7, 1949.

Contract No. 3088 with Archie R. Averill for constructing a maintenance building at Lapine, in Deschutes County; completed June 30, 1949.

Contract No. 3091 with E. C. Hall Company for repairs to the Vancouver Avenue Bridge on the Vancouver Avenue Secondary Highway, in Multnomah County; completed July 21, 1949.

Contract No. 3092 with Vernie Jarl for furnishing crushed material in stockpiles on the Burns Section of the Central Oregon, the John Day-Burns, and the Burns-Crane Highways, in Harney County; completed June 14, 1949.

Contract No. 3136 with J. N. & M. J. Conley for reoiling on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County; completed July 15, 1949.

Contract No. 3139 with Archie R. Averill for constructing an addition to maintenance station building at Albany, in Linn County; completed June 22, 1949.

Contract No. 3140 with Erwin E. Batterman for constructing a storage shed at Salem, in Marion County; completed July 8, 1949.

Contract No. 3143 with Newport Construction Company and Russell Olsen for grading and oil mat surfacing on the Umatilla Section of the Columbia River Highway, in Umatilla County; completed July 18, 1949.

Contract No. 3145 with Durbin Bros. for grading and oil mat surfacing on the Amity-Hopewell (Units 1 & 2) Section of the Bellevue-Hopewell Secondary Highway, in Yamhill County; completed July 8, 1949.

Contract No. 3164 with Parker-Schram Company for paving on the Gresham (Roberts Avenue) Section of Gresham City Streets, in Multnomah County; completed July 28, 1949.

Contract No. 3197 with Parker-Schram Company for pavement resurfacing on the Toledo (South Main Street) Section of Toledo City Streets, in Lincoln County; completed July 20, 1949.

NOW THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

The Commission discussed a proposed agreement with the City of Bend covering installation and maintenance of radio receiving equipment on the site of the city's reservoir on Overturf Butte. The Engineer advised that the agreement covers a period of five years and provides for an annual payment by the state of $30.00 for power consumption of the equipment. He recommended approval of the agreement. The Commission approved the recommendation unanimously. (The agreement was signed on the following day.)

Assistant Counsel J. W. DeSouza reported a request from Mr. H. C. Burnworth for release from his obligation with respect to salvaging some culvert pipe in John Yeon State Park adjacent to the Columbia River Highway in Multnomah County. He advised that Mr. Burnworth is one of two brothers who some time ago entered into an agreement with the Commission for the removal of this pipe from the park, and in connection therewith they posted a bond in the amount of $500 to guarantee satisfactory completion of the arrangement. They have removed some of the pipe, he said, a quantity valued at $170.63, and wish to be relieved of the further obligation because they have run out of money and the removal is costing them more than they can realize out of the pipe. They are willing to pay for the pipe that has been taken if the Commission insists. The Assistant Counsel also stated that the State Parks Superintendent reports that Burnworth Brothers caused no damage whatsoever to the park and it is his recommendation that they be relieved of their obligation. He recommended cancellation of the agreement without penalty, and that Burnworth Brothers not be required to pay for the pipe they have removed, due to the fact that they lost money on the deal. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The meeting adjourned at 5:00 p.m. to reconvene the following morning in the same room.

Portland, Oregon
August 2, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud by the Secretary in conformance with previously published notice, following which Chairman Banfield announced that the awarding of contracts would be announced at 3:00 p.m. the same day.

JOHN DAY HIGHWAY IN BAKER COUNTY

FOREST BOUNDARY-UNITY JUNCTION SECTION

E. C. Swaggart, Eugene	$ 182,677.00
C. E. Leseberg, Nyssa	199,880.50
Vernie Jarl, Gresham	205,375.00
P. B. Doherty & Son, Portland	208,968.00

(Cont.)

FOREST BOUNDARY-UNITY JUNCTION SECTION, JOHN DAY HIGHWAY (Cont.)

Inter City Sand & Gravel Co., Eugene	$ 213,147.50
E. C. Hall Co., Portland	215,256.00
O. C. Yocom Co., McMinnville	234,747.00
Rogers Construction Co., Portland	237,918.00
Leonard & Slate, Oregon Ltd., Portland	248,130.00

CITY OF GOLD BEACH IN CURRY COUNTY

PROJECT ON FOUR CITY STREETS

Baker Paving Co., Coos Bay	23,375.30
R. & M. Construction Co., Central Point	25,764.50
Snook Bros., Corvallis	28,620.00

KLAMATH FALLS-MALIN HIGHWAY IN CITY OF KLAMATH FALLS

FIRST AVENUE-ESPLANADE STREET ROADSIDE IMPROVEMENT PROJECT

C. S. Whitcomb Company, Portland	33,509.00
Western Golf Course Supply Co., Portland	34,798.80

CITY OF KLAMATH FALLS IN KLAMATH COUNTY

TRAFFIC SIGNALS AT INTERSECTION EXPLANADE AND MAIN STREETS

City Electric Co., Salem	3,180.00
Mill Electric Co., Salem	4,310.00
East Side Electric Co., Klamath Falls	4,387.00
Trowbridge & Flynn Electric Co., Medford	4,400.00

PACIFIC HIGHWAY WEST IN PORTLAND

TILLAMOOK STREET-BROADWAY BRIDGE SECTION

C. J. Montag & Son, Portland	865,911.50
L. H. Hoffman, Portland	885,818.85
Kuckenberg Construction Co., Portland	898,810.25
Lee Hoffman, Portland	930,211.20
Natt McDougall Co., Portland	932,328.50
Peter Kiewit Sons' Company, Longview, Washington	985,369.25
General Construction Co., Portland	986,953.30

CITY OF DALLAS IN POLK COUNTY

MAINTENANCE BUILDING

E. E. Batterman, Salem	11,779.00
T. J. Patzer, Salem	12,167.00
Archie R. Averill, Portland	12,935.00
Gilbert Roberts, Hood River	13,621.00
R. & M. Construction Co., Central Point	14,555.55
Werner & Jeske, Eugene	19,084.00

August 2, 1949

Mr. Tom Watters, Chairman of Road Committee, Klamath Falls Chamber of Commerce, appeared before the Commission and urged acquisition of right of way for the proposed improvement of the Klamath Falls-Lakeview Highway on South Sixth Street, in Klamath Falls, particularly at the proposed overpass of the Southern Pacific Railroad tracks. Mr. Watters stated that the overpass is their No. 1 project and that the right of way should be acquired now before the area is industrially developed. He gave figures on the cost of the property and advised that they are 'rock-bottom' figures set by the owners. Chairman Banfield advised that this matter is comparatively new to the Commission and that even were the Commission to acquire the right of way now it would make no commitment as to construction. He inquired if the people of Klamath Falls feel that this project should be given preference over the improvement of the Algoma Section north of Klamath Falls, to which Mr. Watters replied that while it is the city's No. 1 project they do not want it given priority status over the other project. Chairman Banfield concluded the discussion by stating that the Commission will discuss the matter with the Engineer and Chief Counsel and determine how much, if any, money it would be possible for the Commission to allocate to the project. The Engineer was thereupon instructed to render a complete report on the subject at the next meeting, including maps, estimates of cost of construction and right of way.

The following persons, representing the Lincoln County Court and the U. S. 20 Association, appeared before the Commission regarding improvement of the Corvallis-Newport Highway between Toledo and Newport: H. G. Rumbaugh, member of Chamber of Commerce, Albany; Kurt Kiesow, member of Toledo Chamber of Commerce and President of Highway 20 Association; County Judge T. E. Gilkey, Newport; State Senator Russell L. Gardner, Newport; County Commissioner Jack S. Patterson, Depoe Bay; County Commissioner L. T. Grant, Harlan; County Engineer D. B. Ambler, Newport; State Representative Jerry Wade, Newport; President Tom Becker of Newport Chamber of Commerce; Mayor Claude Hall of Waldport; Theo S. Stansbie, Lincoln Hotel, Toledo; B.F. Updike, Highway 20 Association, Toledo; Manager L. R. Stockton of Newport Chamber of Commerce; Mayor M. G. Hammerness of Toledo; James M. Howes, Secretary-Treasurer of U. S. Highway 20 Association, Newport; and Mayor Martin Shriver of Newport.

President Kurt Kiesow of Highway 20 Association headed the group. He pointed out that the existing highway is extremely crooked and that the proposed new alignment would shorten the distance between Toledo and Newport about two miles as well as reduce the curvature by about 90 percent. He recalled that the Commission some time ago stated that it might flatten some of the curves on the present road so as to cut down accidents, which he alleged are now abnormally high on this section; however, he added, after giving the matter further thought the people he represents have decided that it would be better were right of way acquired for the new line, and that is what they are recommending today, construction to follow later when the Commission can finance it. Mr. Ambler endorsed the remarks of Mr. Kiesow and urged a survey and acquisition of right of way while it can be purchased at reasonable cost. Chairman Banfield stated that the Commission has had this section in mind for some time and realizes that its improvement is necessary, but the work will have to be done in short sections because funds available will not permit doing it all at one time. The Commission at its next meeting, he said, will consider survey projects and will keep this project in mind when the matter is discussed.

City Attorney B. D. Iseminger and City Manager C. V. Signor, representing the city of Pendleton, appeared before the Commission regarding purchase by the city of 7.2 acres of State Highway property adjacent to the Pendleton Airport Road, which matter previously had been discussed by the Commission. Mr. Iseminger was spokesman. He reviewed the history of negotiations to date and advised that the City Council has authorized them to deal with the Commission for the purchase of the tract. Chairman Banfield advised that when this matter first came to the Commission's attention it was on the basis that the city wanted the property for city use, but since then it has developed that the property is to be used for other purposes, in view of which the Commission has decided that it will not sell the 7.2 acres unless the purchaser will also take the balance of the tract of which the 7.2 acres is a part, less two small tracts fronting on the Old Oregon Trail which the Commission wishes to retain, and will pay for it the amount that the state has invested in it, such transaction being contingent also upon the state's being relieved of future responsibility for the Pendleton Airport Road. If the State can realize from the sale of the property approximately the same amount that was paid for it and can get rid of the road, then, he said, the Commission will sell it, but not otherwise. He added that it is up to the city and the county to get together and take over the property and the road, else the Commission will dispose of it to private parties. He reiterated that the Commission is not interested in selling the property unless it sells all in one transaction and gets rid of the road. That concluded the discussion

The County Court of Jackson County, represented by County Commissioner L. G. Morthland and County Engineer Paul B. Rynning, appeared before the Commission regarding construction of two bridges over the Rogue River as a substitute for the Sams Valley Highway project in the Second Postwar Construction Program, one of the bridges being in the town of Rogue River and the other, known as Bybee Bridge, being near TouVelle State Park

Mr. Rynnirg declared that the bridges are of far more importance to the county than is the improvement of the Sams Valley Secondary Highway, and he urged that they be included in the program. Chairman Banfield brought into the discussion the matter of county cooperation, in view of the fact that both bridges are on the county road system. He inquired whether the county would construct one of the bridges if the state constructed the other. Mr. Morthland replied in the affirmative, whereupon the Commission decided unanimously to include construction of one of the bridges in its Federal Secondary Highway program as well as the Sams Valley project, on the condition that the county actually constructs the other bridge at county expense. The decision as to which bridge the county would build was decided on the flip of a coin. The toss was won by the County, whereupon Messrs. Morthland and Rynning elected to build the bridge in the town of Rogue River. The Commission ordered the matter covered by appropriate written agreement.

Mr. Albert Strain, log hauler, Bandon, appeared before the Commission concerning reinstatement of his log hauling permit which was cancelled on June 27, 1949 for consistent violation of the rules and regulations governing his operations on state highways. The Engineer recited the violations and read aloud a letter from Mr. Strain stating his intentions hereafter to abide by the rules and regulations to the best of his ability. After

discussion, during which the seriousness of his offenses was impressed upon Mr. Strain, the Commission authorized the immediate reinstatement of his permit, with the admonition, however, that another violation would cause permanent cancellation of his permit.

The Commission also considered a request from Mr. S. O. Wilson, log hauler, Trail, for reinstatement of his permit which was also revoked on June 27, 1949, for similar violations of the rules and regulations. The Engineer read aloud a letter from Mr. Wilson stating his intention hereafter to abide by the rules and to purchase a set of scales to weigh his loads to insure against overloading. He recommended reinstatement of the permit, subject to the same condition - that his permit will be cancelled permanently if he commits another violation. The Commission approved the recommendation and so ordered.

The Commission considered a request from the Sportsmen Pilots of Oregon that a strip of the ocean beach approximately one mile in length and 500 feet in width, about three miles south of Netarts in Tillamook County be set aside as a landing area for aircraft. The Commission deferred action on this matter pending the filing of an application in conformity with the requirements of law, and ordered that the Sportsmen Pilots be advised thereof.

A request from Clatsop County for the loan of $99,091.27 under the provisions of Chapter 358, Oregon Laws, 1949, was considered by the Commission. The Engineer advised that this application is in order, and recommended approval of the same. The Commission unanimously approved the recommendation.

The Engineer requested authority to purchase equipment as follows, which the Commission unanimously approved:

15	Medium trucks, 4-wheel drive	at $ 6,000 -	$ 90,000	
1	Large truck, 28,000 lbs. gross	at 11,000 -	11,000	
2	Light rotary snowplows	at 9,000 -	18,000	
8	A-1 snowplows	at 500 -	4,000	
	Subtotal			$ 123,000
10	Transits	at $ 650 -	6,500	
6	Levels	at 300 -	1,800	
	Subtotal			8,300
	Lathe (La Grande)		$ 8,500	
	Pedestal grinder (Salem)		300	
	Car and truck lift (La Grande)		2,200	
	Small tools and torches		650	
	Subtotal			11,650
	Outboard motor for use by the bridge department inspecting bridges			175
	TOTAL			$ 143,125

The Engineer brought up for discussion the matter of extending the reduced speed zone on the Pacific Highway south of Grants Pass, particularly from Mile Post 279.62, near the C. & O. C. Railroad grade crossing, to Mile Post 280.12, near Parkdale Drive. He advised that numerous oral requests have been received to extend the existing 25-mile-per-hour speed zone which ends near the railroad crossing, but investigation reveals that a limit of 45 miles per hour is all that is required. He recommended designation of a 45-mile-per-hour speed zone for this section. The Commission approved the Engineer's recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported numerous verbal requests from local residents of Corvallis and from the Corvallis City Council for designation of a reduced speed zone on US99W immediately north of Corvallis. He said investigation shows that a 45-mile-per-hour speed zone is warranted between Mile Post 83.22, at Walnut Drive, and Mile Post 84.7, at the north city limits of Corvallis, and he recommended approval of the same by the Commission. The Commission approved the Engineer's recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed requests for a speed limit lower than the 40-miles-per-hour limit that is now in effect on the Eugene-Junction City Secondary Highway through the town of Santa Clara, and a request for extension of the existing 40-mile-per-hour speed zone on the Klamath Falls-Lakeview Highway easterly from the Klamath Falls city limits. Action on both requests was deferred by the Commission pending further study and report by the Engineer.

The Commission considered a request from the Coos County Highway Council for a study of the traffic situation at the junction of the Powers Secondary Highway with the Coos Bay-Roseburg to eliminate the hazard that is created when logging trucks enter the Coos Bay-Roseburg Highway from the other. The Engineer advised that this matter has been investigated and it has been determined that what these people want is the removal of the existing stop sign which would permit traffic to enter the Coos Bay-Roseburg Highway without stopping. He gave as his opinion that allowing traffic to enter this highway without stopping would not alleviate the hazardous condition referred to, but in effect would tend to increase it, because traffic on the main highway expects traffic approaching from side roads to stop. The accident rate at this intersection is not bad, he said, the records disclosing only three accidents during the period from January 1, 1946 to March 31, 1949. It was his thought that the situation would be relieved by simply installing oversized 'slow' signs on the Roseburg-Coos Bay Highway near the intersection, and he so recommended. The Commission unanimously approved the recommendation.

A request was presented from Mr. J. W. Defiell, Credit Manager of the Archer Blower and Pipe Company, Inc., that measures be taken to relieve traffic congestion at the west end of the Sellwood Bridge in Portland. The

Engineer said investigation reveals traffic confusion at this point which in his estimation could be relieved by forcing northbound traffic to use the easterly lane under the bridge. In order to accomplish this he recommended installation of a sign reading, "Form One Lane," to be followed at a distance of 200 feet by another sign, reading, "Keep to Right," and a simulated traffic divider painted on the pavement. The Commission unanimously approved the Engineer's recommendation.

The Commission considered an ordinance from the City Council of Klamath Falls, being Ordinance No. 4264, requesting that the state install and maintain pedestrian lanes at the intersection of Oregon Avenue and Donald Street and at the intersection of Riverside Street and West Main Street, both intersections being on state highway routes. The Engineer recommended that the request be denied, because the streets concerned are city streets and it is contrary to the Commission's established policy to paint pedestrian lanes within a city other than at school crossings. Moreover, the city has full authority to paint such crosswalks as it desires. The Commission unanimously approved the Engineer's recommendation.

A form of resolution prepared by the Chief Counsel designating a "No Parking" zone on Edgewater Street (Salem-Dallas Highway) between the Willamette River Bridge and Clark Street in West Salem was considered by the Commission. It was explained that the section concerned is within the City of Salem, that the City Council has already adopted an ordinance providing for such "No Parking" zone, and that the resolution now under discussion is simply to supplement the city's ordinance. The Engineer recommended adoption of the resolution to confirm action taken by the Commission at the previous meeting. The Commission unanimously approved the Engineer's recommendation and thereupon adopted the resolution and instructed the Secretary to insert it in the minutes of the meeting held on June 27 and 28, 1949.

The Right of Way Engineer presented an inquiry from the U. S. Department of the Interior as to whether or not the Highway Commission has objections to the granting of oil and gas leases on Federal land under lease by the State Highway Department in Lake County. The Engineer advised that the land in question is a forty-acre tract situate adjacent to the Fremont Highway about two and one-half miles west of Paisley, which was acquired for use as a gravel pit, and the inquiry concerns the granting of oil and gas leases on a portion of the property. He recommended approval of such leases provided the state's use of the area is not interfered with and the state's interests are fully protected. The Commission adopted the recommendation unanimously, subject to approval by the Chief Counsel of the form of lease proposed to be used.

A delegation from Portland including members of the Parkrose Chamber of Commerce and others, as follows, was present and requested the widening of Sandy Boulevard (route of the Columbia River Highway) to accommodate four lanes of traffic between Portland and Troutdale: M. W. Bowerman, President, Robert A. Freeman, Treasurer, and Harry H. Pearce, Director, all of Parkrose Chamber of Commerce; Charles B. Rutherford and George Denfeld, members of the Upper Sandy Organization, Portland, F. M. Hathaway, Oregon State Motel Association, Portland; and Douglas Gerow, Eastside Commercial Club, Portland.

Mr. Bowerman headed the group. He alleged that the existing three-lane facility is very dangerous and that a four-lane highway is a necessity. Chairman Banfield advised that the Commission has had no favorable discussion whatever as to providing a four-lane facility along this section. He gave as his considered opinion that it would not be good business to build a four-lane highway here, and later on to construct a two-lane highway out Sullivan Gulch, which would mean providing six lanes, a greater total than the Commission can either justify or finance. The matter was discussed at considerable length during which Messrs. Pearce and Rutherford endorsed the remarks of Mr. Bowerman and the Commission reasserted that it has no intention to widen Sandy Boulevard for four traffic lanes. Mr. Pearce complained of the maintenance of the shoulders between 109th Avenue and 122nd Avenue. He declared that these shoulders have had no maintenance for three or four years, and urged that they be oiled. He also urged construction of a four-lane highway as far as 122nd Street if the Commission cannot see its way clear to provide such a highway as far as Troutdale. He was informed that the Commission previously ordered the oiling of the shoulders and that the Engineer would look into the matter within the next ten days; also, that the Engineer will investigate the matter of widening between 109th and 122nd Avenues.

The meeting recessed for luncheon at 12:15 p.m. and reconvened at 2:00 p.m. in the same room, with the same persons present and participating.

A delegation headed by Eberly Thompson of the M. & M. Woodworking Company, Portland, and including the following, appeared before the Commission regarding the proposed abandonment of the railroad along the North Santiam River between Mill City and Idanha, and the acceptance of the North Santiam Highway by the State Highway Commission:

Mrs. R. D. Johnson, President, and Mesdames Zetta Schlador, J. A. Wright, Crystal Taylor and Janet Nelson, of the Detroit Women's Civic Club;
Ed Vickery, President, and Messrs. H. D. Burt and J. L. Taylor, representing the Canyon Commercial Club, Detroit;
R. D. Johnson, Mr. and Mrs. Bruce Houck, Wm. Coulter, Mrs. J. C. Fowler, E. R. Stevens, Otto Russell, all of Detroit;
Mr. and Mrs. S. A. Beck and Mrs. Perry Fry, of Canyon Garage, Detroit;
Otis J. White, Superintendent of Schools, Detroit;
Clay Cochran, Manager, Salem Chamber of Commerce;
Howard J. Baldwin, representing the American Legion Post, Detroit,
R. P. Veness, representing the Mill City Chamber of Commerce;
S. Parzy Rose, representing the Silverton Chamber of Commerce,
Ivan E. Oakes, representing the Willamette Basin Project Commission;
C. G. Hovey, Manager, Logging Division, Vancouver Plywood Company, Vancouver, Washington;
Herbert Malarkey, President, Walter Hoffman and Henry Sause, representing M. & M. Woodworking Company, Portland;
Walter Bell and Joe Devers, Jr., attorneys, Stayton;
Vern Alvin, representing Idanha Veneer Company, Idanha;
Sam Palmerton, representing Idanha Shingle Company;
R. C. Haseman, representing Haseman Trucking Company;
Huber Ray, representing Ray & Adams Logging Company;
John Sunquist, representing Idanha Lumber Company;
Milo Harris, representing Pamelia Lumber Company;
Fred Sievers and Mr. and Mrs. Morris Van Someren, all of Idanha

Also present and entering into the discussion were the following:

Frank E. Andrews, Principal Highway Engineer)
R. N. Kellogg, Senior Highway Engineer) Representing the Bureau of Public Roads
Tom Davis, District Engineer)

Lt. Col. D. A. Elliget, Acting District Engineer)
O. L. Hoffman, District Real Estate Supervisor) from the U. S. Engineers

Following introduction of the members of the group by Mr. Alvin, Mr. Thompson made a statement to this effect: "We represent a group of industries and enterprises on the Mill City-Idanha Section of the North Santiam Highway. We are here today to place our case before you with regard to the abandonment of the railroad and acceptance of the highway by the State Highway Commission. It was our understanding at the beginning of the construction of the dam and the changing of the highway, that we were to be given a Class 'A' completed highway over which we could operate economically. We have been informed that the Army Engineers and the railroad are anticipating the abandonment of the railroad on either the 8th or 11th of this month, whereas it is our belief that the highway is not acceptable economically from the standpoint of operators who will use this road. We are here today as a representative group of the enterprises concerned. We think that the problem that we are here to discuss is one that could be handled best by interrogation on your part. We have one premise on which to proceed, and that is that we were assured that upon abandonment of the railroad we would be given a highway over which we could economically truck our produce and logs. Indications are, however, that that is not going to be the case. We wish today to make a case of the problem by appealing to you to appreciate our position and forestall the abandonment of the railroad until the highway has been constructed in an acceptable manner."

Chairman Banfield advised that the acceptance by the Highway Commission of the new highway is predicated upon its being completed to the Highway Commission's entire satisfaction. The Highway Commission, he said, is not being asked to accept the highway at the present time, but is simply being asked to approve the abandonment of the railroad so that the building of the Detroit Dam can proceed. He further stated that the Highway Commission is naturally interested in a highway that will take care of traffic in an easterly and westerly direction and do it in a substantial and satisfactory manner, but the Commission does not wish to interfere with the development of the Detroit Dam. He inquired what is necessary, in the opinion of the group, to make the highway one which will be acceptable to general travel through the canyon of the North Santiam River. He pointed out, however, that it must be recognized that the highway will not be finished upon abandonment of the railroad, because there will be approaches to construct and other work to be done after the highway has been opened to travel which would not very much concern or interfere with general travel back and forth over the highway. The main idea, he said, would be to provide a roadway over which traffic could move back and forth without too much restriction as to speed, roughness of road, and dust. He inquired if that is what the group desires or does it want an entirely finished highway before the railroad is abandoned. There followed a general discussion of the matter, during which Mr. Thompson stated that their main interest lies in the road surface and in the economic hauling of their produce out of this area, rather than a finished highway. Mr. Bell stated that they were assured

that they would be provided with a good highway when the railroad was abandoned, and naturally they thought it would be an oiled road. If only a rock-surface road is provided it will create a terrific traffic hazard because of the large volume of traffic which will have to use the road. He named some fifteen or more operators in the Detroit area alone. In reply to an inquiry from Chairman Banfield as to what percentage of traffic uses the railroad, Mr. Bell stated that about 95% of the logs and lumber taken out of this area is transported by rail. Mr. Alvin advised that about ninety car loads of logs and lumber are shipped daily from this district. He declared that the abandonment of the railroad at this time is premature.

Chairman Banfield again inquired as to what the group wants done to provide a satisfactory facility, and would a smooth surface with a reasonable amount of oil to allay the dust be satisfactory. He pointed out that the railroad must eventually be abandoned and that during the construction of the Detroit Dam and the highway, the public must expect to be inconvenienced somewhat. If the highway were fixed up so that traffic could use it at the rate of 25 miles per hour, he said, would that be satisfactory? Mr. Ray gave as his opinion that such a remedy would be satisfactory, provided the operators are not held up twenty-five to thirty days during the time the oiling operations are underway. In reply to an inquiry of Chairman Banfield, the Engineer stated he had the road checked yesterday and believed that a smooth road could be provided in about one week's time, but it would be quite dusty. He suggested a dust palliative as a temporary means of alleviating the nuisance. Mr. Malarkey and Mr. Vickery spoke in behalf of the group. Mr. Andrews, Bureau of Public Roads, under whose supervision the highway work is being carried on, advised that the Bureau of Public Roads wishes to complete the highway just as soon as possible, but it is not practical to construct a permanent oil surface on the road until next year. He gave as his thought that smoothing up the rock surface and sprinkling with water would provide a better road than the one now in use. He discouraged the use of a palliative of oil as being a waste of funds. Col. Ellijet advised that the Army Engineers are most anxious to open up the road so the railroad can be abandoned. If the railroad were not abandoned at once, he said, it would mean slowing down the construction operations for one year, which would mean the loss of annual benefits amounting to $2,500,000 Chairman Banfield inquired whether the program for construction of the Detroit Dam would be unduly retarded if the abandonment of the railroad were delayed until August 15, 1949, a matter of only eight days from the date now proposed for such abandonment. Col. Ellijet replied that he could not say definitely whether or not any harm would be done, although two weeks' delay would definitely hinder them. Chairman Banfield concluded the discussion by saying that the Commission will take the matter under advisement and will discuss it with the State Highway Engineer, the Bureau of Public Roads, and the U. S. Army Engineers and then announce its decision.

Following the departure of the group, the Commission resumed discussion of the matter with the State Highway Engineer. The Engineer recommended that the Commission join with the Bureau of Public Roads in opening the highway on or before August 14, 1949, on the condition that the Bureau of Public Roads, which is supervising the construction, will in the meantime smooth the grade, remove large stones, place a dust palliative of oil, and

will proceed to keep the surface of the roadway in a smooth condition by constant blading at all times.

The Commission adopted the recommendation unanimously, and then called into further discussion on the matter Col. Elliget and Mr. Hoffman of the U. S. Engineers, and Messrs. Andrews, Kellogg and Davis of the Bureau of Public Roads. Chairman Banfield repeated for the benefit of these Engineers the action the Commission had just taken and advised that the Commissioners are in agreement to join with the Bureau of Public Roads in recommending to the Interstate Commerce Commission the abandonment of the railroad when the highway is placed in a satisfactory condition, which he anticipated would take about two weeks' time. It is now up to the Engineers, he said, to determine whether or not the conditions can be met.

Mr. Andrews pointed out that July 1, 1949, was the date originally set for abandonment of the railroad, it being their thought from the construction standpoint, that the road would be sufficiently completed in that time. Progress was such, however, that the opening of the highway had to be postponed until a more opportune date. It was then set for August 1, and later advanced for safety reasons to August 8. He further stated that they contemplate keeping the roadway dustless by application of water, which is less expensive and in their estimation would serve the purpose just as well as an oil treatment. However, if the Highway Commission feels that a palliative of oil should be used, then the Bureau of Public Roads will agree. He suggested, though, that water be used for the first four miles at the west end, and oil for the rest of the way. He further stated that the Bureau of Public Roads does not have the facilities to apply the oil treatment by August 8 but will endeavor to do the job if the state will help out by furnishing equipment for this purpose.

Col. Elliget advised that the Army Engineers will support the Bureau of Public Roads as much as possible. He pointed out that the railroad company has gone ahead with its proceedings to abandon the railroad at 12:01 a.m. on August 11, and that the tariff rates have been declared abandoned effective August 10.

At the request of the Commission, the Engineer read aloud his recommendations as follows:

> The Engineer recommends that the Highway Commission join with the Bureau of Public Roads in opening the Niagara-Detroit Section of the North Santiam Highway on or before August 14, 1949, provided that the Bureau of Public Roads will in the meantime smooth the subgrade, remove the large stones and place a dust-palliative oil to lay the dust and proceed to keep the surface in a smooth condition by constant blading at all times

Chairman Banfield advised that the Commission feels that the application of oil palliative to allay the dust is not a waste of funds because it will take care of traffic in the emergency and will avoid extra expense and losses which would result from delay in the construction of the dam. The responsibility for placing the road in a satisfactory condition, he said, rests with the Bureau of Public Roads, and if the State Highway Commission can help to expedite the

opening of the road for general use, it will be pleased to do so. The Commission, he added, will proceed on the basis of the Engineer's recommendation, but not otherwise. The Chief Counsel advised that the Commission is in its rightful position in taking action in conformity with the Engineer's recommendation. The Commission thereupon again approved the recommendation and ordered that a typewritten copy of the same be transmitted to the Bureau of Public Roads, and a like copy to the U. S. Corps of Engineers. The conference was concluded by Chairman Banfield, who stated that the Highway Commission will sign the letter formally notifying the District Engineer, U. S. Corps of Engineers, that the Niagara-Detroit Section of the North Santiam will be opened to public travel by the Bureau of Public Roads on a certain date, when the conditions recommended by the State Highway Engineer have been satisfied. The Commission left it up to the Engineer, Mr. Andrews and Col. Elliget to set a definite date for the opening.

The Engineer later in the session reported that after discussing the matter he and Col. Elliget and Mr. Andrews had agreed that the highway would be opened to public travel by the Public Roads Administration on or before Sunday, August 14, subject to the conditions contained in his recommendation. The Commission thereupon signed the following letter dated August 3, 1949, directed to the District Engineer, Corps of Engineers, Department of the Army, confirming the arrangement:

August 3, 1949

District Engineer, Corps of Engineers
Department of the Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

This is to certify that the Niagara-Detroit Section of the North Santiam Highway (ORE222) will be opened to public travel by the Bureau of Public Roads on or before August 14, which public opening is concurred in by the State Highway Commission.

Concurrence of the Oregon State Highway Commission is based upon the presence of a dust-palliative oil surface over the entire section of road between Niagara and Detroit prior to the opening of the road and the understanding that it will be maintained in a smooth condition at all times by constant blading.

The road when completed (graded, surfaced and paved) will, by official act of the Oregon State Highway Commission, be made a state highway

This letter is not an acceptance of the road at this time or an offer to assume its maintenance, but is merely notice or advice that the road will be opened for public travel on the date above mentioned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

/s/ T. H. Banfield
T. H. Banfield, Chairman

/s/ Ben R. Chandler
Ben R. Chandler, Commissioner

/s/ Chas. H. Reynolds
Chas. H. Reynolds, Commissioner

August 2, 1949

A delegation representing the Helix Chamber of Commerce consisting of the following persons appeared before the Commission and requested construction of a new highway starting at VanSycle, north of Helix, and extending thence northerly in Umatilla County to the Washington State line: Hon. Sprague Carter, State Representative, Pendleton; Harry Eaton, Chairman of Road Committee, Helix; S. E. Brogoitti, Member of Road Committee, Helix; and County Judge J. H. Sturgis, Pendleton.

Mr. Carter headed the group. He explained that they are requesting consideration of the development of a road that will extend from Helix to the Washington State line and connect with the Wallula Cut-off. Mr. Brogoitti pointed out that construction of the proposed route north of VanSycle would provide a water-grade route not exceeding 2½%, for the hauling of wheat to Wallula. He said that the present road south of VanSycle is oiled but there is no road whatsoever north of VanSycle. He filed with the Commission a number of letters endorsing their request. Chairman Banfield advised that according to the Engineer, it would cost about $432,000 to build this road, and even if built it would not shorten the distance from McNary Dam to Helix or Athena, so it would simply mean a duplication of highways, which the Commission does not have the funds to finance. He further stated that the Commission will discuss the project with the Engineer but entirely without any encouragement that it will be approved, because of the many obligations that have priority status. Mr. Carter and Mr. Brogoitti both stated that they did not anticipate immediate construction of the road but simply want the Commission to bear it in mind for future consideration.

The Commission discussed with the Engineer bids received at the morning session, and at 3:00 p.m. Chairman Banfield publicly announced awards of contracts as follows, the action of the Commission with respect to each project being by unanimous vote:

"Forest Boundary-Unity Junction Section of the John Day Highway in Baker County. 6.45 miles of grading, surfacing and oiling. E. C. Swaggart, Eugene, submitted the low bid for this job in the amount of $182,677. C. E. Leseberg, Nyssa, submitted the second low bid at $199,880.50. Seven higher bids were received. The Commission has awarded this contract to the low bidder, E. C. Swaggart.

"Gold Beach City Street Project in Curry County. 0.31 mile of grading, surfacing and oiling. Baker Paving Company, Coos Bay, submitted the low bid for this job in the amount of $23,375.30. R. & M. Construction Company, Central point, submitted the second low bid at $25,764.50. One higher bid was received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Klamath Falls (First Avenue-Esplanade Street) Roadside Improvement Project on the Klamath Falls-Malin Highway in Klamath County. C. S. Whitcomb Company, Portland, submitted the low bid for the work at $33,509. Western Golf Course Supply Company, Portland, submitted the next low and only other bid in the amount of $34,798.80. The contract has been awarded to the low bidder, C. S. Whitcomb Company.

"Klamath Falls, Klamath County, Traffic Signals at intersection of Esplanade and Main Streets. City Electric Company, Salem, submitted the low bid for this project in the amount of $3,180. Mill Electric Company, Salem, submitted the second low bid at $4,310. Two higher bids were received. The contract has been awarded to the low bidder, City Electric Company.

"Tillamook Street-Broadway Bridge Section of the Pacific Highway West in Portland, Multnomah County. Grading, surfacing and paving 0.464 mile highway roadbed and construction of three reinforced concrete structures. C. J. Montag and Son, Portland, submitted the low bid for this project in the amount of $865,911.50 L. H. Hoffman, Portland, submitted the second low bid at $885,818.85 Five higher bids were received. The Commission has referred all bids to the Engineer with the authority to award the contract to the low bidder when certain conditions have been met.

"Construction of a masonry block building for maintenance purposes in Dallas, Polk County. Erwin E. Batterman, Salem, submitted the low bid for this job in the amount of $11,779. T. J. Patzer, Salem, submitted the second low bid at $12,167. Four higher bids were received. The Commission has awarded the contract to the low bidder, Erwin E. Batterman."

The Chief Counsel brought up for discussion the matter of acquiring land from Mr. F. J. Noble to widen the right of way of the Mt. Hood Highway in Hood River County. He advised that recent investigations reveal that the present right of way is only forty feet wide, whereas a minimum width of sixty feet should be provided. Mr. Nobel, he said, has indicated a willingness to sell a strip ten feet wide on each side of the highway along his frontage for the sum of $400, but he also wants payment for the timber standing thereon, which has been appraised at $281, making a total payment of approximately $681.00. He requested authority to negotiate purchase of the property on such basis. The Commission approved the request unanimously.

Pursuant to previous instructions from the Commission the Engineer reported on the proposed agreement with the City of Salem covering construction of a new bridge across the Willamette River, the improvement of city streets approaching said structure, the designation of one-way street controls; parking restrictions and regulations; and particularly, details as to cost, etc., with respect to the individual items making up the overall project. He advised that because of certain revisions that have been made in the original plan, consisting of widening a portion of Fairgrounds Road and a portion of Portland Road in the northern part of Salem, the estimated total cost of the project has been increased by an amount of $50,000, the total now being $2,380,000 He presented for the Commission's consideration a proposed agreement with the City of Salem covering the subject in detail, and recommended approval of the same. The Chief Counsel concurred in the recommendation.

In the discussion of this matter Chairman Banfield expressed his readiness to approve the agreement if it meets with the satisfaction of the City Council. He further stated that the Commission does not intend to

press the city to act in the matter, and it may take six months' time within which to do so if it wants to, but the Highway Commission will not spend any money in the city of Salem in connection with the proposed plan until the city has taken official action on the agreement. Commissioners Chandler and Reynolds indicated their concurrence in the Chairman's statements. The Secretary was instructed to notify the Mayor of the City of Salem of the action taken as follows:

"The Commission had under consideration some aspects of the State-Salem highway-street-bridge project, and in answer to a question which had been asked by some citizens of Salem with respect to the time of execution of the said agreement, which agreement has been prepared and is now before the City Council for study, the Commission reasserted its former position to the effect that the Commission has never fixed a time limit and has not and will not attempt to in any way influence the City's decision or its execution of the proposed agreement. The Council may have sufficient time to reach a decision which, in the opinion of the Council, will be in the interests of the people of Salem."

The Commission discussed a proposed agreement with the Sauvies Island Drainage District authorizing state construction of a bridge on property owned by the District or under its control. The Engineer advised that the agreement protects the Drainage District against suits and claims resulting from the construction of the bridge up to but not beyond the time when it is completed. He also said that the contractor who is building the bridge has provided a bond to protect the state's interests, and recommended that the agreement be approved. The Commission unanimously accepted the Engineer's recommendation and later in the day signed the agreement.

The Commission considered an agreement with Mary M. and Walter E Kness providing for construction of a pipeline on their property adjacent to the Pacific Highway West in Washington County. The Engineer advised that the agreement provides that the state shall have a permanent easement for the construction and use of a drainpipe on the Kness property to prevent further erosion of the land and to provide a better drainage facility for the state. He recommended that the agreement be approved. The Commission unanimously accepted the Engineer's recommendation and later in the day signed the agreement.

The Engineer requested authority for F. B. Crandall, Traffic Engineer, to attend the annual meeting of the Institute of Traffic Engineers in Washington, D. C., September 25-28 at an estimated expense to the state of $340.00. The Commission unanimously approved the request.

The Commission confirmed telephonic authority previously given for John W. Cattrall, Acting County and City Relations Engineer, to attend a meeting conducted by the Bureau of Public Roads in San Francisco on July 20 and 21, for special study of matters pertaining to county administration.

The matter of designating personnel to represent the State Highway Department at the annual meeting of the American Association of State Highway Officials in San Antonio, Texas, October 10-14, had the attention of the Commission. The Commission unanimously authorized each member of the Commis-

sion, the State Highway Engineer and one Assistant, and the Chief Counsel and one assistant to attend this meeting at state expense, subject to approval by Governor McKay.

The Commission discussed a date for its next regular meeting and decided to hold such meeting on Monday and Tuesday, September 19 and 20, in the Imperial Hotel, Portland. The Commission also set Friday, August 19, for a special meeting to discuss with the architects details with respect to the plans for the proposed State Highway Department Office Building in Salem.

The Commission approved and signed a quitclaim deed conveying to the Southern Pacific Company reversionary interest in the abandoned railroad right of way lying adjacent to the North Santiam Highway in Marion County. The Chief Counsel explained that the deed is necessary in order to clear the title for the benefit of the Railroad Company.

The Commission approved the sale, for $25.00, of a neon sign acquired in connection with the purchase of the Poquette-Aschenbrenner property as right of way for the Dodson-Bonneville Section of the Columbia River Highway.

There was presented for the Commission's consideration a letter from the city of Astoria agreeing to pay one-half the cost of conducting a traffic survey in Astoria if the Highway Commission will allow the city to pay a portion of its share in labor. The Engineer recalled that the Commission at its previous meeting approved the traffic survey which is estimated to cost $2,000, on the condition that the city of Astoria would pay one-half the expense. The City Council, he said, has accepted the offer but requests that it be permitted to pay its share partially with labor furnished. He recommended approval of the request. The Commission unanimously approved the recommendation on the condition that the labor furnished is what is needed, and ordered that the matter be covered by written agreement between the city and the state.

The Commission considered a request from the Cave Junction Planning Commission for the widening of the pavement on the Redwood Highway through the city of Cave Junction. The Engineer estimated the cost of such improvement at $70,000. He questioned the justification of the expenditure because the traffic volume is not very large and because there are other cities in the state where widening work is more urgent. The Commission denied the request.

The Engineer reported on the cost of construction and right of way for improvement of the Santiam Highway through the city of Sweet Home, particularly from its junction with the Halsey-Sweet Home Secondary Highway to a point about 3,525 feet easterly thereof at the end of the section previously widened just south of 18th Street. He estimated the total cost of improvement at $186,000, of which $69,000 represents right of way costs and $117,000 cost of construction. He said that it is a meritorious project and recommended its approval, the cost to be paid from funds set up in the 1950-51 Major Betterment account. In the discussion following, it was brought out that the city has not yet fulfilled its obligation originally

agreed upon, with respect to furnishing right of way. In view thereof the Commission decided to postpone the project until the city has met the requirements, and then proceed with the improvement. The Engineer was instructed to inform the City Council of the action taken.

The Commission discussed briefly with the Engineer and the Chief Counsel the installation of a traffic divider in Highway 99E, a short distance north from the city of Milwaukie. The Chief Counsel advised that under the law the Commission would have authority to install the divider as a safety measure. The Engineer recommended approval of the installation, which he estimated would cost about $20,000, in order to stop left turns on this important four-lane thoroughfare. He was instructed to report the matter in detail at the next meeting.

The Chief Counsel reported that agreement has been reached with Wasco County and its Consulting Engineers with respect to all matters concerning the bridge that the county proposes to construct across the Columbia River near The Dalles, in view of which the Commission can take definite action on the matter at this time if it so desires. He presented a form of resolution for adoption by the Commission and explained that it has been prepared in conformity with the Commission's ideas as previously expressed. Following discussion the Commission approved and unanimously adopted the said resolution, a copy of which, marked Exhibit "H", is attached hereto and by this reference is made a part of this record with like effect as though extended in full herein.

Commissioner Chandler reported that the Coos County Court is very anxious for a bridge across the Lower Coquille River at Bullards and is formulating plans to finance its half of the total cost, estimated at $300,000, by the sale of bonds, if the state will pay the balance. The Commission held this matter over for discussion at its next meeting.

The Engineer reported that the Civil Service Commission and the State Budget Director have approved a new classification for the Chief Accountant, Mr. Malcolm Hawke. It is 'Highway Comptroller', with salary range from $460.00 per month to a maximum of $580 per month; and they have set Mr. Hawke's salary in such classification at $560 per month. He recommended approval of such reclassification and salary increase effective as of July 1, 1949. The Commission approved the recommendation unanimously.

The Commission signed agreements, etc., as follows:

Agreement with Ralph Watson covering his appointment as Public Relations Consultant. (Approved by Commission June 28, 1949)

Resolution approving new permit forms covering operation of trucks on state highways.

Agreement with United States of America terminating permit for use of portion of Helmick State Park, Polk County.

Deed conveying unto R. L. Bourke property situate along Oregon Coast Highway in vicinity of Nehalem Bay, Tillamook County.

Agreement with Union Pacific Railroad Company covering landscaping of its property abutting Troutdale-Dodson Section of the Columbia River Highway, Multnomah County.

Agreement with City of Eugene covering installation of traffic signals at certain street intersections in Eugene, Lane County.

Agreement with U. S. Forest Service covering construction, maintenance, and use of timber-access road across Neptune State Park, Lane County.

Agreement with City of Bend covering installation and maintenance of radio receiving equipment at city reservoir on Overturf Butte.

Permit agreement with Louise S. Bisaillon covering use of small strip of state land abutting her property near Oswego on the Oswego Highway, Clackamas County.

Deed conveying unto Louise S. Bisaillon small parcel of highway right of way on Oswego Highway near Oswego, Clackamas County.

Application form covering acquisition from U. S. Department of the Interior small parcel of Indian land needed for relocation of Big Eddy-Dune Section of the Columbia River Highway near Celilo Canal, Wasco County.

Agreement with City of Gold Beach covering revised "Option for Cooperative Construction Project" in that city

Agreement with U. P. R. R. Co., O. W. R. & N. Co., City of Baker, and Sumpter Valley R. R. Co. covering construction of Dewey Avenue Undercrossing on Baker-Unity Highway, Baker.

Agreement with U. P. R. R. Co., Western Union Telegraph Co., and O. W. R. & N. Co. covering encroachment on Front Avenue Project, between Tillamook Street and Broadway Bridge, Portland.

Agreement with Clyde B. Miller covering grazing of sheep in Cape Sebastian State Park, Curry County, for one-year period ending June 13, 1950. (Approved by the Commission on June 27, 1949)

Agreement with Mary M. Kness granting permission to the state to construct and maintain a pipeline across her property abutting the Pacific Highway West and the Tualatin River, Washington County.

Cooperative Agreement with the Bureau of Public Roads covering improvement of the Timberline Lodge Road, Clackamas County (Approved by the Commission for the 1950 Forest Highway Program on April 12, 1949)

Agreement with Robert Fromm covering grazing of sheep in Humbug Mt. State Park for one year ending June 13, 1950. (Approved by the Commission on June 27, 1949)

Timber sale agreement with Franck Brothers Logging Company covering removal of salvage timber adjacent to the Wilson River Highay, Area No. 9. (Approved by the Commission on June 27, 1949)

Agreement with Sauvies Island Drainage District authorizing construction of a bridge by the state on property owned by the District

Quitclaim Deed conveying unto Southern Pacific Company reversionary interest of state in abandoned railroad right of way lying immediately south of North Santiam Highway.

Timber sale agreement with Earl E. Evans re cutting and removal of salvage timber in Clatsop County.

Agreement with Belle Turner re grazing of sheep in state park, Curry County.

Agreement with Walter Berndt Construction Company re Contract No. 3115.

Project Agreement - Sundial Section, Columbia River Highway.

Project Agreement - Sundial Undercrossing Structure, Columbia River Highway.

Project Agreement - Troutdale-Dodson Section, Columbia River Highway.

Project Agreement - Troutdale-Dodson Section, Columbia River Highway.

There being no further business to come before the Commission at this time, the meeting adjourned at 4:30 p.m.

T. H. Banfield
Chairman

R. H. Burdick
Commissioner

State Highway Engineer

Secretary

Chas. H. Reynolds
Commissioner

August 2, 1949

EXHIBITS "A" THROUGH "H"

Minutes of August 1 and 2, 1949

EXHIBIT "A"

Minutes of August 1 and 2, 1949

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #2

14660- City of Portland
Right of Way
Option expires December 13, 1949 (Mayhew)

1 lot (5,000 sq.ft.)	$ 800.00	$
Amount to be paid owner		800.00
Amount chargeable to Right of Way		800.00

14699- Gill, J. K. Co.
Right of Way
Option expires January 10, 1950 (Hippert)

17,680 sq.ft. at 35¢ plus sq.ft.	6,251.00	
Amount to be paid owner		6,251.00
Amount chargeable to Right of Way		6,251.00

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #2 (Cont.)

14709- Rushlights, Inc. (Witt)
Right of Way
Option expires January 25, 1950

47,045 sq.ft. at 50¢ sq.ft.	$ 23,522.50	
Allowance: 5-roomed house	5,400.00	
machine and repair shop	6,300.00	
corrugated iron storage shed	3,000.00	
frame garage	108.00	
moving and re-establishing steel pump house & pumps, inc. new concrete base & electrical wiring	750.00	
moving and re-establishing six underground tanks	1,000.00	
moving & re-establishing machinery & equipment, & loss business-interruption	2,644.50	
Amount to be paid owner		$ 42,725.00
Amount chargeable to Right of Way		42,725.00

14682- Oppenlander, Zetta E. (Witt)
Right of Way
Option expires December 28, 1949

9,100 sq.ft. at 20¢ sq.ft.	1,820.00	
Allowance: house	7,980.00	
garage	384.00	
newly constructed driveway	30.00	
Amount to be paid owner		10,214.00
Amount chargeable to Right of Way		10,214.00

14672- Multnomah County (Mayhew)
Right of Way
Option expires December 13, 1949

2 lots (8,923 sq.ft.)	750.00	
Odd shaped lot (0.04 acre)	250.00	
Industrial lot (0.43 acre)	4,000.00	
2 lots (0.38 acre)	1,100.00	
2 lots (10,000 sq.ft.)	750.00	
Amount to be paid owner		6,850.00
Amount chargeable to Right of Way		6,850.00

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #3

14660- City of Portland
Right of Way (Mayhew)
Option expires December 13, 1949

2 lots (14,196 sq.ft.)	$ 1,750.00	
Amount payable to owner		$ 1,750.00
Amount chargeable to Right of Way		1,750.00

14890- Walker, James C. and Elvera L. Walker
Right of Way (Mayhew)
Option expires January 15, 1950

10,225 sq.ft. at 35¢ sq.ft.	3,578.85	
Allowance- damages and severance	1,921.25	
Amount to be paid owner		5,500.00
Amount chargeable to Right of Way		5,500.00

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #4

14672- Multnomah County
Right of Way (Mayhew)
Option expires December 13, 1949

0.52 acre	300.00	
2 lots (8,750 sq.ft.)	900.00	
2 lots (10,000 sq.ft.)	900.00	
Fraction lot (563 sq.ft.)	25.00	
2 lots (4,850 sq.ft.)	600.00	
Portion Block 38, Jonesmore Addition (5,480 sq.ft.)	600.00	
1 lot (2,500 sq. ft.)	175.00	
Portion Block 5, Lee-Bow Park Addition	150.00	
1 lot (5,000 sq.ft.)	450.00	
Amount to be paid owner		4,100.00
Amount chargeable to Right of Way		4,100.00

14660- City of Portland
Right of Way (Mayhew)
Option expires December 13, 1949

2 industrial lots (5,750 sq.ft.)	600.00
2 residential lots (5,000 sq.ft.)	300.00

(Cont.)

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #4 (Cont.)

14660- City of Portland (Cont.)

Amount to be paid owner		$ 900.00
Amount chargeable to Right of Way		900.00

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #5

14894- Dailey, William M. and Leona C. Dailey (Hippert)
Right of Way
Option expires December 21, 1949

0.46 acre at $1,000.00	$ 460.00	$
Allowance: damages	290.00	
Amount to be paid owner		750.00
Amount chargeable to Right of Way		750.00

14885- Kettle, W. W. (Witt)
Right of Way
Option expires January 18, 1950

0.72 acre at $1,000.00	720.00	
Allowance: loss fruit/berry trees	350.00	
old chicken house	300.00	
10 rods fence at $2 rod	20.00	
damages- reduction area	500.00	
Access to highway waived		
Amount to be paid owner		1,890.00
Amount chargeable to Right of Way		1,890.00

INTERSTATE AVENUE-STEEL BRIDGE SECTION, PACIFIC HIGHWAY WEST

10164- Arnold, Francis M. and F. Imogene Arnold (McCallister)
Right of Way
Condemnation

Judgment entered by the City of Portland - 6/10 percent to City; 4/10 percent to State	56,000.00	
(State to pay into Court $56,000, of which 60 percent will be reimbursed by City)		
Amount to be paid owner		56,000.00
Amount chargeable to Right of Way		56,000.00

EXHIBIT "A" (Cont.)

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

13596- Warren Packing Company
Right of Way
Option expires January 6, 1950 (Boone)

2.48 acres at $250.00	$ 620.00	
113,259 sq.ft. at $0.0436 less sq.ft.	4,938.24	
Amount to be paid owner		$ 5,558.24
Amount chargeable to Right of Way		5,558.24
STATE to move or make changes in the water lines if it becomes necessary. (Estimated)	250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		5,808.24

12746- Wegley, Gertrude Edna
Right of Way
Option expires January 1, 1950 (Benson)

55.25 acres, including buildings and water system	15,000.00	
Amount to be paid owner		15,000.00
Amount chargeable to Right of Way		15,000.00

13609- Oregon State Fish Commission
Right of Way
x (Benson)

5.282 acres	00.00	
Amount to be paid owner		00.00
Amount chargeable to Right of Way		00.00
STATE to: change pipes at fish hatchery (Est.)	4,400.00	
construct road to fish hatchery (Est.)	6,600.00	
construct retaining wall (Est.)	3,200.00	
Amount chargeable to Construction		14,200.00
GRAND TOTAL (Estimated)		14,200.00

(Cont.)

EXHIBIT "A" (Cont.)

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

13605- Berger, Clarence E. and Ruth N. Berger (Benson)
Right of Way
Option expires November 12, 1949

1.489 acres at $500.00	$ 744.50	
3.462 acres at $100.00	346.20	
Allowance: fruit trees	140.00	
moving shrubbery	150.00	
removing & rebuilding chicken house	500.00	
inconvenience, supervision of house-moving	300.00	
removing & re-establishing house	6,872.00	
filling & releveling front yard	319.30	
Access, service road, S.side, Engr.Sta.1614+20		
Amount to be paid owner		$ 9,372.00
Amount chargeable to Right of Way		9,372.00

13604- Crown-Zellerbach Corporation (Benson)
Right of Way
Option expires December 12, 1949

2.50 acres at $250.00	625.00	
Access to service road		
Amount to be paid owner		625.00
Amount chargeable to Right of Way		625.00

15012- Jones, Jesse A. and Betty M. Jones (Boone)
Right of Way
Option expires December 21, 194[illegible]

.15 acre at $250.00	37.50	
Amount to be paid owner		37.50
Amount chargeable to Right of Way		37.50

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY

15167- Morgan, Monroe L. and Breta A. Morgan (Benson)
Right of Way
Option expires December 26, 1949

3.48 acres at $962 plus acre (*)	3,348.00	
Allowance: 5-roomed house	6,000.00	
double shed	150.00	
trout lake	3,752.00	

(Cont.)

EXHIBIT "A" (Cont.)

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

15167- Morgan, Monroe L. and Breta A. Morgan (Cont.)

Amount to be paid owner		$ 13,250.00
Amount chargeable to Right of Way		13,250.00

(*) 25-foot direct commercial access, Sta. 516+75-

RAINIER-GOBLE SECTION, COLUMBIA RIVER HIGHWAY

15384- Thomas, Walter W. and Mabel H. Thomas (McChesney)
Right of Way
Option expires September 21, 1949
(CORRECTION)

8.80 acres at $150	$ 1,320.00	
Amount to be paid owner		1,320.00
Amount chargeable to Right of Way		1,320.00

Previous report: On June 27, 1949, Commission approved sum of $1300, but the correct amount should have been $1320, differential of $20.

DUNDEE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

15252- Larkin, Heirs of Charles (Witt)
Right of Way
Option expires October 25, 1949

1.07 acres, more or less, at $450 less	450.00	
Amount to be paid owners		450.00
Amount chargeable to Right of Way		450.00

TUALATIN SECTION, BEAVERTON-AURORA HIGHWAY #141

15385- City of Tualatin (Witt)
Ground lease for stockpile
Lease expires May 15, 1952

1.0 acre - three-year lease for materials site	00.00	
Amount to be paid owner		00.00
Amount chargeable to Right of Way		00.00

EXHIBIT "A" (Cont.)

EAGLE CREEK-SANDY SECTION, WOODBURN-SANDY HIGHWAY

15421- Shultz, Amelia, and Arthur Zogg (McChesney)
Right of Way for drainage
Option expires January 17, 1950

0.57 acre at $310.00	$ 176.70	
Amount payable to Owner		$ 176.70
Amount chargeable to Right of Way		176.70

SUMMIT TO HUG POINT SECTION, OREGON COAST HIGHWAY

15165- Sund, W. L. and Aletha Sund (Boone)
Right of Way
Option expires January 14, 1950

4.544 acres - lump sum -	100.00	
Amount to be paid owner		100.00
Amount chargeable to Right of Way		100.00

AMITY SECTION, PACIFIC HIGHWAY WEST

15444- Thomas, F. C. and Elizabeth Thomas (McChesney)
Right of Way
Option expires January 21, 1950

0.10 acre at $1,000	100.00	
Amount to be paid owner		100.00
Amount chargeable to Right of Way		100.00

STATE to leave in good repair grantor's existing road approach, at or near Engr.Sta.34+75- not located on above land, but on owner's adjoining land.

SOUTH FORK ASH CREEK SECTION, MONMOUTH-INDEPENDENCE HIGHWAY

15397- Parsons, Robert N. and Jeanna Parsons, and Harold S. and Gladys V. Nelson (McChesney)
Slope easement
Option expires January 11, 1950

1,000 sq.ft. at 2¢ sq.ft.	20.00	
Amount to be paid owner		20.00
Amount chargeable to Right of Way		20.00

(Cont.)

EXHIBIT "A" (Cont.)

SOUTH FORK ASH CREEK SECTION, MONMOUTH-INDEPENDENCE HIGHWAY (Cont.)

15399- Ellis, F. P. and E. E. Ellis (McChesney)
Slope Easement
Option expires January 10, 1950

1,140 sq.ft.	$ 1.00	
Amount to be paid owner		$ 1.00
Amount chargeable to Right of Way		1.00

15398- Lindskog, Donald and Mildred Lindskog (McChesney)
Slope easement
Option expires January 11, 1950

800 sq.ft. at 2¢ sq.ft.	16.00	
Amount to be paid owner		16.00
Amount chargeable to Right of Way		16.00

15400- Olsen, H. and Nettie Olsen (McChesney)
Slope easement
Option expires January 11, 1950

800 sq.ft. at 2¢ sq.ft.	16.00	
Amount to be paid owner		16.00
Amount chargeable to Right of Way		16.00

CEDAR CREEK-SILETZ SECTION, SILETZ SECONDARY

15422- C. D. Johnson Lumber Company (Hippert)
Right of Way
Option expires January 21, 1950

7.57 acres	1.00	
Amount to be paid owner		1.00
Amount chargeable to Right of Way		1.00

SCOTT CREEK SECTION, ALSEA HIGHWAY

14569- Loudenbeck, Estate C. H. (Benfield)
Right of Way
Option expires December 31, 1949

0.26 acre at $800	208.00	
Allowance: rose bushes, weigelia, spirea, boxwood hedge	57.00	
Damages - highway too close to house	300.00	
Allowance: 0.36 (parcel #2) token payment	35.00	
Amount to be paid owner		600.00
Amount chargeable to Right of Way		600.00

(Cont.)

EXHIBIT "A" (Cont.)

SCOTT CREEK SECTION, ALSEA HIGHWAY (Cont.)

15056- Fangerow, William E. and Beatrice B. Fangerow (Benfield)
Right of Way
Option expires December 21, 1949

0.40 acre at $830 plus	$ 332.50	
Allowance- flowers and shrubs	183.30	
Damages- house sits high on partial fill	1,000.00	
Allowance- moving garage	223.00	
Amount to be paid owner		$ 1,738.80
STATE to replace 14 rods fence and one gate (Est.)	67.00	
Amount chargeable to Right of Way		1,805.80
B. P. R. to: Replace water pipe under hwy.	100.00	
Construct new driveway, north side, to house	50.00	
Fill depression, SE of house, level present yard	50.00	
Construct steps from highway to yard level, 50 feet east of house	50.00	
Provide fill for new driveway, garage to highway, south side highway	25.00	
Amount chargeable to Construction (All Est.)		275.00
GRAND TOTAL (Est.)		2,080.80

14565- Willis, D. E. (Estate) (Benfield)
Right of Way
Option expires December 21, 1949

0.43 acre at $800.00	344.00	
0.25 acre at $1,000.00	250.00	
Allowance: fruit trees	200.00	
loss garden crops	100.00	
moving cabins	1,430.00	
Amount to be paid owner		2,324.00
STATE to re-establish 122 rods fence (Est.)	366.00	
Amount chargeable to Right of Way		2,690.00
B. P. R. to: Re-establish six private entrances into property (Est.)	300.00	
Re-establish cattle-pass under Willis Creek bridge (Est.)	3,200.00	
Re-establish private road, north side, inside fence line (Est.)	25.00	
Amount chargeable to Construction		3,525.00
GRAND TOTAL (Estimated)		6,215.00

(Cont.)

EXHIBIT "A" (Cont.)

SCOTT CREEK SECTION, ALSEA HIGHWAY (Cont.)

15350- Jackson, Ralph E. and Grace L. Jackson (Benfield)
Right of Way
Option expires December 20, 1949

3,049 sq.ft. at $0.015 plus sq.ft.	$ 56.00	
Amount to be paid owner		$ 56.00
Amount chargeable to Right of Way		56.00

14570- Hall, G. E. (Benfield)
Right of Way
Option expires November 26, 1949

0.828 acre at $1,000	828.00	
1.872 acres at $100	187.20	
Allowance: 80 rods fence at $3 rod	240.00	
fruit trees	75.00	
Amount to be paid owner		1,330.20
Amount chargeable to Right of Way		1,330.20
B. P. R. to re-establish three private entrances to property (Est.)	150.00	
Amount chargeable to Construction (Est.)		150.00
GRAND TOTAL (Estimated)		1,480.20

15022- Oregon State Fish and Game Commission (Benfield)
Right of Way
Option expires January 11, 1950

0.06 acre	1.00	
Amount to be paid owner		1.00
STATE to construct guardrail around retaining wall (Est.) 35 ft. at $5 ft.	175.00	
Amount chargeable to Right of Way		176.00
B. P. R. to construct retaining wall around north end fish pond (Est.)	1,800.00	
Amount chargeable to Construction		1,800.00
GRAND TOTAL (Estimated)		1,976.00

(Cont.)

SCOTT CREEK SECTION, ALSEA HIGHWAY (Cont.)

15055- Schmidt, Alfred, and C. H. Rider (Benfield)
Right of Way
Option expires January 24, 1950

1,307 sq.ft. at $0.018 plus sq.ft.	$ 24.00	
Amount to be paid owner		$ 24.00
Amount chargeable to Right of Way		24.00
B. P. R. to re-establish private entrance (Est.)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		74.00

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

12331- Sprague, Gilbert M. and Maud Sprague (Landon)
Right of Way
Option expires December 26, 1949

0.99 acre at $1,000	990.00	
Allowance- wrecking and removing old double garage building	100.00	
Waiver of access, except to outer highway, west side, Engr.Sta. 308+00		
Amount to be paid owner		1,090.00
Amount chargeable to Right of Way		1,090.00
STATE to construct road approach to outer highway, west side, at or near Engr.Sta. 308+00, to connect with existing roadway (Est.) (Remove old garage, if owner fails to do so)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		1,140.00

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

15097- Hussey, K. P. and Hazel Hussey (Landon)
Right of Way
Option expires January 21, 1950

4.0 acres at $200	800.00
32.76 acres at $35 less	1,146.60
Allowance - wrecking shed	350.00
removing concrete septic tank	313.40

(Cont.)

EXHIBIT "A" (Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

15097- Hussey, K. P. and Hazel Hussey (Cont.)

Amount to be paid owner		$ 2,610.00
Amount chargeable to Right of Way		2,610.00
STATE to: Take care of existing water pipe where disturbed, inc. installation 6 in. conduit, galvanized iron pipe, under hwy. roadbed, placing water pipe through (Est.)	$ 100.00	
Construct connections between existing & relocated hwys near relocated Engr. Sta.138 and 154+00, easterly side, direction Hwy.Engr., as future service road, being detour road left in place		
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		2,710.00

15094- Boone, Bailey H. and Nola M. Boone (*)
Right of Way (Reeder Haskin)
Option expires January 16, 1949

2.0 acres at $300	600.00	
5.22 acres at $20	104.40	
Allowance: garage house	488.00	
shed	140.00	
fruit trees	90.00	
restriction of access	27.60	
Amount to be paid owner		1,450.00
Amount chargeable to Right of Way		1,450.00

(*) To be paid separately

STATE to provide haul road for timber Engr. Sta.132+40, east side (Est.) some future time	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		1,600.00

15378-A Carnes L. G. and Margaret Carnes
Right of Way (Haskin)
Option expires August 29, 1949

40.0 acres at $25	1,000.00	
Allowance: 4-room house (*)	5,544.00	
garage & fruit cellar	330.00	
chicken house	220.00	
Delco light plant	450.00	
water system, cement reservoir	256.00	
steel septic tank	200.00	

(Cont.)

EXHIBIT "A" (Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

15378-A Carnes, L. G. and Margaret Carnes (Cont.)

Amount to be paid owner		$ 8,000.00
Amount chargeable to Right of Way		8,000.00

(*) Owner may salvage any materials or fixtures in house.

15379- Guest, A. Welcome
Right of Way (Haskin)
Option expires October 6, 1949

10.0 acres at $50	$ 500.00	
Owner to have 60 days to remove timber		
Amount to be paid owner		500.00
Amount chargeable to Right of Way		500.00

15375- Bisgrove, Margaret L.
Right of Way (Landon)
Option expires January 6, 1950

3.0 acres at $1,500	4,500.00	
37.0 acres at $25.00	925.00	
Allowance: 6 auto cabins, attached garages	4,500.00	
Cafe building	4,000.00	
Furnishings/equipment	2,600.00	
Water pipe in place	105.00	
Unearned fire insurance premium	127.00	
Amount to be paid owner		16,757.00
Amount chargeable to Right of Way		16,757.00

15438- Stephens, Frank R. and Dorothy M. Stephens
Right of Way (Reeder Haskins)
Option expires September 12, 1949

1.50 acres at $1,000	1,500.00	
36.50 acres at $20.00	730.00	
Allowance: 5-room house	3,600.00	
garage	1,120.00	
Station	1,590.00	
Log cabin	960.00	
Water system; tank	700.00	
5 lube oil tanks, pump	150.00	
Gas hot water heater	150.00	
Brunner air compressor, ½ h.p.	450.00	
Powerlite electric system, new	800.00	
2 gas pumps, 2 tanks, fittings	1,500.00	
Butane gas tank, fittings	250.00	

(Cont.)

EXHIBIT "A" (Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

15438- Stephens, Frank R. and Dorothy M. Stephens (Cont.)

Amount to be paid owner		$ 13,500.00
Amount chargeable to Right of Way		13,500.00

15380- Moore, Pearl M. (Haskin)
Right of Way
Option expires January 12, 1950

40.0 acres at $25	$ 1,000.00	
Allowance: 6-room house	3,360.00	
2-room house	472.00	
4-room shack *	504.00	
2-room house	896.00	
Cafe building (owner to remove fixtures, electric system)	768.00	
*Owner to keep, remove		
Amount to be paid owner		7,000.00
Amount chargeable to Right of Way		7,000.00

15377- Magness, Wm. R. and N. E. Magness (Reeder-Haskin)
Right of Way
Option expires January 17, 1950

37.17 acres at $9.416 less	350.00	
Amount to be paid owner		350.00
Amount chargeable to Right of Way		350.00
B. P. R. to construct road approach and connect to present haul road, not to exceed 25 ft. in width. Engr.Sta.377+25, westerly side proposed hwy. (Est.)	400.00	
Engineer may relocate approach, if more beneficial to owner		
Amount chargeable to Construction		400.00
GRAND TOTAL (Estimated)		750.00

15376- Myers, David M. and Della M. Myers, and Victory S. Anthony, and Ella L. Anthony (Haskin)
Right of Way
Option expires January 19, 1949

(Cont.)

EXHIBIT "A" (Cont.)

CANYONVILLE JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

15376- Myers, David M. and Della M. Myers, et al. (Cont.)

2.0 acres at $300.00	$ 600.00	
2.0 acres at $200.00	400.00	
10.19 acres at $23.55 plus	240.00	
Allowance: fruit trees, apple	60.00	
Amount to be paid owner		$ 1,300.00
Amount chargeable to Right of Way		1,300.00
B. P. R. to: Construct private access, not to exceed 25 feet in width, Engr.Sta. 312+50, easterly side (Estimated)	100.00	
Construct haul road, Engr.Sta. 316+50, same width, easterly side (Est.)	300.00	
Amount chargeable to Construction		400.00
GRAND TOTAL (Estimated)		1,700.00

LOWER LOOKINGGLASS BRIDGE SECTION, COOS BAY-ROSEBURG HIGHWAY

15442- Nichols, J. Harold, Viola Nichols, I. B. Nichols, Cyril H. Nichols, Jean Nichols and Lilly Havlin (Norlin)
Borrow Pit
Option expires January 4, 1950

2.80 acres	00.00	
Amount to be paid owner		00.00
STATE to fence borrow pit (Estimated)	189.00	
State also to convey 2.80 acres previously deeded to the state for borrow site, which included hauling road easement		
Amount chargeable to Right of Way		189.00

REMOTE-CAMAS VALLEY SECTION, COOS BAY-ROSEBURG HIGHWAY

15396- Houghtaling, L. R. (Norlin)
Right of Way and Borrow material
Option expires December 24, 1949

1.25 acres at $240.00	300.00	
Amount to be paid owner		300.00
Amount chargeable to Right of Way		300.00

(Cont.)

EXHIBIT "A" (Cont.)

REMOTE-CAMAS VALLEY SECTION, COOS BAY-ROSEBURG HIGHWAY (Cont.)

15396- Houghtaling, L. R. (Cont.)

STATE to: Put in culvert at approx. Engr.Sta. 1015+00, permitting grantor to put water pipe through (Est.) $ 90.00
Permit grantor right to spring and water therefrom

OTHER STATE ITEMS: Quitclaim strip of old right of way lying south side new located right of way at Engr.Sta.1014+20 to 1019+00.
Retain right to dump rock, etc. to protect or widen roadbed at Engr.Sta.1019+00 to Sta.1020+06

Amount chargeable to Construction $ 90.00

GRAND TOTAL (Estimated) 390.00

SOUTH MYRTLE POINT SECTION, COOS BAY-ROSEBURG HIGHWAY

15439- Garrett, Rose
Right of Way and borrow pit (Reeder)
Option expires January 11, 1950

4.08 acres at $350	1,428.00	
Allowance: 144 rods fence at $3 rod	432.00	
1 gate	20.00	
reduction area leased (to be paid to renter by grantor)	100.00	
Amount to be paid owner		1,980.00
Amount chargeable to Right of Way		1,980.00

STATE TO: Reconstruct road approach, south side, Engr.Sta.58+32 (Est.) 50.00
Reconstruct farm crossing, north side, Engr. Sta.60+15 (Est.) 100.00

Amount chargeable to Construction 150.00

GRAND TOTAL (Estimated) 2,130.00

COOS BAY SECTION, OREGON COAST HIGHWAY

12609- Layton, William F. and Lois Layton
Right of Way (Reeder)
Option expires December 26, 1949

732 sq.ft. at $1.20 sq.ft.	878.40
Allowance- old wood shed	21.60

(Cont.)

EXHIBIT "A" (Cont.)

COOS BAY SECTION, OREGON COAST HIGHWAY (Cont.)

12609- Layton, William F. and Lois Layton (Cont.)

Amount to be paid owner		$ 900.00
Amount chargeable to Right of Way		900.00

12609- Booth, Kathleen
Right of Way (Reeder)
Option expires January 10, 1950

10,650 sq.ft. at $0.167 sq.ft.	$ 1,788.00	
Allowance: garage	232.00	
3-room house	360.00	
moving sawmill, etc.	5,975.00	
Amount to be paid owner		8,355.00
Amount chargeable to Right of Way		8,355.00

12625- Dodge, Essie, and Fannie Butler
Right of Way (Reeder)
Option expires December 29, 1949

5,500 sq.ft. at $0.909 sq.ft.	5,000.00	
Allowance: 2-story frame building	7,650.00	
Cancellation charge on mortgage to F. Butler	100.00	
Amount to be paid owner		12,750.00
Amount chargeable to Right of Way		12,750.00

JACKSONVILLE HILL SECTION, MEDFORD-PROVOLT HIGHWAY

15030- Ray, Molly
Gravel pit easement (Haskin)
Permanent easement

5.94 acres at $150.00	891.00	
Amount to be paid owner		891.00
Amount chargeable to Right of Way		891.00

15030-A Ray, Molly
Stock pile site (Norlin)
Option expires December 27, 1949

1.50 acres at $450.00	675.00	
Allowance- damages	75.00	
Amount to be paid owner		750.00
Amount chargeable to Right of Way		750.00

(Cont.)

EXHIBIT "A" (Cont.)

JACKSONVILLE HILL SECTION, MEDFORD-PROVOLT HIGHWAY (Cont.)

15030-A Ray, Molly (Cont.)

STATE to: Fence stockpile site (Est.)	$ 189.00	
Amount chargeable to Right of Way		$ 939.00

15041- Staples, Earl and Hazel Staples
Gravel Bar easement
Option expires December 8, 1949 (Landon)

12.29 acres at $150.00	1,843.50	
Amount to be paid owner		1,843.50
Amount chargeable to Right of Way		1,843.50

STATE to: Leave, to serve as dike, S. & W. sides, berm, not less than 30 ft. in width, of existing dredge tailings. Existing roads & flumes must be protected; if changed or disturbed, restored like condition, as well as footbridge. Any bridge contractor builds shall be left in place.

BIG EDDY-DUNE SECTION, COLUMBIA RIVER HIGHWAY

14786)
14786-A) Seuffert Bros. Co.
Right of Way (Boone)
Option expires January 20, 1950
(CORRECTION)

14.03 acres	2,700.40	
Waiver of access, except private access, Engr.Sta.1332+80 & 1335+40, north side, and Engr.Sta.1334+22, south side		
Amount to be paid owner		2,700.40
Amount chargeable to Right of Way		2,700.40
STATE TO: Remove & erect barbed wire fences (Est.)	100.00	
Relocate private telephone lines if necessary (Est.)	150.00	250.00
Total amount chargeable to Right of Way		2,950.40

OTHER ITEMS: Grant owner permission to extend water lines under right of way, also electric lines over and across land.

Protect garage and well at Engr. Sta.1336+00 and 1337+25.

Owner to relinquish existing right of way from approx.center line Sta.1391+50 to approx.center line Sta.1405+00

EXHIBIT "A" (Cont.)

BIG EDDY-DUNE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

14786-A Seuffert Bros. Co.
CORRECTION (Cont.)

PREVIOUS REPORT: Parcels #1, 2, 3, of above 14.03 acres, or total acreage of 12.44, approved by Commission on April 11, 1949, in the net amount of $712.88.

FORT KLAMATH SECTION, CRATER LAKE HIGHWAY

15460- Edwards, Frank
Maintenance site
Option expires January 27, 1950 (Edwards)

1.35 acres	lump sum	$ 650.00	
Amount to be paid owner			$ 650.00
Amount chargeable to Maintenance			650.00

PELICAN CITY-HENLEY SECTION, KLAMATH FALLS-MALIN HIGHWAY

15031- Balsiger Motor Company
Right of Way
Option expires November 10, 1949 (Cozad)

11.00 acres	lump sum	8,000.00	
Amount to be paid owner			8,000.00
Amount chargeable to Right of Way			8,000.00

FOREST BOUNDARY-UNITY JUNCTION SECTION, JOHN DAY HIGHWAY

15433- Kesl, B. J.
Right of Way
Option expires January 23, 1950 (Cozad)

8.20 acres at $150.00	1,230.00	
Allowance: 448 rods fence to remove & re-establish $2.00 rod, & gates	896.00	
Waiver of access, except private access, N. side, Engr.Sta.1325 & 1327+50, & on S. side, Engr.Sta.1329+20- farm crossing at Engr. Sta.1336 & 1339		
Amount to be paid owner		2,126.00
Amount chargeable to Right of Way		2,126.00

STATE to: Protect existing irrigation system
Construct farm crossing at Engr.Sta. 1336+00 and 1339+00 (Estimated) 100.00
Construct private access at Engr.Sta. 1325+00 & 1327+50, N. side, & on S. side, Engr.Sta.1329+20 (Estimated) 150.00

(Cont.)

FOREST BOUNDARY-UNITY JUNCTION SECTION, JOHN DAY HIGHWAY (Cont.)

15433- Kesl, B. J. (Cont.)

Amount chargeable to Construction		$ 250.00
GRAND TOTAL (Estimated)		2,376.00

15431- Rouse, M. and J. Rouse (Cozad)
Right of Way
Option expires January 21, 1950

2.46 acres at $10.00	$ 24.60	
Allowance: Removing and re-establishing 303 rods barbed wire fence at $1.50 rod	454.50	
Waiver of access, except at Engr.Sta.1265+50, north side, & south side Engr.Sta.1279+00		
Amount to be paid owner		479.10
Amount chargeable to Right of Way		479.10
STATE to: Construct access, Engr.Sta.1265+50, north side, and at Engr.Sta.1279+00, south side (Estimated)	100.00	
Amount chargeable to construction		100.00
GRAND TOTAL (Estimated)		579.10

15428- Rouse, Maude (Cozad)
Right of Way
Option expires January 22, 1950

0.60 acre at $10.00	6.00	
Allowance: re-establishing 130 rods barbed wire fence at $1.50 rod	195.00	
Waiver of access, except at Engr.Sta.1123+00 & 1141+00, north side, & 1123+00, south side, private use		
Amount to be paid owner		201.00
Amount chargeable to Right of Way		201.00
STATE to: Construct access, for private use, at Engr.1123+00 & 1141+00, north side, & at Engr.Sta.1123+00, south side (Est.)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		351.00

(Cont.)

EXHIBIT "A" (Cont.)

FOREST BOUNDARY-UNITY JUNCTION SECTION, JOHN DAY HIGHWAY (Cont.)

15434- Morgan, Wallace R. (Cozad)
Right of Way
Option expires January 22, 1950

1.66 acres at $10.00	$ 16.60	
Allowance: Removing & rebuilding 145 rods barbed wire fence at $1.50 rod	217.50	
Waiver of access, except private access Engr. Sta.1362+00 & 1389+00, south side, & Engr. Sta.1359+50, 1364+00 & 1390+00, north side		
Amount to be paid Owner		$ 234.10
Amount chargeable to Right of Way		234.10
STATE to: Construct private access, Engr.Sta. 1362+00 & 1389+00, south side; Engr.Sta. 1359+50 & 1390+00, north side (Est.)	250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		484.10

15430- Rouse, Estate Michael (Cozad)
Right of Way
Option expires January 21, 1950

3.65 acres at $10.00	36.50	
Allowance: Re-establishing 30 rods barbed wire fence at $1.50 rod	45.00	
Constructing 218 rods new fence at $2.00 rod	436.00	
Waiver of access, except Engr.Sta.1191+50 & 1225+50, north side, and Engr.Sta.1225+50, south side, for private use		
Amount to be paid owner		517.50
Amount chargeable to Right of Way		517.50
STATE to: Construct private access, Engr.Sta.1191+50 & 1225+50, north side, and at Engr.Sta.1225+50, south side (Estimated)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		667.50

15429- Hardy, Robert M. (Cozad)
Right of Way
Option expires January 23, 1950

1.45 acres at $10.00	14.50	
Allowance: Removing & re-establishing 103 rods barbed wire fence at $1.50 rod	154.50	

(Cont.)

EXHIBIT "A" (Cont.)

FOREST BOUNDARY-UNITY JUNCTION SECTION, JOHN DAY HIGHWAY (Cont.)

15429- Hardy, Robert M. (Cont.)

Waiver of access, except at Engr.Sta.1174+50 & 1225+50, north side, & Engr.Sta.1175+00, 1198+00 & 1224+00, south side, private use

Amount to be paid owner		$ 169.00
Amount chargeable to Right of Way		169.00
STATE to: Protect irrigation system, especially ditch (Sta.1167+20) Construct for private access, entrance at Engr.Sta.1174+50, 1225+50, north side, 1175+00, 1198+00, & 1224+00, south side,(Estimated)	$ 250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		419.00

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY

15018- Schuck, Allan P. (Cozad)
Right of Way
Option expires January 4, 1950

0.60 acre at $10.00	6.00	
Waiver of access, except private access, south side, Engr.Sta.1119+72 & 1145+56		
Amount to be paid owner		6.00
STATE to: Re-establish 160 rods fence (Est.)	320.00	
Amount chargeable to Right of Way		326.00
OTHER ITEMS: Provide private access, Engr.Sta. 1119+72 & 1145+56, south side (Est.)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		376.00

15404- Fuller, J. J. (Cozad)
Right of Way
Option expires January 7, 1950

0.02 acre	5.00	
Waiver of access, except private access, north side, Engr.Sta.1412+85		
Amount to be paid owner		5.00
Amount chargeable to Right of Way		5.00

(Cont.)

EXHIBIT "A" (Cont.)

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

15404- Fuller, J. J. (Cont.)

STATE to: Construct private access, north side, at Engr.Sta.1412+85 (Est.)	$ 25.00	
Amount chargeable to Construction		$ 25.00
GRAND TOTAL (Estimated)		30.00

15013- Rohrbacker, Nancy E.
Right of Way (Cozad)
Option expires December 28, 1949

0.60 acre at $10.00	6.00	
Farm access relinquished, except private access, south side, Engr.Sta.989+33 & 1002+50		
Amount to be paid owner		6.00
STATE TO: Re-establish all fence (Est.)	320.00	
Amount chargeable to Right of Way		326.00
OTHER ITEMS: Construct private access, south side, at Engr.Sta.989+33 & 1002+50 (Est.)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		376.00

15034- Harney County
Right of Way (Cozad)
Option expires January 6, 1950

0.12 acre	00.00	
Amount to be paid owner		00.00
Amount chargeable to Right of Way		00.00

15274- Fitchett, C. A.
Right of way, stockpile, cinder pit (Cozad)
Option expires December 27, 1949

6.49 acres at $10.00	64.90	
10.0 acres at $15.00 (cinder pit)	150.00	
Waiver of access		
Amount to be paid owner		214.90
STATE to: Re-establish 160 rods fence at approximately $2.00 per rod (Estimated)	320.00	
Amount chargeable to Right of Way		320.00
GRAND TOTAL (Estimated)		534.90

(Cont.)

EXHIBIT "A" (Cont.)

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

12449- Davis, Pearl E.
Right of Way
Option expires December 29, 1949 (Cozad)

0.60 acre at $10.00	$ 6.00	
Waiver of access, except private access, south side, Engr.Sta.1068+00		
Amount payable to owner		$ 6.00
STATE to: Re-establish 160 rods fence (Est.)	320.00	
Amount chargeable to Right of Way		326.00
OTHER ITEMS: Provide private access, south side, Engr. Sta.1068+00 (Estimated)	25.00	
Amount chargeable to Construction		25.00
GRAND TOTAL (Estimated)		351.00

15275- Fitchett, C. A. and Berdie Fitchett
Right of Way
(CORRECTION) (Cozad)

0.30 acre at $10.00	3.00	
Amount to be paid Owner		3.00
STATE to: Re-establish 85 rods fence (Est.)	170.00	
Amount chargeable to Right of Way		173.00
OTHER ITEMS: Provide private access, north side, Engr.Sta.1330+00 & 1326+00 (Est.)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		223.00

PREVIOUS REPORT: April 11, 1949, Commission approved acquisition of 0.161 acre at $10.00, or $1.61.

15267- Cochran, Craig
Right of Way
Option expires September 30, 1949
(CORRECTION) (Cozad)

0.86 acre at $10.00	8.60	
Waiver of access		
Amount to be paid owner		8.60
Amount chargeable to Right of Way		8.60

PREVIOUS REPORT: On April 11, 1949, Commission approved acquisition of 0.24 acre at $10.00 per acre, or $2.40.

EXHIBIT "A" (Cont.)

DIXIE SUMMIT WEST SECTION, JOHN DAY HIGHWAY

11063- Velvin, Emma, George Velvin, and Thomas M. Velvin (Cozad)
Lease for quarry site
Expiring June 25, 1950

0.89 acre	$ 00.00	
Amount to be paid owner		$ 00.00
Amount chargeable to Right of Way		00.00

B. P. R. to leave 40 ft. berm along river, south side; also 25-yr. former lease, dated May, 1946, to terminate when present new lease terminates.

MILES BRIDGE-BAKER SECTION, MEDICAL SPRINGS HIGHWAY

15070- Rush, Richard E. (Chidsey)
Stockpile site
Have deed

3.25 acres	00.00	
Amount to be paid owner		00.00
Amount chargeable to Right of Way		00.00

EXHIBIT "B-1"

Minutes of August 1 and 2, 1949

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Alsea Highway is a highway under the jurisdiction and control of the State, and in addition, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway with a better alignment and which will more adequately serve the traveling public, the Highway Commission, in cooperation with the United States, relocated the Scott Creek Section of the said highway, and for such purpose in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the construction and maintenance of the Scott Creek Section of the Alsea Highway parcels of property bearing the Commission's record file numbers as set forth below and described as follows, to-wit:

R 14568
Parcel No. 1:

A parcel of land lying in Lots 3 and 4 of Section 36, Township 13 South, Range 10 West, W. M., Lincoln County, Oregon; the said parcel being all that portion of said Lots 3 and 4 of Section 36 included in a strip of land of variable width, lying on each side of the center line of the Alsea Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land being determined by the said center line from Station 623+86 to Station 647+19 which portion of center line is described as follows:

Beginning at a point which is Engineer's Station 623+86 opposite and 50 feet distant from which point the northerly line of said strip of land intersects the west boundary of said Lot 4, Section 36, said point being south 1398 feet and east 2654 feet from the northwest corner of Section 36; thence South 66° 38' East a distance of 472.56 feet; thence on a spiral curve left (the long chord of which bears South 71° 08' East) a distance of 300 feet; thence on a 636.62 foot radius curve left (the long chord of which bears North 84° 50' East, 330.25 feet) a distance of 334.07 feet; thence on a spiral curve left (the long chord of which bears North 60°48' East) a distance of 300 feet; thence North 56° 18' East a distance of 211.26 feet; thence on a spiral curve right (the long chord

(Cont.)

of which bears North 57° 13' East) a distance of 200 feet; thence on a 2083.48 foot radius curve right (the long chord of which bears North 66° 08' East, 513.85 feet) a distance of 515.11 feet to Station 647+19, opposite and 60 feet distant from which station the southerly line of said strip of land intersects the north boundary of said Lot 3, Section 36.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Total Width	Width on Northerly side of Center Line	Width on Southerly Side of Center Line
623+86	628+00	90	50	40
628+00	631+00	80	40	40
631+00	632+00	90	40	50
632+00	637+00	120	70	50
637+00	642+00	90	50	40
642+00	647+19	110	50	60

The parcel of land to which this description applies contains 5.28 acres, of which 3.0 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 2.28 acres lie outside of the existing right of way.

R 14569
Parcel No. 2:

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 36, Township 13 South, Range 10 West, W.M., Lincoln County, Oregon; the said parcel being all that portion of said Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 36 lying south of a fence, which fence is located approximately along the south line of the present Alsea Highway, and included in a strip of land 50 feet wide on the northerly side and 60 feet wide on the southerly side of the center line of the Alsea Highway as said highway has been relocated over and across or adjacent to the said Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 36; the location of the said strip of land being determined by the said center line from Station 644+55 to Station 651+34 which portion of center line is described as follows:

Beginning at a point which is Engineer's Station 644+55, opposite and 50 feet distant from which point the northerly line of said strip of land intersects the south boundary of said North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 36, said point being 378 feet north and 643 feet west of the meander corner between Section 36, Township 13 South, Range 10 West and Section 31, Township 13 South, Range 9 West, W. M.; thence on a 2083.48 foot radius curve right (the long chord of which bears North 73° 45' East, 549.92 feet) a distance of 551.52 feet, thence on a spiral curve right (the long chord of which bears North 82° 43' East) a distance of 127.48 feet to Station 651+34, opposite and 50 feet distant

(Cont.)

EXHIBIT "B-1" (Cont.)

from which Station the northerly line of said strip of land intersects the east line of said Section 36.

The parcel of land to which this description applies contains 0.36 acre.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the first day of August, 1949.

EXHIBIT "B-2"

Minutes of August 1 and 2, 1949

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation or by exercise of the power of eminent domain fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Sullivan Gulch Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation of motor vehicles promoted, and highway travel in general safeguarded, the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Sullivan Gulch Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described property, to-wit:

All of Lot 12, Block 47, Laurelhurst Addition
to the City of Portland, Multnomah County, Oregon.

(Cont.)

EXHIBIT "B-2" (Cont.)

2. That the highway facility for which the aforesaid property is required and is being taken, has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property, as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said property.

4. That upon the trial of any suit or action instituted to acquire the said property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the first day of August, 1949.

EXHIBIT "C"

Minutes of August 1 and 2, 1949

R E S O L U T I O N

WHEREAS, the Highway Commission, on the 27th day of July, 1939, adopted a resolution by which the Commission sought to prohibit or control the use of highway right of way for the parking of cars for commercial purposes, a portion of which said resolution reads as follows:

> "Since the use of any portion of a highway right of way for parking cars or other commercial purpose interferes with the proper maintenance of the road, obstructs sight distance, and interposes traffic hazards, the State Highway Commission of Oregon has instructed its Engineer to advise all persons who contemplate operating any business abutting upon any highway, that the parking of cars on the right of way, for service or for the transaction of business in connection with such commercial activity, shall be and is prohibited.",

and

WHEREAS, it appears that the provisions of said resolution have been applied to the shore of the ocean, and persons parking cars thereon in connection with the sale of ice cream cones, soft drinks and other light foods have been arrested on a charge that such work constituted a violation of the Commission's order, and

WHEREAS, it was not the purpose of the Commission by the establishment of said rule and regulation to make the same applicable to the shore of the ocean notwithstanding the fact that the shore of the ocean is by law declared to be a public highway, and

WHEREAS, it is deemed advisable by the Commission at this time to amend said rule or regulation so as to confine its application and operation to public highways as distinguished from the shore of the ocean,

NOW, THEREFORE, be it and it hereby is resolved by the Commission, all members being present and voting affirmatively, that the rule and regulation established by the Commission with respect to the use of highway rights of way for commercial purposes be and same hereby is amended so as to read as follows:

> "Since the use of any portion of a highway right of way for parking cars or other commercial purpose interferes with the proper maintenance of the road, obstructs sight distance, and

(Cont.)

EXHIBIT "C" (Cont.)

interposes traffic hazards, the State Highway Commission of Oregon has instructed its Engineer to advise all persons who contemplate operating any business abutting upon any highway, that the parking of cars on the right of way, for service or for the transaction of business in connection with such commercial activity, shall be and is prohibited; provided, however, that such rule or regulation shall not apply to or be operative with respect to the shore of the ocean."

Be It Further Resolved, that this resolution be entered in the minutes and records of the Commission as of the first day of August, 1949, and a true copy thereof delivered by the Secretary of the Commission to the Superintendent of the State Police and to the Sheriff of each of the counties bordering on the Pacific Ocean.

EXHIBIT "D"

Minutes of August 1 and 2, 1949

R E S O L U T I O N

WHEREAS, by the enactment of Chapter 149, Oregon Laws 1949, it is provided as follows:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 percent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

AND WHEREAS, by said law it is further provided that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND WHEREAS, by section 3 of said act it is provided that:

"Funds accrued and payable to cities under this act shall be remitted semiannually by the secretary of state to the financial officer of each city. The funds appropriated by this act shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the state highway commission who shall certify such apportionment to the secretary of state. Upon receipt of such certificate the secretary of state shall issue his warrants therefor payable to the cities in the amounts set out "

AND WHEREAS, the moneys which have been credited to the state highway fund by the State Treasurer covering the period of January 1 to June 30, inclusive, of the year 1949, which funds have accrued from sources designated in

(Cont.)

EXHIBIT "D" (Cont.)

said legislative act, amount to $13,305,343.26 and are derived from funds accruing from the following sources:

Section 115-135, O. C. L. A. (motor vehicle license fees)	$ 2,744,586.86
Section 15, Chapter 413, Oregon Laws 1945, as amended by Section 4, Chapter 114, Oregon Laws 1947 (gasoline tax)	8,292,457.56
Section 29, Chapter 467, Oregon Laws 1947 (Motor carrier fees)	2,154,998.00
From fines and penalties collected for violations of the motor vehicle and transportation laws	113,300.84
	$13,305,343.26

AND WHEREAS, the ten percent of the $13,305,343.26, which is available for distribution among the cities amounts to $1,330,534.33; and

WHEREAS, after withdrawing the sum of $125,000 (one-half of $250,000) as provided in said act, which sum is to be administered by the State Highway Commission within the meaning of section 2 of said chapter 149, Oregon Laws 1949, there remains a balance of $1,205,534.33, which balance is, in response to the command of said statute, to be distributed among the cities of the state, each city being entitled to receive such share of said balance as its population bears to the total population of the cities; and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 149, Oregon Laws 1949, the State Highway Commission has determined upon an apportionment of said balance among the cities of the State as shown in the tabulation given below;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting, as follows:

1. That the Commission does hereby find and declare that the funds made available for distribution among the cities of the State pursuant to said law should be and are allocated and apportioned to the cities named below in the amounts set opposite the names of the respective cities:

I. Cities of Populations 1,000 or More

City	Population	Amount	City	Population	Amount
Albany	5,654	$12,001.58	Baker	9,342	$19,829.98
Ashland	4,744	10,069.95	Bandon	1,004	2,131.16
Astoria	10,389	22,052.42	Beaverton	1,492*	3,167.02

(Cont.)

EXHIBIT "D" (Cont.)

I. Cities of Populations 1,000 or More (Cont.)

City	Population	Amount	City	Population	Amount
Bend	10,021	$21,271.28	Mount Angel	1,279*	$ 2,714.89
Burns	2,566	5,446.77	Myrtle Point	1,613*	3,423.87
Canby	1,236*	2,623.62	Newberg	2,960	6,283.10
Central Point	1,156*	2,453.81	Newport	2,019	4,285.67
Coos Bay	5,259	11,163.12	North Bend	4,262	9,046.82
Coquille	3,327	7,062.12	Nyssa	2,448*	5,196.30
Corvallis	8,392	17,813.45	Ontario	3,551	7,537.60
Cottage Grove	2,626	5,574 13	Oregon City	6,124	12,999.23
Dallas	3,579	7,597.04	Oswego	2,445*	5,189.93
Elgin	1,175*	2,494.14	Pendleton	8,847	18,779.26
Enterprise	1,787*	3,793.21	Portland	203,596**	432,167.12
Eugene	20,838	44,232.20	Prineville	2,358	5,005.25
Forest Grove	2,449	5,198.42	Rainier	1,183	2,511.12
Freewater	1,041*	2,209.70	Redmond	2,164*	4,593.46
Gladstone	1,910*	4,054.30	Reedsport	1,979*	4,200.76
Grants Pass	6,028	12,795.45	Roseburg	4,924	10,452.03
Gresham	2,724*	5,782.15	St. Helens	4,304	9,135.97
Heppner	1,419*	3,012.07	Salem	30,908	65,607.48
Hermiston	2,107*	4,472.47	Seaside	2,902	6,159.99
Hillsboro	3,747	7,953.64	Sheridan	1,504*	3,192.50
Hood River	3,280	6,962.36	Silverton	2,925	6,208.81
Independence	1,608*	3,413.25	Springfield	3,805	8,076.76
Jacksonville	1,011*	2,146.02	Stayton	1,353*	2,871.97
Junction City	1,415*	3,003.58	Sutherlin	1,300*	2,759.47
Klamath Falls	16,497	35,017.69	Sweet Home	2,141*	4,544.64
La Grande	7,747	16,444.32	The Dalles	6,266	13,300.65
Lakeview	2,466	5,234.50	Tillamook	2,751	5,839.47
Lebanon	2,729	5,792.77	Toledo	2,288	4,856.67
McMinnville	3,706	7,866.61	Union	1,398	2,967.49
Medford	11,281	23,945.84	Vale	1,374*	2,916.55
Mill City	1,223*	2,596.02	Vernonia	1,420*	3,014.19
Milton	1,849*	3,924.82	Warrenton	1,916*	4,067.04
Milwaukie	5,146*	10,923.26	West Linn	2,165	4,595.58
Molalla	1,236*	2,623.62	West Salem	2,005*	4,255.95
Monmouth	1,072*	2,275.50	Woodburn	2,200*	4,669.87
		T O T A L S		504,955	$1,071,852.82

(Cont.)

EXHIBIT "D" (Cont.)

I. Cities of Populations 1,000 or More (Cont.)

* Population as determined by actual count made under supervision of Secretary of State.

** 2/3 of 1940 census, as provided in Chapter 425, Oregon Laws 1947.

II. Cities of Populations Less than 1,000

City	Population	Amount	City	Population	Amount
Adams	169	$ 358.73	Culver	181*	$ 384.20
Amity	709	1,504.97	Dayton	635*	1,347.90
Antelope	90	191.04	Dayville	136	288.68
Arlington	609	1,292.71	Donald	186*	394.82
Athena	754*	1,600.49	Drain	986*	2,092.95
Aumsville	244*	517.93	Dufur	392	832.09
Aurora	243*	515.81	Dundee	209	443.64
Banks	336*	713.22	Eagle Point	451*	957.32
Barlow	52	110.38	Eastside	887*	1,882.81
Bay City	538*	1,142.00	Echo	454*	963.69
Boardman	110	233.49	Elkton	214*	454.25
Bonanza	233	494.58	Empire	707*	1,500.73
Brownsville	960*	2,037.76	Estacada	673*	1,428.56
Butte Falls	339	719.59	Fairview	463*	982.80
Canyon City	312	662.27	Falls City	715	1,517.71
Canyonville	787*	1,670.54	Florence	605*	1,284.22
Carlton	964*	2,046.25	Fossil	619*	1,313.93
Cascade Locks	703	1,492.24	Garibaldi	899*	1,908.28
Cave Junction	243*	515.81	Gaston	333	706.85
Chiloquin	741	1,572.90	Gearhart	614*	1,303.32
Clatskanie	913*	1,938.00	Gervais	442	938.22
Coburg	654*	1,388.23	Glendale	557	1,182.3[illegible]
Columbia City	327	694.11	Gold Beach	569*	1,207.8[illegible]
Condon	918*	1,948.61	Gold Hill	638*	1,354.2[illegible]
Cornelius	781*	1,657.81	Granite	86	182.5[illegible]
Cove	321	681.38	Grass Valley	204	433.02
Creswell	622*	1,320.30	Haines	377	800.25

(Cont.)

EXHIBIT "D" (Cont.)

II. Cities of Populations Less than 1,000 (Cont.)

City	Population	Amount
Halfway	416	$ 883.03
Halsey	305	647.41
Hammond	422	895.77
Harrisburg	860*	1,825.50
Helix	183*	388.45
Hines	677	1,437.05
Hubbard	501*	1,063.46
Huntington	949*	2,014.41
Imbler	182	386.33
Ione	262	556.14
Island City	177	375.71
Jefferson	691*	1,466.76
John Day	962*	2,042.01
Jordan Valley	274	581.61
Joseph	593	1,258.74
Juntura	167	354.49
Lafayette	560*	1,188.70
Lexington	223	473.36
Lonerock	46	97.64
Long Creek	238	505.19
Lostine	204	433.02
Madras	795*	1,687.52
Malin	535	1,135.63
Manzanita	219*	464.86
Maupin	267	566.75
Merrill	648	1,375.49
Mitchell	219	464.86
Monroe	311	660.15
Monument	118	250.48
Moro	309	655.91
Mosier	216	458.50
Mount Vernon	447*	948.83
Myrtle Creek	714*	1,515.59
Nehalem	291*	$ 617.70
North Powder	376	798.12
Oakland	593*	1,258.74
Oakridge	991*	2,103.57
Oceanlake	557*	1,182.33
Paisley	237	503.07
Philomath	876*	1,859.46
Phoenix	641*	1,360.63
Pilot Rock	478*	1,014.64
Port Orford	755	1,602.61
Powers	762*	1,617.47
Prairie City	701*	1,487.99
Prescott	153*	324.77
Richland	254	539.16
Riddle	622*	1,320.30
Rockaway	952*	2,020.78
Rogue River	474*	1,006.15
St. Paul	183	388.45
Sandy	660*	1,400.96
Scappoose	502*	1,065.58
Scio	438*	929.73
Scotts Mills	227	481.85
Shaniko	55	116.75
Sherwood	563*	1,195.06
Siletz	582*	1,235.39
Sisters	656*	1,392.47
Sodaville	99	210.14
Stanfield	566*	1,201.43
Sublimity	280	594.35
Summerville	80	169.81
Sumpter	420	891.52
Talent	716*	1,519.83
Troutdale	538	1,142.00

(Cont.)

EXHIBIT "D" (Cont.)

II. Cities of Populations Less than 1,000 (Cont.)

City	Population	Amount	City	Population	Amount
Tualatin	238*	$ 505.20	Weston	705*	$1,496.48
Turner	554*	1,175.96	Wheeler	259	549.77
Umatilla	743	1,577.14	Willamina	886*	1,880.68
Waldport	630	1,337.28	Yamhill	418	887.28
Wallowa	992*	2,105.69	Yoncalla	378*	802.37
Wasco	303	643.17			
		T O T A L S		62,978	$133,681.51

* Population as determined by actual count made under supervision of Secretary of State

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of August 1, 1949.

EXHIBIT "E-1"

Minutes of August 1 and 2, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Chiloquin $3,168.58

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AS FOLLOWS:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the first day of August, 1949.

EXHIBIT "E-2"

Minutes of August 1 and 2, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1949 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns.

1.	Antelope	$ 401.31	27.	Imbler	$ 811.54
2.	Arlington	2,715.55	28.	Jefferson	3,081.19
3.	Athena	3,362.11	29.	John Day	4,289.59
4.	Aumsville	1,088.00	30.	Joseph	2,644.21
5.	Canyon City	1,391.22	31.	Madras	3,544.93
6.	Cave Junction	1,083.55	32.	Malin	2,385.58
7.	Chiloquin	3,304.15	33.	Manzanita	976.53
8.	Clatskanie	4,071.10	34.	Monroe	1,386.76
9.	Coburg	2,916.21	35.	Moro	1,377.84
10.	Cornelius	3,482.51	36.	Mosier	963.15
11.	Cove	1,431.35	37.	Myrtle Creek	3,183.75
12.	Creswell	2,773.52	38.	Nehalem	1,297.58
13.	Dayton	2,831.49	39.	North Powder	1,676.60
14.	Dayville	606.43	40.	Oakland	2,644.21
15.	Eagle Point	2,011.03	41.	Pilot Rock	2,131.42
16.	Elkton	954.23	42.	Port Orford	3,366.57
17.	Empire	3,152.54	43.	Prairie City	3,125.78
18.	Falls City	3,188.21	44.	Riddle	2,773.52
19.	Gaston	1,484.86	45.	Shaniko	245.25
20.	Glendale	2,483.68	46.	Sodaville	441.44
21.	Gold Beach	2,537.19	47.	Sumpter	1,872.80
22.	Grass Valley	909.64	48.	Troutdale	940.86
23.	Halsey	1,360.01	49.	Umatilla	1,649.84
24.	Harrisburg	3,834.77	50.	Wallowa	4,423.36
25.	Hines	3,018.77	51.	Willamina	3,950.71
26.	Hubbard	2,233.98	52.	Yoncalla	1,685.52

(Cont.)

EXHIBIT "E-2" (Cont.)

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That the resolution adopted by the City of Umatilla March 8, 1949, and approved by the Highway Commission on April 11, 1949, shall be cancelled in accordance with the request of the City of Umatilla on file in the records of the State Highway Department; and the resolution adopted by the City of Umatilla on July 8, 1949, be substituted therefor.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the first day of August, 1949.

EXHIBIT "F"

Minutes of August 1 and 2, 1949

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Pacific Highway Highway Number: 1 Route Number: US99

Location of Termini			Established Speed
M.P. 279.62 (vicinity C.& O.C. RR grade Xing)	to	M.P. 280.12 (vicinity Parkdale Drive, Grants Pass)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

EXHIBIT "G"

Minutes of August 1 and 2, 1949

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following

Name of Highway: Pacific Highway West Highway Number: 1W Route Number: US99W

Location of Termini		Established Speed
M. P. 83.02 (Walnut Drive, Corvallis)	to M.P. 84.70 (north city limits, Corvallis)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

EXHIBIT "H"

Minutes of August 1 and 2, 1949

R E S O L U T I O N

WHEREAS, for some time there has been demand for the construction, operation, and maintenance of a toll bridge across the Columbia River at a site at or near The Dalles; and

WHEREAS, the Oregon legislature, while in session in its 1949 assembly enacted Chapter 209, Oregon Laws 1949, by which the State of Washington, the State of Oregon, and Wasco County in the State of Oregon, are authorized jointly or separately to construct and operate such bridge; and

WHEREAS, for the purpose of determining the practicability, the feasibility, and the advisability or undertaking the construction of a bridge at said site, the State of Washington, the State of Oregon, and Wasco County entered into a joint agreement on the third day of February, 1948, in connection with which and as a part of said agreement each of said parties contributed the sum of $8,000, the total of which, namely $24,000, was made available for the purpose of exploring and investigating the most desirable location, the estimated cost and the anticipated revenues incident to said proposed project, and

WHEREAS, it was recognized in said agreement that "the very nature of the work involved in the study and development of the facts which are the purpose and scope of this agreement if the best results are to be obtained is such that one of the contracting parties should be designated as the supervising agency to serve in a representative capacity"; and

WHEREAS, it was therefore provided in said agreement that Wasco County should serve as the supervisor and as such represent all of the parties in making the study and investigation contemplated, which appointment and authority Wasco County accepted; and

WHEREAS, it was further provided that Wasco County should be and said County was vested with authority to employ such technicians and other trained and skilled help as in the judgment of the County under conditions specified in said agreement might seem to be for the best interests of the States and the County; and

WHEREAS, pursuant to said authority and the terms of said agreement the County employed the firm of Coverdale and Colpitts, Consulting Engineers of the State of New York, to make the necessary study with respect to probable and anticipated toll revenues and said County likewise employed the firm of Seage and Tudor, Consulting Engineers of the State of California, to make a study and exploration with respect to the best location or site, the type or design of bridge, and other engineering matters incident thereto; and

WHEREAS, the said firm of Coverdale and Colpitts has made its report and filed the same with the County Court of Wasco County, a copy of which has been delivered to the State Highway Commission, and the said firm of Seage and Tudor has made and filed its report with the County Court of Wasco County, a copy of which has been delivered to the State Highway Commission; and

(Cont.)

EXHIBIT "H" (Cont.)

WHEREAS, in a report made and filed by Coverdale and Colpitts it is established and shown that the estimated number of vehicles which would have used said bridge during the year 1948 had said bridge been in operation, and the present The Dalles Ferry been discontinued, is 413,353, which at a toll charge of sixty cents per vehicle would have produced a gross revenue amounting to $248,012.00. Said report further shows a gradual increase in toll revenues which at the end of thirteen years of operation will produce an annual gross revenue of $431,074.00; and

WHEREAS, in and by the reports filed by Coverdale and Colpitts and by Seage and Tudor the following facts and data are established: that the estimated cost of the project at Covington Point, including the structure itself, engineering and inspection costs, legal, administrative, insurance, and financing costs, interest during construction and for six months after completion, and repayment of advances made by the States of Oregon and Washington, Wasco County, and The Dalles Chamber of Commerce, is $2,261,000.00; that the preliminary costs including engineering, financing, surveys and borings, legal, administrative and miscellaneous costs are estimated to be $100,000.00; and that it is advisable to purchase the existing ferry at The Dalles at a cost of $300,000.00, which estimated costs total the sum of $2,661,000.00; and

WHEREAS, said reports further show and establish: that the estimated annual maintenance cost is $9,300.00; the annual estimated operation cost is $40,000.00 and the annual assessment and tax charge by Klickitat County, Washington, at present rates would be $23,500.00; that revenue from tolls on the bridge are estimated as a varying sum increasing from $301,460.00 in 1952 to $527,264.00 in 1973, and the total estimated revenue for the first thirteen years of operation or from January, 1952, to January, 1965, is $4,775,048.00; that the annual amount necessary to meet the interest and principal retirement in thirteen years at 4 per cent interest is $266,366.00 which, with maintenance and operation costs and probable Klickitat County tax, totals $339,166.00 per year, and for thirteen years totals $4,409,158.00; and

WHEREAS, it appears from said reports and facts and data presented therein that the project can be amortized from anticipated revenues in thirteen years or less; and

WHEREAS, pursuant to the provisions of said tri-party agreement the said reports have been analysed by R. H. Baldock as the Commission's Chief Engineer, and by J. M. Devers as its Chief Counsel, who have filed with this Commission their report and recommendation with respect to said proposed project; and

WHEREAS, it is now deemed appropriate that this Commission recognize the work, study, and information furnished by Wasco County pursuant to its obligation imposed on and accepted by the County by the provisions of said tri-party agreement.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

(Cont.)

EXHIBIT "H" (Cont.)

1. That the Commission hereby accepts the work done and the reports made by Wasco County as a complete and satisfactory performance of the obligation imposed on and accepted by the County in its supervisory capacity as the representative of all three parties to said tri-party agreement.

2. That based upon the report and recommendations of the Commission's Chief Engineer and its Chief Counsel this Commission hereby approves of the location and site of said bridge as set forth in the report of Seage and Tudor, which proposed site is identified in the report of said Seage and Tudor as the Covington Point site.

3. That insofar as the State of Oregon, by and through its Highway Commission, is authorized to do, consent hereby is given that Wasco County assume the sponsorship of the construction of said bridge, provided that full responsibility for design, type of construction, method of finance, and the operation and maintenance of said structure is accepted and assumed by said county, and provided further that said bridge, if built, is built, financed, operated and maintained all within the meaning, purpose, conditions, and requirements of Chapter 209, Oregon Laws 1949. Provided further that before a bridge is constructed across the Columbia River the plans, design, and specifications shall be submitted to the State Highway Engineer for his approval.

4. That it hereby is expressly understood that the State of Oregon shall in no wise and to no extent be involved in or responsible for any of the finances or funds required for or in connection with the construction, operation and maintenance of said bridge except that in the event taxes are imposed by Klickitat County, Washington, on the portion of said structure within the boundaries of the State of Washington, then and in such event the State of Oregon, acting by and through its Highway Commission, hereby obligates itself to contribute annually toward the financing of said bridge such amount of money as will equal the annual assessment and tax imposed by said Klickitat County on the portion of said bridge within the State of Washington. Provided, however, that Oregon's obligation to so contribute shall be effective only in the event that the portion of said bridge within the boundaries of the State of Washington is assessed and taxes collected thereon, and provided further that Oregon's obligation to contribute as herein stated shall absolutely terminate upon the repeal of the law authorizing the imposition of taxes by said county on said bridge.

5. That in the event the State of Oregon contributes to the financing of said bridge as herein provided the State shall, whenever toll revenues accruing by reason of the use and operation of said bridge are adequate to meet the bonded indebtedness, maintenance costs, operation costs, and other legitimate costs incident to the construction and operation of said bridge, and there be a surplus, be reimbursed out of said surplus to the extent of its contribution or contributions.

6. That this resolution be extended in full in the minutes and records of the Commission as of the first day of August, 1949, and a true copy thereof delivered to the County Court of Wasco County; Seage and Tudor, Consulting Engineers of the State of California; Coverdale and Colpitts, Consulting Engineers of the State of New York and to the Director of Highways of the State of Washington.

Portland, Oregon
August 19, 1949

The State Highway Commission met in special session at 10:00 a.m. in the Imperial Room of the Imperial Hotel to discuss with the architects, Whitehouse, Church, Newberry & Roehr, final plans and specifications for the proposed State Highway Department office building in Salem. Present were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
G. S. Paxson, Bridge Engineer
Forrest Cooper, Right of Way Engineer
H. B. Glaisyer, Secretary

Present representing the architects were Walter E. Church, Earl P. Newberry, and Frank Roehr.

Chairman Banfield opened the discussion by explaining for the benefit of Commissioners Chandler and Reynolds a number of changes which he had asked the architects to incorporate in the plans and specifications, subsequent to the last discussion of the subject by the Commission as a whole. Commissioners Chandler and Reynolds indicated their approval of the changes.

Mr. Church reported in behalf of the architects, advising that the structure as planned will conform to and harmonize with other buildings in the Capitol group, including the marble finish. As to the finish, he said that specifications provide for alternate bids on Vermont and Georgia marble. He also said that the metal work will be of bronze, and that the interior finish will be very similar to the State Office Building now under construction. The main lobby will be floored with marble and the walls will be frescoed. He explained further numerous additional details with respect to the specifications, which he said are complete with the exception of the type of glass to be used in the windows. He requested instructions whether to provide for clear crystal glass or to provide Solex, a heat-absorbing plate glass of greenish tint, such as is to be used in the new State Office Building. Chairman Banfield expressed his preference for clear crystal glass, as did also Commissioners Chandler and Reynolds, and the architects were instructed accordingly.

There followed a general discussion during which the Commission declared its desire to advertise for bids for construction of the building on the basis that the plans are complete and that there will be a minimum of extras. Mr. Church advised that the plans have been prepared on that basis, but there probably will be some extras and changes as the work progresses. The Commission also discussed the proposed cafeteria in the basement of the building and decided unanimously that provision should be made for it but purchase and installation of the equipment deferred until later.

Mr. Church presented to the Commission a full set of the plans for the structure. The State Highway Engineer advised that the plans are complete, and recommended approval of the same, and that the Commission authorize advertising the project for bids to be received at its meeting on September 20. Motion was made by Commissioner Chandler that the plans and specifications as prepared by the architects and recommended by the Engineer be approved, and that the Engineer be authorized to advertise the project for bids to be received on September 20, the Commission's next regular meeting date. The motion was duly seconded by Commissioner Reynolds. Chairman Banfield declared the motion carried by the unanimous vote of the Commission.

Commissioner Reynolds brought up for discussion the matter of development of state parks. It was the considered opinion of the Commission that the Travel and Information Department should be consulted in connection with developments of this nature and its recommendation secured before plans are approved, and it was so ordered.

Commissioner Reynolds also brought into discussion the proposed improvement of a boat channel in Wallowa Lake in connection with the park development at that place. He said that he had inspected the premises personally and in his estimation not as much work has to be done as was contemplated when the Commission authorized an expenditure of $10,000 for the purpose. He suggested doing the work with state forces rather than by contract. The Engineer explained the state law which requires the contracting of work costing $5,000 or more. As a result of this discussion it was decided that the Engineer would personally inspect the premises in company with Commissioner Reynolds in the next week or ten days.

The Right of Way Engineer presented a number of options for the Commission's consideration and requested authority to close them at the amounts stated therein. After careful consideration of each iter listed, the Commission approved the request and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Chairman Banfield presented a letter from Harvey Blythe, Executive Secretary, Oregon US99 Highway Association, inviting the members of the Highway Commission to be present at a meeting of the Association's Board of Directors and representatives of County Courts and Chambers of Commerce located along US99 Highway, to discuss ways and means of improving the conditions of U. S. Highway 99. The letter was read aloud by the Secretary, as was Chairman Banfield's acknowledgment in which he requests the date and time set for the meeting. Because of the indefiniteness of the date of the meeting the Commissioners were not in position to state whether or not they could attend this function. The matter was referred to the Engineer to secure additional information.

The Right of Way Engineer reported the status of acquisition of property along the Dodson-Bonneville Section of the new Columbia River Highway. He particularly pointed out that the settlement of greatest concern is that with Mr. Eric Enquist, who is demanding far more for his property,

which includes twenty-eight buildings, than its worth as determined by three separate appraisals by competent appraisers. He suggested condemnation proceedings if necessary to acquire this property. The Engineer advised that he is ready to advertise this project for bids to be received at the September meeting of the Commission if the right-of-way matter is clarified. The Chief Counsel questioned the advisability of contracting the work in September. It was his thought that the project should not be advertised for bids until the right-of-way matters have been settled, because it might prove embarrassing to the Commission and might result in paying more for right of way than it is worth. Following discussion of this matter, the Commission decided unanimously to advertise the project for bids to be received at its September meeting, with the understanding that the awarding of the contract will be held pending satisfactory conclusion of right-of-way matters, particularly the acquisition of the Enquist property.

The Right of Way Engineer reported results of taking bids in Salem on August 5 and August 15, 1949, for the sale of residence buildings in Salem, the buildings being located on property acquired as a site for the proposed State Highway Department office building, as follows:

HIGH BIDS RECEIVED

Item No.	Item	High Bidder	High Bid	Engr.'s Est.
		On August 5, 1949		
1.	Building No. 14201 352 N. Summer St.	No Bids Received	$ - - -	$ - - -
2A.	Building No. 14202 370 N. Summer St.	Harry Dorman, Salem	2,010	2,300
2B.	Floor covering at 370 N. Summer St.	E. T. Pierce, Salem	140	200
3.	Building No. 14199 325 N. Capitol St.	T. T. Anderson, Silverton	510	450
4.	Building No. 14198 375 N. Capitol St.	Madson Wrecking Co., Salem	452	500
		On August 15, 1949		
1.	Building No. 14197 355 N. Capitol St.	Madson Wrecking Co., Salem	$ 465	$ 700
2.	Building No. 14197-A 966 Center St.	Madson Wrecking Co., Salem	452	550
3.	Building No. 14204 960 Center St.	Madson Wrecking Co., Salem	260	350
4.	Building No. 14203 384 N. Summer St.	Joseph F. Miller, Salem	1,850	1,250
5.	Building No. 14588 330 N. Summer St.	Madson Wrecking Co., Salem	426	450

He recommended acceptance of the high bid in each instance. The Engineer and Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously and thereupon signed a bill of sale covering each transaction.

August 19, 1949

The Right of Way Engineer requested confirmation by the Commission of sale to the firm of Sackett and Grahm of 40,000 board feet of cold-decked logs on state-owned property adjacent to the John Day-Burns Highway near the city of Burns. He said that the logs are of no value to the state and that Sackett and Grahm, who have been logging in that vicinity, have offered to pay the sum of $8.00 per thousand for logs on the state property, a total of $320.00. The Commission unanimously approved the sale of the logs at such rate.

The Commission discussed a request from Mr. Charles Forrest for permission to remove sand from the ocean beach a short distance northerly from the Cape Arago Lighthouse, Coos County. The Engineer advised that this is an isolated stretch of beach, although it is not inaccessible to the general public, and the applicant, who owns the adjacent property, wants to construct a road down to the beach and remove sand for commercial purposes. He pointed out that the State Land Board has certain jurisdiction over the area from which the sand would be removed and would require payment of a fee for materials taken between mean high and mean low tides. He also pointed out that there is a dearth of good sand and gravel in this vicinity and suggested, in view of the fact that Mr. Forrest owns the adjacent property, that he be permitted to remove the sand under arrangements with the State Land Board. As a result of the discussion the Commission decided unanimously to relinquish jurisdiction in the matter and to turn it over to the State Land Board. The Engineer was instructed to notify the State Land Board of the action taken and to advise the Board that the Commission will offer no objection to the removal of sand from this particular beach area.

The Engineer brought up for discussion the matter of acquiring options for right of way needed for a proposed relocation of the Pacific Highway through the town of Canyonville, Douglas County. He exhibited a map showing the adopted alignment and pointed out that it passes through property owned by the Methodist Episcopal Church of this town. It appears that the Church has been given the sum of $3,000 to apply on the building of a new church, and that this money has to be spent within a certain limited time, so the church directors are particularly anxious that the state conclude the acquisition of right of way across the present church property. The Engineer requested authority for the Right of Way Department to negotiate options not only for this particular tract but also for the balance of the right of way through Canyonville which will be needed in the not distant future. The Commission approved the request and thereupon authorized the securing of such options, subject to the condition, however, that the Commission is making no commitments whatsoever for the construction of the highway through Canyonville.

The Chief Counsel reported a compromise settlement of the condemnation case against Lovell and Dean, concerning acquisition of right of way for the improvement of the Pacific Highway in Douglas County. He advised that this is a long-standing case, and is one of several in the same vicinity, and if the Commission approves it, it will have considerable influence in arriving at settlements with other owners. He explained that the right of way required from Lovell and Dean consists of 5.3 acres, and that the appraised value of the land is $2,243, which sum the owners refused to accept, alleging that the highway acts as a dike, and is the direct cause of destruction of several acres of their land by erosion. He further stated that they demanded payment for the damage and also demanded construction of riprap in Cow Creek to prevent

further destruction of their property, which work is estimated to cost about $2,500. The owners, he said, have indicated a willingness to accept $5,800 for their property, consisting of 5.3 acres needed as right of way and 11.46 acres of additional land that is subject to erosion but is valuable as material sites, totaling 16.76 acres. He recommended acceptance of this settlement, which would not only eliminate any need for the riprap work, but would also take care of the present damage claim and avoid future claims for damage to Lovell and Dean's land. The Commission approved the recommendation unanimously.

In the discussion of this matter, the question arose as to how far the Chief Counsel should go without first consulting the members of the Commission in reaching settlements of controversies invclving the acquisition of real property which is under condemnation. The Commission expressed full confidence in the judgment of its Chief Counsel, Mr. J. M. Devers, and declared its willingness to approve all such settlements effected by him, if accompanied by his unqualified recommendation.

The Chief Counsel requested confirmation of the authority previously given him to renew the insurance policy which the Commission carries in connection with its agreement with the Union Pacific Railroad Company covering snow removal operations on the Upper Columbia River Highway. The Commission approved the renewal of the policy on a five-year basis at a total premium cost of $818.

The Commission discussed and approved the sale to the Weyerhaeuser Timber Company of a 2.2 acre tract of state-owned tideland at North Bend, comprising the old ferry landing at this place. The consideration involved is $1,000 and the property is to be conveyed without restriction. (The deed was signed later in the session.)

The Engineer reported on the request from the North Bend Chamber of Commerce to construct a headquarters building on property abutting the right of way of the Oregon Coast Highway at the south end of the Coos Bay (McCullough) Bridge, and to landscape the highway right of way between the building and the existing concrete sidewalk. It now develop[illegible] he said, that the Chamber of Commerce proposes to use the area in front [illegible] the building for a driveway and to erect an overhead sign, which would extend entirely across the sidewalk. He pointed out that this is in conflict with the original request and the authority previously granted by the Commission; moreover, in his estimation, a driveway in front of the building is unnecessary since there is ample parking area on both sides and in the rear of the building. He recommended that the driveway in front of the building be denied, but that authority be given the Chamber of Commerce to construct such driveway leading to the parking area at the rear of the building and to construct sidewalks providing access to the building. As a result of discussion, the Commission approved construction of driveways leading to the parking area in the rear of the building, the construction of sidewalks providing access to the building, and the landscaping of the right of way. The construction of a driveway in front of the building and the maintenance of an overhead sign extending across the sidewalk were denied. The Commission ordered the matter covered by a revocable permit.

The Engineer brought up for discussion the matter of constructing a center divider strip along US99E between Ochoco Street in Portland and the junction with the South River Road in the City of Milwaukie. He recommended approval of such a project, which he estimated would cost about $25,000, so as to prohibit cross traffic, except at certain street intersections, as a safety measure. In the discussion of this matter, it was brought out that it is either a case of spending $25,000 for the divider strip or about $200,000 for service roads paralleling the highway. The Commission unanimously approved the divider strip.

The Commission had under discussion the matter of cooperating with the U. S. Army Engineers in the construction of the proposed highway around Meridian Dam, Lane County. The Engineer advised that the Army Engineers are now constructing a railroad and a highway around this dam, and have requested a final agreement with the state relative to the sharing of costs for the construction of the highway. The present highway, he said, was not constructed to modern standards and studies reveal that the cost to rebuild it to such standards is approximately $965,000. The cost to construct a new highway around the dam is estimated at $4,400,000, which includes a roadbed 40 feet in width, about 8 feet, or 20% wider than the roadbed of the existing highway. He advised that the Federal Government is asking the state to pay the cost of this additional width, which on the basis of $4,400,000 total cost, would make the state's share about $880,000. In addition, it is proposed to construct a pavement 22 feet wide which will cost about $18,000 more than the 20 foot pavement existing on the present road, and there will be additional cost for drainage structures estimated at $20,000, and additional maintenance expense estimated at $12,000, making a grand total cost to the state of $930,000. The procedure for the payment of this amount, as outlined by the Army Engineers, he said, would be for the state to surface the new highway with gravel topping, crushed rock and bituminous macadam pavement at an estimated cost of $354,000. The remaining work, estimated to cost $576,000, would be performed under the supervision of the U. S. Army Engineers, the state to repay the government for the state's share in annual installments beginning January 1, 1950, final payment to be made in about 1954. He presented a form of agreement prepared on the basis of his report, and recommended its approval. The Chief Counsel concurred in the recommendation. Following discussion, the Commission approved the recommendation unanimously. (The agreement was signed later in the session.)

The Engineer requested authority for an expenditure of about $25,000 for construction of a non-skid wearing surface on US99E between Oregon City and New Era, where a number of accidents recently have occurred because of the slippery condition of the pavement. The Commission approved the request unanimously.

The Engineer reported a plan for the restoration of the approaches to the Vanport underpass on Denver Avenue, (US99W) Portland, which were washed out during the flood of 1948. He advised that some 8,700 cubic yards of embankment are required, and that Mr. Tom Sweeney, sewer contractor for the City of Portland, advises that he has excess material available, and indicates that he will use this material to build up the embankment for a flat price of $4,950. To restore the approaches in the usual manner, he said, would

necessitate the borrowing of materials from an original source at an expenditure of about $10,875. He recommended approval of an arrangement with Mr. Sweeney, which would effect a saving of approximately $5,925 to the state. The Commission approved the recommendation unanimously. (An agreement with Mr. Sweeney covering the transaction was executed by the Commission later in the session.)

The Engineer requested instructions regarding the installation of sight posts or guard fence along the new section of the Upper Columbia River Highway between Troutdale and Dodson. He gave as his thought that either sight posts or guard fence should be constructed along this new roadway as a protection to the traveling public. He estimated the cost of sight posts at about $8,000 and standard guard fence at about $110,000. The members of the Commission expressed a decided preference for guard fence, notwithstanding the higher cost, and accordingly authorized the Engineer to advertise for bids for such a project.

The Engineer also requested authority to construct 6,000 lineal feet of standard guard fence along certain sections of the Green Springs Highway in Jackson County, between M.P. 11.4 and the summit of Green Springs Mountain, M.P. 15.7, where conditions are conducive to traffic accidents, at an estimated total cost of $15,000. He recalled that such guard fence was previously recommended by the Jackson County Grand Jury because of the frequency of accidents along this section, and gave as his opinion that it is required as a safety measure. The Commission approved the request unanimously.

The Engineer reported that a potential traffic hazard exists at the intersection of the Mt. Hood Highway and the Wapinitia Highway where they converge east of Government Camp. These two highways, he said, intersect on a flat angle and traffic approaches this intersection at high speed. He recommended that in order to minimize the hazard, stop signs be installed on the Mt. Hood Highway so as to require traffic on that highway to stop before entering the Wapinitia Highway, the latter mentioned highway being the more important. The Commission approved the recommendation.

The Engineer reported that pursuant to authority previously granted him by the Commission, he has awarded contracts, as follows, for work for which the Commission received bids at its meeting on August 1 and 2, 1949, the conditions of the awards having been satisfied:

1. Construction of the Summit-Tolovana Park Section of the Oregon Coast Highway, Clatsop County; bids received August 1, contract awarded August 10, to Leonard and Slate, Oregon Ltd., the low bidder, based on the use of tar;

2. Construction of the Provolt-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County; bids received August 1, contract awarded on August 3, to M. C. Lininger and Sons, low bidder;

3. Improvement of four city streets in the City of Gold Beach, Curry County; bids received August 2, contract awarded August 18, to Baker Paving Company, the low bidder.

The Commission by unanimous vote confirmed the award of these contracts as reported.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

1. E. H. Itschner Co., Contract No. 2984 for surfacing and oiling the Washington State Line-Flora Junction Section of the Enterprise-Lewiston Highway, Wallowa County, requested an extension of time of one year from July 15, 1949, to July 15, 1950, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties encountered in operating their quarry, and to the trouble they had in securing experienced labor for this isolated project. The Engineer advised that the contractor has been dilatory in the prosecution of the work, and has not maintained an efficient organization, nor sufficient equipment on the job. He further stated that the delay in completing the project will materially increase the cost of engineering and will also necessitate additional expense upon the part of the state to maintain the highway during the winter months. He recommended that the extension of time requested be granted, subject to the following provisions:

a. That no oiling work shall be done between September 30, 1949, and May 1, 1950.

b. That all engineering expense incurred in connection with this project after July 15, 1949, be assessed against the contractor.

c. That the contractor be required to reimburse the state for the cost of maintaining the surface on this section from September 30, 1949, until the oil mat surfacing is completed next year.

The Commission approved the recommendation unanimously.

2. Archie R. Averill, Contract No. 3127 for construction of the Westland Irrigation Canal Bridge on the Lexington-Echo Secondary Highway in Umatilla County, requested an extension of time of 31 days from July 31 to August 31, 1949, within which to complete this job. He attributed his failure to complete the project within the specified time limit to the concentration of his efforts on the construction of buildings at Albany, Bend and Lapine, all being state highway projects. The Engineer advised that the contract for the Westland Irrigation Canal Bridge provided for completion of the project on July 31, 1949, and that all work in connection therewith, other than the finishing of concrete surface and cleaning up of the site, was completed by that time, and the structure is now in use. He recommended in view thereof that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

The Commission, in discussing requests for extensions of time as listed above, considered but did not necessarily adopt the recommendations of the Engineer and the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that Contracts Nos. 2944, 3112, 3128, 3137, 3142, 3154, 3160, 3161, 3163, 3167, 3169, 3184 for state highway construction have been completed according to the requirements of the contracts and modifications thereof, and that said jobs are now ready for acceptance. After due consideration of the Engineer's report with respect to the contracts under discussion, the Commission approved and accepted the said contracts as reported, and by unanimous vote adopted the attached resolution with regard thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein

The Engineer reported that in order to avoid congestion at the divergence of the one-way street plan on the Santiam Highway through Lenanon, the City Council has passed an ordinance prohibiting the parking of cars on the west side of Main Street between Wheeler and Carolina Streets, pursuant to recommendation of the Traffic Engineer In order to make this ordinance properly effective, he said, the State Highway Commission should concur, and he so recommended. The Commission approved the recommendation and by unanimous vote adopted the attached resolution with regard thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The matter of posting a reduced load limit on the Santiam River Bridge, on the roadway that leads into Cascadia State Park, had the attention of the Commission. The Engineer advised that the lower chord of this structure has failed and it is now being used under temporary repairs. He recommended that the bridge be posted for ten tons maximum load until such time as replacement of the structure is authorized. The Commission approved the recommendation, and the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Engineer presented for the Commission's consideration a list of additional projects eligible for the 1950-51 Primary and Secondary Federal Aid Programs The Commission deferred action on this matter until its next meeting.

A letter was presented from Mr. Fred E. Kiddle, Chairman, Roads and Highway Committee, LaGrande Chamber of Commerce, concerning a proposed extension of the Starkey Secondary Highway from its present terminus at Starkey, in Union County, to a connection with the Pendleton-John Day Highway at Ukiah, in Umatilla County. The letter was read aloud by the Engineer, who also read aloud his reply to the same. The Commission deferred discussion of the matter until its next meeting.

The Commission also discussed a second letter from Mr. Kiddle, requesting an extension of a proposed project for the improvement of the Federal Aid Secondary Highway between Imbler and Summerville. Mr. Kiddle advises that the members of his committee are of the opinion that this improvement should be

extended about 2.4 miles to a connection with Hunter Lane Highway, north from Island City. The Commission authorized the Engineer to make a survey of this project.

The Engineer reported that the new bridge across Marys River on US99W, Corvallis, will be open for travel within the near future, and when it is opened, the one-way traffic plan for Corvallis will be put into effect, whereby southbound traffic will be routed on Fourth Street and northbound traffic will be routed on Third Street. In order to eliminate a potential traffic hazard at the junction of Third Street and Fourth Street, south of Marys River Bridge, he suggested the designation of a "No Parking At Any Time" zone on the west side of Fourth Street, southerly from the new bridge over Marys River to the intersection of Fisher Road, and the designation of a like "No Parking" zone on the east side of Third Street from the old bridge over Marys River to Fisher Road Junction. He said that both sections are outside the city limits of Corvallis, hence the Highway Commission has sole jurisdiction. The Commission unanimously approved the recommendation by the adoption of the attached resolution with respect thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a second report from the Engineer on the designation of "No Parking" areas on Third Street and Fourth Street within the city limits of the City of Corvallis. The Engineer advised that the city, in order to implement the movement of traffic on these two one-way streets, has passed an ordinance restricting parking on the west side of Fourth Street from VanBuren Street to Jackson Street, on the east side of Fourth Street from Jefferson Street south to the park driveway, on the west side of Third Street from Harrison Street to VanBuren Street, and from "C" Street southerly to the city park driveway, near Marys River Bridge. He advised that in order to make the ordinance properly effective it is necessary that the Highway Commission concur. He recommended the adoption of an appropriate resolution covering the subject, insofar as it pertains to the restrictions on Third Street and Fourth Street, which are state highway routes. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution with regard thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a letter from the Chief Counsel, urgently requesting that Mr. Forrest Cooper, Right of Way Engineer, and Mr. Clifton W. Enfield, Assistant Counsel, be authorized to attend at state expense the annual meeting of the American Association of State Highway Officials in San Antonio, Texas, during October 10 to 14, 1949. He advised that he needs the assistance of both of these men to properly cover the legal and real property subjects that are to be discussed at this meeting. The State Highway Engineer requested authority for Mr. G. S. Paxson, Bridge Engineer, and Mr. W. W. Stiffler, Second Assistant State Highway Engineer, to attend this meeting of the Association, at state expense, to assist him in covering engineering matters that are to be presented. The Commission unanimously approved both requests.

The Commission signed agreements, et cetera, as follows:

Bargain and sale deed conveying unto Weyerhaeuser Timber Company property in North Bend known as the old ferry landing.

Contract with U. S. Army Engineers covering construction of the proposed highway around Meridian Dam, Lane County.

Lease and sale of road materials from Emma M., George and Thomas M. Velvin covering property in Grant County needed in connection with construction of the Dad's Creek-Dixie Summit Section of the John Day Highway, in Grant County.

Eight bills of sale covering sale of residence buildings on site of the proposed Highway Department Office Building, Salem.

Contract No. 3204 with Western Golf Course Supply Co. for the Front Avenue (Ash Street-Alder Street) Section of the Pacific Highway West, Portland, Multnomah County.

Contract No. 3211 with M. C. Lininger & Sons for the Provolt-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County.

Contract No. 3207 with E. C. Swaggart for the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County.

The meeting adjourned at 12:00 o'clock noon.

T. H. Banfield
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

August 19, 1949

EXHIBITS "A" THROUGH "F"

Minutes of August 19, 1949

EXHIBIT "A"

Minutes of August 19, 1949

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or basis of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

15100- Carden, W. L. and Hatta E. Carden, and
U. S. Balentine and Helen Balentine (Reeder)
Right of Way
Option expires February 2, 1950

Mining claim rights on 1.64 acres Waiver of access, except road approach at approx. Engr.Sta.195+00, northerly side	$ 25.00	$
Amount to be paid owner		25.00
Amount chargeable to Right of Way		25.00
STATE to provide road approach, northerly side, highway, at approx. Engr.Sta.195+00 (Est.)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		225.00

EXHIBIT "A" (Cont.)

LUDER CREEK-SCOTTSBURG SECTION, UMPQUA HIGHWAY

12835- Anderson, A. V. and Bertha M. Anderson (Bill's Trout Farm)
Right of Way (Reeder)
Option expires February 8, 1950

0.31 acre at $50.00	$ 15.50	$
Allowance - store and house	1,890.00	
2-unit cabin	648.00	
rest rooms, showers	168.00	
shed	50.00	
lunch room fixtures	28.50	
Kohler electric plant	200.00	
Amount to be paid owner		3,000.00
Amount chargeable to Right of Way		3,000.00

Grantor to have moorage right and footpath to same- Also, to retain floating dock and fishing boats; and permitted to extend present water pipe across proposed right of way; to retain water system and pipeline lying on and outside southerly side of proposed right of way.

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

15448- Daughtry, James Dee and Marjorie V. Daughtry, & Clyde L. Whitson
Right of Way (Reeder)
Option expires February 3, 1950

3.0 acres at $200	600.00	
13.68 acres at $29.24	400.00	
Waiver of access, except road approach, east side, Engr. Sta. 326+50		
Grantor to have right to bring pipeline from creek to remaining property, east side, Engr. Sta. 337+00		
Amount to be paid owner		1,000.00
Amount chargeable to Right of Way		1,000.00
B. P. R. to construct road approach at approx. Engr. Sta. 326+50, east side (Estimated)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		1,200.00

(Cont.)

EXHIBIT "A" (Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

15372- Presnell, James L. (Reeder)
Right of Way
Option expires February 3, 1950

Allowance- house	$ 750.00	
4 sheds	100.00	
3 wells	150.00	
2 mining claims (4 years improvement work, and shafts)	2,000.00	
Amount to be paid owner		$ 3,000.00
Amount chargeable to Right of Way		3,000.00

15374- Miller, Albert P. and M. L. Miller (Reeder)
Right of Way
Option expires February 4, 1950

All mining rights	$ 250.00	
Amount to be paid owner		250.00
Amount chargeable to Right of Way		250.00

14277- Plummer, Roy M. and Nina M. Plummer (Haskin)
Right of Way
Option expires February 10, 1950

0.26 acre at $500.00	130.00	
Allowance- clearing lease	270.00	
Restricted access (Private access Sta. 565+00)	300.00	
Amount to be paid owner		700.00
STATE to remove 11 rods fence (Estimated)	44.00	
Amount chargeable to Right of Way		744.00
B. P. R. to construct private access at Engr. Sta. 565+00, west side (Estimated)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		944.00

(Cont.)

EXHIBIT "A" (Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

14273-	McFadden, T. W. and Marjorie L. McFadden		
	Right of Way		(Haskin)
	Option expires February 3, 1950		
	59.80 acres at $50.00	$ 2,990.00	$
	Waiver of access, except private access at Engr.Sta.462+00, 483+90, 508+74, east side, and at Engr. Sta. 484+00, 513+50, 528+70, west side	310.00	
	Amount to be paid owner		3,300.00
	STATE to remove approx. 200 rods fence (Est.)	200.00	
	Amount chargeable to Right of Way		3,500.00
	B. P. R. to provide private access at Engr.Sta. 462+00, 483+90, 508+74, east side, and at Engr.Sta.484+00, 513+50, 528+70, west side (Estimated)	4,500.00	
	to remove logging company cabins (Estimated)	500.00	
	Amount chargeable to Construction		5,000.00
	GRAND TOTAL (Estimated)		8,500.00
15102-	Brumley, Eva Alice, and Orvil D. Krotz		
	Right of Way		(Haskin)
	Option expires February 1, 1950		
	40.0 acres (mining claims)	1,000.00	
	Allowance- 5-room house	2,978.00	
	garage	432.00	
	barn	640.00	
	Fairbanks-Morse electric system	450.00	
	Amount to be paid owner		5,500.00
	Amount chargeable to Right of Way		5,500.00

EXHIBIT "B"

Minutes of August 19, 1949

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2944, with Denton Construction Company for grading and bituminous macadam surfacing on the Gardiner Section of the Oregon Coast Highway in Douglas County; completed June 30, 1949.

Contract No. 3112, with M. C. Lininger & Sons for furnishing crushed rock in stockpiles on the Ashland-State Line Section of the Pacific Highway in Jackson County; completed July 9, 1949.

Contract No. 3128, with Newport Construction Company and Russell Olson for reoiling on the Stanfield-Pendleton-Adams Section of the Boardman-Stanfield, Old Oregon Trail and Oregon-Washington Highways in Umatilla County; completed August 1, 1949.

Contract No. 3137, with the D-H Paving Company for reoiling on the Eddyville-Kline Mountain Section of the Corvallis-Newport Highway in Lincoln County; completed July 28, 1949.

Contract No. 3142, with the D-H Paving Company for oil mat surfacing on the Bellevue-Dayton-West Salem Section of the Salem-Dayton, Bellevue-Hopewell and Lafayette Highways in Polk and Yamhill Counties; completed July 1, 1949.

Contract No. 3154, with Acme Construction Company for grading and oil mat surfacing on the Harrisburg (Second Street) City Street Section in Linn County; completed August 11, 1949.

Contract No. 3160, with Baker & Wilson Paving Company for oil mat surfacing on the Waldport (Mill and Grant Streets) City Street Section in Lincoln County; completed July 25, 1949.

Contract No. 3163, with J. C. Compton Company for reoiling on the Idaho State Line-Blue Mountain Pass Section of the I.O.N. and Jordon Valley Highways in Malheur County; completed August 2, 1949.

(Cont.)

EXHIBIT "B" (Cont.)

Contract No. 3167, with Harr & Horton for recoiling on the Hillsboro-Tigard-Wilsonville Section of four secondary highways in Washington County; completed August 9, 1949.

Contract No. 3169, with O. C. Yocom Company for grading and oil mat surfacing on the Willamina (South First Street) City Street Section in Yamhill County; completed July 30, 1949.

Contract No. 3184, with R. O. Dail for seal coat on the Murray Road-Multnomah County Line Section of the Sunset Highway in Washington County; completed July 30, 1949.

Contract No. 3161, with Mill Electric Company for constructing traffic signals in the City of Albany; completed August 12, 1949.

NOW, THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "C"

Minutes of August 19, 1949

RESOLUTION

WHEREAS, Main Street in the City of Lebanon is a street heretofore selected and designated by the Highway Commission as a street over which to route state highway traffic using the Santiam State Highway within the corporate limits of Lebanon, and

WHEREAS, it has been demonstrated that the parking of vehicles on the westerly side of said street from a point 20 feet south of the south line of Carolina Street to the north line of Wheeler Street in said City constitutes and is a hazard to traffic and interferes with the safe and easy flow or movement of vehicles over said streets, and

WHEREAS, it appears that the Common Council of the City of Lebanon on the 5th day of July, 1949, adopted Ordinance No. 731, by which the parking of vehicles on the westerly side of said Main Street between said termini is prohibited, and

WHEREAS, it is the judgment of the Commission that the State, through its State Highway Commission, should cooperate with the City of Lebanon in the accomplishment of the purpose of said Ordinance No. 731,

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members being present and affirmatively voting as follows: That the Commission does hereby ratify and approve Ordinance No. 731 acopted by the Common Council of the City of Lebanon on the 5th day of July, 1949, and hereby offers the cooperation of the Highway Commission and the Highway Department to the end that the full benefit of said resolution may be accomplished and the convenience and safety of the traveling public thereby advanced.

That this resolution be entered in the minutes and records of the Commission as of August 19, 1949.

EXHIBIT "D"

Minutes of August 19, 1949

ORDER REDUCING MAXIMUM LOAD LIMIT

ON THE SANTIAM RIVER BRIDGE AT CASCADIA

WHEREAS, the Santiam Highway, otherwise known as State Highway No. 16 and U. S. Highway Route No. 20, has been designated and declared to be, and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon, as a state highway; and

WHEREAS, the road which extends from said Santiam Highway to Cascadia State Park has been designated and declared to be an access road to the Park, and likewise has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon; and

WHEREAS, on the said access highway there is located a certain bridge structure over the Santiam River, being Bridge No. 1356, which bridge, in the judgment of the State Highway Commission, is incapable of safely carrying the traffic to which it is being subjected, and in order to protect said bridge structure against damage and injury, and in order to safeguard traffic over said bridge structure, it is deemed and is the judgment of the Highway Commission and said Commission finds that it will be for the best interests of the said bridge structure and of the traffic which uses the said bridge structure that the maximum weight now permitted and authorized by law be reduced; and

WHEREAS, the State Highway Engineer has caused an investigation to be made and has determined and found from such investigation and has recommended to the State Highway Commission, that the maximum gross load that can be safely permitted upon any single span of said structure at any time is ten (10) tons; and

WHEREAS, based upon the investigation and determination and recommendation of the State Highway Engineer, it is the judgment of this Commission that the maximum gross load which shall be permitted upon any single span of said structure at any time shall be reduced and fixed as in this order provided;

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the bridge structure above referred to is incapable of safely sustaining or supporting a total gross load in excess of ten (10) tons;

(Cont.)

EXHIBIT "D" (Cont.)

IT IS HEREBY ORDERED that the total gross weight of combined load and vehicle which at any one time shall be permitted upon any single or individual span of the said bridge structure shall not exceed ten (10) tons. In computing the total weight of any single vehicle, the total gross weight of any trailer or trailers attached to said vehicle shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle.

IT IS FURTHER ORDERED that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 115-394 O.C.L.A. shall be in full force and effect from the 19th day of August, 1949, until rescinded, modified or revoked by order of the State Highway Commission.

AND IT IS FURTHER ORDERED that a notice be posted in a conspicuous manner and place at each end of the above-named bridge structure so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions of the traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED that a certified copy of this order be furnished to the County Clerk of Linn County, in which said bridge structure is located, and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

Dated this 19th day of August, 1949.

1[illegible]

EXHIBIT "E"

Minutes of August 19, 1949

R E S O L U T I O N

WHEREAS, the Pacific Highway West is a major state highway and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, the City of Corvallis, by and through its city officials, with the cooperation of the State Highway Commission, plans to immediately put into effect and operation a one-way traffic plan within the City of Corvallis, and, as a part of the said one-way traffic plan, the northbound traffic route of Pacific Highway West will be routed over a portion of 3rd Street and the southbound traffic route of Pacific Highway West will be routed over a portion of 4th Street, within the City of Corvallis, and northbound and southbound traffic upon Pacific Highway West beyond the south limits of the City of Corvallis will travel respectively upon extensions of 3rd Street and 4th Street from the said city limits southerly to the intersection of said extensions of 3rd Street and 4th Street; and

WHEREAS, the State Highway Engineer has caused an investigation and study to be made and has determined from said investigation and study that the parking of vehicles along Pacific Highway West in the vicinity of and south of the intersection of said extensions of 3rd Street and 4th Street and north of said intersection upon said extensions of 3rd Street and 4th Street impairs the use of the traveled portion of Pacific Highway West and creates a hazard to traffic upon the said highway and to the owners and occupants of said parked vehicles, and has recommended to the State Highway Commission that parking of all vehicles be prohibited along and on the east side of the Pacific Highway West, including the extension of 3rd Street, from Highway Engineer's Station 887+65 northerly to Station 893+90, and on the west side of Pacific Highway West, including the extension of 4th Street, from Highway Engineer's Station 887+33 northerly to Station 892+19; and

WHEREAS, based upon the said investigation and study and the said recommendations of the State Highway Engineer, in the opinion of the Commission public welfare and public safety require that all vehicles be prohibited from parking within the areas hereinafter set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED, by all members of the Commission voting unanimously, as follows:

1. The Commission does hereby find and declare, based upon the said investigation and study made by members of its staff and the recommendations of the State Highway Engineer, that the parking of motor vehicles on and along the east side of Pacific Highway West, including the extension of 3rd Street, from Highway Engineer's Station 887+65 (intersection of Pacific Highway West and Fisher Road) northerly to Station 893+90 (south end of the

(Cont.)

EXHIBIT "E" (Cont.)

Marys River Bridge on the extension of 3rd Street), and on and along the west side of Pacific Highway West, including the extension of 4th Street, from Highway Engineer's Station 887+33 (opposite intersection of Pacific Highway West and Fisher Road) northerly to Engineer's Station 892+19 (south end of the Marys River Bridge on the extension of 4th Street), south of the City of Corvallis in Benton County, Oregon, creates a hazard to traffic upon the said highway and to the owners and occupants of said parked vehicles.

2. That the parking of all motor vehicles on and along the right of way of said highway within said termini be and the same hereby is prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect at the said termini, and at such points between said termini as in the judgment of the Engineer are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, "No Parking At And Time" signs.

4. That a copy of this resolution be sent to the Mayor of the City of Corvallis, and that a like copy be mailed to the Superintendent of State Police.

5. That this resolution be entered in the minutes and records of the Commission as of the 19th day of August, 1949.

EXHIBIT "F"

Minutes of August 19, 1949

RESOLUTION

WHEREAS, Third Street and Fourth Street in the City of Corvallis are streets heretofore selected and designated by the Highway Commission as streets over which to route state highway traffic using the Pacific Highway West (US99W) within the corporate limits of Corvallis, and

WHEREAS, it has been demonstrated that the parking of vehicles at the following locations on said streets, to wit:

1. On the westerly side of Third Street from Harrison Street to VanBuren Street, and from "C" Street southerly to the City Park driveway, which extends westerly from Third Street near the north end of Marys River Bridge;

2. On the easterly side of Fourth Street from Jefferson Street southerly to the City Park driveway which extends westerly from Third Street, near the north end of Marys River Bridge;

3. On the westerly side of Fourth Street from VanBuren Street to Jackson Street.

constitutes and is a hazard to traffic and interferes with the safe and easy flow or movement of vehicles over said streets, and

WHEREAS, it appears that the Common Council of the City of Corvallis on the 5th day of July, 1949, adopted ordinance No. 1755, by which the parking of vehicles on certain streets, including sections of Third Street and Fourth Street described above, is prohibited, and

WHEREAS, it is the judgment of the Commission that the State, through its State Highway Commission, should cooperate with the City of Corvallis in the accomplishment of the purpose of said ordinance No. 1755, insofar as it pertains to Third Street and Fourth Street,

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members being present and affirmatively voting as follows: That the Commission does hereby ratify and approve ordinance No. 1755 adopted by the Common Council of the City of Corvallis on the 5th day of July, 1949, as to Third Street and Fourth Street, and hereby offers the cooperation of the Highway Commission and the Highway Department to the end that the full benefit of said resolution, as it pertains to said Third Street and Fourth Street, may be accomplished and the convenience and safety of the traveling public thereby advanced.

That this resolution be entered in the minutes and records of the Commission as of August 19, 1949.

Portland, Oregon
September 19, 1949

The State Highway Commission met in regular session at 9:00 a.m. Daylight Saving Time, in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Asst. Counsel
Forrest Cooper, Right of Way Engineer
M. H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read in conformity with previously published notice, following which Chairman Banfield announced that awards of contracts would be made at 3:00 p.m. in the same room.

PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

OCHOCO AVENUE-MILWAUKIE SECTION

Cascade Construction Co., Portland	$ 16,642.50
Parker Schram Co., Portland	21,763.00

OREGON COAST HIGHWAY IN CLATSOP COUNTY

ELK CREEK BRIDGE AND SUNSET BOULEVARD GRADE SEPARATION

Lindstrom Bros., Portland	63,685.00
Burgess Construction Co., Gearhart	68,731.00
C. J. Eldon, Portland	69,133.50
VaDare Construction Co., Portland *	69,590.00
Palmberg Construction Co., Astoria	69,912.00
Birkemeier & Saremal, Portland	71,605.00
R. & M. Construction Co., Central Point **	72,974.00
Geo. E. Berry, Beaverton	73,830.00
Valley Construction Co., Portland	75,580.00
Leonard & Slate, Oregon Ltd.	76,455.00
R. A.Duoos, Astoria	86,520.00
General Construction Company, Portland	88,980.00

* Bidder will accept only one project
** Bidder will not accept projects totaling over $125,000

CITY OF MYRTLE CREEK IN DOUGLAS COUNTY

MYRTLE CREEK (OAK STREET) SECTION

Tauf Charneski, Eugene	19,154.00

16126

CITY OF ROGUE RIVER IN JACKSON COUNTY

ROGUE RIVER BRIDGE

Lindstrom Bros., Inc., Portland	$ 130,950.00
Tom Lillebo, Reedsport	136,815.00
Snook Bros., Corvallis	139,413.00
Hamilton & Thoms, Eugene	145,530.00
VaDare Construction Co., Portland *	146,490.00
General Construction Co., Portland	174,370.00

* Bidder will accept only one project

CITY OF MEDFORD IN JACKSON COUNTY

TRAFFIC SIGNALS AT TWO HIGHWAY-STREET INTERSECTIONS IN MEDFORD

Trowbridge & Flynn Electric Co., Medford	4,465.00
City Electric Co., Salem	4,984.00
Mill Electric Co., Salem	6,160.00

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

REDWOOD JUNCTION SECTION

R. & M. Construction Co., Central Point *	16,579.00
Snook Bros., Corvallis	19,000.00
Tauf Charneski, Eugene	22,531.00

* Bidder will not accept projects totaling over $125,000

FORT KLAMATH IN KLAMATH COUNTY

FORT KLAMATH MAINTENANCE BUILDING

Enoch I. Maerz, Salem *	12,763.60
Gilbert Roberts, Hood River	13,321.00
R. & M. Construction Company, Central Point **	13,160.00
Burkhard & Schortgen, Klamath Falls	14,320.00
Howard Halvorson, Portland	15,281.00

* Bidder will accept only one project
** Bidder will not accept projects totaling over $125,000

ARMITAGE STATE PARK IN LANE COUNTY

ARMITAGE PARK DWELLING

L. J. Plank, Woodburn	11,390.00
Enoch I. Maerz, Salem *	13,970.00
Gilbert Roberts, Hood River	16,924.00

* Bidder will accept only one project

September 19, 1949

CITY OF COTTAGE GROVE IN LANE COUNTY

TRAFFIC SIGNALS AT ONE HIGHWAY-STREET INTERSECTION IN COTTAGE GROVE

City Electric Co., Salem	$ 2,985.31
C. & S. Electric Co., Eugene	3,362.00
W. R. Grasle Company, Portland	3,417.00
Mill Electric Company, Salem	3,480.00

SALMON RIVER HIGHWAY IN LINCOLN COUNTY

OTIS-SULPHUR CREEK SECTION

Warren Northwest Inc., Portland	127,320.00
Porter W. Yett, Portland	129,460.00
J. C. Compton Co., McMinnville	139,780.00
North Lincoln Rock Production Co., Ocean Lake	143,620.00
O. C. Yocom Co., McMinnville	152,740.00
D-H Paving Co., Vancouver, Washington	153,310.00
Parker-Schram Co., Portland	157,238.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

TROUTDALE-DODSON SECTION

R. & M. Construction Company, Central Point *	82,177.00
D. & R. Construction Company, Beaverton	88,915.00
Archie R. Averill, Portland **	88,938.00
Rogers Construction Co., Portland,	91,142.00
Henshaw Bros., Portland	96,735.00
O. & K. Construction Co., Gresham	98,678.00
Natt McDougall Company, Portland	102,370.00
Leonard & Slate, Oregon Ltd., Portland	107,060.00
Howard Halvorson Co., Portland	115,060.40

* Bidder will not accept projects totaling over $125,000
** Bidder will accept only one project

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

MOFFETT CREEK BRIDGE

Frank Watt Construction Co., Portland	77,600.00
Lindstrom Bros., Portland	86,875.00
Archie R. Averill, Portland *	95,930.00
Valley Construction Co., Portland	99,510.00
Rogers Construction Co., Portland	101,980.00
R. & M. Construction Co., Central Point **	115,585.00
Guy F. Atkinson Co., Portland	132,060.00
General Construction Co., Portland	176,775.00

* Bidder will accept only one project
** Bidder will not accept projects totaling over $125,000

September 19, 1949

16123

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

WIDENING EXISTING McCORD CREEK BRIDGE

Lindstrom Bros., Portland		$ 95,365.00
Archie R. Averill, Portland	*	112,150.00
Valley Construction Co., Portland		120,895.00
R. & M. Construction Co., Central Point	**	125,045.00
General Construction Co., Portland		164,205.00
Guy F. Atkinson Co., Portland		168,780.00

* Bidder will accept only one project.
** Bidder will not accept projects totaling over $125,000

HOLDMAN-HELIX COUNTY ROAD IN UMATILLA COUNTY

HOLDMAN-HELIX SECTION

Newport Constr. Co., and Kern & Kibbe, Portland	*	170,582.60
A. H. Saxton & Son, Corvallis	*	178,217.60
Del R. Beebe Construction Company, Eugene	*	186,242.60
Babler Bros., Portland		191,880.00
Rogers Construction Company, Portland		193,312.00
E. C. Swaggart, Eugene	*	199,344.00
J. N. & M. J. Conley, Portland		201,596.00
Erland & Blickle, and F. H. McEwen, Vanc., Wn.	*	201,710.00
Stevenson Construction Company, Salem	*	202,447.00
O. C. Yocom Company, McMinnville		205,624.00
F. R. Hewett Company, Parkwater, Washington	*	207,843.00
Roy L. Bair & Company, Spokane, Washington		214,686.00
F. B. Miller & Co., Salem	*	213,205.00
E. C. Hall Co., Portland		215,500.00
Colonial Construction Company, Spokane, Wn.	*	224,776.00
C. J. Eldon, Portland		246,078.00
McNutt Bros., Eugene		268,707.00

* Bidder will accept only in combination with Holdman Junction-Campbell Ranch Section Project.

ATHENA-HOLDMAN SECONDARY HIGHWAY IN UMATILLA COUNTY

HOLDMAN JUNCTION-CAMPBELL RANCH SECTION

Newport Constr. Co., & Kern & Kibbee, Portland	1	68,509.18
F. R. Hewett Co., Parkwater, Washington	1	75,757.00
A. H. Saxton & Sons, Corvallis	1, 2	75,842.08
J. N. & M. J. Conley, Portland	1, 3	80,203.75
Del R. Beebe Construction Co., Eugene	1	80,418.00
Roy L. Bair & Company, Spokane, Washington	1	80,729.50
Erland & Blickle, and McEwen, Vancouver, Wn.	1	80,781.00

(cont.)

ATHENA-HOLDMAN SECONDARY HIGHWAY IN UMATILLA COUNTY (Cont.)

HOLDMAN JUNCTION-CAMPBELL RANCH SECTION

Rogers Construction Co., Portland	1	$ 81,733.60
Babler Bros., Portland	1	84,609.00
Stevenson Constr. Co., Salem	1, 2	85,322.00
O. C. Yocom Company, McMinnville	1	86,042.00
E. C. Hall Co., Portland	1	86,132.00
E. C. Swaggart, Eugene	1	86,393.30
F. B. Miller & Co., Salem	1	87,572.00
Colonial Construction Co., Spokane, Wm.	1	89,455.80
McNutt Bros., Eugene	1	96,924.50
C. J. Eldon, Portland	4	100,237.20

1 Bidder will accept this project only in combination with Holdman-Helix Section Project
2 Reduction of $5,000 if also awarded Holdman-Helix Project
3 Reduction of $2,500 if also awarded Holdman-Helix Project
4 Reduction of $2,200 if also awarded Holdman-Helix Project

COMBINATION BIDS FOR:

(1) Holdman-Helix Section of the Holdman-Helix County Road.
(2) Holdman Junction-Campbell Ranch Section of the Athena-Holdman Secondary Highway.

	(1)	(2)	Reduc.	Comb. Bid
Newport Constr. Co. and Kern & Kibbe, Portland	$ 170,582.60	$ 68,509.18	$ - - -	$ 239,091.78
A. H. Saxton & Sons, Corvallis	178,217.60	75,842.08	5,000.00	249,059.68
Del R. Beebe Constr.Co.,Eugene	186,242.60	80,418.00	- - -	266,660.60
Rogers Constr. Co., Portland	193,312.00	81,733.60	- - -	275,045.60
Babler Bros., Portland	191,880.00	84,609.00	- - -	276,489.00
J.N. & M.J.Conley, Portland	201,596.00	80,203.75	2,500.00	279,299.75
Erland & Blickle, and McEwan, Vancouver, Wash.	201,710.00	80,781.00	- - -	282,491.00
Stevenson Constr. Co., Salem	202,447.00	85,322.00	5,000.00	282,769.00
F.W.Hewett Co.,Parkwater,Wash.	207,843.00	75,757.00	- - -	283,600.00
E. C. Swaggart, Eugene	199,344.00	86,393.30	- - -	285,737.30
O.C.Yocom Co., McMinnville	205,624.00	86,042.00	- - -	291,666.00
Roy L. Bair & Co., Spokane	214,686.00	80,729.50	- - -	295,415.50
F. B. Miller & Co., Salem	213,205.00	87,572.00	- - -	300,777.00
E. C. Hall Co., Portland	215,500.00	86,132.00	- - -	301,632.00
Colonial Constr. Co., Spokane	224,776.00	89,455.80	- - -	314,231.80
C. J. Eldon, Portland	246,078.00	100,237.20	2,200.00	344,115.20
McNutt Bros., Eugene	268,707.00	96,924.50	- - -	365,631.50

The Commission unanimously approved the minutes of the meeting held August 1 and 2, 1949.

The Parks Superintendent, Mr. S. H. Boardman, was present and reported the following parks matters:

1. Request of the Washington County Court for the expansion and improvement of Bald Peak State Park, adjacent to the Hillsboro-Silverton Secondary Highway on Chehalem Mountain: The Parks Superintendent advised that this park has an elevation of 1,600 feet and commands a wonderful view of the Tualatin Valley, and in his estimation is the most scenic spot in this valley. He gave as his opinion that the enlargement and development of the park, as requested by the County Court, is fully warranted. He requested authority to investigate the development possibilities and to find out how much the property owners want for their land. The Commission approved the request and ordered that the report on the subject include the approximate acreage that will be needed to complete the park and the cost to acquire it; and plans for its development, and the cost thereof.

2. Request of the DeRoia Lumber Company for permission to operate temporarily a small saw mill on wayside property adjacent to the Sunset Highway: The Parks Superintendent advised that he has no particular objection to such use of the state's property, but there is other land adjacent thereto belonging to the Forest Service, which will serve the purpose equally as well. The Commission denied the request.

3. Termination of the Silver Falls concession by Ralph Nohlgren, present operator: The Parks Superintendent advised that Mr. Nohlgren is relinquishing his concession on October 2nd. He recommended, in view thereof, that the restaurant building be closed up for the winter and that the concession be advertised for sale next spring. The Commission approved the recommendation.

4. Construction of an electric power line into Collier State Park: The Parks Superintendent advised that this park presently is not supplied with electric power facilities, but that the California-Oregon Power Company will extend its lines into the park for the sum of $6,000. The owner of property immediately adjacent to the park, he said, has stated a willingness to assume fifty percent of this expense, which would leave a balance of $3,000 to be paid by the state. He recommended against the expenditure, and suggested investigation into the possibility of developing the state's own power in Spring Creek, which runs through the park. The Commission decided unanimously not to provide electric power for the park at this time.

5, 6, 7. Acquisition of additional acreages for the proposed ocean-front park in Curry County: Mr. Forrest Cooper, Right of Way Engineer, reported on this subject. He advised that additional options have been secured, as follows:

1. Delmer Colegrove, et al; 275 acres at $200 per acre . . . . . $ 55,000

2. Paul & Rachel DeBlock; 64.74 acres at $200 per acre plus allowance 14,348

3. Claude L. & Aubrey S. Reeves; 61 acres at $82 per acre 5,000

In the discussion of this matter, the Parks Superintendent advised that he is negotiating with the Pacific Borax Company for about 450 acres of ocean frontage, south of the Colegrove tract. It was his thought that the negotiations should be extended to include additional properties between this tract and the state park at Harris Beach so there would be no intervening gap between these two state park areas. The Right of Way Engineer advised that the options presently secured are of six months' duration. In view thereof the Commission deferred a decision with respect to them and authorized further negotiations with respect to acquisition of the remaining tracts between the Colegrove Property and Harris Beach. When completed, the results of the negotiations for all of the areas in this proposed park are to be reported on at one time. The Commission ordered that these purchases be presented to the Commission as acquisition of right of way rather than as parks, but cautioned that sufficient property be acquired for the purpose intended, and that no agreement be made with any of the property owners that cannot be carried out by any future highway commission.

8. Acquisition of Hazel Rogers' property at Short Sand Beach State Park: The Parks Superintendent advised that this property consists of a 112-acre tract that is definitely needed to fill out this park. He further stated that the property can be purchased at the rate of $50 per acre, total $5,600, and he assured the Commission that this is the last piece of property that will have to be acquired at this location. The Commission unanimously approved the purchase of the property at the price mentioned but admonished the Parks Superintendent not to ask the Commission to buy any more land for this park.

9. Proposed park development for the next four years: The Parks Superintendent submitted a written report showing the proposed budget for the State Parks Department for the year 1950, and the proposed program of capital outlay and operations of parks during the years 1951, 1952 and 1953, summarized as follows:

16132

STATE PARKS DEPARTMENT

PROPOSED BUDGET - 1950

CAPITAL OUTLAYS

Survey for parks	$ 15,788.00	
Purchase of Real Property	100,000.00	
Construction and Betterment of Buildings	154,825.00	
Purchase of Equipment - Field	6,200.00	
Purchase of Equipment - Office	1,200.00	
Road Construction and Betterment	58,150.00	
Carry over charge - Buildings under Contract but not completed in 1949:		
Champoeg Museum	120,000.00	
Caretaker's House at Wallowa	5,000.00	
Caretaker's House at Armitage	5,000.00	
		$ 466,163.00

OPERATION

Administration and General Supervision	$ 79,322.00	
Park Operation	316,310.40	
Maintenance of roads and parking areas	21,470.00	
		$ 417,102.40
Total Budget:		$ 883,265.40

PROPOSED PROGRAM - 1951, 1952, 1953

CAPITAL OUTLAYS

	1951	1952	1953
Survey for parks	16,000	16,000	16,000
Purchase of real property	75,000	75,000	75,000
Construction and Betterment	344,650	357,150	140,500
Purchase of Equipment - Field	6,000	6,000	6,000
Purchase of Equipment - Office	1,000	1,000	1,000
Road Construction and Betterment	100,500	65,000	48,000
Total Capital outlay	$ 543,150	$ 520,150	$ 286,500
OPERATION			
Administration and General Supervision	81,000	83,000	85,000
Park operation	320,000	325,000	330,000
Maintenance of roads and parking areas	23,000	25,000	27,000
Total operation cost	$ 424,000	$ 433,000	$ 442,000
Total costs:	$ 967,150	$ 953,150	$ 728,500

He explained that this report gives an over-all picture for the state parks setup and that it includes provision for overnight camping in certain parks. He further stated that he discussed this matter with the State Highway Engineer and the Director of the Travel Information Department, pursuant to the Commission's instructions, and secured their approval of the setup. The Commission deferred action on this matter for study.

In this connection, the Parks Superintendent submitted details of his plan for providing overnight camping in Silver Falls State Park and in Wallowa Lake State Park. Action on these matters was also deferred by the Commission, pending additional information as to how this feature is being handled in modern parks in other states, the cost involved, et cetera. The Parks Superintendent was instructed to secure such information, as previously authorized, it being the feeling of the Commission that it should have full information before embarking on a new undertaking with which it is not familiar.

10. Diversion of water from Jackson Creek in Cape Lookout State Park: The Parks Superintendent reported that people who are interested in the propagation of oysters in Netarts Bay are performing certain construction in Jackson Creek to divert the water from this stream, which flows through the park, so that the creek will be dry during the winter months, and that these people are securing some financial assistance from Tillamook County. He gave as his feeling that such diversion of the water will not adversely affect the park because the water will be allowed to follow its natural course during the summertime when the park is visited by recreationalists. In the discussion of this matter the question arose whether or not the Highway Department will forfeit its rights to the waters of this stream if objections are not offered against such diversion of the water. The Chief Counsel advised that the water right would be lost if the Commission consented to the diversion. The Commission decided definitely not to give its approval to the diversion and instructed the Parks Superintendent to do what is necessary to protect the Highway Department's rights.

The Engineer reported considerable traffic congestion on the new Upper Columbia River Highway during weekends because of the tremendous interest of people in this new thoroughfare. During the last two weekends, he said, large numbers of people visited this district, and the parking of their automobiles on highway shoulders caused serious traffic congestion. He gave as his feeling that it is necessary for something to be done to correct the situation, and suggested that the Parks Superintendent be authorized to investigate the possibilities of providing a place for the parking of cars entirely off the highway. The Commission concurred in this belief that the parking of cars along the shoulders of the highway should be prohibited and accordingly referred the matter back to the Engineer and Parks Superintendent to investigate the possibilities of providing off-highway parking areas.

The Right of Way Engineer, Mr. Forrest Cooper, presented for the Commission's consideration a list of options that have been obtained in connection with the acquisition of real property for right of way and other purposes. The Commission considered very carefully each item in the list,

and as a result thereof, approved the amounts of the respective options and authorized the Right of Way Engineer to close the transactions on the basis thereof. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof, was thereupon adopted by the Commission by unanimous vote.

In the discussion of real property matters, the Right of Way Engineer reported on the claim of School District No. 51, Coos County, for damages to school property, arising out of construction of the Delmar-China Camp Section of the Oregon Coast Highway. He advised that subsequent to the filing of this claim, this district was consolidated with another, and the school building has been razed, eliminating that part of the claim which required the rebuilding of wooden steps and reconstruction of the porch on the building. There remains, however, a claim in the amount of $60.00 for the destruction of playground equipment, which is the obligation of the state's contractor. The Commission approved the report.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Commissioner Chandler reported laxity on the part of the City of Gold Beach in the matter of enforcing the parallel parking requirement in this town, pursuant to agreement between the city and the Commission. Chairman Banfield reported a similar condition in the town of Ocean Lake. The Engineer was instructed to investigate both places and impress upon the City Councils that the Highway Commission expects them to enforce the requirements as outlined in the agreements.

The Chief Accountant, Mr. Malcolm H. Hawke, reported on his examination of the records of the City of Portland with respect to the Front Avenue Project, covering the period January 1, 1940, to August 8, 1949. He explained details thereof, and among other things pointed out that as of August 8, 1949, the accrued portion of funds reveals a total credit balance of $112,777.64, of which the state's share is $29,108.96, and the city's share is $83,668.68, after excess properties not required for right of way or other highway purposes have been sold. Mr. L. G. Apperson, Deputy City Engineer, Portland, and Miss Helen Althous, Deputy City Attorney, Portland, were present concerning this matter. Mr. Apperson advised that the Portland City Council is in agreement with the draft of Mr. Hawke's report. The Commission deferred action on the report pending study.

In this connection, the State Highway Engineer pointed out that this report reveals that right of way remaining to be purchased for this project consists of only one tract at the east end of the Broadway Bridge, which tract is needed to provide for a better turn onto the bridge, and incidentally to serve as an area for a detour road that must be provided when the end of the Broadway Bridge is reconstructed. The appraised value of this property, he said, is $6,700, of which amount the city is asking the state to pay a pro-rata share, on the same basis that the other properties were purchased. He exhibited a map showing the location of the property, and recommended approval of the participation of the state in the purchase of this parcel. Mr. Apperson confirmed the Engineer's statement and asked the Commission to approve the purchase of the property on such cooperative basis. The Commission unanimously approved the purchase of the tract on the basis of the recommendation.

that of Allstate Construction Company, on Building No. 13601, for the sum of $150, which bid is $50 in excess of the appraised value of the building. He recommended acceptance of this offer. The Engineer and Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Right of Way Engineer also reported an offer received from the Allstate Construction Company subsequent to the opening of bids in Salem on September 2nd, for the purchase of five additional houses at Warrendale, all five having been included in the previous list. This Company, he said, has offered to pay $500 for buildings identified as Nos. 13597, 13598, 13599, and 13600 and 13602. He pointed out that the appraised value of these buildings totals $175 and he recommended acceptance of the offer. He also recommended that the remaining two buildings described as buildings Nos. 13317A and 13317B, which are appraised at $25 and $50 respectively, be turned over to the state's contractor for his use and disposal during construction of the highway. The Engineer and Chief Counsel concurred in both recommendations. The Commission approved the recommendations unanimously.

The Right of Way Engineer also reported that a residence building at 1401 Walnut Street, Eugene, was also advertised for bids to be received on September 2nd, but no bids were submitted.

The Right of Way Engineer reported the results of taking bids in Salem on September 12 for the purchase of two residence buildings at Delmar and one parcel of land with buildings at Coaledo, all being located on the Delmar-China Camp Section of the Oregon Coast Highway between Coos Bay and Coquille, as follows:

Building No. 14097-A

1.	Arnold H. Miller, Coos Bay	$ 304.00
2.	Walter W. Tymich, Coos Bay	167.50
3.	Joe Glickman, Coos Bay	125.00

Building No. 14099-A

1.	George R. Chard, Coos Bay	250.00
2.	Walter W. Tymich, Coos Bay	210.00
3.	Joe Glickman, Coos Bay	75.00

Land with Buildings, No. 14226

1.	Walter W. Tymich, Coos Bay	1,515.00
2.	Joe Glickman, Coos Bay	600.00
3.	Walter C. Zeigler, Coos Bay	575.00
4.	O. E. Zeigler, Coos Bay	475.00

He recommended rejection of all bids for the purchase of Building No. 14097A, and acceptance of the high offer for each of the other two properties The Engineer and Chief Counsel concurred. The Commission approved the recommendation unanimously.

The Chief Counsel reported the status of acquisition of right of way for the Dodson-Bonneville Section of the new Upper Columbia River Highway. He advised that all right of way has been cleared with the exception of that required from the following owners: Hazel Potter Meyer, Eric Enquist, Noyes Tyrell, Walter E. McElroy, the Union Pacific Railroad, and the Federal Government. He stated that the Meyer property is in litigation instituted by Mr. Meyer, and that this case can be tried without any inconvenience or hazard to the state after the contract for the construction of the highway has been awarded. As to the Enquist property, he advised that he has reached a settlement with Mr. Enquist on the basis of paying him $40,000 for his property and that Mr. Enquist assumes the responsibility of removing the buildings from the right of way. He presented an agreement with Mr. Enquist covering this transaction, and recommended its approval. The Commission unanimously approved the settlement, and signed the agreement later in the session. Concerning the Tyrell property, the Chief Counsel advised that he has reached a satisfactory settlement with Mr. Tyrell on the basis of paying him $6,300. Mr. Tyrell, however, has some renters on the property who are not satisfied, so it will be necessary to acquire this property by condemnation. The Commission unanimously approved such procedure. With respect to the McElroy property, the Chief Counsel said that it has not been possible to reach a satisfactory settlement with Mr. McElroy by negotiation, so condemnation action has been started to acquire it. No definite word has been received from the Union Pacific Railroad or the Federal Government with regard to the acquisition of the property needed from them, but this is not serious and need not delay the awarding of a contract for the construction of the highway if a satisfactory bid is received. In summarizing his report, the Chief Counsel stated that if the Highway Commission should receive a satisfactory bid on the following day for the construction of the Dodson-Bonneville Section he will clear the project insofar as the right of way is concerned. The Commission approved the report.

A letter was presented from Mr. Chester J. Irelan, Portland, requesting reconsideration of the action taken by the Commission at its previous meeting with respect to his offer to purchase for the sum of $100 a portion of the old access road to Ecola State Park, Clatsop County, particularly the west half of Lot 22, Block 18 of the Subdivision known as Seal Rock Beach. In the discussion of this matter it was pointed out that the old road is no longer used, in fact is overgrown with brush, and that the public is now using the roadway constructed on a dedicated street in front of the lot in question, so there would be no objection to the Commission's deeding to Mr. Irelan the property that he wants if the Commission so desires. The Secretary presented a statement signed by the State Parks Superintendent, the Right of Way Engineer, the State Highway Engineer, the Chief Counsel, and the Assistant State Highway Engineer, recommending sale of the property to Mr. Irelan for $100. As a result of careful consideration, the Commission decided unanimously to accept Mr. Irelan's offer and to deed the property to him.

The Right of Way Engineer reported the results of the taking of bids in Salem on September 2, 1949, for the sale of eight residence buildings on the Dodson-Bonneville Section of the new Columbia River Highway at Warrendale, Multnomah County. He advised that only one bid was received, it being

The State Highway Engineer reported the results of receiving bids in Salem on September 12 for the purchase of fir timber standing on a state-owned quarry site, located adjacent to the Sunset Highway, about three miles east of Elsie, as follows:

1.	F. C. Hathaway, Seaside	$ 246.00
2.	Evans Log Company, Seaside	204.00
3.	G. & A. Logging Company, Seaside	163.00

He recommended acceptance of the offer of the high bidder, F. C. Hathaway, at $246, which is $24 more than the appraised value of the timber. The Chief Counsel concurred. The Commission approved the recommendation unanimously.

The Commission discussed with the Engineer the bids received at the morning session for the construction of highway projects, and at 3:00 p.m. Chairman Banfield announced publicly the Commission's decision with respect thereto, the action of the Commission being by unanimous vote:

"Construction of 4,300 lineal feet of concrete median island and 4,000 square yards of surfacing and paving on the Ochoco Avenue-Milwaukie Section of the Pacific Highway East, in Clackamas County. The Commission received two bids for this work, the low one being that of Cascade Construction Co., Portland, at $16,642.50, and the other being that of Parker Schram Co., Portland, at $21,763. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Cascade Construction Company, when certain conditions have been satisfied.

"Elk Creek Bridge and Sunset Boulevard Grade Separation Project on the Oregon Coast Highway in Clatsop County. Lindstrom Bros., Portland, submitted the low bid for this work at $63,685. Burgess Construction Company, Gearhart, submitted the next low bid at $68,731. There were ten higher bids. The Commission has awarded the contract to the low bidder, Lindstrom Bros., at their bid price.

"0.10 mile of grading and paving on the Oak Street Section of a city street in the Town of Myrtle Creek, Douglas County. The Commission received only one bid for this work, being that of Tauf Charneski, Eugene, at $19,154. The bid has been rejected.

"Construction of a bridge over the Rogue River on a county road in the Town of Rogue River, Jackson County. Lindstrom Bros., Portland, submitted the low bid for this work, in the amount of $130,950. The next low bid was submitted by Tom Lillebo, Reedsport, at $136,815. There were four higher bids. This is a county project, advertised in behalf of the Jackson County Court, in view of which the Commission is referring all of the bids to the County Court either to reject them or to award the contract.

"Installation of traffic signals in the City of Medford, Jackson County. The low bid for this work was submitted by Trowbridge and Flynn Electric Company, Medford, at $4,465. City Electric Company,

Salem, submitted the next low bid at $4,984 One higher bid was received. The contract has been awarded to the low bidder, Trowbridge and Flynn Electric Company, at its bid price.

"Grading, paving and landscaping on the Redwood Junction Section of the Pacific Highway in Josephine County. R. & M. Construction Co., Central Point, submitted the low bid for this work at $16,579. They stated that they would not accept projects totaling more than $125,000 at this letting. Snook Bros., Corvallis, submitted the next low bid at $19,000. There was one higher bid. The contract has been awarded to the low bidder, R. & M. Construction Co. at its bid price.

"Construction of a Highway Department Maintenance Building at Fort Klamath, Klamath County. Enoch I. Maerz, Salem, submitted the low bid for this work at $12,763. He stated that he would accept the award of only one contract at this letting Gilbert Roberts, Hood River, submitted the next low bid at $13,321. There were three higher bids. The Commission has awarded the contract to the low bidder, Enoch I. Maerz, at his bid price.

"Construction of a frame dwelling and garage in Armitage State Park, Lane County The low bid for this work was submitted by L. J. Plank, Woodburn, at $11,390. Enoch I Maerz, Salem, submitted the next low bid at $13,970. He stated that he would accept the award of only one contract at this letting. There was one higher bid. The contract has been awarded to the low bidder, L. J. Plank, at his bid price

"Installation of traffic signals in the City of Cottage Grove, Lane County. City Electric Co., Salem, submitted the low bid for this work, at $2,985.31. The next low bid was that of C. & S. Electric Co., Eugene, at $3,362 There were two higher bids. The contract has been awarded to the low bidder, City Electric Company, at its bid price.

"7.54 miles of pavement resurfacing on the Otis-Sulphur Creek Section of the Salmon River Highway, Lincoln County. Warren Northwest, Inc., Portland, submitted the low bid for this work at $127,320. The bid submitted by Porter W Yett, Portland, was next low at $129,460. There were five higher bids. The contract has been awarded to the low bidder, Warren Northwest, Inc. at its bid price.

"Guardrail and sightpost construction on the Troutdale-Dodson Section of the new Columbia River Highway, Multnomah County. R. & M. Construction Co., Central Point, submitted the low bid for this work at $82,177 They stated that they would not accept projects totaling more than $125,000 at this letting. D & R. Construction Company, Beaverton, submitted the next low bid on this project at $88,915. There were seven higher bids. The contract has been awarded to the R. & M. Construction Company, low bidders, at their bid price

"Construction of a bridge over Moffett Creek on the upper Columbia River Highway, Multnomah County. Frank Watt Construction Co., Portland, submitted the low bid at $77,600. The next low bid was submitted by

Lindstrom Bros., Portland, at $86,875. There were six higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Widening the bridge over McCord Creek on the upper Columbia River Highway, Multnomah County. Lindstrom Bros., Portland, submitted the low bid for this work at $95,365. The next low bid was that of Archie R. Averill, Portland, at $112,150. He stated that he will accept the award of only one project at this letting. There were four higher bids. The bids have been referred to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading, surfacing and oiling the Holdman-Helix Section of the Holdman-Helix County Road, Umatilla County. Newport Construction Company and Kern and Kibbe, Portland, submitted the low bid for this work at $170,582.60. The next low bid was that of A. H. Saxton & Son, Corvallis, at $178,217.60. Both of these bidders stated that they would not accept the award of this contract unless also awarded the contract for grading, surfacing and oiling on the Holdman Junction-Campbell Ranch Section of the Athena-Holdman Secondary Highway in Umatilla County. There were fifteen higher bids. The low bid for the construction of the Holdman Junction-Campbell Ranch project was submitted by Newport Construction Company and Kern & Kibbe, Portland, at $68,509.18. The next low bid for this work was submitted by F. R. Hewett Co., Parkwater, Washington, at $75,757. Both of these bidders stated that they would not accept the award of this project unless they also received the award of the contract for the Holdman-Helix Project. There were fifteen higher bids. A study of the bids for both projects reveals that the combination bid of Newport Construction Co. and Kern & Kibbe, Portland, low, at $239,091.78. The next low combination bid was that of A. H. Saxton and Son, Corvallis, at $249,059.68, considering this contractor offered to reduce the amount of his bid by $5,000 if awarded both contracts. The Commission has awarded both contracts to the low combination bidder, Newport Construction Company and Kern & Kibbe."

Mr. W. H. Lynch, Division Engineer, Bureau of Public Roads, was present and discussed with the Commission the matters which follow:

1. Proposed agreement covering the financing of the Forest Highway Project on the Pacific Highway south of Canyonville, Douglas County.

2. Proposed agreement with respect to the maintenance of detours in connection with the Forest Highway Project south of Canyonville.

3. Matter of continuing construction on the Enterprise-Lewiston Highway in Wallowa County.

4. Programming of Federal funds authorized for 1951.

5. Proposed Forest Highway Project on the Beech Creek Section of the Pendleton-John Day Highway, Grant County.

Concerning the first of the above items, Mr. Lynch advised that he plans to advertise the project for bids within the next thirty days, and if a satisfactory bid is received, he would like to be in position to award the contract, which he cannot do unless the state will either pay its cooperative share now or tell him in writing that it will contribute toward the cost and when such contribution will be made. He recalled that the estimated cost of the project is $1,957,484, and that the state's share is estimated at $816,000. The Commission decided unanimously to make the state's share available to the Bureau of Public Roads on or before January 30, 1950. Mr. Lynch indicated his approval thereof, whereupon the Commission instructed the Chief Counsel to prepare an appropriate letter giving Mr. Lynch the information in writing. (The letter referred to was prepared by the Chief Counsel and was approved and executed by the Highway Commission on September 21, 1949. See copy of letter in general files.)

Concerning the maintenance of detours during construction of the Canyonville project, Mr. Lynch gave as his understanding that, if the Federal Government will construct the detour, the state will oil it and maintain it at federal expense. The Commission unanimously approved such arrangement and later in the session signed an agreement with Mr. Lynch covering the matter.

The Commission referred to the Engineer for report at its next meeting the matter of continuing from year to year improvements on the Enterprise-Lewiston Highway under a cooperative arrangement with the Bureau of Public Roads.

Concerning Item No. 4, Mr. Lynch advised that Federal funds for financing construction work proposed for 1951 are now available and he suggested that the individual projects proposed for such program be submitted to the Bureau of Public Roads for approval so as to avoid delay in contracting the work. The Commission approved the suggestion and referred the matter to the Engineer to carry out.

Concerning Item No. 5, Mr. Lynch advised that his department is now preparing plans for the Forest Highway Project on the Beech Creek Section of the Pendleton-John Day Highway, and in connection therewith must know the exact point where the Beech Creek Secondary Highway over which the Pendleton-John Day Highway is now routed north from Mr. Vernon will connect with that highway when constructed on the proposed location north from the town of John Day. The Engineer was instructed to provide Mr. Lynch with such information.

The Engineer reported receipt of complaints from people residing along the old route of the Columbia River Highway between Troutdale and Dodson, that this highway is not properly signed, and that traffic on this route has dropped off from 4,700 vehicles to 780 vehicles on weekdays due to the opening of the new highway. He exhibited a map showing a proposed method of signing which he thought would satisfy all parties, and requested authority to try it out and observe the traffic results. In the discussion of this matter the Engineer advised that the people on the old route want both routes designated as US30. He said that cannot be done because it is contrary to the rules of the American Association of State Highway Officials and the Bureau of Public Roads. The Chief Counsel advised that the name "Columbia River Highway" was given the old route by legislative enactment. He read aloud the law covering the matter

and pointed out that this law authorizes the Commission to change the route of any highway. Such authority, he said, implies that if the route is changed, then the new highway would take the name of the old one and in this case the water-grade highway up the Columbia River would still carry the name "Columbia River Highway." It was the feeling of the Commission that the responsibility for the signing of the highway so that the general public will know which route it is traveling rests with the Engineer. The Engineer was authorized to install the signs in accordance with his plan. The results are to be carefully observed to ascertain whether or not the signs serve the purpose satisfactorily. A decision with respect to naming the two routes was deferred until later.

The Chief Counsel reported a request from the Portland General Electric Company to lease for a period of three years a small parcel of state-owned land adjacent to the Tualatin Valley Highway, at Aloha, Washington County, as a site for a temporary substation. He presented a sketch showing the location of the property and advised that the company has stated a willingness to pay $50 annually for the use of the same. He recommended approval of the request, and that the matter be covered by a revocable lease. The Engineer concurred therein. The Commission approved the recommendation unanimously.

The Commission discussed a proposed agreement with the Southern Pacific Railroad Company covering the installation of a drainage pipeline on railroad property near the city of Tillamook. The Engineer explained that in the reconstruction of the Tillamook-Pleasant Valley Section of the Oregon Coast Highway, considerable borrow materials were required and this material was obtained at the site of a proposed future crossing of the Wilson River Highway with the Southern Pacific Company tracks, just east of Tillamook, and it is now necessary to provide for the drainage of the hole that was left by the excavation of this material. The agreement under discussion, he said, provides for construction of the drainage pipe on railroad company property. He recommended approval of the agreement. The Commission approved the recommendation. (The agreement was signed later in the session.)

The matter of sale to the City of Pendleton of a 7.2 acre tract of state-owned land adjacent to the Pendleton Airport Secondary Highway, had the attention of the Commission. The Engineer presented letters from the County Court of Umatilla County, and from the City of Pendleton outlining a procedure to dispose of this matter. Due to complications involving the legality of the procedure, the Commission again deferred action on the matter and referred it to the Chief Counsel for further study and a definite recommendation. He was cautioned to bear in mind the Commission's desire to dispose of all of the property in one transaction and to be relieved of the responsibility of maintaining the secondary highway.

The Right of Way Engineer reported demands of Messrs. Arthur Livingston, D. E. Willis and William E. Fangerow, owners of properties that were acquired in connection with improvements to the Alsea Highway, for construction of fences along their properties. He explained that when the original deals were made with these owners, fencing was estimated to cost three dollars a rod, and the owners insisted on the fences' being built by the state rather than cash allowance being given them, and they are now again demanding the fence construction, which will cost about $200 more than was

originally anticipated. He recommended approval of the expenditure. The Commission unanimously approved the recommendation, under the conditions outlined in the original negotiations.

The Commission discussed a request from the Douglas Forest Protective Association for right of access to the Pacific Highway at the site of their proposed fire patrol station adjacent to the highway near Glendale Junction. The Engineer advised that the site is on the newly constructed highway between Azalea and Glendale, where access rights to the highway were acquired by the state when right of way was secured. The access feature, he said, was brought to the attention of the association, which now advises that a service road connecting with the county road in the near vicinity would be satisfactory for their purposes. The highway right of way at this point, he said, is sufficiently wide to accommodate both service road and four traffic lanes later on when required. He recommended that a revocable permit be granted the Association to construct and maintain the service road at its own expense on the outer edge of the state's right of way. The Commission approved the recommendation unanimously.

The Chief Counsel reported the status of the McNalley right of way matter involving proposed widening of the Pacific Highway East a short distance south of Salem, and the acquisition of access rights thereto. He stated that pursuant to instructions given him by the Commission at the previous meeting, he contacted Mr. McNalley, who stated his refusal to surrender any of his access rights. He suggested, therefore, in view of the fact that additional width right of way in this location is not absolutely essential at this time, that the matter be dropped. The Commission approved the suggestion and so ordered.

The Commission discussed a written report from the Chief Counsel on the establishment of restroom facilities at Depoe Bay. In his report, the Chief Counsel suggests the construction of such facilities on the ocean side of the highway a short distance north of the bridge, where steps have already been constructed, and that the building be provided with a flat roof that could be used as a viewpoint from which to watch fishing craft leave and enter Depoe Bay. The State Parks Superintendent offered objections to this location and as a result of discussion, the Commission referred the matter to the Engineer for study and a report.

The Chief Counsel presented for the Commission's consideration a form of resolution covering the Commission's action taken at the previous meeting with respect to his authority to settle controversies involving the acquisition of real properties which are under condemnation. The Commission unanimously adopted the resolution attached hereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed written reports from the Chief Counsel and the Engineer with respect to the application of Chapter 450, Oregon Laws 1949, which concerns the granting of permits for movements over state highways of vehicles or combinations of vehicles having a length and combined gross weight in excess of statutory limits. It appears that a controversy has developed with respect to the interpretation of the act and its administration, and it is claimed that the administrative construction placed on the act by Highway Department Weighmasters and by the State Police is in conflict with the purpose and meaning of certain parts of the law. The issues that have been raised are these:

1. May the enforcing agency, when attempting to determine the gross weight of a combination of vehicles, construe the words which appear at the head of the table of weights so as to permit the combining of two axles on one of the combination of vehicles with two of the axles on the other vehicle, or does the act permit only a grouping of axles on each separate vehicle?

2. In the event an operator is found to have violated the act because and by reason of an overloaded axle or group of axles, is he thereby denied the five percent tolerance provided in the law?

(For details of the Chief Counsel's opinion with respect to these two issues, see copy of his written report to the Highway Commission dated September 12, 1949, in general files.) The Engineer advised that this law went into effect early in July, 1949, and that prior thereto the permit forms to be issued to truckers under authority of that law were checked in detail by himself as to engineering features and by the Legal Department pursuant to the usual custom and practice; also, that a resolution making specific reference to permit forms was approved by the Commission at its meeting on June 28, 1949, and permits since the law became effective contain provisions as set forth in this resolution. However, since that time the Oregon Motor Transport Association has questioned the interpretation placed upon the law by the regulations. He referred to the opinion of the Chief Counsel regarding the matter and pointed out that as a result of this opinion, there is no legal control of axle loadings in a combination of vehicles, and, unless some control is established, and a top range is placed upon loads on certain groups of axles, stresses may be set up in bridges which would be highly dangerous and other highway facilities may also be overstressed and damaged. This matter, he said, has been given very careful consideration and a new regulation formulated which is based upon permitting a 12½ percent increase for certain critical loadings above the table of weights, for varying axle spacings as mentioned in the law. Such increase, he said, will lower the factor of safety forty percent, but will leave sixty percent of the factor of safety effective. He presented the regulation, which he said has the approval of the Chief Counsel and also has been approved by the Oregon Motor Transport Association, and he recommended its adoption. (For further details see copy of the Engineer's written report to the State Highway Commission, dated September 16, 1949, in general files.) This matter was discussed at considerable length, but action thereon was deferred by the Commission pending an additional report from the Engineer to give the members of the Commission a clearer understanding of the entire matter. The Commission ordered that until this matter has been definitely settled, the enforcement of the regulations shall be in conformity with the opinion of the Chief Counsel.

The Engineer requested authority to circularize all individuals or firms engaged in the logging or lumbering industry, advising them that it may be necessary for the State Highway Commission to order a reduction in the load limits on certain state highways during the winter and early spring months when these highways are in the period of instability due to excessive rainfall or frost action, and cautioning these operators to provide themselves with a stockpile of logs or to take such other measures as may be

necessary to minimize loss of time in their operations by reason thereof. The Commission unanimously approved the request.

The Commission discussed the Engineer's written report dated September 12, 1949, on the West Portland-Hubbard Highway. The Engineer presented a map showing the location of the proposed highway, and explained details thereof orally, including information as to amounts heretofore expended for right of way and construction, and the estimated cost to complete the project. He gave as his considered opinion that it would be very desirable for the Highway Commission to purchase right of way now for this proposed improvement, in view of the fact that the district traversed by the highway is rapidly being built up and right of way costs will increase proportionately. In the discussion, Chairman Banfield inquired how this project compares as to priority with the further improvement of the Pacific Highway south of Eugene, and with the completion of the new highway up the Columbia Gorge. He pointed out that there now exist two trunk highways extending up the Willamette Valley from Portland, and questioned that there is more need for a third highway in the Willamette Valley than there is for one standard highway either south of Eugene or up the Columbia Gorge. The Engineer advised that in his estimation the Commission should complete the improvements already started on the Pacific and Columbia River Highways before expending any great amount of funds for construction of the West Portland-Hubbard Highway. The Commission deferred action in this matter pending conferences on the following day with delegations which are scheduled to appear at that time. (See copy of Engineer's report in general files for details.)

In this connection, the Engineer presented numerous petitions from farmers and other residents of the Wilsonville, Sherwood, Tigard, Tualatin, Lake Grove and Oswego Districts, urging construction of the West Portland-Hubbard Highway, commonly known as the Wilsonville Cutoff, so as to provide adequate highway facilities between Portland and Salem, comparable to facilities now available to other districts in the Portland area. He explained that these petitions were forwarded to him by Governor McKay with a request that they be presented to the Commission at this meeting. The Commission took no action on the petitions. (See ahead for additional paragraphs on this subject.)

The Engineer presented a written report dated September 15, 1949, on the request of the City of Forest Grove for a study of its traffic problems and for recommendation of ways to correct the traffic congestion which now exists in the main part of this town, which congestion the city has been attempting to alleviate by rerouting traffic over non-highway streets. The Engineer advised that the investigations have been made and it has been found that the congestion could be greatly alleviated by the installation of a one-way street system on two of the city's east and west streets. The plan, he said, contemplates designating Pacific Avenue, present route of the Tualatin Valley Highway and temporary Wilsonville Highway, as a one-way street for westbound traffic, and designating First Avenue South as a one-way street for eastbound traffic. In addition thereto, he said it would be necessary to improve a street by-passing the business district for through north and south traffic, and the investigation indicated that "B" Street, which is two blocks

west of Main Street, would best serve this purpose, although it would have to be widened and resurfaced and some additional right of way acquired. He estimated the overall cost of the project at $73,500 for construction and $6,500 for right of way, and advised that the City of Forest Grove will pay the cost of acquiring the right of way. The Commission deferred action on this matter pending appearance of a delegation the following day. (See ahead for additional paragraph on this subject.)

The Engineer brought up for discussion a claim of the owners of certain property along the Milwaukie-Estacada Secondary Highway just east of the city limits of Milwaukie. He advised that this claim arises out of the opening of a culvert underneath the highway at a point designated as Highway Engineer Station 58+50, the property owners contending that water drains through this culvert and damages land which they have subdivided into residential building sites, and so they insist that a modified type of storm sewer be installed, which is estimated to cost about $2,800. He gave as his opinion that the state is not responsible for existing conditions and is in no way obligated to correct the drainage difficulties, it being the obligation of the sponsors of the land development. In support of his statement, he advised that this particular highway was designated a state secondary highway in 1947. The county records show that it was made a county road in about the year 1870 and had been maintained by the county as such until the state took it over. The county records also disclose that the road is now practically in the same location as it was in 1890, that the culvert under discussion was installed prior to 1910 and that no change has been made in the system of drainage since then. There may be an increase in the volume of runoff, he said, by reason if improvement of side roads and the cutting up of farms into smaller tracts, but such increase certainly has not resulted from any activity of the State Highway Department. He recommended that the claim of the property owners be denied. The Chief Counsel concurred therein. The Commission deferred a decision in the matter until the following day when Mr. Otto J. Kraemer, Portland, attorney for the property owners, was scheduled to be present concerning the matter.

The meeting adjourned at 5:00 p.m. to reconvene the following morning in the same room.

Portland, Oregon
September 20, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. The following persons were present and participating:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer

(Cont.)

J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
M. H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids as follow for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Banfield announced that awards of contracts would be made at 4:30 p.m. in the same room.

BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY

TABLE ROCK CREEK SECTION

J. C. Papin, Baker *	$ 111,581.00
Groesbeck & Hickson, Eugene	120,150.00
E. C. Hall Co., Portland	131,895.50
Quinn Bros. & Robbins, Boise, Idaho	137,778.00
J. N. & M. J. Conley, Portland	141,973.00
Leonard & Slate, Ore. Ltd., Portland	160,438.00

* Bidder will accept award of only one project

PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

TRAFFIC SIGNALS AT THREE HIGHWAY-STREET INTERSECTIONS NEAR MILWAUKIE

City Electric Company, Inc., Salem	10,194.00
A. R. Johnson Electrical Contracting, Portland	10,228.00
Mill Electric Co., Salem	11,218.00
W. R. Grasle Company, Portland	11,950.00

WARRENTON SECONDARY HIGHWAY IN CLATSOP COUNTY

WARRENTON (19th St.-Hayes St.) SECTION

	Using Asphalt	Using Tar
Byers Bros., Astoria	$ 38,932.00	$ - - -
Grimstad & Vanderveldt, Astoria	39,081.00	- - -

CITY OF ROSEBURG IN DOUGLAS COUNTY

TRAFFIC SIGNALS AT ONE HIGHWAY-STREET INTERSECTION

Trowbridge & Flynn Electric Co., Medford	3,900.00
City Electric Company, Inc., Salem	4,244.00
Mill Electric Company, Salem	4,530.00

(Cont)

NORTH UMPQUA COUNTY ROAD IN DOUGLAS COUNTY

MARKS RANCH-LONE ROCK BRIDGE SECTION

Del R. Beebe Construction Co., Eugene	$ 305,277.20
M. L. & C. R. O'Neil, Creswell	306,654.00
J. C. Compton Co., McMinnville	310,415.00
Kuckenberg Constr. Co., Portland	351,760.00
Babler Bros., Portland	355,699.00
McNutt Bros., Eugene	356.435.00
T. W. Thomas, Portland	358,179.00
Miller & Strong, Inc., Eugene	367.417.00
C. J. Eldon	374,066.50
Natt McDougall, Portland	395,315.00

PACIFIC HIGHWAY IN JACKSON COUNTY

SISKIYOU SLIDE CORRECTION

Oscar E. Joelson, Eugene	27,915.00
Del R. Beebe Construction Co., Eugene	30,240.00
Loyd Calkins Co., Ocean Lake	32,595.00
Miller & Strong, Inc., Eugene	33,632.00
M. C. Lininger & Sons, Medford	35,936.00
F. B. Miller & Co., Salem	39,160.00
Groesbeck & Hixon, Eugene	43,155.00

ALSEA-DEADWOOD SECONDARY HIGHWAY IN LANE COUNTY

COUGAR CREEK-PREACHER CREEK SECTION

Homer G. Johnson, Portland	55,200.00

CITY OF EUGENE IN LANE COUNTY

EUGENE OFFICE BUILDING

J. S. Crepeau, Cottage Grove	22,077.80
Leland J. Plank, Woodburn	23,130.00
Gale M. Roberts, Springfield	23,721.00
Rath & Morris, Eugene	26,409.00

ROME-PRINCETON SECONDARY HIGHWAY IN MALHEUR AND HARNEY COUNTIES

SOUTH UNIT, PRINCETON-FOLLYFARM SECTION

M. L. & C. R. O'Neil, Creswell	221,109.00
J. C. Papin, Baker *	222,585.00
McNutt Bros., Eugene	223,089.50
Del R. Beebe Constr. Co., Eugene	223,315.00
Allen E. Sackett & Floyd Grahm Constr.Co.,Hood River	223,715.00
Durbin Bros., Eugene	231,191.50
C. E. Leseburg, Nyssa	233,723.00
Burke Bros., Portland	235,610.00

(Cont.)

SOUTH UNIT, PRINCETON-FOLLYFARM SECTION (Cont.)

E. C. Hall Co., Portland	$ 257,060.00
Heavy Hauling Company, Astoria	257,813.00
G. D. Dennis & Son, Portland	268,574.00
J. N. & M. J. Conley, Portland	308,700.00
Leonard & Slate, Oregon Ltd., Portland	333,775.00

* Bidder will accept only one project

CITY OF STAYTON IN MARION COUNTY

STAYTON MAINTENANCE BUILDING

Allen A. Siewert, Salem	9,359.50
L. J. Plank, Woodburn	11,045.00
Archie R. Averill, Portland	11,380.00
Gilbert Roberts, Hood River	11,577.00
Smith & Nelson, Salem	11,620.00
T. J. Patzer, Salem	11,793.00
E. E. Batterman, Salem	12,070.00
R. & M. Constr. Co., Central Point	12,768.00
Rushlight Automatic Sprinkling Co., Portland	13,350.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

DODSON-BONNEVILLE SECTION

	Using Asphalt	Using Tar
Peter Kiewit Sons Co., Longview, Wn.	$ 998,673.20	$ - - -
R. A.Heintz Constr. Co., Portland	1,048,168.90	- - -
Guy F. Atkinson Co., Portland	1,052,968.00	- - -
Leonard & Slate, Ore. Ltd., Portland	1,178,618.30	1,178,459.30
Burke Bros. & O. C. Yocom Co.,Portland	1,199,889.40	- - -
McNutt Bros., Eugene	1,208,699.30	- - -
J. N. & M. J. Conley, Portland	1,281,711.90	- - -
Kuckenberg Constr. Co., Portland	- - - -	1,507,591.90
Natt McDougall Co., Portland	1,543,622.80	- - -
Rogers Constr. Co., Portland	- - - -	1,693,122.10

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

TANNER CREEK BRIDGE

C. J. Eldon, Portland	185,689.00
Carl M. Halvorson	196,430.00
Lindstrom Bros., Portland	204,320.00
Guy F. Atkinson Co., Portland	206,230.00
Natt McDougall Co., Portland	208,678.00
Valley Constr. Co., Portland	221,680.00

WALLOWA LAKE STATE PARK IN WALLOWA COUNTY

BOAT CHANNEL AND CLEARING PROJECT

D. W. Voreis, Gladstone	$ 7,770.00
E. C.Hall Co., Portland	9,160.00
LaGrande Concrete Pipe Co., LaGrande	9,398.00
Durbin Bros., Eugene	9,912.00
Kelly Constr. Co., The Dalles	10,395.00
Hatch & Noughton, Joseph	13,264.44
Geo. E. Corliss	13,790.00

WALLOWA LAKE STATE PARK IN WALLOWA COUNTY

WALLOWA PARK DWELLING

Kelly Construction Co., The Dalles	14,628.00
Gilbert Roberts, Hood River	16,471.00
Bechtel Bros., Elgin	17,889.61

CITY OF SALEM IN MARION COUNTY

STATE HIGHWAY DEPARTMENT OFFICE BUILDING

	Basic Bid
Ralph & Horwitz, Portland	1,934,264.00
W. C. Smith, Inc., Portland	1,939,355.00
L. H. Hoffman, Portland	1,940,000.00
Donald M. Drake Co., Portland	1,959,000.00
Ross B. Hammond Co., Portland	1,974,951.00
Sound Constr. & Engr. Co., Seattle, Wn.	1,983,315.00
Malarkey & Moore, Portland	2,060,624.00
A. R.Neiman, Vancouver, Washington	2,124,121.00
Lee Hoffman, Portland	2,223,924.00

County Judge Nelson B. Higgs, Harney County, and Mr J. L. McCullough, Chairman, Road Committee, Burns Chamber of Commerce, were present and urged the completion of the remaining gaps in the Princeton-Follyfarm Section of the Rome-Princeton Secondary Highway. It was pointed out to these gentlemen that the Commission received at today's letting a satisfactory bid in the amount of $221,109 for the construction of the South Unit of this section, and that is as far as the Commission can go at the present time, although the project will be kept in mind.

Mr. William Tugman, Eugene, was present regarding the following matters:

1. Request that the State deed to the City of Eugene a small tract of state-owned land at Judkins Point which was acquired by the State in 1940 in connection with a right of way transaction.

2. Request that the State Highway Commission consult with the Bonneville Power Administration with respect to the control of a small triangular tract of land situate between the present and proposed locations of the Willamette Highway at Goshen.

Regarding the proposed city park at Judkins Point, Mr. Tugman advised that the State owns a small area above the highway at the point where Skyline Boulevard and Birch Lane intersect; that this tract is valuable as a lookout point and the city would like to develop it as such because of the very fine view it affords of the whole valley area. The matter was referred by the Commission to the Engineer and Chief Counsel for recommendation.

Concerning the tract of land at Goshen, Mr. Tugman advised that the Bonneville Power Administration has acquired some 50 acres of land at this location, which it intends to develop as a large power distribution terminal to serve the entire southwestern part of the state. Most of this property, he said, lies to the north and west of the junction of the Pacific Highway and the Willamette Highway in Goshen, and definitely surrounds the site of the proposed highway overpass of the Southern Pacific Railroad, and the proposed cloverleaf junction between the Willamette and Pacific Highways. The Bonneville Administration, he said, has purchased right of way for its power lines approaching the terminal, but there are some small parcels adjacent to the new highway location which it did not buy, and if these are left in private ownership and right of access to the highway is not acquired, it will act adversely to the state's interests and will, in his estimation, create a very undesirable condition. He suggested that the Commission authorize someone to negotiate with the officials of the Bonneville Power Administration to ascertain whether or not something can be done to protect the interests of all parties concerned. The Commission expressed appreciation for the information, and referred the matter to the Engineer and Chief Counsel for investigation and report.

Mr. Harvey Blythe, Executive Secretary, US99 Association, was present and invited the members of the Commission and its staff to attend a regional meeting of the Association, which is to be held in Grants Pass on September 27. Each member of the Commission expressed regret that he would not be able to attend the meeting. The State Highway Engineer was delegated to represent the Commission at this function, but Mr. Blythe was informed that the Engineer will not be in position to state definitely what the Commission is going to do with respect to additional improvements to the Pacific Highway. Chairman Banfield stated that the Commission recognizes the need for a lot of work on this highway and it has some improvements in mind but has not as yet arrived at a point of decision. Mr. Blythe gave as his understanding that the Commission has a reserve in the amount of $4,500,000 of highway funds for highway construction, and suggested that $2,000,000 of such amount be allocated for improvements on the Pacific Highway between Portland and the California State Line, and the balance allocated to other highways on the interstate system. The Commission gave Mr. Blythe no encouragement, but informed him that his request would be kept in mind in the programming of future funds.

The meeting recessed at 12:00 noon and reconvened at 1:45 p.m. with the same persons present and participating.

Mr. Otto J. Kraemer, Attorney, Portland, Mr. S. H. Guild, his client, and Mr. David Fain, Attorney, composed a group which appeared before the Commission regarding a drainage problem along the Milwaukie-Estacada Secondary Highway near the east city limits of the town of Milwaukie. Mr. Kraemer stated that he represents Mr. Vernon Ford and Mr. Guild, whose properties are affected, and that Mr. Fain represents Mr. Carter Stanley, owner of adjoining property. He advised that Messrs. Ford and Guild own fifteen acres of land at the point under discussion, which land they have platted into lots and blocks. Part of the property has been sold, but they have been unable to sell more because of the damage caused by the improvement of the highway by the State in 1947. He explained that the state regraded the highway and opened up a culvert which allows water to flow onto his clients' land, and as a result, four or five acres are absolutely worthless insofar as sales are concerned. He alleged that the state is absolutely responsible for the condition and urged the Commission to remedy it by constructing a drainage ditch on the line between their property and that of Mr. Stanley, from the highway to Kellogg Creek, which, he said, the Engineers have estimated will cost about $2,800. Mr. Fain endorsed the statements of Mr. Kraemer and added that until the highway was improved by the State no innundation of the property had occurred. He suggested that proof might be obtained by blocking the flow of water through the culvert. He, also, urged favorable consideration of their request. Following discussion, the Commission referred the matter back to the Engineer and Chief Counsel for further investigation and report.

The Hon. Max Landon, State Representative, Sweet Home, appeared before the Commission with Jesse M. Parker, City Manager of Sweet Home, regarding the proposed improvement of the Santiam Highway in this town. They were informed that the Highway Commission is eager to proceed with the improvement but cannot do so until the city has furnished the necessary right of way, according to previous understanding and agreement, there being three or four property owners holding up the improvement. Chairman Banfield advised that it is the feeling of the Commission that the citizens of Sweet Home should join with the Highway Commission in obtaining this right of way at a reduced cost, it being now too high, and if the property cannot be acquired at reasonable cost, then the city should join with the state in condemning it. According to present estimates, he said, the cost of the land will be about $18,000. The problem was referred to the Engineer and Chief Counsel to discuss details with city officials.

The Hon. Frank H. Hilton, State Senator, and Mr. H. R. Kibler, both of Portland, were present and urged the construction of the remaining sections of the Wilsonville Cutoff (West Portland-Hubbard Highway) including the bridge over the Willamette River at Wilsonville. Senator Hilton advised that they represent the Tualatin Civic League which is composed of people from Wilsonville and all other communities served by this road. He urgently requested construction of the project from the standpoint of saving in mileage and time to motorists, prevention of accidents by reason of the highway's being designated a throughway, and elimination of inconveniences and delay incidental to the ferry operation at Wilsonville. He presented a number of petitions signed by 266 resident property owners of the district served. Mr. Kibler endorsed the remarks of Senator Hilton, stressing the traffic

volume and prevention of accidents. He compared this highway with Sandy Boulevard in Portland. In a brief discussion of the matter, Chairman Banfield advised that the Commission appreciates the desire for the construction of this highway, but it is a costly undertaking. Moreover, as to right of way, the records do not disclose that any Highway Commission ever authorized the purchase of the land that is needed for right of way purposes; nevertheless, the Commission will give consideration to this project in its further deliberations.

Mr. Van Rietmann, Condon, headed a delegation consisting of the following, which appeared before the Commission in the interests of the Wasco-Heppner Secondary Highway (ORE206), particularly the section between Condon and Wasco: State Senator Stuart Hardie, Gilliam County Judge James Burns, Ranchers Virgil Larson, George Caseburg, Duvard Caseburg, H. L. Burris, all of Condon; State Representative Giles French, of Moro; and Ranchers Ernest Shaull and Art VanGuider of Wasco. Mr. Rietmann presented a small sketch map showing roughly the location of the present highway and its condition between its terminals. He urged the improvement of the road from the standpoint of saving in distance between Condon and the junction with US30 at Miller, advising that improvement of this route will realize a saving of 17 miles compared with the present route by Arlington. He gave statistics of the tonnage of produce that is transported over the present road annually, and advised that it is the only traffic outlet for ranchers living more than ten miles west of Condon. He also mentioned that the only hospital facilities available for people in this district are in John Day and The Dalles, and that this road will provide a quick route for people of this district to secure accommodations at the hospital in The Dalles. He suggested that this road could be used as an alternate for US30 during periods when the latter highway is closed by reason of high water in the Columbia River.

Senator Hardie stressed the need for improvement of this highway before the next harvest season. Representative French also endorsed the project, emphasizing the importance of completing the unfinished sections in order to realize savings in the transporting of wheat. He declared the project entirely feasible from the economic standpoint. He, too, stated that the road is important to provide better access to hospitals. He further stated that they do not expect the Commission to do all of the work in one year, but they would like to have it programmed for continuous construction so as to expedite completion within a reasonable length of time. Mr. Caseberg also spoke for the project, advising that the road in its present condition is very nearly impassable, that it needs surfacing, and that they expected some oiling on it this year. The delegation was advised that the Commission has this project in mind, and has provided in its construction program for some work, which it is planned to contract next year; that the oiling cannot be done during the winter season. Mr. Burris complained of the condition of the Cottonwood Grade Section. He stated that the gravel surfacing has not been constructed properly and that surface water runs down the center of the road for a distance of about two miles. He requested better maintenance, and construction of ditches adequate to convey the water to culverts that have been provided. The Engineer was instructed to look into the matter.

A delegation from Forest Grove, headed by Mr. James R. Shich, City Attorney, was present and requested assistance from the state in the solution of a traffic problem in their city. Others in the group were: M. O. Gardner, City Manager; Merchants Elmer Hamilton, Leon McQuary, Dale Underwood and Bruce Dougherty; and G. Bendix. Mr. Shich briefly outlined a possible solution of their problem which involves the improvement of "B" Street southerly from Third Avenue North to a junction with the Tualatin Valley Highway near the south city limits, and the adoption of a one-way street grid system whereby Pacific Avenue, present route of the Tualatin Valley Highway, would be designated a one-way street for westbound traffic, and First Avenue South would be designated a one-way street for eastbound traffic. He advised that this solution is the result of investigations made by state highway engineers, and that the City Council will approve the entire plan, if necessary, in order to secure the improvement, notwithstanding that not the entire community is in favor of it. The City, Mr. Shich said, will furnish necessary right of way (estimated to cost about $6,500) for the "B" Street extension to the Tualatin Valley Highway. (For further details on the plan see the Engineer's report on the same subject as rendered previously at this meeting.) The delegation was informed that the Commission will be in session for another day and probably will discuss the matter again.

The County Court of Tillamook County, represented by County Judge Harland M. Woods, and County Commissioners A. D. Thompson and Wes Schuemerich, appeared before the Commission regarding the following projects:

1. Exchange of the Cloverdale Loop County Road, which extends from the Oregon Coast Highway near Hemlock, via Sand Lake and Pacific City, to a connection with the Oregon Coast Highway near Cloverdale, for the Little Nestucca State Secondary Highway.

2. Construction of a road extending from Netarts Secondary Highway into Cape Lookout State Park.

3. Construction of the proposed new entrance of the Wilson River Highway into the City of Tillamook.

Judge Woods asked the Commission to place the Cloverdale Loop County Road on the State Secondary Highway System. He advised that with the exception of a section one-half mile in length, the road is oiled throughout. Chairman Banfield advised that this road is not familiar to the Commission; moreover, the Commission is not very desirous of taking over any more county roads on the secondary highway system. However, the Commission will have an engineering investigation made and then will take action. The Engineer was thereupon instructed to make such investigation. Concerning his request for the construction of a road into Cape Lookout State Park, Judge Woods advised that a road two miles in length would have to be constructed. He declared that this road would serve one of the best p·ks in the state park system, and that the county would cooperate in the co··ruction of the same, because they feel that the expense is justified. The Commission referred the matter to the Engineer and Parks Superintendent for a report.

Judge Woods asked for the early construction of the proposed Wilson River Highway approach into Tillamook. He was informed that the Commission has this project in mind and that a survey is being made, it being now about 95% completed. Commissioner Schuemerich urged the improvement of the Little Nestucca Secondary Highway. He stated that the present road is in very poor condition, and that the people of his county are very desirous of having it improved. He suggested that if the Commission is not in position to make this improvement the road be turned back to the county, because the county would rather have it back than allow it to continue in its present condition. If necessary, he said, the county will complete the oiling on the Sand Lake road and exchange that road for the Little Nestucca Secondary. The Commission deferred a decision in the matter until its next meeting. The Engineer was instructed to make necessary investigations and report his findings to the Commission at that time.

A delegation from the City of Milwaukie, consisting of the following persons, was present regarding the construction of a service road adjoining US99E between Milwaukie and Portland, and the construction of a concrete divider strip on this highway, for which work the Commission received bids at this meeting: City Attorney E. E. Kirkpatrick, Mayor Fred Sperr, City Councilman Ed Norbeck, City Manager Jack Taber, and J. F. Weigant of the Chamber of Commerce. Mr. Kirkpatrick headed the group. He urged the construction of the service road and advised that if the Commission will construct it, the owners of abutting property will forfeit their access rights to the main highway. He protested the divider strip and stated that in any event the city should have been consulted regarding it before the Commission definitely decided to build it. Chairman Banfield advised that a divider strip is the state's responsibility and that it was ordered by the Commission only after it was deemed necessary. Concerning the proposed service road, Chairman Banfield advised that the Engineer has recommended that the state spend approximately $13,500 for surfacing and paving such road, if the city will construct the grade, the present northerly terminus of the road being at the roadway entrance to the housing project, and the southerly terminus being at the northerly boundary line of the property owned by the Scott Estate. The Commission, however, is reluctant to approve such a project because of the obligation that it would carry to extend the project into the City of Milwaukie. Mr. Kirkpatrick replied that to go just that far would be anything but satisfactory. He requested assurance that the service road would be constructed the entire distance between Milwaukie and Portland. He said that they are not asking construction of all of it now, but they will be satisfied with the section between the entrance to the housing project and Harvester Avenue, the balance to be constructed later. He restated that the owners of abutting property will surrender their access rights to the highway if granted this service road. Mr. Sperr spoke in opposition to the construction of the concrete divider strip. Chairman Banfield concluded the discussion by stating that the Commission would discuss both problems at its meeting on the following day and at that time decide the action to be taken on both matters. (See additional paragraph ahead.)

A large delegation from Salem and vicinity, representing the Salem City Council, Salem Chamber of Commerce, Salem City Planning Commission, West Salem City Council, Marion County Court and representatives of the West Salem and the Mill City Chambers of Commerce, appeared before the Commission

regarding highway matters as they directly concern Salem and vicinity. This delegation was headed by Mr. G. F. Chambers, Chairman of the Highway Committee of the Salem Chamber of Commerce, and included the following:

Robert L. Elfstrom, Mayor of the City of Salem
E. L. Rogers, County Commissioner, Marion County
Roy Harland, President, Salem Chamber of Commerce
J. L. Franzen, City Manager, Salem
Clay Cochran, Manager, Salem Chamber of Commerce
Robert Veness, Manager, Mill City Chamber of Commerce
Walter Musgrave, Mayor of the City of West Salem
Earl Burk, Councilman, West Salem
Roy Rice, County Commissioner, Marion County
W. W. Chadwick, State Representative, Salem
Linn C. Smith, Asst. Vice Pres., Ladd & Bush Bank, Salem
Guy Hickok, Mgr. Salem Branch First Nat'l Bank of Portland
Carroll Meeks, Manager, Willamette Valley Bank, Salem
Clyde Everett, Mgr. Oregon Flax Textiles, Inc., Salem
Robert Jones, Asst. Publisher, CAPITAL JOURNAL
James Olson, Staff Writer, CAPITAL JOURNAL
Lester F. Cour, Valley Editor, THE OREGON STATESMAN, Salem
J. C. Kimmel, Mill City Chamber of Commerce President
Charles Wolverton, Publisher, MILL CITY ENTERPRISE
Charles C. Kelly, Postmaster, Mill City
R. Lowell Stiffler, Merchant, Mill City
D. L. Beebe, Mill City
Lee S. Ross, Merchant, Mill City
Martin J. Hansen, Mill City
Russel Bonesteele, Merchant, Salem

Mr. Chambers introduced Mayor Elfstrom, who spoke briefly on the proposed Salem traffic plan. Mr. Elfstrom stated that the City Council, by a majority vote, has approved the plan by the passage of an ordinance and a resolution. He presented a copy of each and stated the wish that the Commission would put the plan into effect as soon as possible. He also stated that the City Council has executed and delivered to the Commission's Chief Counsel the proposed agreement covering the setup. Mayor Elfstrom further advised that the State Capitol Planning Commission at a meeting held recently had under discussion the Salem traffic plan as it affects the capitol building group, and at that meeting made certain recommendations which are contained in a letter that the city has received from the Chairman of that Commission, Mr. Robert W. Sawyer, dated September 13. He presented the letter and pointed out the suggestion therein that advantages would be gained by the designation of Winter Street rather than Summer Street as a one-way street for southbound highway traffic.

County Commissioner Rogers urged construction of the Mehama-Mill City Section of the North Santiam Highway on proposed alignment on the north side of the river. Chairman Banfield advised that the Commission is familiar with this project and now has it under consideration, but the question of finances is involved.

Mr. Harland presented a list of highway needs in the Salem area, arranged in order of preference, as follows:

1. Salem Traffic Plan -- Would appreciate consideration of Highway Commission to begin work on the Salem Traffic Plan at the earliest date possible.

2. North Santiam Highway (especially between Mill City and Mehama) -- Believe this should be given consideration because of the extremely heavy traffic to be carried on this road. The two bridges over the river, connecting Linn and Marion counties, were not constructed for heavy traffic, and would not hold up under the amount of traffic which will be necessitated by the work at Detroit Dam.

3. Widening of Highway 99E -- from North of Salem beginning about Lana Avenue to the Hayesville School. In our opinion there is a great need to make this a 4-lane highway.

4. Salem By-Pass Highway -- Believe the need for this is extreme, and that it should be built at the earliest possible time.

5. Wilsonville Cut-off -- We urge the completion of the Wilsonville cut-off including the bridge across the Willamette River. This route saves four miles from any point south to Portland, via the Wilsonville road.

He spoke in considerable detail in support of each individual project. Mr. Harland mentioned also the recommendation of the Capitol Planning Commission relative to the routing of traffic in the Capitol center area, involving the closing of streets running in an easterly and westerly direction between Court Street and Union Street. He gave as their belief that this is a matter of long-range programming, and that it is not necessary to consider these streets at the present time nor in the near future.

Chairman Banfield advised that the Commission is interested in this program, but must take action concerning the several projects in sequence as needed and none of them can possibly be completed early enough to satisfy everyone. The Commission, he said, must consider these projects along with others from a statewide standpoint, and from the financial angle. Concerning the Mehama-Mill City Project, Chairman Banfield gave as his feeling that the Federal Government has a lot of responsibility there because the building of the Detroit Dam is largely responsible for the volume and kind of traffic that is using the present road. The Federal Government, he said, should take care of this traffic on the same basis that it is building the dam. Chairman Banfield also mentioned the proposed Wilsonville Cutoff, advising that a two-lane facility is estimated to cost $3,200,000 and a four-lane highway involves upwards of $5,000,000. The Highway Commission, he said, is handicapped by lack of funds and is going as far as it can in considering approval of the Salem Traffic Plan, which it understands is the delegation's number one project. He inquired of the Commission's Chief Counsel whether or not the agreement as executed by the Salem City Council is satisfactory from the legal standpoint.

The Chief Counsel replied in the affirmative and recommended approval of the same. He then inquired of the Engineer whether or not the agreement is satisfactory from an engineering standpoint. The Engineer also recommended approval of the arrangement. Motion was thereupon made by Commissioner Chandler that the agreement as recommended by the Chief Counsel and the Engineer be approved and signed by the Commission. The motion was seconded by Commissioner Reynolds. Chairman Banfield declared the motion carried by the unanimous vote of the Commission. (The agreement was signed by the Commission later in the session.)

A delegation from Mt. Angel, representing the City Council and a committee of businessmen appeared before the Commission in the interests of the Hillsboro-Silverton Secondary Highway, particularly the Woodburn-Silverton Section thereof. This group was headed by the Hon. Jacob Berchtold, Mayor of the City of Mt. Angel, and included Flax Plant Manager Fred J. Schwab, Creamery Manager Frank Hettwer, Marion Oil Company Manager Pete Gores, Farmers' Union Manager Bernard Kirsh, and Chairman Carl Muchen of the Street Committee. The group was accompanied by County Commissioners Roy Rice and E. R. Rogers of Marion County. Mayor Berchtold advised that this highway carries a large volume of traffic, including trucks and buses, and that the present pavement, which is only 16 feet wide, is entirely too narrow to accommodate these movements in safety. In the wintertime especially, he said, the conditions are conducive to traffic accidents. He urged the Commission to reconstruct the highway on a wider pavement basis. Mayor Berchtold also asked the Commission to fulfill a promise which he alleged was given the city in 1940, to improve this highway through the City of Mt. Angel. The Commission ordered the records checked to see what, if anything, was promised at that time.

Mr. Schwab urged the widening of the present pavement between Woodburn and Silverton, two feet on each side, and the cutting down of the crown of the road, which he said is now entirely too high, and makes a dangerous condition for traffic. Mr. Hettwer endorsed the remarks of the other speakers. He urged the improvement from the standpoint of the Mt. Angel Creamery, which operates 25 trucks daily over the road, and whose drivers continually complain of the dangerous condition. Others speaking in behalf of the improvement were Messrs. Gores, Kirsh and Muchen, and County Commissioners Rice and Rogers.

Chairman Banfield advised that the funds available to the Commission are limited and must be distributed throughout the state on an equitable basis, and the question arises whether or not sufficient funds can be found to provide an improvement such as has been requested. The matter of widening the present pavement will, however, be investigated. The Engineer was thereupon instructed to make such investigation.

Mr. Joe D. Thomison, Prineville, Secretary of the Central Oregon Chamber of Commerce, headed a group which appeared before the Commission concerning the dedication of the Warm Springs Highway. Others in the group were:

W. B. Morse, Prineville, Joint State Representative
Judge A. R. Bowman, Prineville
J. S. Greenwood, Werre, President of Mt. Hood Pow-Wow-ers
Oliver Earl, Madras, President of Chamber of Commerce
W. A. Baer, Bend, Chamber of Commerce

Mr. Thomison gave as his understanding that the Commission expects to open this highway for public use some time in November, notwithstanding that it will not be completed until next summer. The Central Oregon Chamber of Commerce, he said, is very appreciative of this highway and is desirous that it be dedicated with appropriate ceremonies. He asked the Commission to set a definite date for the opening and to participate in the function The Engineer advised that present indications are that the construction of the bridge over Mill Creek, and the Forest Road Section will be far enough advanced so that the road can be opened for public use Tuesday, November 15. After discussion, the Commission left it with the Engineer and Mr. Thomison and his group to set a definite date for the opening The members of the Commission expressed their intentions of being present during the ceremony, if possible. (The Engineer reported later that as a result of further conference with the group, Sunday, November 13, 1949, has been definitely set as the date for opening and dedicating the highway.)

A delegation consisting of members of the Roads and Highways Committee of the Portland Chamber of Commerce, and members of the Sherwood Commercial Club, the Tualatin Civic Club, and the Wilsonville Civic Club, came before the Commission in the interests of the West Portland-Hubbard Highway (Wilsonville Cutoff.) This group was headed by Mr. Arthur R. Kirkham of the Portland Chamber of Commerce, and also representing the Portland Chamber of Commerce were Messrs. J. M. Stewart, Frank G. Mackamen, Stan Anderson and D. L. Colherote. The Sherwood Commercial Club was represented by Mr. Harry Huddleston and the Tualatin Civic Club by Messrs. Clyde Adams, Al Price, H. A Walrod, Omer Moore and Frank T. Koehler, and Dr. H. E. Christensen; and by Mrs. I. Chapman and Mrs. E. M. Maxwell, both of Portland. Appearing for the Wilsonville Civic Club were Messrs. A. H. Berger, J. J. McGovern, H. F. Slough, Dale Gerington, Fred Wiedemann, C. C. Boozier and C. H. Strange, and Louise M. Walsh. Also present was State Representative Lloyd R. Crosby of Milwaukie. Mr. Kirkham stressed the population increase in the State of Oregon during the last few years, particularly in Western Oregon, where he said statistics reveal a 68% increase in population since 1940. Along with the increase in population, he said, there has been a tremendous increase in the volume of traffic, so that facilities for handling this traffic are now being taxed to the bursting point. He urged every consideration by the Commission to accelerate its plans for the construction of this new highway so as to relieve the serious pressure on US99E and US99W.

Mr. Kirkham quoted a remark by Oregon's Governor that there is no reason to think that there will be any change in the present rate of increase in Oregon's population. He declared that the need for this new highway is very plain and that it will have to be given consideration soon. Otherwise, traffic cannot be handled. He gave as his opinion that a mistake was made several years ago in appropriating funds to commence the construction of this highway if the Commission did not intend to complete it, and that it would be a mistake now to forget the road, the right of way for which, he said, can never be purchased any more cheaply than at the present time. Representative Crosby stressed the importance of acquisition of right of way now. He, also, urged the early construction of the road.

Chairman Banfield advised that the members of the Highway Commission recognize the need for additional transportation facilities, but there is no one throughout the state who feels that he should give up his particular pet

project in behalf of a traffic improvement such as this. The Wilsonville Cutoff Route, he said, has never received authorization by any Highway Commission as an entirety, although past commissions have approved certain portions of it and right of way has been acquired for such portions and pavement constructed. The Commission does not have immediately available, he said, the amount the project is estimated to cost to complete -- in excess of $3,000,000 on a two-lane basis, at least $5,000,000 on a four-lane basis. About the only thing that the Highway Commission could possibly do now, he said, is to authorize the acquisition of right of way so that when funds are available for construction purposes, the work can proceed without delay. He concluded the conference by stating that the Commission will discuss the matter with its Engineer and Chief Counsel.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4:30 p.m., Chairman Banfield publicly announced the Commission's decision with respect to each project, as follows, the decisions being reached by the unanimous vote of the Commission:

"Grading, surfacing and oiling the Table Rock Creek Section of the Baker-Homestead Highway in Baker County. The low bid for this work was submitted by J. C. Papin, Baker, at $111,581. Mr. Papin qualified his bid by stating that he would not accept the award of more than one project at this letting. The second low bid was that of Groesbeck & Hickson, Eugene, at $120,150. There were four higher bids. The Commission has awarded the contract to the low bidder, J. C. Papin, at his bid price.

"Installation of automatic traffic signals at three highway-street intersections on the Pacific Highway East, near Milwaukie, Clackamas County. City Electric, Inc., Salem, submitted the low bid for this work at $10,194. The next low bid was that of A. R. Johson Electrical Contracting, Portland, at $10,228. There were two higher bids. The contract has been awarded to the low bidder, City Electric, Inc., at its bid price.

"Grading and paving the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County. The Commission received two bids for this work, the low one being that of Byers Bros., Astoria, at $38,932, based on the use of asphalt. They submitted no bid based on the use of tar. The other bid was that of Grimstad & Vanderveldt, Astoria, at $39,081 based on the use of asphalt. They also submitted no bid based on the use of tar. The Commission has referred these bids to the Engineer with authority to award the contract to the low bidder, Byers Bros., when certain conditions have been satisfied.

"Installation of automatic traffic signals at one highway-street intersection in Roseburg, Douglas County. Trowbridge and Flynn Electric Co., Medford, submitted the low bid for this work at $3,900. The next low bid was that of City Electric Co., Inc., Salem, at $4,244. Mill Electric Co., Salem, submitted the only other bid at $4,530. The contract has been awarded to the low bidder, Trowbridge and Flynn Electric Co., at its bid price.

"Grading and paving the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road, Douglas County. Del R. Beebe Construction Co., Eugene, submitted the low bid for this work at $305,277.20. M. L. & C. R. O'Neil, Creswell, was the next low bidder at $306,654. There were eight higher bids. The Commission has awarded the contract to the low bidder, Del R. Beebe Construction Company.

"Siskiyou Slide Correction on the Pacific Highway, Jackson County. The low bid for this work was submitted by Oscar E. Joelson, Eugene, at $27,915. The next low bid was submitted by Del R. Beebe Construction Co., Eugene, at $30,240. There were five higher bids. The contract has been awarded to the low bidder, Oscar E. Joelson, at his bid price.

"Surfacing the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway in Lane County. Homer G. Johnson, Portland, submitted the only bid for this work at $55,200. The Commission has rejected this bid as being too high.

"Construction of an office building on state highway property in the City of Eugene, Lane County. J. S. Crepeau, Cottage Grove, submitted the low bid for this work at $22,077.80. The next low bid was submitted by L. J. Plank, Woodburn, at $23,130. There were two higher bids. The Commission has referred these bids to the Engineer with authority to award the contract to the low bidder, J. S. Crepeau, when certain conditions have been satisfied.

"Grading, surfacing and oiling the South Unit of the Princeton-Follyfarm Section of the Rome-Princeton Secondary Highway in Malheur and Harney Counties. M. L. & C. R. O'Neil, Creswell, submitted the low bid for this work at $221,109. J. C. Papin submitted the next low bid at $222,585. Mr. Papin stated that he would accept the award of only one contract at this letting. There were eleven higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, M. L. & C. R. O'Neil when certain conditions have been satisfied.

"Construction of a highway maintenance building on state highway property at Stayton, Marion County. Alan A. Siewert, Salem, submitted the low bid for this work at $9,359.50. L. J. Plank, Woodburn, submitted the next low bid at $11,045. There were seven higher bids. The contract has been awarded to the low bidder, Alan A. Siewert, at his bid price.

"Grading, surfacing and bituminous macadam, and construction of a concrete grade separation structure, box culverts, etc. on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. Peter Kiewit Sons Co., Longview, Washington, submitted the low bid for this work at $998,673.20, based on the use of asphalt. They submitted no bid based on the use of tar. R. A. Heintz Construction Co., Portland, submitted the next low bid at $1,048,168.90 based on the use of asphalt. They, also, submitted no bid based on the use of tar. There were eight higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Peter Kiewit Sons Co. when certain conditions have been satisfied.

"Construction of a reinforced concrete viaduct over Tanner Creek on the relocated Columbia River Highway, Multnomah County. The low bid for this work was submitted by C. J. Eldon, Portland, at $185,689. Carl M. Halvorson, Portland, submitted the next low bid at $196,430. There were four higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, C. J. Eldon, when certain conditions have been satisfied.

"Wallowa Lake State Park Boat Channel and Clearing Project, Wallowa County. D. W. Voreis, Gladstone, submitted the low bid for this work at $7,770. E. C.Hall Co., Portland, submitted the next low bid at $9,160. There were five higher bids. The contract has been awarded to the low bidder, D. W. Voreis, at his bid price.

"Construction of a frame dwelling at Wallowa State Park, Wallowa County. Kelly Construction Co., The Dalles, submitted the low bid for this work at $14,628. They qualified their bid by stating that they would not accept the award of this contract unless also awarded the contract for the Wallowa Lake State Park Boat Channel and Clearing Project. The next low bid was submitted by Gilbert Roberts, Hood River, at $16,471. Bechtel Bros., Elgin, submitted the only other bid at $17,889.61. The amount stated by each contractor includes construction of a fireplace. The Commission has deferred this award but probably will announce its decision tomorrow. (Contract later awarded to Kelly Construction Company which withdrew its qualifying restriction.)

"Construction of the State Highway Department Office Building in Salem, Marion County. The low bid for this work was submitted by Ralph & Horwitz, Portland, at a basic bid of $1,934,264. The next low bid was submitted by W. C. Smith, Inc., Portland, at $1,939,355. There were seven higher bids. The Commission has taken these bids under advisement and will announce its decision later. (Following discussion of this matter with the building architects on the following day, the Commission unanimously rejected all of the bids and ordered the project re-advertised for bids to be received at 4:00 p.m. on Monday, November 7, 1949.) "

Following the announcements of the contract awards by Chairman Banfield, the Commission discussed the bids received for the construction of the dwelling in Wallowa State Park. As a result thereof, the Commission decided unanimously to award the contract to the low bidder, Kelly Construction Company, if the company will withdraw its qualification and will accept the award of the contract at the amount of its bid, as submitted. The Engineer was instructed to get in touch with Mr. Kelly at once, if possible, and ascertain his feelings with regard thereto. (Mr. Kelly appeared before the Commission the following day and presented a letter stating his willingness to withdraw the qualifying statement contained in his bid, and to accept the award of the contract for the building at the amount of his bid as submitted. The Commission thereupon awarded the contract to the Kelly Construction Company at its bid price of $14,628, including the fireplace.)

The Commission conferred with Walter E. Church, Earl P. Newberry and Frank Roehr, architects for the State Highway Department Office Building in Salem, pursuant to a previous arrangement, on matters concerning the bids received for the construction of this building. Chairman Banfield advised that the members of the Commission had discussed the several bids received for the work and it is their feeling that acceptance of the low bid would mean paying too much money for the facility; that the Commission wants a reduction of about $200,000 in the total bid price. He asked the architects to confer with the three low bidders and ascertain what, if anything, they can do to cut down the cost without weakening the structure in any way, and without detracting from its appearance. He requested such information, together with the recommendation of the architects, for action by the Commission at 4:00 p.m. on the following day. (See ahead for additional paragraph.)

The meeting adjourned at 5:00 p.m. to reconvene on the following morning at 8:30 a.m. in the Streamline Room of the Imperial Hotel.

Portland, Oregon
September 21, 1949

The meeting of the State Highway Commission reconvened at 8:30 p.m. in the Streamline Room of the Imperial Hotel, with the same persons present and participating.

In accordance with the Commission's instructions the Chief Counsel presented for the Commission's approval a letter directed to the Bureau of Public Roads, with respect to the payment of the State's share of the cost of constructing the Forest Highway portion of the Canyonville-Johns Section of the Pacific Highway, which notification, in writing, was requested by W. H. Lynch, Division Engineer of the Bureau of Public Roads, on the previous day. The Commission approved the letter as prepared, and thereupon signed the same.

The Engineer reported on a proposed exchange of highways in Klamath County. He recalled that the county court some time ago asked the Commission to take over the Crescent Lake County Road because it is isolated from other county operations and is expensive to maintain, and offered in exchange therefor to take over future obligations with respect to the Midland Secondary Highway. Since that time, he said, the county court has had a change of feeling and now proposes to take over the old section of The Dalles-California Highway between Algoma and Barkley Springs when the new highway has been constructed between these points, which means that the county would be taking over 3.9 miles of state highway in exchange for the state's taking over 2.4 miles on the Crescent Lake Road. In the discussion of this matter, the question arose as to the annual expense to maintain the Crescent Lake Road. The Engineer estimated the cost at $1500 a mile per year. The Commission voted unanimously to defer the matter indefinitely.

The Engineer and the Chief Counsel reported as follows on matters heretofore referred to them by the Commission during the period February 2, 1948, to June 22, 1949, and remaining in an unfinished status:

1. Acquisition of additional right of way for sidewalk and footpath construction along the West Slope-Beaverton Section of the Tualatin Valley Highway: The Engineer reported this matter completed.

2. Request of citizens of Ocean Lake that the Highway Commission pass an order prohibiting bonfires on the ocean beach and also prohibiting trespassing on ocean banks of private property: The Chief Counsel advised that this matter is being studied in his office.

3. Adoption of a policy of charging utility companies for the privilege of attaching their facilities to the Interstate Bridge between Portland and Vancouver: The Chief Counsel advised that he is preparing a form of agreement covering this matter.

4. Controversy over removal of smelt sand from the ocean beach at Yachats: The Commission ordered deletion of this matter from the list of unfinished business.

5. Engineering study of a proposed bypass route for the McKenzie Highway through the town of Springfield: The Engineer advised that this study is underway and will be completed within the next 30 to 60 days.

6. Extension of Federal Aid Secondary Highway 245, it being a county road in Douglas County, to include a part of the former route of the Pacific Highway: The Engineer advised that this matter has been disposed of.

7. Exchange of property with the City of Coos Bay in connection with the future improvement of the Oregon Coast Highway in that city: The Engineer advised that this matter is not complete as yet, but it is being worked on.

8. Request of the State of Washington that the State of Oregon assist in maintenance of the Oregon approach to the Longview Bridge across the Columbia River: The Commission ordered this matter removed from the list of unfinished business.

9. Exchange of the Adams-Thorn Hollow County Road for the Helix-Holdman County Road in the Federal Aid Secondary System, Umatilla County: The Engineer reported this matter concluded.

10. Widening of Taylor Avenue (Oregon Coast Highway) from Bay Street to Hamburg Street, and improvement of Leif Erickson Drive (Columbia River Highway) from 36th Street to 52nd Street, Astoria: The Commission ordered this item dropped from the list of unfinished business.

11. Widening of the Oregon Coast Highway between Gamble Street and Hemlock Street in the City of Wheeler: The Engineer advised that the

work was completed in July, 1949, as a minor betterment project, and that the cost was approximately $6,000.

12. Granting of permission to the City of Coos Bay and the Coos Bay Chamber of Commerce to construct a floating dock along the harbor line south of Central Avenue in North Bend: The Engineer recalled that the Commission personally inspected the premises and determined that there would be no objection to the dock. The Commission ordered the matter deleted from the unfinished business.

13. Request of Coquille Chapter, American Legion, for improvement of the intersection of Willard Street and Front Street in Coquille: The Engineer advised that he has been unable to make a full report on this matter, since the American Legion, which owns a building that requires remodeling, has not as yet completed definite plans for the work. When such information is available, he will report further.

14. Designation of a botanical garden on US99 near Portland: The Commission ordered this item dropped from the list of unfinished business.

15. Purchase of a blanket fire insurance policy covering buildings acquired in connection with right of way acquisitions: The Chief Counsel advised that such a policy has been purchased covering buildings located in Sullivan Gulch only. He was instructed to investigate the matter of securing such a policy on a state-wide basis and in connection therewith to consult with Commissioner Reynolds.

16. Adoption of a policy with respect to the erection of marquees and advertising signs over and across state highway rights of way: The Commission referred this matter to the Chief Counsel to dispose of individual cases as they arise, in conformity with legal requirements.

17. Designation of a county road in Umatilla County as Freewater State Secondary Highway No. 39, as requested by the Umatilla County Court: The Engineer advised that this road was formerly the old route of the Oregon-Washington State Highway, and its designation as a state secondary highway has already been accomplished.

18. Acquisition of Juniper Waysides along state highways in Central Oregon: The State Parks Superintendent advised that agreements have been reached with respect to such waysides, so the matter may be removed from the list of unfinished business.

19. Acquisition of the area adjacent to Cove State Park on a lease basis of $10 annually: At the suggestion of the Parks Superintendent, this matter was ordered deleted from the list of unfinished business.

20. The matter of deeding to the Condon Rod and Gun Club certain state-owned property situate in Block 69, Lancaster Addition to the City of Condon: The Chief Counsel advised that this matter is still pending. The Commission ordered the item taken from the list of unfinished business, and that it be considered new business when the Chief Counsel renders his report on the subject.

21. Action prohibiting the extension of Ocean Boulevard in the town of Manhattan, to the ocean beach: The Engineer recalled that action on this matter was deferred pending receipt of a recommendation from the Tillamook County Court, but the court has not yet submitted such a recommendation. The Commission ordered the matter deleted from the list of unfinished business.

22. Question of action to be taken against Peacock Milling Company, Milton, Oregon, for flooding state highway and private properties in Milton: The Engineer advised that the Peacock Milling Company has a water right which it has held for many years in connection with the operation of its flour mill, and he knows of no action that can be taken against the milling company to compel it to cease operations that are in accordance with the terms of its water right. He pointed out that the Oregon-Washington Highway has been relocated so the milling company's operations do not in any way affect it. He recommended that the matter be dropped from the unfinished business agenda. The Commission approved the recommendation.

23. Acquisition of properties bordering the Deschutes River or the Warm Springs Highway near the Warm Springs Agency: The Parks Superintendent advised that it is important that the Commission acquire this tract because of its value as a picnic area. The Right of Way Engineer advised that the owner has refused to sell the property, which consists of 2.4 acres, for less than $4,000. He recommended condemnation, and that an offer of $1500 per acre be made for the same. The Parks Superintendent concurred therein. The Commission approved the recommendation and so ordered.

24. Installation of signs at highway entrances to cities and towns calling attention to the Oregon law which gives pedestrians right of way at street intersections: The Commission ordered this item deleted from the list of unfinished business.

25. Improvement of the Oregon Coast Highway at the north city limits of Coquille, and construction of a pedestrian walk: The Engineer said that this matter was disposed of by the Commission at its meeting on April 12, 1949.

26. Improvements in the Salem District: The Commission disposed of this item at its meeting on the previous day.

27. Proposed Champoeg Memorial Building: The Engineer advised that plans for this structure will be completed so that the project may be advertised for bids at the next meeting of the Commission. He also advised that it is presently estimated that the building will cost $160,000. The Commission expressed the feeling that the project is worth while but is too costly to finance with funds that have been provided for highway construction. For this reason, and because of the historic character of the park, its purpose, and the nature and extent of the proposed improvement, the Commission considered that the matter of construction of the building should be presented to the legislature for its consideration. The Chief Counsel was instructed to prepare necessary papers for that purpose. Notwithstanding this decision, the Engineer was authorized to complete the plans for the structure.

28. Question whether or not the Highway Commission has incurred any obligation to Jalmar Mattson by refusal to close an option for right of way needed for the Youngs Bay Bridge-Lewis and Clark River Section of the Oregon Coast Highway across Mr. Mattson's property: The Chief Counsel reported that this matter has been settled to the entire satisfaction of Mr. Mattson, so the item may be removed from the list of unfinished business.

29. Question of extending weed control operations on state highway rights of way: The Engineer advised that pursuant to the Commission's instructions the counties are now being canvassed to ascertain whether or not they will contribute county funds to assist in financing such work, and that his report on the subject will be rendered as soon as the canvassing is completed, probably some time this Winter.

30. Construction of a cloverleaf interchange to provide a connection between Cornelius Pass County Road and the Sunset Highway in Washington County: The Engineer said that this item is included in the tentative program for the unallocated $4,500,000 of Second Post War Funds which the Commission contemplates discussing at this meeting.

31. Proposed Celilo Indian Village underpass: The Engineer reported that pursuant to instructions from the Commission, the Indian Service Representatives were interviewed concerning this matter, and it was tentatively agreed that an underpass would be constructed beneath the railroad and the highway, the Highway Commission and the Railroad Company each to pay its proportionate share of the cost. Later, however, the Railroad Company advised that it would not assume any of the expense, so the matter is undecided. He estimated the total cost of the underpass at $16,000. The Commission ordered this item taken from the list of unfinished business.

32. Proposed revision of operation of a traffic signal at the intersection of Virginia and Broadway Streets in North Bend: The Engineer said that this matter is on the agenda for consideration of the Commission at the present meeting.

33. Proposed agreement with the City of North Bend for the installation of traffic signals at the intersection of Washington and Sherman Streets in North Bend: The Engineer advised that this matter also is on the agenda for discussion at this meeting.

34. Request for widening of the Pacific Highway north of Roseburg: The Engineer advised that this matter, too, is on the agenda for discussion by the Commission at this meeting when the programming of the unallocated $4,500,000 of Second Post War Funds is discussed.

35. Appointment of a Parks Supervisor for the Bend-Central Oregon District: The Commission deferred action on this matter until the 1949 budget is discussed.

36. Request for furnishing of restroom facilities at Depoe Bay: The Chief Counsel recalled that this matter was disposed of by the Commission on the previous day.

37. Question of providing relief for traffic congestion on the Mt. Hood Highway at Government Camp: The Engineer advised that due to a possible complete change of parking problems at Government Camp by reason of construction of the proposed ski lift between Government Camp and Timberline Lodge, he has deferred rendering a report on this traffic problem. The Commission ordered it deleted from the list of unfinished business.

38. Investigation to determine if the driveway entrance to a service station on the Salmon River Highway near Fort Hill Bridge complies with the Commission's agreement with the property owner from whom right of way was acquired: The Engineer reported that investigation reveals that the entranceways do comply with the agreement. Chairman Banfield stated that his personal observations are that the public is not using the entranceways as the Commission intended. In view thereof, the Commission ordered further investigation and a joint report by the Engineer and Chief Counsel. In this connection, the Engineer reported the improper use of a farm crossing on the Pacific Highway near Roseburg. It appears that the farmer is using this farm crossing as an access to the highway, which is contrary to the purpose and intent of the crossing. The Chief Counsel was instructed to look into the matter. He was also instructed to prepare, in corroboration with the Engineer, a recommendation for use by the Commission in the adoption of a standard policy as to the granting and use of farm crossings and limited accesses to highways throughout the state.

39. Question of shoulder parking of automobiles along the Pacific Highway East, between Oregon City and New Era: The Chief Counsel's report on this subject is not ready to present at this time.

40. The question of shoulder parking on the Pacific Highway West at the Auction Market south of Corvallis: The Chief Counsel advised that he is not ready to report on this subject.

41. Acquisition of land owned by the State Forestry Department to enlarge Short Sand Beach State Park: The Chief Counsel advised that this matter has been disposed of.

42. Question of payment of taxes on properties acquired in Sullivan Gulch, Portland: The Chief Counsel gave news of an agreement that he has reached with the County Assessor of Multnomah County so that hereafter the state will not have to pay taxes on the property that it acquires at this location.

43. Claim of School District 51 in Coos County, arising out of construction of the Delmar-China Camp Section of the Oregon Coast Highway: This matter was disposed of by the Commission at this meeting during the discussion of real property options. Chairman Banfield reported, however, that he has received numerous complaints from people residing along sections of highway that are under contract, that contractors are not very particular about protecting private property from damage. It was his

thought that something should be done so as to avoid criticism in this regard. The Engineer was instructed to bring this matter to the attention of the resident engineers in charge of construction and to impress upon them the importance of requiring contractors strictly to live up to that feature of the specifications, as well as to others.

44. Proposed Service Road along US99E between Milwaukie and Portland: This matter was previously discussed by the Commission at this meeting but no definite action was taken. The Engineer recommended the award of the contract for the construction of the concrete divider strip along this section of highway, bids for which were received on the previous day, and that the state cooperate with the City of Milwaukie in the construction of the service road to the extent of surfacing and paving the roadway if the City will furnish right of way and construct the grade, such arrangement to cover the section which extends southerly from the intersection of the paved road leading into the housing area to the northerly line of the Scott Estate property. He also recommended that Harvester Avenue, which has already been built by the City to provide access to the highway about midway along this section, be left open for public use until such time as the service road is constructed, and that a temporary opening be left in the divider strip permitting lefthand turns into Harvester Avenue pending construction of the service road. The Commission unanimously approved the recommendation with respect to the service road on the condition that no commitment whatsoever be made with respect to continuing the service road into the City of Milwaukie. The Engineer and the Chief Counsel were authorized to discuss the matter with the officials of the City of Milwaukie on that basis. The award of the contract for the construction of the divider strip was deferred pending such conference.

45. Approval of the report concerning a proposed toll bridge across the Columbia River at The Dalles: The Engineer recalled that the Commission disposed of this matter at its meeting on August 1 and 2, 1949, by the adoption of a resolution with respect thereto.

46. Right of way settlement with Hazel and Elmer Meyer on the Columbia River Highway at Bonneville: This matter was disposed of by the Commission previously at this meeting when the Chief Counsel reported that this case is in litigation initiated by the Meyers.

47. Regulation or prohibition of the use of ocean beaches for merchandising by transient merchants: The Commission ordered this item deleted from the list of unfinished business.

48. Allocation of the remaining balance of $4,500,000 of Second Post War Funds: The Commission deferred the programming of these funds until other matters have been disposed of at this meeting. (See ahead for details.)

49. Redecking of the Steel Bridge over the Willamette River in Portland: The Engineer recalled that the Commission at a previous meeting instructed the Chief Counsel and himself to ascertain the attitude of the railroad companies involved toward paying a portion of the expense of this work. The matter was presented to the railroad companies, he said, but

their answer has not as yet been received. He pointed out that the Commission's agreement with the railroad company for the use of the upper deck of this bridge for highway purposes provides for payment of an annual rental of $50,000. He gave as his feeling that such a large payment should entitle the state to receive assistance from the railroad companies in making these repairs, in view of the fact that no repairs have been made during the past nine years. He suggested that the Commission authorize the redecking work to proceed, the state to advance the funds necessary to finance it, and that a deduction be made from the amounts due the companies as rental, to pay what the Commission feels is the just share of the railroad companies. The Commission referred the matter to the Engineer and Chief Counsel to work out a solution.

Burns

50. Request that the improvement of the Lawen-Crane Section of the Johns-Crane Highway, Harney County, be replaced in the current construction program: The Engineer advised that this is one of the projects for consideration by the Commission in the adoption of the program for the unallocated Second Post War Program.

51. Request for oiling a short section of the Elkton-Sutherlin Secondary Highway near Sutherlin, Douglas County: The Engineer advised that since this request was filed, a dust palliative has been applied to alleviate the dust nuisance. He pointed out that there is a possibility that the entrance of this highway into Sutherlin will be changed in the not distant future, and in view thereof, he recommended that any permanent improvement on the present road be deferred indefinitely. He estimated the cost to maintain the present road in a dustless condition at about $600 per mile. He was authorized and instructed by the Commission to continue such type of maintenance.

52. Question of designating a portion of the Powell Butte Secondary Highway in Deschutes County, a Federal Aid Secondary Highway: The Engineer advised that this matter has been taken up with the Bureau of Public Roads but no decision has been reached as yet, although he expects to be able to report on the subject at the Commission's next meeting.

53. Construction of a new state maintenance headquarters at Government Camp: The Engineer recalled that he was previously instructed to ascertain the possibility of using the facilities of the U. S. Forest Service at this location. He said that he conferred with the Forest Service officials, who advised that due to the many forest roads and trails that they maintain in this vicinity, they will require full usage of all the facilities that they have. He said that the matter of the state's constructing its own facilities in accordance with the plan that he reported at the meeting in June will be one of the things for the Commission to decide when it adopts its 1950 budget.

54. Request of the City of Portland to store small park equipment beneath the viaducts on Harbor Drive in Portland: The Engineer advised that this matter is in process, but is not far enough advanced for a report. The Chief Counsel gave as his opinion that the area beneath the bridges should be kept open for use, if such use does not conflict

with any of the state's operations under the structures. The Engineer and Chief Counsel wereinstructed to work up an arrangement for the restricted use of such areas by the City of Portland.

55. Request for installation of a traffic signal at the intersection of N. E. 82nd Avenue and Prescott Street in Portland: The Engineer advised that this is one of the items appearing on the agenda for discussion by the Commission at this meeting. (See ahead for approval)

56. Acquisition of remaining right of way needed for the Front Avenue Project in Portland, and report by the Chief Accountant of an audit of the books of the City of Portland concerning this project: This matter was previously reported at this meeting. (See back for minute entry.)

Mr. James H. Kelly, representing the Kelly Construction Company, who submitted the low bid on the previous day for the construction of the caretaker's residence in Wallowa Lake State Park, appeared before the Commission at this time, by request, regarding the award of this contract. He was informed that his offer to construct the building is satisfactory, but the Commission is precluded from awarding the contract to him because of the qualification contained in his bid to the effect that he would accept the award of this contract only in the event that he was also awarded the contract for the construction of the boat channel and clearing project in this park, bids for which were received by the Commission at the same letting. Mr. Kelly stated his willingness to withdraw his qualifying statement and to accept the award of the contract to construct the building at the price mentioned in his proposal, $14,628, subject to a deduction of $970 if the Commission decides not to build the fireplace. He presented a letter to confirm, in writing, his oral statement. The Commission voted unanimously to accept Mr. Kelly's offer as amended, and thereupon awarded the contract to him in the amount mentioned in his proposal, including the fireplace.

The Engineer brought up for discussion the claim of C. J. Eldon, contractor, arising out of his contract with the state for the construction of the Coffey Creek Bridge on the Tiller-Trail Secondary Highway, Douglas County, State Highway Contract No. 2788. He pointed out that the contract was awarded on March 12, 1946, and the completion date specified therein was October 31, 1946. The work was not completed within the specified time limit, and the time limit was extended by the Commission several times at Mr. Eldon's request. Due to Mr. Eldon's delay in finishing this job, he said, the state incurred extra expense for engineering supervision, and in granting the extensions of time the Commission made it a condition that Mr. Eldon should reimburse the state for this expense. In addition thereto, it was necessary for the state to do certain repair work on the existing bridge because of Mr. Eldon's neglect, and the Commission in granting the extension of time made it a condition that the state should also be reimbursed for this expense. The bridge was not completed, he said, until November 24, 1947, and Mr. Eldon flatly refuses to accept his final payment minus the deduction; moreover, he has presented a counter claim in the amount of $1,560 for lumber salvaged

from the old bridge, which he alleges was part consideration for the building of the new bridge but which the state, without his knowledge or consent, appropriated for its own use. The Engineer recommended, in order to close the case, that the state enter into a compromise settlement, whereby the Commission releases Mr. Eldon from payment of the cost of repairing the old structure but requires him to reimburse the state for the extra engineering expense, and to withdraw his claim for the salvaged lumber. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Engineer requested confirmation of the oral authority heretofore given him to spend about $3,730 for the installation of additional drainage facilities on the Santiam Highway at the intersection of 18th Street in Sweet Home. The Commission unanimously approved such expenditure.

The Commission also, by unanimous vote, confirmed the loan of $12,201.51 to Jefferson County under the provisions of Chapter 359, Oregon Laws 1949, to assist the county in financing repairs to county roads that were damaged as the result of unusually bad weather conditions during the past winter.

A letter was presented from the Cascade Highway Association, Inc., Lawrence E. Spraker, Secretary, endorsing the Wilsonville Ferry Route as the route of a shortcut highway to Portland from the south. The Commission ordered the communication filed.

The Commission discussed a letter from the Cloverdale Civic Club requesting the widening of US101 full width between curbs through the town of Cloverdale. The Engineer advised that investigation discloses that the expense of such an improvement is not justified by the volume of traffic which uses the highway in this town. He recommended that the improvement be deferred until such time as the Commission authorizes the improvement of a major section of highway in this vicinity. The Commission approved the recommendation.

The Engineer reported the necessity to increase the project authorization for grading the Clear Creek-Forest Boundary Section of the Warm Springs Highway, Contract No. 2955, in the amount of $37,200. He advised that this section lies in a heavy pine forest and that the clearing of the right of way was performed prior to the war. Subsequent to that time, he said, many of the trees have become disease infested and died, creating a hazard that it was necessary to remove, at a cost of $10,800. The balance of the overrun, he said, was occasioned by excessive shrinkage in embankments constructed of borrow materials, this shrinkage making it necessary to furnish 30,000 cubic yards of extra materials at a cost of $26,400, making a total overrun of $37,200. He requested approval for increasing the project authorization in such amount. The Commission approved the request unanimously.

The Engineer also requested an increase of $7,727.47 in the project authorization for providing a one-way street system for the Santiam Highway in the town of Lebanon. He explained that the original project authorization included an item of $3,000 for the installation of flashing signals at the crossing of the Southern Pacific tracks, which installation was ordered by the Public Utilities Commission. The railroad company, he said, was not able to obtain proper signal materials at the time the contract was underway, so the

work was not completed until in 1949, and it proved to be more costly than was anticipated, resulting in an overrun of the project authorization, which, together with some other overruns, totaled the amount for which he is now asking. The Commission approved the request unanimously.

The Engineer requested authority for an expenditure of $18,000 to redeck the Sandy River Bridge on the old route of the Columbia River Highway at Troutdale. He advised that the 1949 Bridge Maintenance Budget includes an item of $14,000 for this purpose, but temporary reinforcements were made so that redecking could be deferred until after the new highway route was opened for public use. He recommended that the $14,000 now be transferred to the special maintenance budget, and that there be transferred to such budget from reserves an additional $4,000, making the total of $18,000 which the job is now estimated to cost; and that the work be done by contract. The Commission approved the recommendation.

A letter was presented from the county court of Josephine County setting forth its understanding of the things to be done by the state and of things to be done by the county in the event that an allocation of $100,000 of Federal Aid Secondary Highway Funds is approved by the Commission for reconstruction of ten bridges on the Holland Loop County Road. The county court's understanding is that the Highway Commission will allocate a sufficient amount to reconstruct the ten bridges to a permanent type construction, and will also allocate an additional amount to conduct a survey of the entire road. Also, that the county will be expected to acquire all necessary right of way in accordance with the survey, to make such changes in the grade as are necessary with the view to preparing the road for future surfacing and oiling, and to place enough gravel so the county can maintain the road as a gravel road for the time being. The Engineer recommended approval of an allocation of $100,000 for this purpose when the Commission programs its available funds at this meeting. The Commission considered that the county court's understanding of the matter is in conformity with previous discussions, whereupon it approved the recommendation unanimously.

A letter was presented from the county court of Lane County, inquiring as to the possibilities of securing an allocation of Federal Aid Secondary Highway funds for the improvement of Lane County's Market Road No. 36, between Jasper and Lowell, next year. The Engineer pointed out that the Commission has already allocated $103,000 Federal funds for the improvement of the Elmira-Noti Section of the Richardson-Eugene Secondary Highway in this County. The Commission unanimously denied the county court's request, the feeling of the Commission being that if it has any additional funds available for allocation to Lane County, one of its first obligations would be the replacement of the substandard bridge which crosses the Coast Fork of the Willamette River at Jasper on the Springfield-Creswell State Secondary Highway.

A petition was presented from residents and freeholders of Coos County requesting the removal of a culvert which is presently installed across the Oregon Coast Highway about 150 feet west of the west approach to the Coquille River Bridge at Coquille. They allege that during highwater this culvert permits water from the Coquille River to flow onto the marsh land on the south side of the highway, with damaging effect. The Engineer advised

that the culvert referred to is a 72-inch iron-pipe culvert, and that it is the only opening across the highway for a distance of two miles westerly from the bridge. He further stated that the culvert was installed during the reconstruction of the highway in 1939, replacing a 4' x 6' wooden box culvert which had been in place ever since the road was first built. Its original purpose, he said, was to provide a means of equalizing the water flow during high water status. He recommended that the request of the petitioners be denied because the removal of the pipe might involve the Commission in litigation, since investigation discloses that approximately an equal number of property owners are opposed to its removal. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

A letter was presented from a committee representing "Agate Beach Addition No. 1", Agate Beach, Oregon, requesting the following:

1. Widening of the newly constructed approaches of Shell and Fossil Roads to the Oregon Coast Highway.

2. Construction of guardrails so that these intersections can be seen at night.

3. Lowering of the grade line of the new approaches from Shell and Fossil Roads so that both roads will be on the same level in front of property owned by a Mr. Frary.

4. Widening of the entrance to Fossil Road.

5. Placing of signs on the new highway designating Shell Road and Fossil Road.

The Engineer advised that the connections to both Shell and Fossil Roads have been constructed in accordance with plans approved by the state and the Bureau of Public Roads, and are very satisfactory; moreover, they are equal to, if not better than the connections which previously existed. He further stated that such guardrails as are considered necessary for the proper protection of traffic will be constructed in the near future, by state forces, and that signs that are deemed necessary to direct traffic properly will also be placed. He recommended that the request be denied insofar as it pertains to improving the connections, and that the petitioners be informed accordingly. The Commission approved the recommendation.

The Commission discussed a number of requests for the resurfacing and oiling of State Secondary Highway No. 22 between Eddyville and Nashville, and for a survey with the view of improving the county road which extends from Nashville to Nortons. The petitioners also request ditch and brush clearing along this highway so as to eliminate what they allege is a traffic hazard. The Engineer advised that the estimated cost to improve the Eddyville-Nashville Section is $200,000 and that to construct the Nashville-Nortons Section is $480,000. This highway, he said, carries an average daily traffic of 180 vehicles, and is purely a local road, and owing to the high cost of reconstructing it he could not recommend improvements at this time.

He suggested that the project be kept in mind for future consideration when other more important secondary highways have been improved. As to the ditch and brush clearing, he advised that such work has been provided for in the budget and will be performed by highway maintenance crews this Fall. The Commission unanimously approved the report and ordered that the petitioners be informed accordingly.

A letter was presented from the County Court of Marion County urging the construction of the Mehama-Mill City Section of the North Santiam Highway on proposed new alignment on the north side of the North Santiam River. The Commission deferred action on this matter until later in the session when the matter of programming the balance of available funds is discussed.

There was brought to the attention of the Commission numerous cards from members of the St. Johns Businessmen's Association and others requesting a survey to show the feasible location, costs and other details of a proposed tunnel extending from the west end of the St. Johns Bridge, Portland, to a connection with the Sunset Highway. The Commission ordered the communications filed.

The Engineer brought up for discussion a request from the City of Lebanon for the performance of additional work in connection with the contract recently awarded by the Commission for the improvement of certain city streets as a 1949 Special State Tax Street Fund Project. He advised that the estimated cost for the additional work is $4,965, which the city has agreed to pay with its own funds. He recommended approval of the request and that the amount of the project authorization be increased in a like amount. The Commission approved the recommendation unanimously.

The Engineer reported a communication from the Secretary of State's Office asking that an investigation be made to determine the need for a footpath on the Cape Arago Secondary Highway in the vicinity of Empire, where a fatal accident occurred, in which one pedestrian was killed and four others were injured. He advised that the investigation has been made and the results indicate that a footpath is needed for a distance of about 0.76 mile, extending from the south city limits of Empire to Kellogg Boulevard. A sixteen-hour vehicular and pedestrian count, he said, indicates an average vehicular traffic of 2,584, and an average pedestrian traffic of 117, and the records disclose 25 accidents between January 1, 1946, and May 31, 1949, resulting in one fatality and twelve persons injured. He recommended construction of the footpath, which he estimated will cost about $3,000. The Commission approved the recommendation, and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "P", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from Mr. F. T. Fowler, Traffic Engineer of the City of Portland, requesting approval of the installation of traffic signals at four intersections on Powell Boulevard (Mt. Hood Highway), particularly at S. E. 17th Avenue, S. E. 21st Avenue, S. E. 26th Avenue and S. E. 39th Avenue. The Engineer advised that the City Traffic Engineer has an overall plan calling for a total of 13 installations on Powell Boulevard which are estimated to cost about $45,000, and that the city expects the state to pay

fifty percent of this expense, or $22,500. He said there is a definite need for progressive signalization on Powell Boulevard, and he recommended approval of the plan, and that there be included in the 1950 budget an amount of $22,500 to cover the state's share, the entire matter to be covered by an appropriate agreement between the state and the city. The Commission deferred action on this matter until its next meeting. The Engineer was instructed to present to the Commission at that time a map showing the location of each of the proposed signals.

The Engineer reported a request from the City of North Bend for the installation of traffic signals at the intersection of Sherman and Virginia Avenues in North Bend, Sherman Avenue being the route of the Oregon Coast Highway, and Virginia Avenue being the route of the Cape Arago State Secondary Highway. He recommended approval of the request on the condition that the City of North Bend will pay fifty percent of the installation cost, will maintain the signals, and will furnish electrical energy to operate them at no cost to the state. The Commission approved the recommendation.

In this connection, the Engineer reported that this matter ties in with a previous request for the installation of signals at the intersection of Virginia Avenue and Broadway, and at Washington Avenue and Sherman Avenue, which request was discussed by the Commission at its meeting on February 28 and March 1, 1949. He recalled that at that time, the Commission instructed him to consult the City with reference to sharing in the expense of this signal and in the expense of converting the existing signal at the intersection of Virginia Avenue and Broadway from a four-way stop to a standard stop-and-go signal. The City has been consulted, he said, and considers that the existing four-way stop signal at Virginia Avenue and Broadway is satisfactory, so it does not feel like participating in the cost of converting it to the other type. The City also considers that the signals are not warranted at this time at the intersection of Washington and Sherman Avenues, which view is shared by the Traffic Engineer. He recommended, therefore, that no further action be taken at this time relative to this installation. The Commission approved the recommendation.

The Commission discussed a petition and a number of communications from residents of Eugene and vicinity, requesting that protective measures be taken to eliminate a dangerous condition that allegedly exists on US99 at its intersection with Roosevelt Boulevard, just north of the overhead crossing near the Eugene north city limits. The Engineer advised that the intersection referred to is a point where the highway crosses Elmira Road and Roosevelt Boulevard, and that the records show 37 accidents occurred at this point from January 1, 1946 to April 30, 1949, resulting in the death of one person and injuries to nine others. A sixteen-hour vehicular and pedestrian count, taken on June 17th, reveals that during the period 6:00 a.m. to 10:00 p.m., 17,398 vehicles entered the intersection, and 232 pedestrians crossed the highway; and the average hourly volume of vehicles entering the intersection during the maximum eight-hour period was 1309, a considerably higher number than the required signal warrant of 750. He recommended as a solution of this problem the construction of channelizing islands and the installation of traffic signals and luminaire units, at an estimated total cost of $6,500, which, he said, will have to be paid entirely with state funds because the

intersection is outside the city limits. He exhibited a sketch map showing the situation at this intersection and the proposed improvements, and recommended approval of the project. The Commission approved the recommendation unanimously.

The Engineer reported on a request from the Parkrose Chamber of Commerce for the installation of a traffic signal at the intersection of 82nd Avenue (Cascade Secondary Highway) and Prescott Street, Portland. He advised that an investigation by the Traffic Engineer indicates that a traffic signal is needed at this point, there being an average daily traffic of approximately 9,559 vehicles at this intersection, of which 25.9 percent enter from Prescott Street, and in addition there is an average of 180 pedestrians who cross 82nd Avenue daily at this point. He also said that the records reveal that fourteen accidents occurred here during 1948, a large percentage of which could have been prevented by signals. He recommended the installation of the signals, which he said would cost about $3,000, and advised that the city of Portland will pay fifty percent of the expense. As a matter of further information, the Engineer said that this signal is in addition to the overall signal control on 82nd Avenue which will result in a total of fourteen signals, and he gave as his belief that all of them can be installed for the $50,000 which the Commission heretofore approved on the basis that the City will pay one half of the cost. The Commission approved the recommendation unanimously.

A request from the City Council of Scappoose for the installation of a flashing beacon at the intersection of Columbia Avenue and US30 in Scappoose had the attention of the Commission. The Engineer advised that this matter has been investigated by the Traffic Engineer, who reports that there is little need for signal installation at this point. He recommended that the request be denied. The Commission approved the recommendation.

The Commission considered and denied a request from Mr. A. J. O'Northam, General Yardmaster of the Southern Pacific Company, in behalf of company employees, for the installation of a traffic signal at the intersection of S. E. Harold Street with S. E. McLaughlin Boulevard (US99E) in Portland. The action was taken upon recommendation of the Engineer, who stated that the conditions at this point were investigated by the Traffic Engineer, who reports that only a small volume of traffic enters McLaughlin Boulevard from side streets at this point and in whose estimation signalization would only tend to increase rear-end collisions which make up most of the accidents that occur at this intersection.

The Commission discussed and upon recommendation of the Engineer approved a request from the John Day Chamber of Commerce for the installation of a traffic signal at the intersection of the John Day Highway and the John Day-Burns Highway in the City of John Day. The signal to be installed is to be of the flashing beacon type, which is estimated to cost $300.

The Secretary presented a letter from Mr. J. W. McCoy, Ashland, concerning the designation of a through truck route bypassing the business district of Ashland. The Commission discussed the communication and ordered it filed for future consideration.

The Engineer requested confirmation of telephonic authority heretofore given him by the Commission to spend about $30,000 for maintenance rock to be

used for the most part on the Alsea-Deadwood Secondary Highway in Lane County. The Commission unanimously approved the expenditure.

The Commission discussed matters pertaining to the proposed overpass of the railroad track on South Sixth Street in Klamath Falls. The Engineer recalled that Mr. Tom Watters, Klamath Falls, appeared before the Commission at its previous meeting in reference to this matter and particularly urged acquisition of rights of way at an early date, due to discontinuance of operations of the Ewauna Box Company, and the Big Lakes Lumber Company, whose properties are involved, and the Commission at that time referred the matter to him for investigation and report. He stated that he has had estimates prepared both for right of way and construction, based on both a two-lane facility and a four-lane structure, and it has been determined that a two-lane structure can be built for $592,000, of which amount $151,000 represents cost of right of way, whereas a four-lane structure is estimated to cost $847,000, of which $157,000 represents cost of right of way. Because of the difference in cost, he suggested the construction of a two-lane facility for use by southbound traffic only, and the designation of the existing structure for northbound traffic only. He pointed out that there is no other way to route the highway and suggested, inasmuch as a better facility must be provided, that the right of way department be authorized to negotiate options for right of way as may be required. Following discussion, the Commission unanimously approved the suggestion with the strict understanding, however, that options are to be secured simply for the benefit of the Commission in formulating its future action, and that if the Commission later on authorizes the purchase of the right of way it will be with absolutely no commitment whatsoever as to when the project will be constructed. The Engineer was instructed to convey such information to Mr. Watters.

The Commission discussed a proposed agreement with Wheeler County providing for the maintenance of Kinzua County Road, from its intersection with the John Day Highway to the town of Kinzua, a distance of about seven miles. According to the agreement, the road is to be maintained by state forces at the expense of the county. The estimated cost of the first year's maintenance is $2,800, which is to be paid by the county on the following basis: $1,000 cash in advance of any work's being done, the balance in installments as billed by the State Highway Department. The Commission approved and signed the agreement.

The Engineer brought up for consideration a request for a traffic-dividing median strip along Barbur Boulevard (US99W) for a distance of about 1000 feet westerly from its intersection with Terwilliger Boulevard, to a point where it intersects with Hickey Street, which terminal is also the point where Barbur Boulevard intersects the old Oregon Electric Railway right of way. The Engineer advised that Multnomah County has converted the old railway roadbed into a highway for one-way traffic inbound to Portland, and that outbound traffic will follow Barbur Boulevard to a point a short distance west of Capitol Hill Road where it will leave the highway and connect with the old railway grade northerly thereof. The county, he said, will pay the entire cost of constructing this new road, which will materially help traffic conditions in the Garden Home vicinity, but, in order to alleviate potential hazards, a traffic-dividing strip should be constructed along Barbur Boulevard

to a point about 200 feet west of the point where inbound traffic from the new county road will join the highway. This median strip, he said, will not only prevent outbound traffic from turning into the inbound one-way roadway, but it will also serve to eliminate left turn movements at other unauthorized points. He recommended immediate construction of the median strip, which he estimated will cost about $5,700, and certain widening work at the intersection to allow inbound traffic to merge with the main highway traffic with the least amount of inconvenience and hazard. He estimated the cost of the widening work at $5,000, making a total of $10,700 for the two items. He exhibited a map showing the layout. In the discussion of this matter, it developed that the project will be constructed within the city limits of Portland, in view of which it was the feeling of the Commission that the City of Portland should participate in the expense. The Commission unanimously approved the project on the basis that fifty percent of the costs will be paid by the City of Portland. The Engineer was instructed to take up the matter with the proper city officials.

Commissioner Chandler reported a dangerous intersection near the top of the hill on Canyon Road (Sunset Highway). The Engineer was instructed to investigate the conditions at that place, and also to investigate a drainage problem nearby, as reported by Chairman Banfield.

The Engineer reported that the cities of Moro and Weston have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds which they received in 1948, and that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of 1948 State Tax Street Funds which they received in 1949, and that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory:

Culver	Halfway	Richland
Drain	Hammond	Siletz
Haines		Weston

He recommended approval of the plans. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the attached resolution with reference thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the towns of Canyonville, Harrisburg, Dundee, Maupin, Garibaldi and Umatilla have satisfied the legal requirements for the expenditure of 1949 State Tax Street Funds accrued to them during the first six months of this year, and that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory. He

recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the survey for the relocation of the Old Oregon Trail between LaGrande and North Powder is completed. He exhibited a map showing the proposed location and explained details, particularly calling attention to the fact that the relocation is entirely separate from the existing highway with the exception of approximately one and one-half miles immediately south of LaGrande. He also mentioned that the new route is 5.5 miles shorter than the existing route between these points. He asked the Commission to approve and adopt the location. In the discussion of the matter it was recalled that the Commission has set up in its Second Post War Construction Program the sum of $1,038,000 for grading and topping the southerly fifteen-mile section on this new route, of which amount $900,000 is the estimated cost of construction and $138,000 the estimated cost of right of way. Commissioner Reynolds mentioned the controversial nature of this location, and stated his willingness to approve it if the Engineer is absolutely certain that no mistake has been made in the selection of the route that might arouse warranted criticism from the people of the town of Union. The Engineer said he has analyzed the complaints thoroughly and is certain that the design has been prepared to eliminate the objections that have been offered. With this assurance, the Commission by unanimous vote approved the survey as reported, by the adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof.

In connection with this matter, Commissioner Reynolds requested, if the actual cost of the section now proposed for construction is less than the amount appropriated therefor, and savings accrue, that these savings be applied toward financing construction of a bridge over the Union Pacific Railroad tracks and the North Powder River in North Powder. The Commission indicated its approval of the request.

The Commission had under discussion requests, as follow, for extensions of time within which to complete certain highway contracts:

1. Lindstrom Bros., Inc., Contract No. 3089, for construction of a bridge over "D" River on the Oregon Coast Highway at Delake, Lincoln County, requested an extension of time of thirty days, from August 31, 1949 to September 30, 1949, within which to complete this job. They stated that the bridgewas completed andwould be open to traffic on or before August 31, and that the additional time is required to effect the removal of a temporary bridge, and to clean up the site. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He also stated that the delay caused no inconvenience to the public and no extra expense for the state. He recommended that the extension of time be granted without penalty. The Commission approved the recommendation unanimously.

2. J. F. Johnston, Contract No. 3073 for construction of Flynn Bridge over Mary's River on the Alsea Highway, Benton County, requested an extension of time of 92 days, from July 31, 1949 to October 31, 1949, within which to complete this job. He alleged that bad weather which prevented release of his equipment being used on a job at Hillsboro, and the fact that he did not want to route heavy traffic over a detour during bad weather conditions this Spring, prevented completion of this contract within the specified time limit. The Engineer advised that this contract was awarded on November 4, 1948, but the contractor was engaged on a job for Washington County so did not start work on the state's project until March 29, 1949, notwithstanding that he could have worked to good advantage several months earlier. He also said that weather conditions were excellent; that the contractor made very poor progress on the job and has no legitimate reason for overrunning the time limit. He recommended, in view of the circumstances, that the extension of time requested be granted but that the contractor be assessed all engineering costs subsequent to July 31, 1949, the date specified in the contract for completion. The Commission approved the recommendation unanimously.

3. Cressler Construction Company, Contract No. 3053 for the construction of the Tillamook (10th Street) Project on a city street in the City of Tillamook, requested an extension of time of twenty days from July 31, 1949, to August 20, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inability to procure concrete for curb and catch basin construction when needed, due to breakdown of ready-mix trucks, and to other construction in Tillamook. The Engineer advised that the project was completed on August 12, so it is unnecessary to extend the time limit beyond that date. He recommended therefore that the extension of time from July 31 to August 12 be granted without penalty. The Commission approved the recommendation.

4. Barney B. Helser, Contract No. 3147, rock production on the Oregon City-Molalla-Estacada Section of the Cascade and Woodburn-Estacada Secondary Highways, requested an extension of time of thirty days from August 31, 1949, to September 30, 1949, within which to complete this job. He attributed his failure to complete the project within the specified time limit to unforeseen difficulties incurred in setting up his crushing plant, which prevented commencement of the work as soon as planned. The Engineer advised that due to high water conditions the contractor had difficulty in setting up his crushing plant in the early spring and accordingly was unable to start work as soon as contemplated. He further stated that the public has not been inconvenienced by non-completion of the contract. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

5. Newport Construction Co. & Russell Olson, Contract No. 3144, re-oiling the Washington State Line-Sunnyside Section of the Sunnyside-Umapine Secondary Highway in Umatilla County, requested an extension of time of 46 days from July 31, 1949, to September 15, 1949, within which to complete this job. They attributed their failure to complete the

project within the specified time limit to the fact that they were engaged in other state work which was considered more necessary. The Engineer advised that this contractor had considerable oiling work under way for the state and was unable to reach this project until August 10, 1949; that the project was completed within five days after that time and there was no inconvenience either to the state or to the traveling public. As a matter of fact, he said, the contract was completed on August 15, so it is unnecessary to grant an extension of time beyond that date. He recommended that an extension of time from July 31 to August 15, 1949, be granted without penalty. The Commission approved the recommendation.

6. Jed Wilson, Contract No. 3130, for rock production on the Necanicum Section of the Oregon Coast, Sunset, and Necanicum Highways, requested an extension of time of thirty days from July 31, 1949, to August 31, 1949, within which to complete this job. He gave no particular reason for overrunning the time limit. The Engineer advised that the state has not been inconvenienced by failure of the contractor to complete the project within the specified time and that it is his recommendation that the extension be granted without penalty. The Commission approved the recommendation.

7. O. C. Yocom Company, Contract No. 3129 for grading and paving the Amity Section of the Pacific Highway West, and Bellevue-Hopewell Highway, Yamhill County, requested an extension of time of fifteen days from July 31, 1949, to August 15, 1949, within which to complete this job. They stated that all work in connection with the project, with the exception of construction of the asphaltic concrete surfacing, was completed by July 10th, and that the asphaltic concrete work was delayed in order to secure materials from the McMinnville plant of the J. C. Compton Company, thus eliminating a long haul of materials from Portland. The Engineer advised that the statements of the contractor are correct. He further said that neither the state nor the traveling public has been inconvenienced by the delay, and he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation.

8. T. W. Thomas, Contract No. 2955, for grading the Clear Creek-Forest Boundary Section of the Warm Springs Highway, Wasco County, requested an additional extension of time of sixty days, from June 30, 1949, to August 31, 1949, within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to adverse weather conditions and to excessive moisture in the ground which necessitated the operation of his equipment at a low rate of efficiency. The Engineer advised that Mr. Thomas made every effort to complete this job within the specified time, but was delayed considerably because of extremely wet weather and because of additional work which was requested by the U. S. Forest Service. He recommended, in view of the circumstances, that the additional extension of time requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

9. Rath & Morris, Contract No. 3135, for construction of a highway office building in Eugene, Lane County, requested an extension of time of 31 days from August 31, 1949, to October 1, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to a three weeks' delay in securing the fabrication of steel sash, and a four weeks' delay caused by a strike of sheet metal workers in Eugene. The Engineer advised that the contractors pushed this work in every way possible, but were held up for the reasons given. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

10. Hillstrom Shipbuilding Company, Contract No. 3117 for construction of pier fender repairs on the McCullough Bridge, Eastside Bridge, and Enegren Ferry Slips on the Oregon Coast Highway and Coos River Secondary Highway in Coos County, requested an extension of time of 31 days from July 31, 1949 to August 31, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties encountered in securing long peeled piling, and to extra work ordered by the Engineer. The Engineer advised that during the progress of the work, additional damage occurred to the fender piling at the McCullough Bridge, necessitating extra work by the contractor. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

11. Western Golf Course Supply Company, Contract No. 3126, for construction of an irrigating system and seeding on the Front Avenue (Alder Street-Bancroft Street) Section of the Pacific Highway West in Portland, requested an extension of time of fifteen days from August 31, 1949, to September 15, 1949, within which to complete this job. They stated that all work called for in the contract has been completed and that the fifteen days' extra time is required merely to allow time for certain maintenance work and to permit the grass to grow on some of the last area seeded before the job is presented to the Highway Commission for acceptance. The Engineer advised that all of the work called for in the contract was completed prior to the specified completion date, except the final maintenance and the final cutting of grass as required by the specifications. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

12. Leonard & Slate, Oregon Ltd., Contract No. 3006, for grading and bituminous macadam surfacing on the Ranier-Goble Section of the Columbia River Highway, Columbia County, requested an extension of time of 335 days from August 31, 1949 to July 31, 1950, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit:

a. Highwater in the Spring of 1948, which prevented operations on a large part of the project.
b. Wet condition of borrow area during the spring months.
c. Settlement of fills necessitating undue delay in bringing them up to proper grade.

d. Overrun in quantities of fill materials.
e. Necessity to postpone oiling work until 1950 because surfacing could not be placed on the new grade sufficiently early to perform that work in 1949.

The Engineer advised that extremely high water in the Spring of 1948 sufficiently delayed the contractor's operations that he will not be able to complete his oiling work until the Spring of 1950. He recommended, in view thereof, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

13. D. F. McKenzie, Contract No. 3180, for oil mat surfacing on the Jamieson-Vale Section of the John Day Highway, Malheur County, requested an extension of time of thirty days from September 15, 1949 to October 15, 1949, within which to complete this job. He attributed his failure to complete this project within the specified time limit to the fact that he was engaged on other contract work for the State Highway Commission which he wanted to finish first. The Engineer advised that this contractor had another State Highway contract in southern Oregon, and delays on that job slowed up the delivery of oiling equipment to the Jamieson-Vale project. The State, he said, has not incurred any additional engineering expense by reason thereof, neither has the traveling public been unduly handicapped by the failure of the contractor to complete the project within the specified time. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

14. Porter W. Yett, Contract No. 2892, for grading and paving the Barnes Road-Multnomah County Line Section of the Sunset Highway, requested an additional extension of time of 288 days from September 30, 1948, to July 15, 1949, within which to complete this job. He gave the following reasons for failure to complete the project within the previously extended time limit:

a. Unfavorable weather conditions for paving.
b. Additional work not provided for in the original plans.
c. Delay caused by failure of the public utility companies to reconstruct properly their facilities in advance of road work.

The Engineer advised that the reasons given by the contractor for failure to complete the project within the limits of the previously extended period are substantially correct. This job, he said, was completed on July 8, 1949, in view of which he recommended that the extension of time be granted up to July 8th without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission unanimously approved the recommendation.

15. Porter W. Yett, Contract No. 2853, paving and construction of structures on the North Plains-Barnes Road Section of the Sunset Highway, Washington County, requested an additional extension of time of 197 days

from September 15, 1948 to April 15, 1949, within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to unfavorable condition of the subgrade brought about by adverse weather which necessitated drainage and subgrade correction before paving operations could be completed. The Engineer advised that the reasons given by the contractor for overrun of the previously extended time limit are correct. This job, he said, was completed on March 29, 1949, so it is not necessary to extend the time limit beyond that date. He recommended the granting of an extension of time to March 29, 1949, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

16. J. N. and J. J. Conley, Contract No. 3032, grading and bituminous macadam surfacing on the Agate Beach-Newport Section of the Oregon Coast Highway, Lincoln County, requested an extension of time of thirty days from July 31, 1949 to August 30, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to inclement weather conditions. The Engineer advised that extremely adverse weather conditions definitely delayed oiling operations in the forepart of the oiling season, however, the oiling was completed by August 10, and the balance of the work remaining to be done simply consists of cleaning up the premises. He recommended, in view thereof, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

17. Babler Bros., Contract No. 3093, for grading, surfacing and oiling the Rosedale Section of The Dalles-California Highway, requested an extension of time of sixty days from August 30, 1949, to October 31, 1949, within which to complete this job. They stated that all work in connection with this project is completed and that the only thing remaining to be done is to burn up rubbish and debris, which operation cannot be carried on until weather conditions are satisfactory. The Engineer advised that all things required of the contractor were completed within the specified time with the exception of the burning of the debris, which work, because of Forest Service regulations, could not be carried on until wet weather set in. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

18. Warren Northwest, Inc., Contract No. 3125, for oil mat surfacing the Corvallis-Albany Section of the Corvallis-East Side Secondary Highway in Linn County, requested an additional extension of time of 19 days from July 31, 1949, to August 19, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to orders from the Engineer to give priority to the Sweet Home-Brownsville Project, Contract No. 3146. The Engineer advised that the contractor was required to do additional work under Contract No. 3146, between Sweet Home and Brownsville, before commencing the oiling operations on the Corvallis-East Side Secondary Highway Project. The public, he said, has not been inconvenienced by the delay, neither has the state incurred

any additional expense for engineering supervision. He recommended that the requested extension of time be granted without penalty. The Commission approved the recommendation unanimously.

19. Warren Northwest, Inc., Contract No. 3052, for grading and paving the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County, requested an extension of time of 30 days from August 31 to September 30, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to conflicting operations by various public utilities. The Engineer advised that due to the lateness in awarding this contract, it was necessary to defer certain operations until the Spring of 1949, and that the contractor also suffered considerable delay because of the failure of various utilities to complete the moving of their facilities. He recommended, in view thereof, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

The Commission in discussing requests for extensions of time as listed above, considered but did not necessarily adopt the recommendations of the Engineer and/or the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that contracts Nos. 2853, 2892, 2959, 2987, 3032, 3033, 3051, 3053, 3056, 3063, 3066, 3098, 3101, 3103, 3116, 3117, 3125, 3127, 3129, 3130, 3131, 3138, 3141, 3144, 3146, 3152, 3155, 3156, 3162, 3166, 3175, 3191, 3194, and 3205, for construction of state highway projects, have been completed according to the requirements of the contract, or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission accepted said contracts by the adoption of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof.

The Engineer brought up for discussion the matter of constructing a new ferry terminal at 17th Street in Astoria, to replace the present one at 14th Street which is being operated under a lease, for which an amount of $175,000 has been set up in the 1949 budget. He exhibited plans of the proposed improvement and advised that the present estimated cost to provide this facility is $173,826. The Commission indicated a reluctance to approve this project, and accordingly deferred its decision until later.

A request was presented from County Judge John H. Sheldrake, Hood River County, that the report on the Hood River-White Salmon Interstate Bridge across the Columbia River at Hood River, which was made by the State Highway Department several years ago, be brought up to date. The Engineer advised that the report referred to is one rendered in 1941-1942, which covered a study of the various bridge crossings of the Columbia River between the States of Oregon and Washington, including the existing bridge at Hood

River. To make the traffic studies and to compile all of the data as requested by Judge Sheldrake, he said, would cost between $5,000 and $6,000, moreover, the work could not be done expeditiously because there is a shortage of competent engineers; in any event, it is not essential to the Highway Department. The Commission denied the request.

The Commission discussed a letter from Mr. Collier H. Buffington, Chairman of the Curry County Weed Control Committee, urging that all essential precautions be taken to prevent any spread of gorse or other noxious weeds through the use of seed-infested gravel, in the construction and maintenance of highways. The Engineer advised that it has been the practice of this department for a long time, in the use of gravel from streams in infested areas, to screen out all fine materials, and to crush only the coarse materials, and that experience reveals that this method has effectively removed the seeds, in as much as they have never propagated along the highway shoulders or in stockpiles when the materials have been prepared in that manner. He gave as his belief that the method now being employed is in full compliance with the law covering this feature. The Engineer also stated that the Bureau of Public Roads is employing the same methods in connection with its contract on the Oregon Coast Highway south of Port Orford. The Commission approved the report and ordered that the information be conveyed to Mr. Buffington.

The Commission discussed and upon recommendation of the Engineer and State Parks Superintendent, approved the application of the Pilot Rock Lumber Company to construct, maintain and operate a logging road not to exceed ten feet in width, over a specific location through Camas Creek Wayside strip along the Pendleton-John Day Highway between Ukiah and Dale, in Umatilla County. An agreement with the Pilot Rock Lumber Company covering the details was signed by the Commission later in the session.

The Engineer requested approval of the purchase of miscellaneous office and field equipment, totalling $6,666. The Commission approved the request by unanimous vote. (For details, see copy of the Engineer's written report to the State Highway Commission dated September 13, 1949, in general files.)

The Engineer reported that he has consulted with the members of the delegation that appeared before the Commission on the previous day with respect to setting a date for opening and dedicating the Warm Springs Highway, and that Sunday, November 13, 1949, was the unanimous choice of the group. The Commission confirmed such date.

The Commission had under discussion the formal request of the Sportsmen Pilots of Oregon, for the designation of an aircraft landing strip along the sand spit located between Netarts Bay and the Pacific Ocean, approximately three miles south of the village of Netarts. The Secretary also presented a letter from the Oregon State Board of Aeronautics endorsing the request. The Chief Counsel advised that the application and approval of the Board of Aeronautics is substantially in conformity with the legal requirements. The Commission unanimously approved the granting of a temporary permit for the use of the beach for the purpose intended, such privilege being granted as a temporary proposition so as to give the general public an opportunity to

voice its approval or disapproval before the area is designated as a landing strip on a permanent basis. The Chief Counsel was instructed to prepare a form of temporary permit.

The Engineer reported receipt of a letter from the City Manager of the City of Milwaukie, objecting strenuously to the barricading of Harvester Drive where it connects with McLaughlin Boulevard (US99E) between Milwaukie and Portland. He stated that the city constructed this approach road to the highway without first obtaining written permission from the State Highway Commission, as required by Chapter 308, Oregon Laws, 1949, and he had it barricaded after consulting with Chairman Banfield. Now the city of Milwaukie has threatened to take action against the State Highway Commission unless the barricade is removed, in fact, the city has taken the matter into its own hands and removed a portion of the barricade so as to permit access to the highway. He requested instructions. The Commission deferred action for the time being.

The Commission discussed a request from Mr. James L. Watson, Portland, for permission to operate a popcorn truck on state-owned property at Reed's landing, adjacent to the new Columbia River Highway. The Commission denied the request as a matter of policy.

The Commission also discussed a letter from Mr. Clifford A. Stocker, Director, State Commission for the Blind, inquiring as to the possibilities of establishing in business at the proposed new ferry terminal at 17th Street in Astoria Mr. William Dyke, a client of his commission, whose sight has been partially restored. Mr. Stocker advises that the Division of Vocational Rehabilitation Service for the blind attempts to effect the best program for its various clients and it is their belief that Mr. Dyke, whose home is in Svenson, could make a living for himself very handily at this new ferry location. The Commission deferred action on the matter because no provision has been made as yet for the new ferry facilities.

The Engineer reported that the repair work on the bridges over the Snake River at Payette and Weiser, which was necessary in order to allow loads weighing eleven tons to pass over them, has been completed, with the exception of the installation of the traffic signals, so loads of such weight now may be allowed to use these structures if the Commission desires. He recommended the adoption of a formal order to permit eleven ton loads to pass over these structures pursuant to previous arrangements made with the State of Idaho. The Commission approved the recommendation, and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof.

The Engineer reported completion of certain highway projects, as follows, rendering valueless for state highway purposes sections of the old highway routes:

1. Campbell Ranch-Gerking School Section of Athena-Holdman Secondary Highway No. 334 in Umatilla County.
2. Gunnell Road-Robertson Bridge Section of Rogue River Loop Secondary Highway No. 260, in Josephine County.
3. Gardner Section of the Oregon Coast Highway, No. 9, in Douglas County.

He exhibited maps showing the sections affected and recommended appropriate action by the Commission disposing of the old right of way. After careful consideration, the Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolutions relative thereto, marked EXHIBITS "I", "J", "K", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission discussed and denied a petition from residents of Mulino and vicinity, Clackamas County, for the designation of a 25 mile per hour speed limit on the Cascade Secondary Highway through the community of Mulino, since it appears from the report of the Engineer on this subject that such reduced speed is not warranted.

The Commission discussed a petition from residents of Vida and vicinity, Lane County, for the establishment of a restricted speed zone on the McKenzie Highway from the Eugene power dam easterly to a point one half mile east of Keller's store. The Engineer advised that this section is 3.1 miles in length, and with the exception of one sharp curve near the state fish hatchery, the highway alignment is fair and the pavement is 20 feet wide. He also said that the accident record is very favorable. He recommended that the request for a reduced speed zone be denied, but that signs bearing the wording "Slow-Congested Zone" be posted on the highway at the approaches to the fish hatchery where the sharp curve exists. The Commission approved the recommendation and so ordered.

The Engineer reported on a plan prepared by the Traffic Engineer of the City of Portland to correct a bad traffic condition which has developed on S. E. Brooklyn Street, between S. E. Milwaukie Avenue and the intersection of S. E. Powell Boulevard, which is between S. E. 9th and S. E. 10th Avenues. The plan, he said, is to channelize S. E. Powell Boulevard between S.E. 10th Avenue and Milwaukie Avenue so as to control traffic more effectively and to eliminate a dangerous condition. He advised that the plan has been thoroughly investigated by the State Traffic Engineer, who recommends approval of the same. He stated his concurrence in the recommendation and advised that the city will pay all of the costs. The Commission unanimously approved the recommendation.

The Commission discussed a written report from the Engineer, dated September 13, 1949, on the naming of the ferry boat which J. F. LaRouche is operating across the Willamette River at Wilsonville, under contract with the Highway Commission. It appears from the report that a controversy has arisen as to the naming of this ferry, which the Highway Commission is requested to decide. The Commission expressed a reluctance to enter into the controversy, and accordingly left it with the "Boone" heirs and Mr. Lewis A. McArthur of the Oregon Historical Society to iron out the differences.

A letter was presented from "D"-River Chapter of the Disabled American Veterans, Nelscott, Oregon, requesting the installation of a sign at each end of the bridge recently completed over the "D" River at Delake, containing the inscription, "D River, Shortest in the World." The Commission denied the request, there being no certainty that this is the shortest river in the world, and it being the wish of the Commission for signs that it places to bear absolutely correct information.

The Chief Counsel presented for the Commission's consideration a form of resolution prepared in collaboration with the Engineer as instructed previously by the Commission, which has for its purpose the designation of additional highways and sections of highways as "THROUGH" highways, pursuant to the provisions of Section 115-351 O.C.L.A., as amended by Chapter 428, Oregon Laws, 1941. It was explained that this resolution covers all highways in the state that have not heretofore been designated "THROUGH" highways by similar action of the Commission, this being the fourth of such resolutions. The Commission unanimously approved the resolution, as prepared, which resolution is attached hereto, marked EXHIBIT "L" and by this reference made a part hereof. The Chief Counsel was instructed to combine into one instrument all four of the resolutions covering throughway designations, for approval and adoption by the Commission in order to avoid confusion that might develop later on when reference is made to them.

A petition was presented from Westdale Mothers Club, Beaverton, Oregon, urging the designation of a 35 mile per hour speed limit along the Hillsdale-Beaverton Highway, between Beaverton and the community of Glencullen. The Engineer recalled that at its meeting in August, 1948, the Commission designated a 40 mile per hour speed zone on this highway from M.P. 2.00 to M.P. 2.55, the latter point being at S. W. 50th Avenue, Portland, and that the present request is for the designation of a 35 mile per hour speed limit from this point into Beaverton. An investigation by the Traffic Engineer, he said, reveals that there is no justification for lowering the speed limit throughout this entire section, but he recommends the extension of the present 40 mile per hour speed zone from S. W. 50th Avenue to M.P. 4.15, at West Slope Road. He said that he concurs in the recommendation. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed, and upon recommendation of the Engineer and Chief Counsel, approved and signed a form of permit authorizing the U. S. Army Engineers to perform certain construction work on the right of way of the Columbia River Highway at Mill Creek Tunnel entrance, in The Dalles.

The Engineer reported that the present contract with Andrew Stanbuck for providing ferry service at the Enegren crossing of the Coos River, Coos County, expires January 6, 1950. He requested authority to re-advertise this service for bids to be received at the next regular meeting of the Commission, the service rendered to be of the same type that is now provided at this location, viz; twenty hours daily for a period of two years. The Commission approved the request by unanimous vote.

The Commission confirmed oral authority heretofore given for Mr. Manley F. Robison, Director of the Travel Information Department, to attend at state expense a meeting of the Pacific Northwest Travel Association in Missoula, Montana, September 18, 19 and 20, 1949.

The Commission also authorized Mr. Robison to attend at state expense the annual meeting of the National Association of Travel Officials which is scheduled to be held in Denver, Colorado, during October 24 to 27, 1949.

The Engineer requested authority for Mr. Gene Huntley, Personnel Officer, to attend at state expense a meeting of the National Civil Service Conference on Public Personnel Administration, which is to be held in San Francisco during October 23 to 27, 1949. He estimated the expense involved at $50. The Commission approved the request.

The Engineer also requested authority for Mr. N. M. Finkbiner, Engineer of Materials, to attend at state expense a meeting of the American Association of Testing Materials in San Francisco, during the period October 14 to 20, 1949. He estimated Mr. Finkbiner's expenses would not exceed $75. The Commission approved the request.

The Engineer reported that the State Speed Control Board at a meeting held in Salem on September 14, approved the designation of speed zones on certain sections of state highways in urban areas and in three instances recommended the extension of such zones beyond the city limits as follows:

1. On US20, from the west city limits of Hines, at Mile Point 128.85, westerly a distance of 1.25 miles to Mile Point 127.60 - a speed zone of 40 miles per hour.

2. On US99, from the south city limits of Gladstone, at Mile Point 11.08, to the north city limits of Oregon City, at Mile Point 11.65, a distance of 0.57 mile - a speed zone of 40 miles per hour.

3. On US101, from the south city limits of North Bend, at Mile Point 254.24, to the north city limits of Coos Bay, at Mile Point 254.49, a distance of 0.25 mile - a speed zone of 45 miles per hour.

In order to make these three zones effective, he said, it is necessary that the State Highway Commission approve the recommendations. The Commission unanimously approved the designation of such reduced speed zones by the adoption of the attached resolution relative thereto, marked EXHIBIT "Q", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel reported a telephone conversation with the architects for the proposed State Highway Department Office Building, to the effect that the three low bidders who were requested to submit modified offers are fearful that some of the higher bidders who were not asked to furnish such information might hinder the work by injunction. The low bidder, particularly, he said, is fearful of litigation. He suggested in view thereof that the Commission reject all of the bids and re-advertise the project. Following discussion, the Commission unanimously approved the recommendation. It was also decided to ask the architects to make certain changes in the plans so as to create a saving of at least $200,000 to the state. (This matter was discussed further with the architects during the afternoon session.)

The Commission had under discussion a date for its next regular meeting, and decided to hold such meeting in Portland on Monday and Tuesday, November 7 and 8, 1949. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel.

The meeting adjourned for luncheon at 12:00 noon and reconvened at 1:30 p.m. with the same persons present and participating.

The Engineer brought to the Commission's attention petitions signed by numerous residents along the River Road (Junction City-Eugene Secondary Highway) for the designation of a 30 mile per hour speed zone on this highway between the Eugene city limits and the community of Santa Clara. He said that this petition was sent to Governor McKay, who referred it to him with a request that it be brought to the Commission's attention. He said that this request is a duplicate of one that he reported on at the previous meeting and the Commission referred back to him for additional information. Investigation made since the last meeting, he said, verified his previous recommendation that the 40 mile per hour speed limit now existing north of the city limits of Eugene be retained except along the section between M.P. 9.65 and M.P. 9.97, through the Santa Clara district, where the speed limit should be reduced to 30 miles per hour. He recommended approval of such change. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "N", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from Mr. Fred E.Kiddle, Chairman of the Roads and Highways Committee of the LaGrande Chamber of Commerce, in which the Commission is requested to give consideration to the matter of extending Starkey Secondary Highway from its present terminus at Starkey in Union County, westerly to a connection with the Pendleton-John Day Highway near Ukiah in Umatilla County. The Commission deferred action on this matter until its next meeting.

The Commission discussed briefly its three-party agreement with Lane County and the City of Eugene with respect to highway improvements in Eugene. The Engineer advised that it was necessary to increase the amount of the state's contribution over that provided in the agreement. He was instructed by the Commission to render a complete status report on the subject for consideration by the Commission at its next meeting.

The Commission had under discussion the selection of projects for funds remaining unallocated in its Second Post War Construction Program, amounting to $4,483,000. The Engineer recalled that when the Commission selected its partial program on May 18, 1949, the sum now under discussion was ordered held as a reserve, subject to allocation and distribution at a later date, with the understanding that of this amount, $3,306,000 would be available for Federal Aid Projects and $1,177,000 would be available for state construction projects or state major betterment projects. He presented a list of projects eligible for the funds under discussion, from which the Commission selected projects which are estimated to cost the sum of $2,115,000 for the Federal Aid Secondary Highway Program, and also selected projects that are estimated to cost $779,000 for its state major betterment program. Balances remaining unallocated were ordered by the Commission held as reserves, subject to allocation to specific projects at a later date. (For a complete list of approved projects, see EXHIBIT "O" attached hereto.) In the discussion of this program, the Commission unanimously approved the following alterations in the partial program of projects thatwere adopted at its meeting on May 18, 1949, as follows:

The Commission cancelled the allocation of $210,000 originally set up for a project on the Old Oregon Trail between Ontario and Nyssa in Malheur County, and redistributed the funds, $70,000 for widening and construction of asphaltic concrete wearing surface on a 3½ mile section of the Old Oregon Trail between Ontario and Cairo; $50,000 for increasing the prior allotment of $180,000 for the improvement of the Pumping Plant Hill-Ontario Section of the Old Oregon Trail, Malheur County, which makes this a $230,000 project; $90,000 to increase the prior allotment of $575,000 for the improvement of the Willow Creek-Boardman Section of the Columbia River Highway in Morrow County, making this a $665,000 project.

All of the above mentioned program matters were given very careful, detailed attention by the Commission, which unanimously approved them by the adoption of the attached resolution relative thereto, marked EXHIBIT "O", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In the discussion of the above program matter, consideration was also given by the Commission to the following:

1. Grading, and construction of a bridge on the proposed route of the North Santiam Highway between Mehama and Mill City: It was the feeling of the Commission that the Federal Government should contribute funds for this project, because activities in connection with the construction of the Detroit Dam are largely responsible for existing traffic conditions.

2. Construction of one mile of grade and 4.5 miles surfacing and oiling on the West Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway: The Engineer estimated the cost of this work at about $80,000. The Commission deferred approval of the project pending a report from the Engineer on the probable cost to complete the entire section, it being the feeling of the Commission that the work contemplated should be extended, in preference to the grading and surfacing of the Wocus Marsh-Langley Woods Junction Section of the Klamath Lake Secondary Highway, which work is estimated to cost $250,000. The Commission ordered funds for both projects held in reserve pending the rendition of the report and action by the Commission.

3. Grading and paving a 1.5 mile section of the Pacific Highway north of the city limits of Roseburg: The Engineer estimated the cost of this improvement at $264,450, including right of way. The Commission questioned that such improvement would prove satisfactory, in view of the development that is taking place north of Roseburg, and accordingly instructed the Engineer to report the cost to extend the proposed improvement so that it will not be necessary to go back later on and do additional work.

4. Surfacing and oiling the Chiloquin-Sprague River Section of the Sprague River County Road, Klamath County, 15 miles in length: The

Commission approved an allocation of $150,000 for this work, in conformity with previous understanding and written agreement with the U. S. Indian Service. In doing so, the Commission made it clear that this is absolutely the last contribution of state highway funds that it intends to allocate to this road.

Pursuant to previous instructions, the Engineer presented for the Commission's consideration a list of survey projects which are required in connection with an additional construction program, costing from $20,000,000 to $25,000,000. He estimated the cost of necessary surveys at $384,000 and requested authority to proceed with making the surveys. The Commission deferred action on this matter pending a report from the Engineer on other survey matters.

The Engineer also presented a list, as follows, of surveys heretofore approved for projects that are not in any current program:

ESTIMATED CONSTRUCTION COST $25,409,000

Highway and Section	Estimated Construction Cost Incl. R/W	Cost to Complete Survey	% of Survey Completed
Columbia River:			
Cascade Locks-The Dalles	$ 10,942,000	$ 25,000	75
Arlington-Willow Creek	950,000	5,000	20
West Portland-Hubbard:			
Boones Ferry-Marion Co. Line	3,260,000	4,500	80
Wilson River:			
North Plains-Glenwood	1,322,000	5,000	85
Oregon Coast:			
Coos Bay-Delmar	1,560,000	3,000	90
Siletz Bay-Spencer Creek	1,800,000	6,500	80
Wedderburn-Gold Beach	110,000	1,500	80
Pacific:			
Judkins Point-Goshen	1,140,000	1,000	95
The Dalles-California:			
Crooked River-Terrebonne	285,000	1,500	90
Klamath Falls-West Side Bypass	850,000	15,000	20
Klamath Falls-Malin:			
Esplanade-South 6th Street	700,000	2,500	90
Old Oregon Trail:			
LaGrande-Ladd Creek	1,350,000	15,000	80

(Cont.)

[illegible] Previously Approved (Cont.)

[illegible] and Section	Estimated Construction Cost Incl. R/W	Cost to Complete Survey	% of Survey Completed
[illegible] John Day			
Mt. Vernon-John Day	$ 670,000	$ 12,000	0
Wallowa Lake			
Joseph-Wallowa Lake	125,000	4,000	20
[illegible] Lake			
Wocus Marsh-Denny Creek	345,000	11,000	5
	$ 25,409,000	$ 112,500	

He requested authority to complete these surveys, which he estimated would cost about $112,500. After careful consideration, the Commission authorized completion of the following surveys, but ordered work discontinued on the remainder.

Highway and Section	Remarks
Cascade Locks-The Dalles Section, Columbia River Highway	
Arlington-Willow Creek Section, Columbia River Highway	Priority project, rush survey
Boones Ferry-Marion County Line Section, West Portland-Hubbard Highway	The Chief Counsel was authorized to negotiate options for right of way along this section.
Coos Bay-Delmar Section, Oregon Coast Highway	Rush Survey
Judkins Point-Goshen Section, Pacific Highway	No particular hurry
Crooked River-Terrebonne Section, The Dalles-California Highway	No particular hurry
Esplanade-South 6th Street Section, Klamath Falls-Malin Highway	
LaGrande-Ladd Creek Section, Old Oregon Trail Highway	Priority project, rush survey
Mt. Vernon-John Day Section John Day Highway	No particular rush
Joseph-Wallowa Lake Section, Wallowa Lake Highway	Priority project, rush survey
Wocus Marsh-Denny Creek Section, Klamath Lake Highway	No particular rush

In the discussion of the above mentioned survey projects, the question arose why some construction projects which have been approved by the Commission for contracting have not yet been advertised for bids, whereas certain jobs that were later authorized are now underway. It was the feeling of the Commission that when it authorizes a project the contracting of the same should be expedited. The Engineer was instructed to submit a report on this feature and to include therein the status of surveys, right of way acquisitions, and construction with respect to all projects contained in the current highway program. In connection with the acquisition of right of way for the Sullivan Gulch Project in Portland, the Chief Counsel was instructed to concentrate on the acquisition of properties in the units that are to be constructed first, so far as that is possible.

Messrs. Walter E. Church, Earl P. Newberry and Frank Roehr, architects for the proposed State Highway Department Office Building in Salem, were present and discussed with the Commission matters pertaining to the bids received on the previous day for the construction of this building and to proposed future action. Chairman Banfield advised that the Commission is not satisfied with the bids received and does not care to become involved in any litigation, which it has been told might result if a compromise arrangement were made with one of the three low bidders, as was contemplated in the discussion of this matter on the previous day, so the Commission by unanimous action has rejected all of the bids and has decided to re-advertise the project for new bids to be received at its next meeting. He pointed out that the low bid received for construction of the building was that of Ralph & Horwitz, Portland, at $1,934,264, whereas the original estimate of cost was $1,600,000, and he inquired what can be done in the way of alteration, elimination, et cetera, without injuring the structure in any way, or detracting from its appearance, to realize a saving of at least $200,000. There followed a general discussion of the matter, resulting in the elimination of a number of items, including ventilating system, marble coping, kitchen equipment, plaster and ceiling work in the basement, all of which the architects estimated would reduce the cost of the building about $225,000. The changes were approved by the Commission by unanimous vote. It was also decided that alternate bids on several of the items, including the furnishing of the fifth floor of the building, should be requested, and that it would be satisfactory for contractors to use the original plans for the structure as a basis in preparing their bids, such plans to be supplemented by new sheets showing the changes with detailed explanation of what is wanted. Chairman Banfield stated that the Commission expects that the information given the contractors will be full and complete in every way so as to avoid any misunderstandings. The architects were requested to furnish each member of the Commission and the State Highway Engineer with a complete set of plans and specifications as revised. By mutual agreement, it was unanimously decided to advertise the project for bids to be received at 4:00 p.m. on November 7, 1949, in the Green Room of the Imperial Hotel.

The Commission discussed, approved and signed agreements, et cetera, as follows:

Cooperative agreement with the City of Astoria covering traffic survey to be conducted in that city. (Authorized August 2, 1949)

Cooperative agreement with the City of Myrtle Creek covering the 1949 city allotment project.

Agreement with Umatilla County covering construction of the Holdman-Helix Section of the Holdman-Helix County Road.

Maintenance agreement with Douglas County covering the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road.

Agreement with the City of Cottage Grove covering the installation of traffic lights in that city. (Authorized by Commission June 28, 1949)

Agreement with City of Portland re resurfacing Union Avenue. (Authorized by Commission on August 1, 1949)

Bargain and Sale deed conveying to Suter and Starnes certain property in Grants Pass in exchange for property owned by them. (Requirements satisfied) (Authorized by Commission on August 1, 1949)

Agreement with City of Warrenton re improvement of Warrenton Secondary Highway within city limits. (Authorized by Commission on June 27, 1949)

Quit Claim Deed conveying land in Clatsop County to Chester J. Irelan.

Agreement with Southern Pacific Company covering construction of drainage pipe line on railroad property near Tillamook.

Agreement with Eric Enquist covering settlement for right of way on Dodson-Bonneville Section.

Agreement with Bureau of Public Roads with respect to maintenance of detours during construction of South Unit Canyonville-Johns Section.

Agreement with Wheeler County covering maintenance of Kinzua County Road by state forces at expense of county.

Agreement with Pilot Rock Lumber Company covering construction of a logging road across Battle Mt. State Park.

Permit authorizing U. S. Army Engineers to perform certain construction work on highway right of way at Mill Creek Tunnel in The Dalles.

Agreement with City of Salem covering Salem Traffic Plan.

The meeting adjourned at 4:30 p.m. daylight saving time.

T. H. Banfield
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

September 21, 1949

EXHIBITS "A" THROUGH "Q"

Minutes of September 19, 20 and 21, 1949

EXHIBIT "A"

Minutes of September 19 and 20, 1949

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #2

14711- Toulon, Marie
Right of Way
Option expires February 27, 1950 (Hippert)

16,553 sq.ft. at 45¢ sq.ft.	$ 7,448.85	
Allowance- fruit trees	90.00	
Amount to be paid owner		$ 7,538.85
STATE to assume payment delinquent taxes (Est.)		108.00
Total chargeable to Right of Way		7,646.85

14888- Lang Bros.
Right of Way
Option expires February 17, 1950 (Hippert)

6,534 sq.ft. at $0.435+ sq.ft.	2,845.00	
Allowance- loss 180'6" concrete pipe	180.00	
moving approx. 50M ft. lumber	375.00	
damages, loss lumber storage space	1,600.00	
Amount to be paid owner		5,000.00
Amount chargeable to Right of Way		5,000.00

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY -- UNIT #2 (Cont.)

14710- Haftorson, Roy G., Lewis J. and Elbert Haftorson (Hippert)
Right of Way
Option expires January 28, 1950

14,810 sq.ft. at 50¢ sq. ft.	$ 7,405.00	
Allowance- concrete building	13,784.00	
concrete slabs, 370 sq.yd. at $4.00 sq.yd.	1,480.00	
open storage bin	55.00	
moving and re-establishing machinery, equipment, etc.	800.00	
moving & reinstalling gas storage tank and pump	390.00	
general damages	750.00	
Amount to be paid owner		$ 24,664.00
Amount chargeable to Right of Way		24,664.00

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY -- UNIT #3

14715- Sealy, Eileen Rae (Mayhew)
Right of Way
Option expires October 10, 1949

5,984 sq.ft. at 67¢ plus sq.ft.	4,041.74	
Allowance- for buildings	41,203.26	
architect fees, new building	1,980.00	
moving, dismantling, re-installing heating & cooking equip't	3,570.00	
cartage, stock, incidental exps.	1,375.00	
advertising change-over, left-over matter, changing dies & plates	1,355.00	
removing & re-installing large walk-in freezer, lower floor	450.00	
removing & re-installing elec. equipment	375.00	
special sewer hook-up	2,500.00	
loss billing forms, plates, cartons & other office forms	1,150.00	
Amount to be paid owner		58,000.00
Amount chargeable to Right of Way		58,000.00

(Cont.)

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #3 (Cont.)

14829- Martinson, Elmer M. and Alta Martinson (McChesney)
Right of Way
Option expires February 14, 1950

7,000 sq. ft. at 12¢ sq. ft.	$ 840.00	
Allowance- 5-room house	5,418.00	
chicken house	160.00	
rabbit hutch	60.00	
grape arbor	22.00	
Amount to be paid owner		$ 6,500.00
Amount chargeable to Right of Way		6,500.00

14832- Nelson, Flossie G. and William G. Nelson (McChesney)
Right of Way
Option expires February 25, 1950

5,000 sq. ft. at 15¢ sq. ft.	750.00	
Allowance- 5-room house	3,338.00	
Amount to be paid owner		4,088.00
Amount chargeable to Right of Way		4,088.00

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #4

14672-B Multnomah County (Mayhew)
Right of Way
Option expires February 4, 1950

2.01 acres at $1,243.78	2,500.00	
Amount to be paid owner		2,500.00
Amount chargeable to Right of Way		2,500.00

14672-A Multnomah County (Mayhew)
Right of Way
Option expires January 27, 1950

45,500 sq. ft. 1.55 acres	00.00	
Amount to be paid owner		00.00
Amount chargeable to Right of Way		00.00

(Cont.)

EXHIBIT "A" (Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #4 (Cont.)

14905- Corey, John Joseph and Anna M. Corey (McChesney)
Right of Way
Option expires February 7, 1950

0.27 acre at $1,200.00	$ 324.00	
Allowance- Damages, coming too close house, loss garden & fruit trees	676.00	
Amount to be paid owner		$ 1,000.00
Amount chargeable to Right of Way		1,000.00

14904- Ford, W. C. and Laura E. Ford, and Clara Cole (McChesney)
Right of Way
Option expires January 28, 1950

0.36 acre at $1,373.50	494.46	
Allowance- 4-room house	5,005.54	
Amount to be paid owner		5,500.00
Amount chargeable to Right of Way		5,500.00

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #5

14672- Multnomah County (Mayhew)
Right of Way
Option expires January 10, 1950

6.60 acres at $227.27	1,500.00	
Amount to be paid owner		1,500.00
Amount chargeable to Right of Way		1,500.00

15605- Hannan, Ralph and Anna H. Hannan, and M. and E. Milling Company (Mayhew)
Right of Way
Option expires March 8, 1950

14.12 acres at $550.00	7,766.00	
Allowance for damages sustained, by reason of reduction of area, irregular shape & division, loss and removal of fencing, etc.; restriction access	1,434.00	
Amount to be paid owner		9,200.00
Amount chargeable to Right of Way		9,200.00

EXHIBIT "A" (Cont.)

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

15011- Ellesson, Gunnard C. and Mary E. Ellesson (Boone)
Right of Way
Option expires January 25, 1950

9,583 sq.ft. at 4¢ sq.ft.	$ 383.32	
Allowance- removal small building, and damages- reduction area & loss trees	129.17	
Waiver of access, except to service roads		
Amount to be paid owner		$ 512.49
Amount chargeable to Right of Way		512.49

STATE to provide entrance on service roads

13586- Spicuzza, Otto A. and Ruby A. Spicuzza (Boone)
Right of Way
Option expires January 6, 1950

45,471 sq.ft. at 5¢ sq.ft.	2,273.55	
1.97 acres at $250.00	492.50	
Allowance- reduction frontage	400.00	
reduction area & depth lots	750.00	
house in block 1	2,000.50	
house in block 2	1,718.50	
garage and shed	199.70	
removal 2 gasoline storage tanks, elec.sign,waterline,out-bldg.	250.00	
removal & re-estab. store bldg.	2,250.00	
Amount to be paid owner		10,334.75
Access to service road only		

STATE to cut certain trees designated by owner

Amount chargeable to Right of Way		10,334.75

13594-A Calvin, Frank A. and Constance Calvin, and E. C. Van Cleave (Boone)
Right of Way
Option expires February 17, 1950

Purchase of lease interest in STEINER property (file #13594)	800.00	
Amount to be paid lessee		800.00
Amount chargeable to Right of Way		800.00

Gasoline pumps owned by lessee and are to be removed

(Cont.)

EXHIBIT "A" (Cont.)

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

13594- Steiner, Anna
Right of Way
Option expires February 16, 1950 (Boone)

3.0 acres at $1,250.00	$ 3,750.00	
Allowance- store building	6,551.00	
4-room house	1,968.00	
9-unit cabins	6,963.00	
9 shed-garages $50 each	450.00	
well, pump, well-house, system	3,000.00	
garage building	1,350.00	
2 underground storage gasoline tanks at $250.00 each	500.00	
loss business, re-establishing, cancellation lease on buildings	1,468.00	
Amount to be paid owner		$ 26,000.00
Amount chargeable to Right of Way		26,000.00

15607- Langer, Edward J. and Veda B. Langer
Right of Way
Option expires March 12, 1950 (Cooper)

0.02 acre LUMP SUM	350.00	
Amount to be paid owner		350.00
Amount chargeable to Right of Way		350.00

13595- Kraber, Ethel M.
Right of Way
Option expires January 28, 1950 (Boone)

29,702 sq.ft. at 12½¢ sq.ft.	3,712.75	
17,342 sq.ft. at 7½¢ sq.ft.	1,300.65	
Allowance- damage, tourist court off main highway, etc.	1,823.90	
Amount to be paid owner		6,837.30
STATE to: provide gravel strip, north side service road, approx. 20'x30', for parking (Est.)	30.00	
move present waterlines crossing highway if necessary (Est.)	150.00	
Amount chargeable to Construction		180.00
GRAND TOTAL (Estimated)		7,017.30

EXHIBIT "A" (Cont.)

DAYTON JUNCTION-LAFAYETTE SECTION, PACIFIC HIGHWAY WEST

15470- Forrester, Daniel S. and Linnie A. Forrester, and Floyd W. Forrester
Right of Way
Option expires February 21, 1950 (Witt)

0.123 acre at $400.00	$ 50.00	
Amount to be paid owner		$ 50.00
Amount chargeable to Right of Way		50.00

DUNDEE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

15253- Blanchard, Melvin G. and Laura Blanchard
Right of Way
Option expires February 28, 1950 (Witt)

0.43 acre at $650.00	279.50	
0.43 acre at $500.00+	220.50	
Waiver of access, except at Engr. Sta. 263+41.5		
Amount to be paid owner		500.00
Amount chargeable to Right of Way		500.00
STATE to: Construct private access, Engr.Sta. 263+41.5 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		550.00

McMINNVILLE SECTION, THREE MILE LANE HIGHWAY

13115- Loban, Andrew A. and Ada A. Loban
Right of Way
Option expires March 8, 1950 (Benson)

2,090 sq.ft. at 10½¢ sq.ft.	219.45	
Allowance- shrubs, bushes, trees, gasoline pump	82.50 20.00	
Amount to be paid owner		321.95
Amount chargeable to Right of Way		321.95
STATE to construct approach at approx. Engr. Sta. 15+00 (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		421.95

EXHIBIT "A" (Cont.)

ASTORIA SECTION, COLUMBIA RIVER HIGHWAY

15524- Clatsop County
Right of Way
Option expires February 25, 1950 (Boone)

39,000 (approx.) sq.ft. (ferry landing)	$ 1.00	
Amount to be paid owner		$ 1.00
Amount chargeable to Right of Way		1.00

15052- Swanson, Charles and Annetta A. Swanson
Right of Way
Option expires February 28, 1950 (Boone)

1,050 sq.ft. at $1.00 sq.ft. (ferry landing access)	1,050.00	
Amount to be paid owner		1,050.00
Amount chargeable to Right of Way		1,050.00

ASTORIA NAVAL HOSPITAL SECTION, NEHALEM HIGHWAY

11455- Gaston, Pirl P. and Mary E. Gaston
Right of Way
Option expired (Walker)

3.24 acres at $200.00	648.00	
Allowance- rebuilding fences	150.00	
inadequacy of tide gate and cattlepass; and to be used as drainage culvert	500.00	
Amount to be paid owner		1,298.00
STATE to make cut across old roadbed to provide drainage (Estimated)	150.00	150.00
TOTAL AMOUNT chargeable to Right of Way		1,448.00

NECANICUM-NUG POINT SECTION, OREGON COAST HIGHWAY

10812-C Cunningham, Estate Roy H.
Right of Way
Option expires February 21, 1950 (Witt)

10,000 sq.ft. (2 lots) at 3½¢ sq.ft.	350.00	
3,000 sq.ft. (2 lots)* at 5¢ sq.ft. (*fractional)	150.00	
Amount to be paid owner		500.00
Amount chargeable to Right of Way		500.00

EXHIBIT "A" (Cont.)

TILLAMOOK-PLEASANT VALLEY SECTION, OREGON COAST HIGHWAY

15511- Marolf, Carrie (Benfield)
Right of Way
Option expires March 1, 1950

0.106 acre at $500.00	$ 53.00	
Waiver of access		
Amount to be paid owner		$ 53.00
STATE to construct 4½ rods of fence (Est.)	27.00	
Amount chargeable to Right of Way		80.00

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST

15175- Graham, J. R. and Georgia A. Graham (Haskin)
Right of Way
Option expires October 4, 1949

0.482 acre at $1,000.00	482.00	
Allowance- 11 rods fence at $2.50 rod	27.50	
Damages for reduction of area	100.00	
Waiver of access		
Amount to be paid owner		609.50
Amount chargeable to Right of Way		609.50

STATE to: Satisfactorily replace existing drainage ditch
Take care of any interference with the disposal system of the various septic tanks, caused by reason of highway construction

Any amount chargeable to Construction

ALSEA-DEADWOOD SECONDARY MP 27.87 SECTION, SUISLAW HIGHWAY

15472- Haury, Hubert O., and Anna L. Haury, and J. W. Gould and Jean Gould (Reeder)
Maintenance site
Option expires February 28, 1950

0.14 acre at $200.00	28.00	
Allowance- 10 rods existing fence	20.00	
Amount to be paid owner		48.00
Amount chargeable to Maintenance		48.00

EXHIBIT "A" (Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

15459- Beals, J. C. and Ella Beals (Landon)
Right of Way
Option expires February 27, 1950

0.07 acre	$ 25.00	
Waiver of access		
Amount to be paid owner		$ 25.00
Amount chargeable to Right of Way		25.00

15088- Sullivan, Frank and Byrde Sullivan (Landon)
Right of Way
Option expires February 24, 1950

0.08 acre	25.00	
Waiver of access		
Amount to be paid owner		25.00
Amount chargeable to Right of Way		25.00

15090- Homme, Olive R., and Sim G. Garriott, and Doris M Garriott (Landon)
Right of Way
Option expires January 19, 1950

3.04 acres at $2500	7,600.00	
25.98 acres at $20	519.60	
Allowance- auto courts (6 at $1125.00)	6,750.00	
lodge & grocery store building	9,564.00	
furniture and equipment	1,713.00	
	26,146.60	
Less cost of title insurance	149.00	
Amount to be paid owner		25,997.60
Amount chargeable to Right of Way		25,997.60 **

** After approval by Commission, if payment is made shortly thereafter, owners will accept $1,000 less than approved, to enable them to set themselves up in business elsewhere.

15452- Beaver, Harvey F. and Margaret J. Beaver (Landon)
Right of Way
Option expires March 8, 1950

0.14 acre	25.00
Waiver of access	

(Cont.)

EXHIBIT "A" (Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

15452- Beaver, Harvey F. and Margaret J. (Cont.)

Amount to be paid owner		$ 25.00
Amount chargeable to Right of Way		25.00

COOS BAY SECTION, OREGON COAST HIGHWAY

12606- Lapp, John and Leonie Lapp (Reeder)
Right of Way
Have executed quitclaim deed

(1/6 interest) - 5,400 sq.ft. at $0.037+	$ 200.00	
Amount to be paid owner		200.00
Amount chargeable to Right of Way		200.00

12617- Hutcheson, Estate Agnes (Reeder)
Right of Way
Option expires February 7, 1950

2,900 sq.ft. at $0.33+ sq.ft.	981.90	
1,200 sq.ft. at $0.30 sq.ft.	360.00	
1,560 sq.ft. at $0.05 sq.ft.	78.00	
Amount to be paid owner		1,419.90
Amount chargeable to Right of Way		1,419.90

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY

14138- Clough, Lois M. (Reeder)
Right of Way
Option expired January 14, 1949
(CORRECTION)

7.36 acres at $200.00	1,472.00	
Allowance- Corral fence	50.00	
Barn, & damage for replacement	800.00	
Garage	350.00	
94 rods fence at $3 rod	282.00	
Moving log bridge; & haul road	520.00	
Existing pavement approx. 1.0 acre, turned back to the State	1,000.00	
Amount to be paid owner		4,474.00
Amount chargeable to Right of Way		4,474.00

(Cont.)

EXHIBIT "A" (Cont.)

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY (Cont.)

14138- Clough. Lois M. (Cont.) (Reeder)

STATE to: Construct road approach, Engr.Sta. 626+00, easterly side (Est.)	$ 50.00	
Construct road approach, Engr.Sta. 629+75, easterly side (Est.)	150.00	
Construct road approach and RR crossing, approx.Engr.Sta.632+50,westerly side	100.00	
Construct road approach & connecting road, Engr.Sta.622+70, westerly side, inc. RR & 6" gravel topping, guard rail, etc. (Estimated)	1,990.00	
Amount chargeable to Construction		2,290.00
GRAND TOTAL (Estimated)		6,764.00

Previous Report:

Additional allowance of $1,000 for concrete pavement not included, nor construction items amounting to an estimated cost of $2,290.00.

MYRTLE POINT SECTION, COOS BAY-ROSEBURG HIGHWAY

15324- Sprague, Alvin O. and Alice B. Sprague (Haskin)
Right of Way
Option expires October 25, 1949
(CORRECTION)

3,484 sq.ft. at 4¢ sq.ft. (plus)	140.00	
Allowance- moving 100 ft.fence, cane berries and garden	40.00	
damages- reducing front yard area	200.00	
Amount to be paid owner		380.00
Amount chargeable to Right of Way		380.00
STATE to construct & maintain drive-in (Est.)	500.00	
Amount chargeable to Construction		500.00
GRAND TOTAL (Estimated)		880.00

Previous Report:

Damage - $200.00 - for reduction front yard area not included.

(Cont.)

EXHIBIT "A" (Cont.)

MYRTLE POINT SECTION, COOS BAY-ROSEBURG HIGHWAY (Cont.)

15028- Koehler, Forrest A. and Jennie M. Koehler (Haskin)
Right of Way
Option expires October 25, 1949
(CORRECTION)

1,742. sq.ft.at 5¢ sq.ft.	$ 87.10	
Allowance- Grading & graveling driveway	66.90	
Damage- reducing front yard area	150.00	
Amount to be paid owner		$ 304.00
Amount chargeable to Right of Way		304.00
STATE to construct & maintain drive-in (Est.)	500.00	
Amount chargeable to Construction		500.00
GRAND TOTAL (Estimated)		804.00

Previous Report:
Damage - $150.00 - for reduction front yard area not included.

EUCHRE CREEK-GOLD BEACH SECTION, OREGON COAST HIGHWAY

15215- Buffington, Collier H. (Benfield)
Right of Way
Option expires November 2, 1949

0.31 acre at $200.00	62.00	
Amount to be paid owner		62.00
Amount chargeable to Right of Way		62.00
STATE to: Re-establish 82 rods fence (Est.)	410.00	
Re-establish drainage ditch inside fence line (Estimated)	500.00	
Amount chargeable to Construction		972.00
GRAND TOTAL (Estimated)		972.00

ROGUE RIVER-GOLD BEACH SECTION, OREGON COAST HIGHWAY

9422-B Buffington, Collier H. (Benfield)
Right of Way
Option expires November 2, 1949

667 sq.ft. at $1.15 sq.ft.	767.05	
Amount to be paid owner		767.05
Amount chargeable to Right of Way		767.05

EXHIBIT "A" (Cont.)

TILLER-TRAIL SECTION, TILLER-TRAIL HIGHWAY

15392- Thomason, Lewis and Nellie Thomason (Norlin)
Right of Way
Option expires January 27, 1950

0.322 acre	$ 15.00	
Amount to be paid owner		$ 15.00
Amount chargeable to Right of Way		15.00

DREW-ELK CREEK SECTION, TILLER-TRAIL HIGHWAY

15420- Harbor Plywood Corporation of Oregon (Norlin)
Right of Way
Option expires March 8, 1950

0.46 acre at $25.00	11.50	
Amount to be paid owner		11.50
Amount chargeable to Right of Way		11.50

WILLIAMS-PROVOLT SECTION, WILLIAMS SECONDARY

15065- White, Sidney F. and Lillian M. White (Benfield)
Hauling road
Option expires February 17, 1950

0.62 acre at $100	62.00	
Allowance- 80 rods fence at $3 rod	240.00	
Amount to be paid owner		302.00
Amount chargeable to Right of Way		302.00

15068- Donica, William E. and Lola Mae Donica (Benfield)
Gravel bar
Option expires February 16, 1950

16.29 acres at $100.00	1,629.00	
Amount to be paid owner		1,629.00
Amount chargeable to Right of Way		1,629.00

(Cont.)

EXHIBIT "A" (Cont.)

WILLIAMS-PROVOLT SECTION, WILLIAMS SECONDARY (Cont.)

15067- Weaver, Sophia F. (Benfield)
Gravel bar
Option expires February 17, 1950

3.08 acres at $100	$ 308.00	
Amount to be paid owner		308.00
Amount chargeable to Right of Way		308.00

TYGH VALLEY-WAMIC SECTION, THE DALLES-CALIFORNIA HIGHWAY

15602- Tygh Valley Rifle and Pistol Club (Chandler)
Gravel pit
Option expires January 19, 1950

9.58 acres at $36.50 plus	350.00	
Amount to be paid owner		350.00
Amount chargeable to Right of Way		350.00

REDMOND SECTION, McKENZIE HIGHWAY

15465- City of Redmond (DeFrance)
Easement

Easement for radio pole (lot 3, Blk.73)	00.00	
Amount to be paid owner		00.00
Amount chargeable to Maintenance		00.00

CROOKED RIVER HIGHWAY JUNCTION-DAVIS RANCH SECTION, PAULINA HIGHWAY

15381- Hill, Billy (Cozad)
Lease

Road materials lease - 2,915 yds. at 3¢ yd.	87.45	
Amount to be paid owner		87.45
Amount chargeable to Right of Way		87.45

PELICAN CITY-HENLEY SECTION, KLAMATH FALLS-MALIN HIGHWAY

15525- Wolfe, Earl A. (Cozad)
Right of Way
Option expires February 22, 1950

(Cont.)

EXHIBIT "A" (Cont.)

PELICAN CITY-HENLEY SECTION, KLAMATH FALLS-MALIN HIGHWAY (Cont.)

15525- Wolfe, Earl A. (Cont.)

49,819 sq.ft. at 2¢ sq.ft.	$ 996.38	
Allowance- shade trees, garden, lawn shrubbery, strawberry patch	320.00	
15 rods fence at $4 rod	60.00	
60-foot driveway	150.00	
2-room house, outbuildings (*)	373.62	
Amount payable to owner		$ 1,900.00
Amount chargeable to Right of Way		1,900.00

(*) Owner to have all buildings.

UKIAH-JOHN DAY RIVER NORTH UNIT SECTION, PENDLETON-JOHN DAY HIGHWAY

15409-15410- Mettie, Fayette, and Walter W. Allison (Cozad)
Right of Way
Option expires January 27, 1950

2.38 acres at $28.36	67.50	
Allowance- removing & reconstructing 248 rods barbed wire fence at $1.50 rod	372.00	
Waiver of access, except private access, east side, Engr. Sta. 736+25, 739+00, 741+00, 742+25, and at Engr. Sta., west side, 742+00 and 736+25		
Amount to be paid owner		439.50
Amount chargeable to Right of Way		439.50
B. P. R. to: Protect spring and domestic water source, near Engr.Sta.733+75, piped northerly along highway to owner's yard, Engr.Sta.739+00 Provide private access Engr. Sta. 736+25, 739+00, 741+00, 742+25, east side, and 742+00 and 736+25, west side (Estimated)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		589.50

15408- Doherty, Estate Pat (Cozad)
Right of Way
Option expires January 29, 1950

0.07 acre	00.00	
Allowance (Deed execution)	25.00	
Amount to be paid owner		25.00

(Cont.)

EXHIBIT "A" (Cont.)

UKIAH-JOHN DAY RIVER NORTH UNIT SECTION, PENDLETON-JOHN DAY HIGHWAY (Cont.)

15408- Doherty, Estate Pat (Cont.)

STATE to remove and reconstruct approx. 100 feet fence (Estimated)	$ 50.00	
Amount chargeable to Right of Way		$ 75.00
TOTAL (Estimated)		75.00

15401- Spurlock, W. M. (Cozad)
Right of way and quarry
Option expires January 27, 1949

2.0 acres at $500.00	1,000.00	
Amount to be paid owner		1,000.00
Amount chargeable to Right of Way		1,000.00

FOREST BOUNDARY-UNITY JUNCTION SECTION, JOHN DAY HIGHWAY

15469- South Fork School District #58 (Cozad)
Right of Way
Option expires January 26, 1950

0.14 acre	00.00	
Waiver of access except private access at Engr.Sta.1325+50 and 1327+50, northerly side (school entrances)		
Amount to be paid owner		00.00
STATE to re-establish fences, similar to existing fence, & gates, (Estimated)	100.00	
Amount chargeable to Right of Way		100.00
OTHER ITEMS: Provide school entrances at Engr. Sta.1325+50 & 1327+50, northerly side (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		200.00

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY

15051- Oregon and Western Colonization Company (Cozad)
Right of Way
Option expires February 11, 1950

3.63 acres at $10.00	36.30	

(Cont.)

EXHIBIT "A" (Cont.)

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

15051- Oregon and Western Colonization Company (Cont.)

Waiver of access except private access, each side, at Engr.Sta.1407+00		
Amount to be paid owner		$ 36.30
Amount chargeable to Right of Way		36.30
STATE to provide private access, each side, Engr. Sta. 1407+00 (Estimated)	$ 50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		86.30

15276- Oregon and Western Colonization Company, and George E. Mefford (Cozad)
Right of Way
Option expires February 11, 1950

1.22 acres at $10	12.20	
Waiver of access, except private access, Engr. Sta. 1369+00, each side		
Amount to be paid owner		12.20
Amount chargeable to Right of Way		12.20
STATE to provide private access, each side, Engr. Sta. 1369+00 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		62.20

15276- Harney Valley Farms, Inc. (Cozad)
Right of Way
Option expires February 11, 1950

0.13 acre	5.00	
Waiver of access		
Amount to be paid owner		5.00
STATE to remove & reconstruct 30 rods barbed wire fence (Estimated)	60.00	
Amount chargeable to Right of Way		60.00
GRAND TOTAL (Estimated)		65.00

(Cont.)

EXHIBIT "A" (Cont.)

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

15279- Heinz, Chester			(Cozad)
Right of Way and cinder pit			
Option expires February 10, 1949			
26.98 acres at $15.00 plus	$ 405.00		
Grantor reserves all oil rights			
Waiver of access			
Amount to be paid owner		$ 405.00	
Amount chargeable to Right of Way		405.00	
12410-A State Land Board			(Cozad)
Right of Way			
0.82 acre	10.00		
Waiver of access, except private access, each side, at Engr. Sta. 917+00			
Amount to be paid owner		10.00	
Amount chargeable to Right of Way		10.00	
STATE to construct private access, each side, Engr. Sta. 917+00 (Estimated)	50.00		
Amount chargeable to Construction		50.00	
GRAND TOTAL (Estimated)		60.00	
12702- Richardson, Milton E.			(Cozad)
Right of Way			
Option expires February 24, 1950			
0.60 acre at $10.00	6.00		
Allowance- 160 rods fence at $2.00 rod	320.00		
Waiver of access, except private access at Engr.Sta.1100+00, 1106+50 & 1119+00 (So.)			
Amount to be paid owner		326.00	
Amount chargeable to Right of Way		326.00	
STATE to construct private access, south side, at Engr.Sta.1100+00, 1106+50 & 1119+00 (Est.)	150.00		
Amount chargeable to Construction		150.00	
GRAND TOTAL (Estimated)		476.00	

EXHIBIT "A" (Cont.)

PRINCETON-POLLYFARM SECTION, ROME-PRINCETON HIGHWAY

15464- Jenkins, Richard J. and Thomas E. Jenkins (Cozad)
Right of Way
Option expires February 10, 1950

9.55 acres at $10.00	$ 95.50	
Waiver of access, except private access, at Engr.Sta.1280+00, south side		
Amount to be paid owner		$ 95.50
Amount chargeable to Right of Way		95.50
STATE to provide private access, south side, near Engr.Sta. 1280+00 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		145.50

15462- Jenkins, Tom and Margaret Dorothy Jenkins, and Adele Paul (Cozad)
Right of Way
Option expires February 8, 1950

15.09 acres at $10.00	150.09	
Amount to be paid owner		150.09
Amount chargeable to Right of Way		150.09
Waiver of access		

15463- Paul, James (Cozad)
Right of Way
Option expires February 8, 1950

7.92 acres at $10.00	79.20	
Waiver of access, except private access, Engr. Sta. 927, West side		
Amount to be paid owner		79.20
Amount chargeable to Right of Way		79.20
STATE to construct private access at Engr. Sta. 927+00, west side (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		129.20

EXHIBIT "A" (Cont.)

HARNEY COUNTY LINE-FOLLYFARM SECTION, ROME-PRINCETON HIGHWAY

15437- Brown, Estates of A. E. and O. A. Brown (Cozad)
Right of Way
Option expires February 10, 1950

6.47 acres at $10.00	$ 64.70	
Waiver of access		
Amount to be paid owner		$ 64.70
Amount chargeable to Right of Way		64.70

15436- Pollock, Fred (Cozad)
Right of Way
Option expires February 9, 1950

0.69 acre at $10.00	6.90	
Waiver of access, except private access, Engr.Sta.4326+00, south side		
Amount to be paid owner		6.90
Amount chargeable to Right of Way		6.90
STATE to construct private access, Engr. Sta. 4326+00, south side (Estimated)	50.00	
Amount chargeable to construction		50.00
GRAND TOTAL (Estimated)		56.90

MANZANITA-ARCH CAPE SECTION, OREGON COAST HIGHWAY

11094- Rogers, Hazel (Gardiner)
Park
Option expires February 14, 1950

112.0 acres at $50.00 (within park)	5,600.00	
Amount to be paid owner		5,600.00
Amount chargeable to Parks		5,600.00

DUNDEE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST

15451- Barnwell, Kenneth and W. M. Martin (Witt)
Right of Way
Option expires March 13, 1950

0.37 acre at $1,000.00	370.00
Allowance for excavation for new location; rock,gravel,concrete work; moving grocery; neon sign	2,480.00

(Cont.)

EXHIBIT "A" (Cont.)

DUNDEE-DAYTON JUNCTION SECTION, PACIFIC HIGHWAY WEST (Cont.)

15451- Barnwell, Kenneth, and W. M. Martin (Cont.)

Amount to be paid owner		$ 2,850.00
Amount chargeable to Right of Way		2,850.00

BLY SECTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

15666- Merica, Chuck W. (Cozad)
Quarry
Option expires December 7, 1949

13.8 acres at $35.00	483.00	
Amount to be paid owner		483.00
Amount chargeable to Right of Way		483.00

\- - - NEHALEM HIGHWAY

15600- Fleskes, Hubert and Arlene A. Fleskes (Benfield)
Stock pile site
Option expires February 24, 1950

0.394 acre at $275.00 plus	100.00	
Amount to be paid owner		100.00
Amount chargeable to Right of Way		100.00

EXHIBIT "B"

Minutes of September 19, 20, and 21, 1949

R E S O L U T I O N

WHEREAS, the acquisition of real properties needed for rights of way and for other public uses can not always be accomplished by agreement between the Highway Commission and the property owners but must in some instances be acquired by and through condemnation proceedings; and

WHEREAS, often there are on real properties acquired by the State, through its Highway Commission, buildings, structures, and personal property which must be sold, removed, or otherwise disposed of, the removal or disposition of which is brought about as a result of a call for competitive bids in all cases where the appraised value of the property is of an amount to warrant the cost incident to publication of the proper and appropriate notices; and

WHEREAS, the acquisition of property in cities and small communities is now of such magnitude that the instances and occasions calling for the disposal of buildings, structures, and other properties have increased to such extent as to warrant the adoption of a procedure which will make unnecessary the submission to the Commission for approval all necessary sales and property disposals; and

WHEREAS, it is the opinion of the Commission the adoption of the practice, procedure and policy herein set forth will economize time and will promote and preserve public interest;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED BY THE COMMISSION, all members being present and affirmatively voting, that the following rules, practices and regulations herein set forth shall, until modified or rescinded, be deemed in full force and effect with respect to certain matters and functions coming within the jurisdiction of the Legal Department:

1. All recommendations and requirements for authority to institute condemnation proceedings with respect to the acquisition of real properties shall be submitted by the Commission's Chief Counsel to the Highway Commission for approval before the institution of such proceeding.

2. With respect to each property recommended for condemnation there shall be submitted the appraised value and there shall be expressly stated the amount of money which the Chief Counsel recommends be paid or offered to the owner or owners prior to the filing of the complaint.

3. After condemnation proceedings have been instituted the Chief Counsel shall have and hereby is given full authority to settle said controversy by stipulation and judgment or by warranty deed, and in and by said settlement Counsel may and is hereby authorized to pay such sum as in his opinion is just and fair.

(Cont.)

EXHIBIT "B" (Cont.)

4. The Chief Counsel shall monthly prepare and file with the Highway Commission a written report in which there shall be set forth in such detail as will give to the Highway Commission a comprehensive knowledge of all pertinent facts involved in the several settlements made by Counsel during said period within the authority herein granted.

5. With respect to the disposition of buildings, structures, and other improvements, including all personal property acquired in connection with the acquisition of real properties, except buildings on properties acquired for the Sullivan Gulch route, Counsel may dispose of the same in the following manner.

(a) All buildings, structures and other improvements, including all items of personal property, shall be inventoried and appraised as to market value and a correct copy of such inventory and appraisal filed in the office of the Highway Commission at Salem, Oregon.

(b) If the appraised value of any single piece of property or a collection of personal property items equals or exceeds $100.00, then the same can be sold only as a result of a call for competitive bids and sales shall be made to the highest responsible bidder, provided that if no bids are received or if the high bid is not deemed satisfactory then such article or articles may be disposed of at private sale.

(c) All such transactions shall be promoted and carried on under the supervision and control of Chief Counsel and he shall be held responsible for a strict conformance of proceedings in accord with the provisions of this resolution.

(d) There shall be prepared by Chief Counsel or under his supervision a monthly report in which there shall be set forth a description of each article or property sold, its appraised value, the price for which sold, and the disposition made of funds obtained thereby.

(e) The transfer of title to all personal property, buildings, structures, or improvements sold or disposed of pursuant to the provisions and authority of this resolution may be evidenced by a bill of sale, which bill of sale may be executed for the Highway Commission by the Chief Counsel.

6. This resolution may be amended or may be entirely rescinded by the Commission when such action is deemed in public interest.

7. This resolution shall be entered in the minutes and records of the Commission as of the 19th day of September, 1949.

EXHIBIT "C"

Minutes of September 19, 20 and 21, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Moro	$ 1,321.31
Weston	2,129.49

AND WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of September, 1949.

EXHIBIT "D"

Minutes of September 19, 20 and 21, 1949

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1949 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Culver	$ 807.09
Drain	4,396.61
Haines	1,681.06
Halfway	1,854.96
Hammond	1,881.71
Richland	1,132.60
Silets	2,595.16
Weston	3,143.62

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of September, 1949.

EXHIBIT "E"

Minutes of September 19, 20 and 21, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Canyonville	$ 1,670.54
Dundee	443.64
Garibaldi	1,908.28
Harrisburg	1,825.50
Maupin	566.75
Umatilla	1,577.14

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of September, 1949.

EXHIBIT "F"

Minutes of September 19, 20, and 21, 1949

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

LA GRANDE-NORTH POWDER SECTION of the
OLD OREGON TRAIL, in Union County

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the above-mentioned section of state highway, together with the maps which for identification purposes bear the map file Nos. 6B-35-9, 10, 11, 12, 13 and 14, field notes and other engineering data submitted by the Engineer, hereby is approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. It is further ordered that the said route and the survey of the same hereby are adopted as the route and location of the LA GRANDE-NORTH POWDER SECTION of the OLD OREGON TRAIL HIGHWAY.

3. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

4. That this resolution be entered in the minutes and records of the Commission as of the 21st day of September, 1949.

EXHIBIT "G"

Minutes of September 19, 20 and 21, 1949

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2853, with Porter W. Yett for structures and paving on the North Plains-Barnes Road Section of the Sunset Highway in Washington County, completed March 29, 1949.

Contract No. 2892, with Porter W. Yett for grading, paving and structures on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County, completed July 8, 1949.

Contract No. 2959, with General Construction Co., for constructing the Sandy River Bridge in Multnomah County, completed Aug. 31, 1949.

Contract No. 2987, with Rogers Construction Company for grading, bituminous macadam surfacing and paving on the Klamath Falls (1st Avenue-Esplanade Street) Section of the Klamath Falls-Malin Highway in Klamath County, completed June 16, 1949.

Contract No. 3032, with J. N. & M. J. Conley for grading and bituminous macadam surfacing on the Agate Beach-Newport Section of the Oregon Coast Highway in Lincoln County, completed August 20, 1949.

Contract No. 3033, with Del R. Beebe Construction Co. for grading and paving on the Eugene (High St.-Walnut St.) Section of the Pacific Highway in Lane County, completed August 19, 1949.

Contract No. 3051, with Lindstrom Brothers, Inc., for structure, grading and paving on the Corvallis (South Entrance) Section of the Pacific Highway West in Benton County, completed August 31, 1949.

Contract No. 3053, with Cressler Construction Co. for grading and paving on the 10th Street Section in the City of Tillamook, completed August 12, 1949.

Contract No. 3056, with Del R. Beebe Construction Company for constructing the Manning Slough Bridge on the Oregon Coast Highway in Coos County, completed August 31, 1949.

Contract No. 3063, with Snook Brothers for grading and paving on the Gold Beach Section of the Oregon Coast Highway in Curry County, completed August 19, 1949.

(Cont.)

EXHIBIT "G" (Cont.)

Contract No. 3066 with D. F.McKenzie for oiling on the Fremont Junction-Drakes Creek Section of the Warner Secondary Highway in Lake County, completed September 3, 1949.

Contract No. 3098, with F. L. Somers for furnishing crushed materials in stockpiles on the Crescent-Diamond Lake Junction Section of The Dalles-California and Willamette Highways in Klamath County, completed Aug. 11, 1949.

Contract No. 3101, with P. B. Doherty & Son for furnishing crushed material in stockpiles on the Pine Creek-Beech Creek Section of the Pendleton-John Day Highway in Grant County, completed July 31, 1949.

Contract No. 3103, with Leonard & Slate, Oregon Ltd., for grading and oil mat surfacing on the Biggs-Wasco Section of the Sherman Highway in Sherman County, completed August 17, 1949.

Contract No 3116, with Tri-State Painting Company for painting the Youngs Bay and Lewis and Clark River Bridges in Clatsop County, completed August 19, 1949.

Contract No. 3117, with Hillstrom Shipbuilding Co. for repairs on the McCullough Bridge in Coos County, completed August 23, 1949.

Contract No. 3125, with Warren Northwest, Inc. for oil mat surfacing on the Corvallis Albany Section of the Corvallis-East Side Highway in Linn County, completed August 19, 1949.

Contract No. 3127, with Archie R. Averill for constructing the Irrigation Ditch Bridge at Mile Post 14.08 on the Hermiston Highway in Umatilla County, completed August 22, 1949.

Contract No. 3129, with O. C Yocom Co. for grading and paving on the Amity Section of the Pacific Highway West and Bellevue-Hopewell Secondary Highway in Yamhill County, completed August 12, 1949.

Contract No. 3130, with Jed Wilson for furnishing crushed materials in stockpiles on the Necanicum Section of the Oregon Coast, Sunset and Necanicum Highways in Clatsop and Tillamook Counties, completed Aug. 23,1949.

Contract No. 3131, with D F McKenzie for oil mat surfacing on the Powell Butte-Prineville Section of the Ochoco Highway in Crook County, completed August 2, 1949.

Contract No. 3138, with Hall & Wols for painting the Yachats and Kernville Bridges in Lincoln County, completed August 17, 1949.

Contract No. 3141, with W. R. Grasle Company for installing road traffic signals on the S W Barbur Blvd. and S. W. Canyon Road in Multnomah County completed September 1? 1949

(Cont.)

EXHIBIT "G" (Cont.)

Contract No. 3144, with Newport Construction Co. and Russell Olson for reoiling on the Washington State Line-Sunnyside Section of the Sunnyside-Umapine Highway in Umatilla County, completed Aug. 15, 1949.

Contract No. 3146, with Warren Northwest, Inc. for reoiling on the Nashville-Blodgett and Brownsville-Sweet Home Sections of the Eddyville-Blodgett and Halsey-Sweet Home Highways in Benton, Lincoln and Linn Counties, completed August 16, 1949.

Contract No. 3152, with Newport Construction Co. and Russell Olson for reoiling Service Creek-Goose Rock Section of the John Day Highway in Grant and Wheeler Counties, completed August 8, 1949.

Contract No. 3155, with Parker-Schram Company for pavement resurfacing on the Sandy Boulevard (44th Ave. to 74th Ave.) Section of the Columbia River Highway in Multnomah County, completed August 19, 1949.

Contract No. 3156, with Cascade Construction Co. for pavement resurfacing on the S. W. 4th Avenue (Jefferson St.-Ash St.) Section of the Pacific Highway West in Multnomah County, completed August 31, 1949.

Contract No. 3162, with Werner & Jeske, Inc. for constructing the bridge in Sweet Home on the Sweet Home City Streets, completed Aug. 29, 1949.

Contract No. 3166, with Harr & Horton for reoiling on the Columbia County Line-Forest Grove Section of the Nehalem Highway in Washington County, completed August 31, 1949.

Contract No. 3175, with Babler Bros., for oil mat surfacing on "A" Street in the City of Redmond, completed August 31, 1949.

Contract No. 3191, with Oregon Asphalt Paving Company for constructing a seal coat on the Parkrose-Larch Mt. Road Section of the Columbia River Highway in Multnomah County, completed August 15, 1949.

Contract No. 3194, with T. J. Patzer for constructing a parking area on the Office Building-Supreme Court Building Section in Marion County, completed August 30, 1949.

Contract No. 3205, with United Contracting Co. for paving Levens Street Section of the Dallas City Streets in Polk County, completed September 7, 1949.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "H"

Minutes of September 19, 20 and 21, 1949

RESOLUTION REVISING REDUCED LOAD LIMITS ON THE

PAYETTE AND WEISER BRIDGES

WHEREAS, the Highway Commission made, adopted, and entered in its minutes and records as of May 2, 1949, a resolution by which a vehicle or combination of vehicles having a gross weight of vehicle and load or combination of vehicles and loads in excess of six tons was denied the right to enter or leave the State of Oregon over the Payette Bridge, or in excess of seven tons over the Weiser Bridge, which bridges span the Snake River, which river is an interstate stream; and

WHEREAS, said action was taken by the Oregon State Highway Commission in response to a request made by the duly authorized authorities of the State of Idaho and was taken for the protection and safety of members of the public having occasion to use either of said bridges; and

WHEREAS, since the adoption of said resolution each of said bridges has been repaired, re-enforced, and otherwise reconditioned to such extent that in the opinion of the proper authorities of the State of Idaho and in the opinion of the Oregon State Highway Engineer each of said bridges can now with due regard to safety to the general public, sustain, accommodate, and carry a vehicle and load or a combination of vehicles and loads which is not in excess of eleven tons; and

WHEREAS, for the purpose of cooperating with the authorities of the State of Idaho it is deemed to be in the interest of the public that said resolution which was adopted May 2, 1949, be amended as herein set forth.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That Section 1 of said resolution which was adopted May 2, 1949, be and the same hereby is amended so as to read as follows: That no vehicle or combination of vehicles shall be permitted to enter or leave the State of Oregon over the Payette Bridge having a gross weight of vehicle and load, or combination of vehicles and loads, in excess of eleven tons.

2. That Section 2 of said resolution be amended to read as follows: That no vehicle or combination of vehicles shall be permitted to leave or enter the State of Oregon over the Weiser Bridge having a gross weight of vehicle and load, or combination of vehicles and loads, in excess of eleven tons.

3. That while the provisions of this resolution are in effect with respect to the limit of gross load hereby fixed for said respective bridges traffic shall be confined to one-way traffic. The State Highway

(Cont.)

EXHIBIT "H" (Cont.)

Engineer is hereby instructed to erect and maintain the necessary signs to make effective this rule and regulation.

4. That except as herein amended the said resolution of May 2, 1949, shall remain in full force and effect until rescinded or modified by this Commission.

5. That this resolution be entered in the minutes and records of the Commission as of the 21st day of September. 1949, and the Commission's Secretary hereby is instructed to deliver a true copy thereof to the following officials or persons: Superintendent of Oregon State Police, Secretary of Bureau of Highways of the State of Idaho, Secretary of the State of Oregon, Sheriff of Malheur County, and W. H. Lynch, Division Engineer, Bureau of Public Roads.

EXHIBIT "I"

Minutes of September 19, 20 and 21, 1949

RESOLUTION

WHEREAS, the Highway Commission found it necessary and desirable to relocate, and therefore did relocate, the section of the Athena-Holdman Secondary Highway No. 334 known as the Campbell Ranch-Gerking School Section in Umatilla County, the westerly terminus of which is at highway engineer's station 473+30 of the reconstructed line and the easterly terminus of which is at highway engineer's station 75+00 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, were eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Umatilla County and the Highway Commission entered into an agreement under date of December 30, 1947, relating to the use, disposition and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of the relocated section of the Athena-Holdman Secondary Highway No. 334 was completed on July 19, 1949, and highway traffic is now being routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portions of the old right of way of said section of said highway, which by reason of said relocation are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "A" and "B" and are shown colored in red on map attached hereto and marked "Exhibit A", and are more particularly described as follows: *

Unit "A" Beginning opposite Sate Highway Engineer's Station 45+70 of the relocated Athena-Holdman Secondary Highway No. 334 in the Southeast quarter of the Southeast quarter of Section 16, Township 4 North, Range 34 East, W.M.; thence Easterly and Southerly via the former route of the Athena-Holdman Secondary Highway No. 334 to a point opposite State Highway Engineer's Station 59+00 in the Northwest quarter of the Northwest quarter of Section 22, Township 4 North, Range 34 East, W.M.

Unit "B" Beginning at State Highway Engineer's Station 58+80 of the relocated Athena-Holdman Secondary Highway No. 334 in the Northeast quarter of the Northeast quarter of Section 21, Township 4 North, Range 34 East, W.M.; thence Southerly and Easterly via the former route of the Athena-Holdman Secondary Highway to State Highway Engineer's Station 72+30 in the Southwest quarter of the Northwest quarter of Section 22, Township 4 North, Range 34 East, W. M.

shall hereafter, pursuant to said state-county agreement, be maintained by the County as county roads for the benefit and service of persons living thereon and

(Cont.)

EXHIBIT "I" (Cont.)

communities served thereby and for stock driveways. The Commission, for such purpose, hereby surrenders all jurisdiction thereover, and consents that jurisdiction over said roads may be assumed and exercised by the County Court of Umatilla County, and said roads shall thereafter be maintained by the County for public use. *

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement and maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Umatilla County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map referred to above and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. *

FOOTNOTE: *

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 209, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J"

Minutes of September 19, 20, and 21, 1949

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Rogue River Loop Secondary Highway No. 260 known as the Gunnell Road-Robertson Bridge Section in Josephine County, the westerly terminus of which is at Highway Engineer's Station 619+99 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 485+63 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Josephine County and the Highway Commission have entered into an agreement under date of October 8, 1947, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Rogue River Loop Secondary Highway No. 260 was completed on July 9, 1949, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "D" and is shown colored in red on map attached hereto and marked "Exhibit A", and is more particularly described as follows:

Unit "D" Beginning opposite State Highway Engineer's Station 575+00 of the relocated Rogue River Loop Secondary Highway No. 260 in the Southwest quarter ($SW\frac{1}{4}$) of the South-

(Cont:)

EXHIBIT "J" (Cont.)

Unit "D" (Cont.)

east quarter (SE¼) of Section 25, Township 35 South, Range 7 West, W. M.; thence northerly and easterly via the former route of the Rogue River Loop Secondary Highway No. 260 to a point opposite State Highway Engineer's Station 598+10 in the Southwest quarter (SW¼) of the Southwest quarter (SW¼) of Section 25, Township 35 South, Range 7 West, W. M.

shall be hereafter maintained by the County as a county road for the benefit and service of persons living thereon and communities served thereby, for such purpose the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Josephine County, and said road, pursuant to said agreement between the State and the County, shall thereafter be maintained by the County for public use.

2. The sections of the old route of the Rogue River Loop Secondary Highway No. 260 which, for the purpose of this resolution, are identified as Units "A", "B", "C", and "E" and shown colored in brown on map attached hereto and marked "Exhibit A", and are more particularly described as follows: *

Unit "A" Beginning at State Highway Engineer's Station 487+50 of the relocated Rogue River Loop Secondary Highway in the Southwest quarter (SW¼) of the northwest quarter (NW¼) of Section 6, Township 36 South, Range 6 West, W. M.; thence northwesterly via the former route of the Rogue River Loop Secondary Highway to State Highway Engineer's Station 509+50 of the relocated Rogue River Loop Secondary Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 1, Township 36 South, Range 7 West, W. M.

Unit "B" Beginning at State Highway Engineer's Station 517+50 of the relocated Rogue River Loop Secondary Highway in the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of Section 1, Township 36 South, Range 7 West, W. M.; thence northwesterly via the former route of the Rogue River Loop Secondary Highway to State Highway Engineer's Station 521+05 of the relocated Rogue River Loop Secondary Highway in the Northeast quarter (NE¼) of the Northwest quarter (NW¼) of Section 1, Township 36 South, Range 7 West, W. M.

Unit "C" Beginning at State Highway Engineer's Station 541+70 of the relocated Rogue River Loop Secondary Highway

(Cont.)

EXHIBIT "J" (Cont.)

Unit "C" (Cont.)

in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 36, Township 35 South, Range 7 West, W. M.; thence northerly via the former route of the Rogue River Loop Secondary Highway to State Highway Engineer's Station 547+20 of the relocated Rogue River Loop Secondary Highway in the Northwest quarter (NW¼) of the Southeast quarter (SE¼) of Section 36, Township 35 South, Range 7 West, W. M.

Unit "E" Beginning opposite State Highway Engineer's Station 596+60 of the relocated Rogue River Loop Secondary Highway in the Northeast quarter (NE¼) of the Southwest quarter (SW¼) of Section 25, Township 35 South, Range 7 West, W. M.; thence westerly via the former route of the Rogue River Loop Secondary Highway to State Highway Engineer's Station 616+90 of the relocated Rogue River Loop Secondary Highway in the Northeast quarter (NE¼) of the Southeast quarter (SE¼) of Section 26, Township 35 South, Range 7 West, W. M.

shall be abandoned as a part or parts of said state highway and highway right of way, and hereafter shall be under the jurisdiction and control of the County, and may be vacated and thereby permitted to revert to the owners of the abutting property, or kept by the County for such public use as the County may determine. *

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the

(Cont.)

EXHIBIT "J" (Cont.)

County Court of Josephine County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red and brown on the map attached hereto and marked "Exhibit A". *

FOOTNOTE: *

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 210, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K"

Minutes of September 19, 20, and 21, 1949

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate a section of the Oregon Coast Highway No. 9 in Douglas County; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the highway as originally located is eliminated and will no longer be needed for highway purposes for the service of people living thereon or communities served thereby; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the unit or section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the relocated section of the Oregon Coast Highway No. 9 known as the Gardiner Section, which begins at Highway Engineer's Station 625+00 on the new route, and ends at Highway Engineer's Station 663+30 of the new route, was completed and made available for travel on June 30, 1949, and therefore the section of the old route herein defined and described as Unit "A" shall no longer be part of the route of the Oregon Coast Highway, but shall be eliminated therefrom.

2. The section of the old route of said highway, which is identified as Unit "A", and more particularly described as follows:

Unit "A" Beginning at State Highway Engineer's Station 649+40 of the relocated Oregon Coast Highway in the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 22, Township 21 South, Range 12 West, W. M.; thence northeasterly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 655+20 of the relocated Oregon Coast Highway in the Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 22, Township 21 South, Range 12 West, W. M.

shall be abandoned as part of said highway and highway right of way, and hereafter jurisdiction and control over said abandoned right of way may be exercised by the County and may be vacated or kept by the County for such public use as the County may determine.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway, and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the

(Cont.)

EXHIBIT "K" (Cont.)

Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Douglas County a duly certified copy thereof, and said County Court is hereby respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in brown on the map referred to above and marked "Exhibit A." *

FOOTNOTE: *

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 211, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "L"

Minutes of September 19, 20, and 21, 1949

R E S O L U T I O N

WHEREAS, Section 115-351, O.C.L.A., as amended by Chapter 428, Oregon Laws 1941, authorizes and empowers the Highway Commission with respect to highways under its control to "designate main traveled or through highways by placing at the entrances thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highways," and

WHEREAS, by appropriate resolution made, adopted, and entered in its minutes as of the twenty-seventh day of April, 1943, this Commission named and designated certain state highways as main or through highways, and thereafter this Commission made and adopted amendatory resolutions, by which amendatory resolutions this Commission provided for and designated additional state highways or sections of state highways as through highways, and

WHEREAS, since the adoption of such original resolution and the adoption of said amendatory resolutions it has been brought to the attention of the Commission, and the Commission now finds, that in addition to the highways or sections of highways named, defined, and designated in said original and said amendatory resolutions other and additional state highways or sections of state highways should be named, defined, and designated as through highways pursuant to said law,

NOW, THEREFORE, based upon facts submitted to and considered by this Commission, and based upon the recommendation of the Commission's Chief Highway Engineer, this Commission does hereby find, declare, resolve, and order as follows:

1. That the highways or sections of highways hereinafter named and defined, which highways or sections of highways are by law under the jurisdiction and control of the Highway Commission, shall be and the same hereby are, within the meaning and purpose of Section 115-351, O.C.L.A., as amended by Chapter 428, Oregon Laws 1941, designated and declared to be main or through highways. Said highways and sections of highways are:

Road No. 6 - Weiser Spur of Old Oregon Trail - US30N

(Between MP 402.462 on Road No. 6, Old Oregon Trail, US30, at Weiser Junction, and MP 404.452, at Idaho State Line.)

Road No. 6 - Payette Spur of Old Oregon Trail - ORE90

(Between MP 410.437 on Road No. 6, Old Oregon Trail, US30, and MP 412.107, at Idaho State Line.)

Road No. 6 - Ontario Spur of Old Oregon Trail - US30

(Between MP 417.764 at Old Oregon Trail, US30 and US28, in Ontario, and MP 419.133 at Idaho State Line.)

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 11 - Enterprise-Lewiston Highway - ORE3

(Between MP 00.00, Washington State Line, and MP 44.040 at Road No. 10, Wallowa Lake Highway, ORE82, in Enterprise.)

Road No. 12 - Baker-Homestead Highway - ORE86

(Between MP 00.00 at Road No. 6, Old Oregon Trail, US30, in Baker, and MP 81.06, at Idaho State Line.)

Exception: Traffic from the east (Robinette) shall stop upon entering the junction of Road No. 55, Halfway Highway, ORE86, with Road No. 12, Baker-Homestead Highway, ORE86.

Road No. 13 - Baker-Unity Highway - ORE7

(Between MP 00.00 at Road No. 5, John Day Highway, US28, near Unity, and MP 46.41 at Road No. 6, the Old Oregon Trail, US30, in Baker.)

Road No. 14 - Crooked River Highway - ORE27

(Between MP 00.00 at Road No. 41, Ochoco Highway, US28, in Prineville, and MP 42.48 at Road No. 7, Central Oregon Highway, US20.)

Road No. 23 - Dairy-Bonanza Highway - ORE70

(Between MP 00.00 at Road No. 20, Klamath Falls-Lakeview Highway, ORE66, and MP 6.97 at (Central Street) Bonanza, end of highway.)

Road No. 26 - Mt. Hood Loop Highway - ORE35

(Superseding action of April 27, 1943, traffic from the east on the Mt. Hood Loop Highway (ORE35) shall stop at its junction with Road No. 44, Wapinitia Highway, ORE50.)

Road No. 27 - Alsea Highway - ORE34

(Between MP 00.00 at Road No. 9, Oregon Coast Highway, US101, in Waldport, and MP 59.11 at Road No. 33, Corvallis-Newport Highway, US20.)

Road No. 28 - Pendleton-John Day Highway - US395

(Between MP 23.71 at Road No. 52, Heppner Highway, ORE74, at Nye Junction, and MP 115.52, Road No. 401, Beech Creek Highway, US395.)

Road No. 47 - Sunset Highway - ORE2

(Between MP 47.51 at Manning and MP 70.91 at Road No. 29, Tualatin Valley Highway, ORE6.)

Exception: At MP 70.91, the intersection of Road No. 29, Tualatin Valley Highway, ORE6, being a traffic interchange, the free flow of traffic on both highways is permitted.

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 48 - John Day-Burns Highway - US395

(Between MP 00.00 at Road No. 5, John Day Highway, US28, in John Day, and MP 68.11 at Road No. 7, Central Oregon Highway, US20.)

Road No. 49 - Lakeview-Burns Highway - US395

(Between MP 00.00 at Road No. 7, Central Oregon Highway, US20, and MP 90.1 at Road No. 19, Fremont Highway, ORE31, at Valley Falls.)

Road No. 51 - West Portland-Hubbard Highway

(Between MP 00.00 at Road No. 1W, Pacific Highway West, US99W, and MP 17.156 at Road No. 1E, Pacific Highway East, US99E.)

Exceptions: That traffic moving from Road No. 51, West Portland-Hubbard Highway, northerly onto Road No. 1W, Pacific Highway West, US99W, may do so without stopping.

Traffic on Road No. 51, West Portland-Hubbard Highway, shall stop for Highway Planning Survey Road No. 1270 in Washington County, until such time as Road No. 51, West Portland-Hubbard Highway, is completed to through traffic.

Traffic entering Road No. 51, West Portland-Hubbard Highway, eastbound on Highway Planning Survey Road No. 533 in Marion County, shall do so without stopping until such time as Road No. 51, West Portland-Hubbard Highway, is completed to through traffic.

Road No. 53 - Warm Springs Highway - ORE50
(This will take effect at such time as this road is opened to through traffic in its entirety.)

(Between MP 00.00 at Road No. 44, Wapinitia Highway, ORE50 and 52, and MP 46.43 at Road No. 4, The Dalles-California Highway, US97, in Madras.)

Exception: Traffic on Road No. 44, Wapinitia Highway, ORE50 and 52, shall stop for Road No. 53, Warm Springs Highway, ORE50, except that traffic moving from east to west (Maupin-Government Camp) and that traffic moving from north to south (Government Camp-Warm Springs).

Road No. 55 - Halfway Highway - ORE86

(Between MP 00.00 at Road No. 12, Baker-Homestead Highway, ORE86, and MP 11.15 at Road No. 414, Pine Creek Highway, and Road No. 413, Halfway-Cornucopia Highway, in Halfway.)

Exception: Traffic on Road No. 55, Halfway Highway, ORE86, shall not stop as it enters Road No. 12, Baker-Homestead Highway, ORE86.

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 103 - Fishhawk Falls Highway (Traveled Route)

(Between MP 00.00 at Road No. 102, Nehalem Highway, ORE201, in Jewell, and MP 9.00 at Road No. 47, the Wolf Creek Highway, ORE2, near Elsie.)

Road No. 104 - Fort Stevens Highway

(Between MP 00.00 at Fort Stevens and MP 4.53, Road No. 9, Oregon Coast Highway, US101, south of Warrenton, at Skipanon Junction.)

Road No. 105 - Warrenton Highway

(Between MP 00.00 at Road No. 104, Fort Stevens Highway, in Warrenton, and MP 1.62 at Road No. 9, Oregon Coast Highway, US101, in Warrenton.)

Road No. 110 - Mist-Clatskanie Highway - ORE47

(Between MP 00.00 at Road No. 2, Columbia River Highway, US30, west of Clatskanie, and MP 11.90 at Road No. 102, Nehalem Highway, ORE201, at Mist.)

Road No. 122 - Vancouver Avenue

(Between MP 00.00 at North Columbia Boulevard in the City of Portland, and MP 0.50 at Road No. 1E, Pacific Highway East, US99E, Northeast Union Avenue extended.)

Road No. 124 - Sun Dial Highway

(Between MP 00.00 at Road No. 2, Columbia River Highway, US30, near Troutdale, and MP 1.25, at end of road.)

Road No. 125 - Crown Point Highway

(Between MP 00.00 at Road No. 2, Columbia River Highway, US30, in Troutdale, and MP 23.98 at Road No. 2, Columbia River Highway, US30, in Dodson.)

Road No. 130 - Little Nestucca Highway

(Between MP 00.00 at Road No. 9, Oregon Coast Highway, US101, near Oretown, and MP 9.4 at Road No. 32, Three Rivers Highway, ORE14, in Dolph.)

Road No. 131 - Netarts Highway

(Between MP 00.00 at Road No. 9, Oregon Coast Highway, US101, in Tillamook, and MP 9.15 at end of highway, in Oceanside.)

Road No. 140 - Hillsboro-Silverton Highway - ORE219 and 242

(Between MP 00.00 at Road No. 29, Tualatin Valley Highway, ORE6, in Hillsboro, and MP 39.64, Road No. 1E, Pacific Highway East, US99E, in Woodburn.)

EXHIBIT "L" (Cont.)

Road No. 140 - Hillsboro-Silverton Highway - ORE219 and 242 (Cont.)

Exceptions: Traffic on Road No. 140, Hillsboro-Silverton Highway, ORE219, shall stop for Road No. 1W, Pacific Highway West, US99W, in Newberg.

Southbound traffic on Road No. 140, Hillsboro-Silverton Highway, ORE219, shall stop at its intersection with Road No. 143, Scholls Highway, ORE210.

Road No. 141 - Beaverton-Aurora Highway - ORE217

(Between MP 4.92, Road No. 1W, Pacific Highway West, US99W, near Tigard, and MP 20.81 at Road No. 1E, Pacific Highway East, US99E, in Aurora.)

Exception: Traffic southbound on Road No. 141, Beaverton-Aurora Highway, ORE217, shall stop before entering its intersection with First Street in Tualatin.

Road No. 143, Scholls Highway - ORE210

(Between MP 00.00 at Road No. 140, Hillsboro-Silverton Highway, ORE219, and MP 12.40 at Road No. 40, Beaverton-Hillsdale Highway, ORE10.)

Exception: Traffic on Road No. 143, Scholls Highway, ORE210, shall stop as it intersects Road No. 141, Beaverton-Aurora Highway, ORE217.

Road No. 151 - Yamhill-Newberg Highway - ORE240

(Between MP 00.00 at Road No. 29, Tualatin Valley Highway, ORE47, in Yamhill, and MP 11.65, Road No. 1W, Pacific Highway West, US99W, in Newberg.)

Road No. 152 - Three Mile Lane Highway - ORE233

(Between MP 00.00 at Road No. 1W, Pacific Highway West, US99W, in McMinnville, and MP 8.40, Road No. 1W, Pacific Highway West, US99W, at Dayton Junction.)

Exceptions: Traffic northbound on Road No. 152, Three Mile Lane Highway, shall stop at its junction with Road No. 155, Amity-Dayton Highway, ORE233.

Traffic northbound on Road No. 152, Three Mile Lane Highway (Irvine Street in McMinnville), shall stop before entering its intersection with Third Street in McMinnville.

Traffic moving from Dayton to Portland on Road No. 152, Three Mile Lane Highway, ORE233, shall not stop as it enters Road No. 1W, Pacific Highway West, US99W, north of Dayton.

Road No. 153 - Bellevue-Hopewell Highway

(Between MP 00.00 at Road No. 39, Salmon River Highway, ORE18, in Bellevue, and MP 14.95 at Road No. 150, Salem-Dayton Highway, ORE221, in Hopewell.)

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 153 - Bellevue-Hopewell Highway (Cont.)

Exception: Traffic on Road No. 153, Bellevue-Hopewell Highway, shall stop for Road No. 1W, Pacific Highway West, US99W, in Amity.

Traffic eastbound from Amity on Road No. 153, Bellevue-Hopewell Highway, shall stop before entering the intersection of the junction of Road No. 154, Lafayette Highway.

Road No. 154 - Lafayette Highway

(Between MP 00.00 at Road No. 152, Three Mile Lane Highway, ORE233, and MP 5.75 at Road No. 153, Bellevue-Hopewell Highway.)

Exception: Traffic southbound on Road No. 154, Lafayette Highway, shall not stop at its intersection with Road No. 153, Bellevue-Hopewell Highway.

Road No. 155 - Amity-Dayton Highway - ORE233

(Between MP 00.00 at Road No. 1W, Pacific Highway West, US99W, near Amity, and MP 7.03 at Road No. 152, Three Mile Lane Highway, ORE233.)

Exception: Traffic on Road No. 155, Amity-Dayton Highway, ORE233, shall not stop as it intersects Road No. 152, Three Mile Lane Highway, ORE233.

Road No. 156 - McMinnville Highway

(Between MP 00.00 at Road No. 1W, Pacific Highway West, US99W, near St. Joseph Junction, and MP 1.80 at Road No. 152, Three Mile Lane Highway, spur connection at Third Street in McMinnville.)

Road No. 163 - Silver Creek Falls Highway - ORE214

(Between MP 8.64 at Road No. 162, North Santiam Highway, ORE222, and MP 40.82 at Road No. 160 and No. 140, the Cascade and Hillsboro-Silverton Highways, ORE211 and ORE214 respectively, in Silverton.)

Exception: All traffic entering the intersection of Road No. 163, Silver Creek Falls Highway, ORE214, and Road No. 162, North Santiam Highway, ORE222, from the east (from Shaw) shall stop.

Road No. 164 - Jefferson Highway

(Between MP 00.00 at Road No. 1E, Pacific Highway East, US99E, at North Jefferson Junction, and MP 8.23 at Road No. 1E, Pacific Highway East, US99E, at South Jefferson Junction.)

Road No. 172 - Eagle Creek-Sandy Highway - ORE211

(Between MP 00.00 at Road No. 171, Clackamas Highway, and MP 5.96, Road No. 26, Mt. Hood Highway, ORE50, in Sandy.)

Exception: All traffic on Road No. 172, Eagle Creek-Sandy Highway, ORE211, shall stop at Main Street in Sandy.

(Cont.)

EXHIBIT "L" Cont.)

Road No. 180 - Eddyville-Blodgett Highway

(Between MP 00.00 at Road No. 33, Corvallis-Newport Highway, US20, west of Eddyville, and MP 19.29 at Road No. 33, Corvallis-Newport Highway, US20, in Blodgett.)

Road No. 181 - Siletz Highway - ORE229

(Between MP 00.00 at Road No. 9, Oregon Coast Highway, US101, at Kernville, and MP 31.73 at Road No. 33, Corvallis-Newport Highway, US20, near Toledo.)

Road No. 182 - Otter Rock Highway

(Between MP 00.00 at Road No. 9, Oregon Coast Highway, US101, at Otter Rock, and MP 0.45 at end of road in Otter Rock State Park.)

Road No. 194 - Monmouth Highway

(Between MP 00.00 at Road No. 191, Kings Valley Highway, ORE223, near Little Luckiamute River, and MP 7.20 at Road No. 1W, Pacific Highway West, US99W, in Monmouth.)

Road No. 200 - Territorial Highway

(Between MP 00.00 at Road No. 1W, Pacific Highway West, US99W, in Monroe, and MP 47.45 at Road No. 1, Pacific Highway, US99, near Anlauf.)

Exceptions: All traffic entering Road No. 34, Siuslaw Highway, ORE36, shall stop at both points of intersection, namely, MP 8.66 and 10.12 on Road No. 200, Territorial Highway.

Southbound traffic on Road No. 200, Territorial Highway, shall stop at its intersection with Road No. 220, Richardson-Eugene Highway, in Elmira.

Road No. 201 - Alsea-Deadwood Highway - North Section

(Between MP 00.00 at Road No. 27, Alsea Highway, ORE34, in Alsea, and MP 7.30, at end of road.)

Road No. 201 - Alsea-Deadwood Highway - South Section

(Between MP 00.00 at Road No. 34, Siuslaw Highway, ORE36, and MP 19.96, at end of road, near Paris.)

Road No. 202 - Tampico-Lewisville Highway

(Between MP 00.00 at Road No. 1W, Pacific Highway West, US99W, and MP 5.46, at end of road at Benton-Polk County Line.)

Road No. 212 - Halsey-Sweet Home Highway - ORE228

(Between MP 00.00 at Road No. 1E, Pacific Highway East, US99E, in Halsey, and MP 21.51 at Road No. 16, Santiam Highway, US20, in Sweet Home.)

Road No. 214 - Albany Airport Highway

(Between MP 00.00 at Road No. 1E, Pacific Highway East, US99E, and MP 1.07 at Road No. 16, Santiam Highway, US20.)

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 221 - Fox Hollow Highway

(Between MP 00.00 at Road No. 1, Pacific Highway, US99, in Eugene, and MP 15.50 at Road No. 1, Pacific Highway, US99, near Walker.)

Road No. 222 - Springfield-Creswell Highway

(Between MP 00.00 at Road No. 15, McKenzie Highway, US28, east of Springfield, and MP 18.89 at Road No. 1, Pacific Highway, US99, at Creswell.)

Exception: All traffic entering Road No. 18, Willamette Highway, ORE58, shall stop at both points of intersection, namely, MP 8.30 and 11.38 on Road No. 222, Springfield-Creswell Highway.

Road No. 230 - Tiller-Trail Highway - ORE227

(Between MP 00.00 at Road No. 1, Pacific Highway, US99, in Canyonville, and MP 49.59 at Road No. 22, Crater Lake Highway, ORE62, in Trail.)

Road No. 231 - Elkton-Sutherlin Highway - ORE225

(Between MP 00.00 at Road No. 45, Umpqua Highway, ORE38, near Elkton, and MP 28.30 at Road No. 1, Pacific Highway, US99, south of Sutherlin. This action also includes the north connection between the Elkton-Sutherlin Highway, ORE225, and the Pacific Highway, US99.)

Exception: Traffic westbound on the north connection shall stop before entering Road No. 231, Elkton-Sutherlin Highway, ORE225.

Road No. 232 - Crater Lake-North Highway - ORE230 and 209

(Between MP 0.90 at beginning of road near Diamond Lake and MP 5.25, north boundary of Crater Lake National Park.)

Exception: Southbound traffic from Diamond Lake on Road No. 232, Crater Lake-North Highway, ORE209, shall stop at MP 0.36 at Road No. 233, West Diamond Lake Highway, ORE230, and northbound traffic from Crater Lake on Road No. 232, Crater Lake-North Highway, ORE209, shall stop at MP 3.81 as it intersects Road No. 425, East Diamond Lake Highway, ORE230.

Road No. 233 - West Diamond Lake Highway - ORE230

(Between MP 00.00 at Road No. 22, Crater Lake Highway, ORE62, and MP 23.89 at Road No. 232, Crater Lake-North Highway, ORE209.)

Exception: Eastbound traffic (Union Creek-Crater Lake) on Road No. 233, West Diamond Lake Highway, ORE230, shall not stop at MP 23.89 when it intersects Road No. 232, Crater Lake-North Highway, ORE209.

Road No. 241 - Coos River Highway

(Between MP 00.00 at Road No. 9, Oregon Coast Highway, US101, south of Coos Bay, and MP 18.86, northwest of Allegany, at end of road.)

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 242 - Powers Highway

(Between MP 00.00 at Road No. 35, Coos Bay-Roseburg Highway, ORE42, and MP 18.62 at end of highway in Powers.)

Road No. 243 - Empire-Coos Bay Highway

(Between MP 00.00 at Road No. 240, Cape Arago Highway, and MP 3.55 at Road No. 9, Oregon Coast Highway, US101, in Coos Bay.)

Road No. 250 - Cape Blanco Highway

(Between MP 00.00 at Road No. 9, Oregon Coast Highway, US101, south of Sixes, and MP 5.54 at end of road at Cape Blanco Lighthouse grounds.)

Road No. 251 - Port Orford Highway

(Between MP 00.00 at Road No. 9, Oregon Coast Highway, US101, in Port Orford, and MP 0.79 at end of road at fence line of U. S. Coast Guard property.)

Road No. 260 - Rogue River Loop Highway

(Between MP 00.00 at Road No. 1, Pacific Highway, US99, in Grants Pass, and MP 22.93 at Road No. 25, Redwood Highway, US199, at Wilderville.)

Road No. 261 - Williams Highway - ORE238

(Between MP 00.00 at Road No. 25, Redwood Highway, US199, south of Grants Pass, and MP 23.13 at end of road, south of Williams.)

Exception: Southbound traffic on Road No. 261, Williams Highway, ORE238, shall stop at its intersection with Road No. 272, Medford-Provolt Highway, ORE238, in Provolt.

Road No. 270 - Little Butte Highway

(Between MP 00.00 at Road No. 22, Crater Lake Highway, ORE62, near Eagle Point, and MP 30.33 at end of road, Jackson-Klamath County Line.)

Road No. 271 - Sams Valley Highway - ORE234

(Between MP 00.00 at Road No. 1, Pacific Highway, US99, in Gold Hill, and MP 17.25 at Road No. 22, Crater Lake Highway, ORE62.)

Road No. 272 - Medford-Provolt Highway - ORE238

(Between MP 00.00 at Road No. 261, Williams Highway, ORE238, in Provolt, and MP 25.42 at Road No. 1, Pacific Highway, US99, in Medford.)

Exception: Traffic on Road No. 272, Medford-Provolt Highway, ORE238, shall stop as it intersects Road No. 261, Williams Highway, ORE238.

Road No. 273 - Siskiyou Highway

(Between MP 00.00 at Road No. 21, Green Springs Highway, ORE66, and MP 7.61 at Road No. 1, Pacific Highway, US99, at Siskiyou.)

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 282 - Odell Highway

(Between MP 00.00 at Road No. 281, Hood River Highway, and MP 3.51 at Road No. 26, Mt. Hood Loop Highway, ORE35.)

Road No. 290 - Sherars Bridge - ORE216

(Between MP 00.00 at Road No. 4, The Dalles-California Highway, ORE23, north of Tygh Valley, and MP 28.63 at Road No. 42, Sherman Highway, US97, in Grass Valley.)

Road No. 291 - Shaniko-Fossil Highway - ORE218

(Between MP 00.00 at Road No. 42, Sherman Highway, US97, in Shaniko, and MP 43.65 at Road No. 5, John Day Highway, ORE19, in Fossil.)

Road No. 300 - Wasco-Heppner Highway - ORE206 and 207

(Between MP 00.00 at Road No. 42, Sherman Highway, US97, in Wasco, and MP 90.81 at Road No. 52, Heppner Highway, ORE74, in Heppner.)

Exception: Traffic on Road No. 300, Wasco-Heppner Highway, ORE206, shall stop for Road No. 5, John Day Highway, ORE19, in Condon.

Road No. 301 - Fulton Canyon-Wasco Highway

(Between MP 00.00 at Road No. 2, Columbia River Highway, US30, near Sherman, and MP 1.28 at end of highway.)

Road No. 320 - Lexington-Echo Highway - ORE207

(Between MP 00.00 at Road No. 52, Heppner Highway, ORE74, in Lexington, and MP 39.53 at Road No. 6, Old Oregon Trail, US30, east of Echo.)

Exceptions: Traffic on Road No. 320, Lexington-Echo Highway, from Echo, shall stop at MP 27.28 at junction of Road No. 333, Hermiston Highway, ORE207.

Traffic on Road No. 320, Lexington-Echo Highway, shall stop for Road No. 337, Stanfield-Pendleton Highway, in Echo.

Road No. 321 - Heppner-Spray Highway - ORE207

(Between MP 00.00 at Road No. 300, Wasco-Heppner Highway, ORE206 and 207, and MP 41.20 at Road No. 5, John Day Highway, ORE19, east of Spray)

Road No. 330 - Weston-Elgin Highway - ORE204

(Between MP 00.00 at Road No. 8, Oregon-Washington Highway, ORE11, in Weston, and MP 41.39 at Road No. 10, Wallowa Lake Highway, ORE82, in Elgin.)

Road No. 333 - Hermiston Highway - ORE207

(Between MP 00.00 at Road No. 2, Columbia River Highway, US730, west of Cold Springs, and MP 17.92, at Road No. 320, Lexington-Echo Highway, ORE207.)

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 333 - Hermiston Highway - ORE207 (Cont.)

Exception: Traffic on Road No. 333, Hermiston Highway, ORE207, shall stop for Road No. 6, Old Oregon Trail, in Hermiston, and Road No. 54, Boardman-Stanfield Highway, US30, but shall not stop for Road No. 320, Lexington-Echo Highway, ORE207.

Road No. 334 - Athena-Holdman Highway

(Between MP 00.00 at Road No. 36, Pendleton-Cold Springs Highway, US395, and MP 17.60 at Road No. 8, Oregon-Washington Highway, ORE11, in Athena.)

Road No. 335 - Havana-Helix Highway

(Between MP 00.00 at the beginning of road in Helix, and MP 8.96 at intersection of county road to Adams.)

Exceptions: Traffic on Road No. 335, Havana-Helix Highway, southbound, shall stop at its junction with Road No. 334, Athena-Holdman Highway, at MP 2.50.

Traffic on Road No. 335, Havana-Helix Highway, northbound, shall stop at its junction with Road No. 334, Athena-Holdman Highway, at MP 3.66.

Road No. 336 - Pendleton Airport Highway

(Between MP 00.00 at beginning of road and MP 1.80 at end of road at Pendleton Airport boundary.)

Exception: Traffic on Road No. 336, Pendleton Airport Highway, shall stop for Road No. 6, Old Oregon Trail, US30.

Road No. 338 - Ordnance Depot Highway

(Between MP 00.00 at Road No. 54, Boardman-Stanfield Highway, US30, in Ordnance, and MP 0.41 at end of road in Umatilla Ordnance Depot.)

Road No. 339 - Freewater Highway

(Between MP 00.00 at Washington-Oregon State Line and MP 5.26 at Road No. 8, Oregon-Washington Highway, ORE11, in Milton.)

Road No. 340 - Medical Springs Highway - ORE203

(Between MP 00.00 at Road No. 6, Old Oregon Trail, US30, in Union, and MP 42.67 at Road No. 12, Baker-Homestead Highway, ORE86, north of Baker.)

Road No. 341 - Starkey Highway

(Between MP 00.00 at Road No. 6, Old Oregon Trail, US30, and MP 17.00 at end of highway in Starkey.)

Road No. 342 - Cove Highway

(Between MP 00.00 at Road No. 10, Wallowa Lake Highway, ORE82, and MP 22.16, Road No. 6, Old Oregon Trail, US30, in Union.)

Road No. 350 - Little Sheep Creek Highway

(Between MP 00.00 at Road No. 10, Wallowa Lake Highway, ORE82, in Joseph, and MP 30.42 at end of road in Imnaha.)

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 351 - Joseph-Wallowa Lake Highway - ORE82

(Between MP 00.00 at Road No. 10, Wallowa Lake Highway, ORE82, in Joseph, and MP 6.32 at end of road, near Wallowa Lodge.)

Exception: Traffic on Road No. 351, Joseph-Wallowa Lake Highway, ORE82, need not stop at its intersection with Road No. 10, Wallowa Lake Highway, ORE82, in Joseph, these being a continuation one of the other.

Road No. 360 - Madras-Prineville Highway - ORE27

(Between MP 00.00 at Road No. 4, The Dalles-California Highway, US97, and MP 26.81 at Road No. 41, Ochoco Highway, US28, in Prineville.)

Road No. 361 - Culver Highway

(Between MP 00.00 at Road No. 4, The Dalles-California Highway, US97, and MP 11.64 at Road No. 4, The Dalles-California Highway, US97.)

Road No. 370 - O'Neil Highway

(Between MP 00.00 at Road No. 4, The Dalles-California Highway, US97, and MP 17.81 at Road No. 41, Ochoco Highway, US28.)

Road No. 371 - Powell Butte Highway

(Between MP 00.00 at Road No. 41, Ochoco Highway, US28, near Powell Butte, and MP 17.92 at Road No. 7, Central Oregon Highway, US20.)

Road No. 372 - Century Drive Highway

(Between MP 00.00 at Road No. 4, The Dalles-California Highway, US97, in Bend, and MP 11.65 at end of road.)

Road No. 373 - Cline Falls Highway

(Between MP 00.00 at Road No. 15, McKenzie Highway, US28, west of Deschutes River bridge, and MP 10.06 at Road No. 17, McKenzie-Bend Highway, US20, at Tumalo.)

Road No. 374 - Tumalo-Deschutes Highway

(Between MP 00.00 at Road No. 373, Cline Falls Highway, north of Tumalo, and MP 3.85 at Road No. 4, The Dalles-California Highway, US97, west of Deschutes.)

Exception: Traffic on Road No. 374, Tumalo-Deschutes Highway, shall stop upon entering Road No. 375, Redmond-Bend Highway.

Road No. 380 - Paulina Highway

(Between MP 00.00 at Road No. 41, Ochoco Highway, US28, east of Prineville, and MP 56.16 at end of road at Paulina Post Office.)

Road No. 390 - Service Creek-Mitchell Highway - ORE207

(Between MP 00.00 at Road No. 5, John Day Highway, ORE19, at Service Creek, and MP 24.85 at Road No. 41, Ochoco Highway, US28, in Mitchell.)

Road No. 401 - Beech Creek Highway - US395

(Between MP 00.00 at Road No. 5, John Day Highway, US28, and MP 5.35 at Road No. 28, Pendleton-John Day Highway, US395.)

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 401 - Beech Creek Highway - US395 (Cont.)

Exception: Traffic on Road No. 401, Beech Creek Highway, US395, shall not stop at its intersection with Road No. 28, Pendleton-John Day Highway, US395.

Road No. 402 - Kimberly-Long Creek Highway

(Between MP 00.00 at Road No. 5, John Day Highway, ORE19, at Kimberly, and MP 35.85 at Road No. 28, Pendleton-John Day Highway, US395, at Long Creek.)

Road No. 410 - Sumpter Valley Highway - ORE220

(Between MP 00.00 at Road No. 13, Baker-Unity Highway, ORE7, at Salisbury, and MP 22.81 at Whitman National Forest Boundary, west of Sumpter.)

Road No. 411 - Haines-Anthony Highway

(Between MP 00.00 at Road No. 6, Old Oregon Trail, US30, in Haines, and MP 12.60 at end of road at Whitman National Forest boundary.)

Road No. 413 - Halfway-Cornucopia Highway

(Between MP 00.00 at Road No. 55, Halfway Highway, ORE86, in Halfway, and MP 11.52 at end of road in Cornucopia.)

Exception: Traffic on Road No. 413, Halfway-Cornucopia Highway, need not stop at its intersection with Road No. 55, Halfway Highway, ORE86, in Halfway, these being a continuation one of the other.

Road No. 414 - Pine Creek Highway

(Between MP 00.00 at Road No. 55, Halfway Highway, ORE86, in Halfway, and MP 3.72 at end of road.)

Road No. 420 - Midland Highway

(Between MP 00.00 at Road No. 20, Klamath Falls-Lakeview Highway, ORE66, east of Klamath Falls, and MP 5.79 at Road No. 4, The Dalles-California Highway, US97, near Midland.)

Road No. 421 - Klamath Lake Highway

(Between MP 00.00 at Road No. 22, Crater Lake Highway, ORE62, at Fort Klamath, and MP 50.21 at Road No. 4, The Dalles-California Highway, in Klamath Falls.)

Road No. 422 - Chiloquin Highway

(Between MP 00.00 at Road No. 427, Klamath Agency-Modoc Point Highway, near Klamath Agency, and MP 9.58 at Road No. 427, Klamath Agency - Modoc Point Highway.)

Exception: Traffic on Road No. 422, Chiloquin Highway, shall stop before entering its junction with Road No. 4, The Dalles-California Highway, US97, at MP 0.16 and 7.35 on Road No. 422, Chiloquin Highway.

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 423 - Lower Klamath Highway

(Between MP 00.00 at Road No. 4, The Dalles-California Highway, US97, south of Midland, and MP 7.55 at Road No. 50, Klamath Falls-Malin Highway, ORE39, near Stukel.)

Road No. 424 - Sand Creek Highway - ORE232

(Between MP 00.00 at Crater Lake National Park boundary, and MP 4.23 at Road No. 428, Sun Mt. Highway, ORE232.)

Road No. 425 - East Diamond Lake Highway - ORE230

(Between MP 00.00 at Road No. 232, Crater Lake-North Highway, ORE209, and MP 14.72 at Road No. 4, The Dalles-California Highway, US97.)

Road No. 428 - Sun Mt. Highway - ORE232

(Between MP 00.00 at Road No. 4, The Dalles-California Highway, US97, and MP 26.98 at Road No. 22, Crater Lake Highway, ORE62, at Fort Klamath.)

Road No. 431 - Warner Highway

(Between MP 00.00 at Road No. 19, Fremont Highway, US395, north of Lakeview, and MP 46.21 at end of highway at Plush.)

Road No. 440 - Frenchglen Highway - ORE205

(Between MP 00.00 at Road No. 24, Burns-Crane Highway, ORE78, east of Burns, and MP 62.00 at Frenchglen Post Office.)

Road No. 441 - Diamond Valley Highway

(Between MP 00.00 at Road No. 24, Burns-Crane Highway, ORE78, in Crane, and MP 36.18 at end of highway in Diamond.)

Exception: Traffic northbound on Road No. 441, Diamond Valley Highway, shall stop before entering Road No. 442, Rome-Princeton Highway, at MP 11.15.

Road No. 442 - Rome-Princeton Highway

(Between MP 00.00 at Road No. 441, Diamond Valley Highway, near Princeton, and MP 61.71 at Road No. 456, I.O.N. Highway, US95.)

Exception: Traffic on Road No. 442, Rome-Princeton Highway, shall not stop at its intersection with Road No. 441, Diamond Valley Highway.

Road No. 450 - Nyssa-Adrian Highway - ORE201

(Between MP 00.00 at Road No. 6, Old Oregon Trail, US20, in Nyssa, and MP 22.90 at end of road at Oregon-Idaho State Line. This action supersedes the resolution passed April 27, 1943.)

Exception: Northbound traffic on Road No. 450, Nyssa-Adrian Highway, ORE201, shall stop before entering the intersection of Road No. 452, Adrian-Parma Highway, at MP 12.75.

(Cont.)

EXHIBIT "L" (Cont.)

Road No. 451 - Vale-West Highway

(Between MP 00.00 at Road No. 7, Central Orego Highway, US20, and MP 10.72 at Road No. 7, Central Oregon Highway, US20, in Vale.)

Road No. 452 - Adrian-Parma Highway

(Between MP 00.00 near Adrian, at Road No. 450, Nyssa-Adrian Highway, ORE201, and MP 2.77 at end of road at Oregon-Idaho State Line.)

Exception: Traffic on Road No. 452, Adrian-Parma Highway, shall not stop at its intersection with Road No. 450, Nyssa-Adrian Highway, ORE201.

Road No. 453 - Adrian-Arena Valley Highway

(Between MP 00.00 at Road No. 454, Adrian-Caldwell Highway, and MP 3.19 at end of road at Oregon-Idaho State Line.)

Exception: Traffic westbound on Road No. 453, Adrian-Arena Valley Highway, shall stop at its intersection with Road No. 454, Adrian-Caldwell Highway.

Road No. 454 - Adrian-Caldwell Highway

(Between MP 00.00 at Road No. 452, Adrian-Parma Highway, and MP 4.40 at end of road at Oregon-Idaho State Line.)

Exception: Traffic eastbound on Road No. 454, Adrian-Caldwell Highway, shall stop at its intersection with Road No. 453, Adrian-Arena Valley Highway.

Road No. 456 - I. O. N. Highway - US95

(Between MP 00.00 at Idaho State Line and MP 117.87 at Nevada State Line.)

Road No. 458 - Jordan Valley Highway - US95

(Between MP 00.00 at Road No. 456, I.O.N. Highway, US95, and MP 10.43 at Road No. 456, I.O.N. Highway, US95.)

Exception: Traffic on Road No. 458, Jordan Valley Highway, US95, shall not stop as it intersects Road No. 456, I.O.N. Highway, US95.

2. That there is attached hereto and by this reference made a part hereof a map or print marked "Exhibit A", on which map or print there is shown colored in red all of the highways or sections of highways enumerated, named, and defined in this resolution as main or through-traveled highways. *

3. That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintained along the above enumerated highways or sections of highways at all points where streets or roads intersect or enter said highways or sections of highways, except at such points as are specifically noted in the foregoing list of designated highways, signs or markers notifying drivers of vehicles to stop before entering or crossing said highways.

(Cont.)

EXHIBIT "L" (Cont.)

4. That said Engineer be and he hereby is instructed to place such signs and markers as nearly as practicable at the place or places where said cross or intersecting roads or streets meet a prolongation of the nearest property line abutting upon such through highways, and such signs or markers so placed or installed shall indicate or designate to all drivers of motor vehicles entering said highways from any of said cross or intersecting roads or streets the place where the stop shall be made.

5. Said signs or markers shall conform in shape, design, size and other physical characteristics to the specifications and standards heretofore approved for such signs and markers and which have heretofore been adopted and are again here ratified.

6. That the highways named, defined, and designated above, together with the highways or sections of highways named and designated in said original resolution and said amendatory resolutions, shall constitute and hereby are declared to be main traveled or through highways.

7. That this resolution shall be entered in the minutes and records of the Commission as of the 21st day of September 1949, and the Secretary hereby is instructed to deliver to the Superintendent of State Police, to the sheriff of each county in which any of said roads or sections of said roads are located, and to the Bureau of Public Roads duly certified copies of this resolution.

FOOTNOTE: *

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 13 under the heading "Through Highways" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

1[illegible]55

EXHIBIT "M"

Minutes of September 19, 20, and 21, 1949

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completed described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Beaverton-Hillsdale Highway Highway No. 40 Route No. Ore-10

Location of Termini	Estab. Speed
M.P. 2.55 (S. W. 50th Ave.) to M.P. 4.15 (West Slope Road)	40 miles per hour

---

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

EXHIBIT "N"

Minutes of September 19, 20 and 21, 1949

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A. as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Junction City-Eugene Secondary Highway Highway No. 223

Route No. - - -

Location of Termini			Established Speed
M.P. 9.65 (Azalea Drive)	to M.P.	9.97 (Edgewood Road, Santa Clara)	30 miles per hour

---

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled. This order vacates and annuls the previous order made by this Commission on May 15, 1947, insofar as it pertains to the section of highway described herein.

EXHIBIT "O"

Minutes of September 19, 20, and 21, 1949

RESOLUTION

WHEREAS, the records with respect to funds available for highway construction disclose and establish that there was and is available for such purposes including acquisition of rights of way during the period 1950-1951, the sum of $23,500,000, and

WHEREAS, the Commission, meeting in regular session on the 18th day of May, 1949, provided for and made the following general allocations:

1. For specific projects in the several divisions into which the State has been divided, the sum of $16,267,000.

2. For the acquisition of rights of way for the Sullivan Gulch route, the sum of $2,750,000, and

WHEREAS, the balance or remainder of said $23,500,000, to-wit: the sum of $4,483,000 was by order of the Commission set aside as a reserve fund to be held subject to allocation and distribution by the Commission as and when such distribution and allocation seemed to be in the best interests of the State, and

WHEREAS, it was then and is now the purpose and decision of the Commission to set aside from said reserve fund the sum of $3,306,000 for Federal aid projects, and the sum of $1,177,000 for State projects, and

WHEREAS, the Commission now meeting in regular session on this the 21st day of September, 1949, has, after due and careful consideration, found and declared that allocations and distributions of said reserve fund should be made and that said allocations and distributions should be as herein pro[illegible],

NOW, THEREFORE, be it and it hereby is by this Commission ordered and resolved as follows:

1. The sum of $2,115,000 of said unallocated revenues hereby is distributed and allocated to and among the several divisions in the following sums and for the following uses and purposes:

Division	Construction	Rights of Way	Total
2	$ 150,000	$ - - -	$ 150,000
3	1,055,000	- - -	1,055,000
4	150,000	- - -	150,000
5	750,000	10,000	760,000
	$ 2,105,000	$ 10,000	$2,115,000

(Cont.)

EXHIBIT "O" (Cont.)

The particular projects on which the foregoing sums are to be expended are shown in more detail on Exhibit "A" which is hereto attached and by this reference made a part hereof.

2. The sum of $779,000 hereby is set aside, distributed and allocated for use and employment on future betterment projects in the following amounts and for the following purposes:

Division	Construction	Rights of Way	Total
1	$ 132,000	$ 2,000	$ 134,000
2	69,000	1,000	70,000
3	20,000	- - -	20,000
4	265,000	- - -	265,000
5	290,000	- - -	290,000
	$ 776,000	$ 3,000	$ 779,000

The particular projects and the respective amounts which shall control the foregoing allocations are shown in detail on Exhibit "B" attached hereto and by this reference made a part hereof.

3. There hereby is reserved and held for future allocations and distributions the sum of $1,191,000, which, when employed and allocated, shall be for Federal Aid projects, and the sum of $452,500, which, when allocated and employed, shall be for State major betterment projects. Said sums and allocations, when made, shall be made in harmony with and pursuant to the projects and amounts set out in Exhibit "C" attached hereto.

4. The resolution made and entered in the Commission minutes of May 18, 1949, is hereby amended in the following particulars and items:

(a) The allocation of $210,000 for the project designated as the section of the Old Oregon Trail lying between Ontario and Nyssa in Malheur County, hereby is cancelled.

(b) There hereby is allocated to a project on the Old Oregon Trail in Malheur County, known as the Ontario-Cairo Section of said highway, the sum of $70,000, which said project shall consist of the widening and the placing thereon of an asphaltic concrete surfacing covering a distance in length of 3.5 miles.

5. The allocation previously made covering the Pumping Plant Hill-Ontario Section of the Old Oregon Trail, beginning at Mile Post 408 and extending to Ontario in Malheur County, hereby is increased from the sum of $180,000 to $230,000.

(Cont.)

EXHIBIT "O" (Cont.)

6. The allocation and distribution made in said original resolution for the Willow Creek-Boardman Section of the Columbia River Highway in Morrow County, hereby is increased from $575,000 to $665,000, which appropriation and allocation shall include $75,000 to be used for the acquisition of rights of way for said project.

7. Except as amended by this resolution, the said original resolution shall remain in full force and effect.

8. This resolution shall be entered in the minutes and records of the Commission as of September 21, 1949.

Exhibit A

1950-51 SECONDARY FEDERAL AID PROJECTS

County	Highway, Section; Description	Construction	R/W	Total
Division No. 2:	(Available $655,000)			
Linn	Albany-Lyons Sec., Thomas Cr.-Lyons 8.4 mi. surf. and oil.	$ 150,000	$ - - -	$ 150,000
Reserve		495,000	10,000	505,000
		645,000	10,000	655,000
Division No. 3:	(Available $1,104,000)			
Coos	Coos River Sec., Coos River Bridge (Structure only)	$ 455,000	$ - - -	$ 455,000
Jackson	County Road, Bybee Bridge over Rogue River, structure, incl. approaches	200,000	- - -	200,000
Josephine	County Road, Holland Loop Section, 10 Bridges & culverts, including approaches	100,000	- - -	100,000
Lane	Springfield-Creswell Sec., Bridge over Willamette River at Jasper, including approaches	300,000	- - -	300,000
Reserve		45,000	4,000	49,000
		1,100,000	4,000	1,104,000
Division No. 4:	(Available $517,000)			
Wasco	Shaniko-Fossil Sec., Clarno-Antelope Sec. Increase prior allotment from $110,000 to $260,000 to increase length from 5 mi. to 15 mi.	$ 150,000	$ - - -	$ 150,000
Reserve		357,000	10,000	367,000
		507,000	10,000	517,000

(Cont.)

EXHIBIT "O" (Cont.)

1950-51 SECONDARY FEDERAL AID PROJECTS (Cont.)

County	Highway, Section; Description	Construction	R/W	Total
Division No. 5:	(Available $794,000)			
Harney	Burns-Crane Hwy., Lawen-Crane Sec. 10.9 mi. grad., surf. and oil.	$ 200,000	$ 10,000	$ 210,000
Malheur	Weiser Spur Hwy., Weiser Bridge, Oregon share only	185,000	- -	185,000
Malheur	Payette Spur Hwy., Payette Bridge, Oregon share only	365,000	- -	365,000
Reserve		30,000	4,000	34,000
		780,000	14,000	794,000

Exhibit B

1950 STATE MAJOR BETTERMENT PROJECTS

Division No. 1:	(Available $123,250)			
Multnomah	Pacific E. Hwy., Union Avenue (Killingsworth to Oregon Sts.) 2.4 mi. asph. conc. resurface (State share only)	$ 44,000	$ - -	$ 44,000
Multnomah	Pacific W. Hwy., Denver Ave.-Vanport Connection, grading & paving	25,000	- -	25,000
Multnomah	Cascade Sec. Hwy., 82nd Avenue (Division St. to Foster Road), Storm Sewer (State share only	50,000	- -	50,000
Washington	Sunset Highway, Cornelius Road Traffic Interchange	13,000	2,000	15,000
		132,000	2,000	134,000
Division No. 2:	(Available $258,050)			
Clatsop	Warrenton Sec. Hwy., Warrenton (19th St. to Hayes St.), 0.93 mi. grad., surf. & bit. mac.	$ 34,000	$ - - -	$ 34,000
Tillamook	Oregon Coast Hwy., West Nehalem Sec., 0.5 mi. grad., surf.& oil	35,000	1,000	36,000
Reserve		188,050	- -	188,050
		257,050	1,000	258,050

(Cont.)

EXHIBIT "O" (Cont.)

1950 STATE MAJOR BETTERMENT PROJECTS (Cont.)

County	Highway, Section; Description	Construction	R/W	Total
Division No. 3:	(Available $284,450)			
Coos	Coos River Sec. Hwy., Widening intermittent sections	$ 20,000	$ - -	$ 20,000
Reserve		200,000	64,450	264,450
		220,000	64,450	284,450
Division No. 4:	(Available $247,000)			
Deschutes	Dalles-California Hwy. Redmond (5th St.) Section, One-way street construction, grading & paving	$ 115,000	$ - -	$115,000
Klamath	County Road, Chiloquin-Sprague River Section, 15 mi. surf. & oil	150,000	- -	150,000
		265,000	- -	265,000
Division No. 5:	(Available $264,250)			
Malheur	Old Oregon Trail, Cairo-Nyssa Sec. 7.5 mi. widen and asph. conc.	140,000	- -	140,000
Wallowa	Wallowa Lake Hwy., Enterprise Sec. 5 blocks widen & asph. conc.	25,000	- -	25,000
Wallowa	Wallowa Lake Hwy., Joseph Section 1.0 mi. widen and oil	25,000	- -	25,000
Wallowa	Joseph-Wallowa Lake Hwy.. Joseph Monument-Wallowa Lake Park Sec. 4.76 mi. grad., surf. and oil, includinding $15,000 for bridge	100,000	- -	100,000
		290,000	- -	290,000

(Cont.)

EXHIBIT "C" (Cont.)

Exhibit C

RESERVE AMOUNTS FOR LATER ALLOTMENTS TO PROJECTS

1. FOR FEDERAL AID PROJECTS

Division No.	For Construction				For Rights of Way	Total
	Primary	Secondary	Urban	Total		
1.	$ 18,000	$ - -	$ - -	$ 18,000	$ 2,000	$ 20,000
2.	67,000	495,000	- -	562,000	15,000	577,000
3.	45,000	45,000	- -	90,000	14,000	104,000
4.	53,000	357,000	- -	410,000	15,000	425,000
5.	29,000	30,000	- -	59,000	6,000	65,000
	$212,000	$927,000	$ - -	$1,139,000	$52,000	$1,191,000

2. FOR STATE MAJOR BETTERMENT PROJECTS

Division No.	For Construction	For Rights of Way	Total
1.	$ - - -	$ - -	$ - -
2.	188,050	- -	188,050
3.	200,000	64,450	264,450
4.	- - -	- -	- -
5.	- - -	- -	- -
	$ 388,050	$ 64,450	$ 452,500

EXHIBIT "P"

Minutes of September 19, 20, and 21, 1949

RESOLUTION

WHEREAS, the Commission has been petitioned by persons living on and along the Cape Arago Secondary Highway to construct a footpath within the right of way limits of said highway in the vicinity of Empire; and

WHEREAS, the Chief Engineer has estimated the cost incident to the construction of said footpath to be $3,000 and has recommended the construction of said footpath; and

WHEREAS, after and as a result of due consideration of all of the circumstances, including the character and volume of vehicular traffic which uses said highway and the number of pedestrians, including school children and adults who find it necessary to travel said highway, the Commission does hereby find and declare that the construction of a footpath within the right of way of the Cape Arago Secondary Highway in the vicinity of Empire is necessary, is in public interest, and will contribute to the safety of pedestrians, the motoring public, and to persons using said highway.

NOW, THEREFORE, be it and it hereby is resolved by the Commission, all members being present and affirmatively voting as follows:

1. That the Engineer shall be, and he hereby is instructed to prepare the necessary plans and specifications for and cause to be constructed with the State's own forces a footpath within the right of way of the Cape Arago Secondary Highway in the vicinity of Empire.

2. Said footpath shall have a width of four feet, shall begin at M.P. 4.54, which is the south city limits of Empire, and end at M.P. 5.30, which is Kellogg Boulevard.

3. The cost of said footpath shall be paid out of 1949 Capital Outlay Reserve Funds.

4. This resolution shall be entered in the minutes and records of the Commission as of September 21, 1949.

EXHIBIT "Q"

Minutes of September 19, 20, and 21, 1949

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following:

1. That section or portion of US Highway Route No. 20, State Highway No. 7, also known as Central Oregon Highway, which section begins at the west city limits of Hines at mile post 128.85, and runs thence westerly a distance of 1.25 miles to mile post 127.60, shall be and hereby is declared to be a speed zone within which the maximum speed at which motor vehicles may operate is forty miles per hour.

2. That section or part of US Route No. 99, State Highway No. 1-E, also known as the Pacific Highway East, which section begins at the south city limits of Gladstone at mile post 11.08, and extends thence southerly to the north city limits of Oregon City at mile post 11.65, covering a distance of 0.57 mile, shall

(Cont.)

be and hereby is declared to be a speed zone within which the maximum speed at which motor vehicles may operate is forty miles per hour.

3. That portion or section of US Route 101, State Highway No. 9, also known as the Oregon Coast Highway, and which section begins at the south city limits of North Bend at mile post 254.24, and extends thence southeasterly to the north city limits of Coos Bay at mile post 254.49, a distance of 0.25 mile, shall be and hereby is declared to be a speed zone within which the maximum speed at which motor vehicles may operate is forty-five miles per hour.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speeds on said state highways.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

Portland, Oregon
November 7, 1949

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction, were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

CLATSOP COUNTY

Arch Cape Tunnel Lighting. State Project. Install lighting system in existing Arch Cape Tunnel on Oregon Coast Highway near Canon Beach

W. R. Grasle Co., Portland	$ 13,934.00
Mill Electric Co., Salem	14,660.00
J. C. Compton Co., McMinnville	14,865.00
Tice Electric Co., Portland	15,829.00
Astoria Marine Constr. Co., Astoria	29,323.38

CURRY COUNTY

Bandon-Brush Creek Rock Production Project on the Oregon Coast Highway. State Project. Requires approximately 20,250 cu.yds. of crushed gravel in stockpile.

F. H. McEwen, Eugene *	54,795.00
Barney B. Helser, Molalla	55,575.00
A. H. Saxton & Sons, Corvallis	55,644.00
F. O. Laws, Myrtle Point	70,830.00

* Bidder will not accept award of this project if awarded Sherars Grade-Grass Valley Project or Wamic-Tygh Valley and Dufur-Maupin Projects. These projects are being bid in partnership with Erland & Blickle.

DOUGLAS COUNTY

Koepke Slough-Sawyers Ferry Road Rock Production Project on the Umpqua Highway. State Project. Requires approximate 20,000 cu. yds. crushed gravel in stockpile.

Umpqua River Navigation Co., Reedsport	44,100.00
A. H. Saxton & Sons, Corvallis	48,090.00

(Cont.)

JACKSON COUNTY

Soda Gulch-Keene Creek Section of the Green Springs Highway. State Project. Requires construction of approximately 6,000 lin.ft. metal guard rail.

D. & R. Constr. Co., Beaverton	$ 13,800.00
Glen Snook, Eugene	15,420.00
Geo. E. Berry, Beaverton	15,540.00
R. & M. Constr. Co., Central Point	16,170.00
M. C. Lininger & Sons, Medford	16,500.00
Geo. H. Clausen, Gladstone	16,920.00
Robt. M. Snyder, Lowell	17,280.00
Asphalt Paving Co., Klamath Falls	19,200.00
Del R. Beebe Constr. Co., Eugene	19,500.00
Tru-Mix Concrete Co., Medford	35,460.00

LANE COUNTY

Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway. State Project. 8.90 miles of surfacing. Requires approximately 8,000 cu.yds. crushed rock.

L. R. Kauffman, Waldport	26,800.00
Fred Lemery, Lebanon	31,360.00
Del R. Beebe Constr. Co., Eugene	34,000.00

POLK COUNTY

Little Luckiamute River Bridge Section on Kings Valley Secondary Highway. Federal Project No. S-39 (1) Construct 0.389 mile highway roadbed and 182 ft. reinforced concrete viaduct. Involves following approximate quantities: 13,500 cu.yds. general excavation, 50 ft. culvert pipe, 1,780 cu.yds. material in base and shoulders, 240 cu.yds. structural excavation, 320 cu.yds. concrete, 70,000 lbs. metal reinforcing and 385 ft. metal rail.

J. C. Compton Co., McMinnville	48,750.00
Snook Bros., Corvallis	53,376.00
Lindstrom Bros., Portland	56,270.50
Archie R. Averill, Portland	56,762.50
E. C. Hall Co., Portland	57,078.00
Geo. E. Berry, Beaverton	57,164.00
VaDare Constr. Co., Portland	58,973.00
Cascade Constr. & Engr. Co., Eugene	64,014.50
Port Constr. Co., Port Angeles, Wash.	68,215.00
Valley Constr. Co., Portland	69,101.00

SHERMAN COUNTY

Sherars Grade-Grass Valley Section of the Sherars Bridge Secondary Highway. Federal Project No. S-92(2). 16.28 miles of regrading, surfacing and oiling, also furnishing approximately 2,000 cu.yds. crushed rock in stockpile. Requires approximately 16.28 miles blade-grader regrading; 65,700 cu.yds. crushed rock, and 860 tons RC-3 and 151-200 asphalt. This project may be bid in combination with the Wamic-Tygh Valley and Dufur-Maupin Project in Wasco County.

(Cont.)

Sherars Grade-Grass Valley Section, Sherman County (Cont.)

Edwin C. Gerber, Oregon City			$ 171,291.50
Newport Constr. Co. & Kern & Kibbe, Portland	(1)		177,718.00
Rogers Constr. Co., Portland			177,824.00
Vernie Jarl, Gresham			179,894.00
J. N. & M. J. Conley, Portland			182,080.00
E. C. Hall Co., Portland	(2)	(1)	185,152.00
Erland & Blickle and L. H. McEwen, Vancouver, Wash.			193,403.00
Loyd Calkins & Co., Ocean Lake		(1)	196,535.00
Porter W. Yett, Portland			199,580.50
Inter-City Sand & Gravel Co., Eugene			205,046.00
Colonial Constr. Co., Spokane, Wash.	(3)		206,445.70
O. C. Yocom Co., McMinnville	(4)		207,209.50
A. H. Saxton & Sons, Corvallis			209,971.00
McNutt Bros., Eugene			223,961.00
Smith Bros., General Contrs. Inc., Vancouver, Wash.			262,792 50
C. J. Eldon, Portland	(5)		291,315.00

(1) Bidder will accept this project only in combination with Wamic-Tygh Valley and Dufur-Maupin Project.
(2) Bidder will make $2000 reduction if also awarded above projects.
(3) " " " 6000 " " " " " " "
(4) " " " 10,530 " " " " " " "
(5) " " " 3000 " " " " " " "

WASCO COUNTY

Wamic-Tygh Valley Section of the Wamic County Road and Dufur-Maupin Section of TheDalles-California Highway. Federal Project No S-94(1). 5.54 miles of grading, 5.67 miles of surfacing and oiling and 2,000 cu.yds. crushed material in stockpile on the Wamic-Tygh Valley Section, also furnishing approx. 10,000 cu.yds. crushed material on the Dufur-Maupin Section. Requires approx. 92,400 cu.yds. excavation; 50 cu.yds. concrete, 5,600 lbs. metal reinforcement; 39,600 cu.yds. crushed rock or gravel materials; and 270 tons RC-3 and 151-200 asphalt. This project may be bid in combination with the Sherars Grade-Grass Valley Project in Sherman County.

Vernie Jarl, Gresham	139,327.00
Edwin C. Gerber, Oregon City	141,840.00
Inter-City Sand & Gravel Co., Eugene	143,654.00
A. H. Saxton & Sons, Corvallis	144,294.00
Rogers Constr. Co., Portland *	145,576.00
Loyd Calkins Co., Ocean Lake *	150,932.00
J. N. & M. J. Conley, Portland	153,821.00
Newport Constr. Co. & Kern & Kibbe, Portland *	159,179.00
O. C. Yocom Co., McMinnville	159,851.00
Erland & Blickle and F. H. McEwen, Vancouver, Wash.	162,853.75
E. C.Hall Co., Portland *	165,064.00
Colonial Constr. Co., Spokane, Wash.	183,418.50
McNutt Bros., Eugene	202,645.50
Del R. Beebe Constr. Co., Eugene	208,739.25
C. J. Eldon, Portland	209,157.00

* Bidder will accept award only in combination with Sherars Grade-Grass Valley Project.

November 7, 1949

COOS COUNTY

Provide Ferry Service at Enegren Ferry Crossing of Coos River, Coos River Secondary Highway.

	Per Month
Brunell Bros., Coos Bay	$ 1,990.00
Andrew Stambuck, Coos Bay	2,004.00
Harbell Marine Co., Portland	2,200.00
Carl J. Egenhoff & Larnie M. Allen, Portland	2,320.00

The Commission by unanimous vote approved the minutes of the Commission meetings held on August 19, 1949, and on September 19, 20 and 21, 1949.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following park matters:

1. Lease of a portion of Champoeg State Park to Henry Zorn: The Parks Superintendent recommended that Mr. Zorn be allowed the use of this property in 1950, at the same rental rate and under the same conditions that he has used it for the past several years. The Commission approved the recommendation.

2. Operating procedure at Vista House on the Upper Columbia River Highway (Old Route): The Parks Superintendent reported a request from Mr. Jack Flaucher, concessionaire, that he be allowed to close the Vista House during the months of January, February and March, 1950, because of the small amount of patronage that he anticipates during such period. It was the Commission's considered opinion that the Vista House should not be closed and it was so ordered. However, the Parks Superintendent was instructed to make a day-by-day check on the number of people who stop at this place, and the daily volume of traffic, so that such information will be available to the Commission if and when the matter again comes up for discussion. The Parks Superintendent also advised that Mr. Flaucher requests the privilege of dispensing ice cream, "hot dogs", popcorn, etc., in connection with his concession, which privilege he does not now enjoy. The Commission unanimously approved the sale of such commodities, under the strict condition, however, that Mr. Flaucher will keep the premises clean and in a condition satisfactory to the state.

3. Offer of Pacific Borax Company to deed property in Curry County for ocean waysides purposes: The Parks Superintendent advised that the Pacific Borax Company is willing to donate to the state for park purposes a large acreage of its property which has two miles of ocean frontage, on the condition that the Company retain rights to all the borax that might be located on the property, and have the privilege of mining the same and transporting it to a shipping point, and provided further that the state will take over and assume an unexpired lease, permitting the grazing of sheep on the premises. The Company also reserves the right to remove certain buildings now located on the property and wants to know when the

Highway Commission intends to build the proposed highway through this property. As a result of discussion, the Commission unanimously approved acceptance of the deed with the restrictions mentioned, and authorized the Parks Superintendent to transmit such information to the Company. He was also instructed to inform the Company that the Highway Commission has no idea when the new highway will be constructed.

The Right of Way Engineer, Mr. Forrest Cooper, reported briefly on the acquisition of other properties needed for this proposed park. He was instructed to submit a written report on the subject containing full information.

4. Proposed addition to Bald Peak State Park, Washington County: The Parks Superintendent exhibited a map showing the thirty-acre tract which has been proposed as an addition to this park. He reported that the owner is demanding $19,800 for the property, which, in his estimation, is entirely too high. He requested authority to continue negotiations because he needs additional land to develop the area so the public can use it, the present park being on a steep hillside and not conducive to proper development. The Commission approved the request.

5. Overnight camping in Wallowa Lake, Silver Falls and Sunset Bay State Parks: The Parks Superintendent requested instructions regarding the granting of overnight camping privileges in these three state parks. Action thereon was deferred by the Commission until its next meeting when the 1950 budget is discussed.

6. Acquisition of additional property for park purposes at Tillamook Head, Clatsop County: The Parks Superintendent advised that the federal government owns the remaining property that is needed to fill out the present park, and that he filed an application several years ago to acquire it but the matter was never concluded because of wartime conditions and the fact that the government needed the property in connection with radar station activities. These activities, he said, have now been discontinued and the government is vacating the premises, in view of which he requested authority to renew the application. The Commission approved the request.

7. Proposed textboards at Willamette Stone State Park, just west of Portland, and at Battle Rock State Park, Port Orford, Curry County: The State Highway Engineer reported on this subject. He advised that Willamette Stone State Park contains the original starting point of all land surveys in Oregon, and is located at the intersection of the Willamette Meridian and Base Line, a short distance west of the City of Portland. Access to the park, he said, is provided by a trail leading from Skyline Boulevard and it is proposed to erect the textboard at the point where the trail leaves the Boulevard. He recommended approval of the textboard bearing the following inscription, as prepared by the Memorials Committee of the Oregon Historical Society:

WILLAMETTE STONE

THIS TRAIL LEADS TO THE WILLAMETTE STONE, THE SURVEYORS' MONUMENT AT THE INTERSECTION OF THE WILLAMETTE BASE LINE AND THE WILLAMETTE MERIDIAN. ALL THE LANDS OF OREGON WERE SECTIONIZED FROM THESE GUIDE LINES. THE MARK WAS ESTABLISHED ON JUNE 4, 1851, BY JOHN R. PRESTON, FIRST SURVEYOR GENERAL OF OREGON. THE ESTABLISHMENT OF THIS STONE WAS THE START OF THE SECTIONIZING OF THE PUBLIC DOMAIN ON THE NORTH PACIFIC COAST AND THE MONUMENT IS OF PARTICULAR INTEREST TO ALL SURVEYORS AND ABSTRACTORS. ITS GEOGRAPHIC POSITION IS: 45° 31' 10"831 IN LATITUDE AND 122° 44' 33"551 IN LONGITUDE.

He also recommended erection of a textboard at Battle Rock State Park bearing the following inscription, which, he said, was also prepared by the Memorials Committee of the Oregon Historical Society:

BATTLE ROCK STATE PARK

BATTLE ROCK STATE PARK HAS BEEN DEDICATED TO THOSE EXPLORERS AND PIONEERS WHO PREPARED THE WAY FOR THE SETTLEMENT OF THE SOUTHERN OREGON COAST. CAPTAIN GEORGE VANCOUVER SIGHTED AND DETERMINED THE LATITUDE OF CAPE BLANCO ON APRIL 24, 1792, NAMING IT CAPE ORFORD. THE ROADSTEAD WAS CHARTED IN 1850 BY WILLIAM P. McARTHUR, COMMANDER OF THE U. S. COAST SURVEY VESSEL EWING, WHO CALLED IT EWING HARBOR BUT THE NAME PORT ORFORD HAS PERSISTED. CAPTAIN WILLIAM TICHENOR OF THE SHIP SEAGULL LANDED NINE MEN ON JUNE 9, 1851 FOR THE PURPOSE OF ESTABLISHING A SETTLEMENT. THE NEXT DAY THEY WERE ATTACKED BY INDIANS AND BESIEGED ON THE ISLAND NOW CALLED BATTLE ROCK AFTER REPULSING THE INDIANS IN SEVERAL ASSAULTS THE PARTY ESCAPED TO THE UMPQUA SETTLEMENT. ON JULY 4, 1851 CAPTAIN TICHENOR AGAIN ARRIVED WITH A WELL-ARMED PARTY OF SIXTY-SEVEN MEN AND ESTABLISHED A BLOCKHOUSE AND THE SETTLEMENT OF WHICH HE BECAME A PERMANENT RESIDENT AFTER HIS RETIREMENT FROM THE SEA.

He estimated the cost of each textboard at $200 The Commission unanimously approved the expenditure for the two textboards.

8. Construction of an electric power line to serve Collier State Park: The Parks Superintendent reported an amended offer from Mr. William Lorenz, Chiloquin, to contribute an additional amount toward the cost of constructing a powerline to serve this park and his property, which lies immediately north of the park. The Superintendent recalled Mr. Lorenz' previous offer to contribute $3,000 toward the total estimated expense of $6,000, on the condition that the state would contribute a like sum, which offer the Commission turned down. Mr. Lorenz now advises that Mr. Alfred D. Collier, Klamath Falls, one of the donors of the park, has stated a willingness to contribute $1,000 toward the expense, and Mr. Lorenz will raise his contribution to $3,000, which would leave a balance of $1,200 to be paid by the state. The Parks Superintendent recommended acceptance of this offer The Commission unanimously authorized the expenditure of such sum.

9. Request of Oregon State Aeronautics Commission for a landing strip on wayside property adjacent to the new Columbia River Highway: The Parks Superintendent advised that the site of the proposed landing strip is along the Troutdale-Dodson Section, approximately opposite the town of Talbot, east of Rooster Rock, and that they want a strip 100 feet wide and about 2,000 feet long. He recommended that the request be denied. The Engineer concurred in the recommendation. The Commission ordered that the Aeronautics Commission be informed that the highway development in the Columbia Gorge has not, as yet, been completed, and in view thereof, the Commission is not in a position at this time to say what it can or cannot do with respect to the designation of an aircraft landing strip at this location.

The Commission discussed the matter of deeding to the Port of Portland three parcels of land, originally acquired as right of way for the Columbia Airport access road. The Right of Way Engineer recalled that this matter was previously considered by the Commission at its meeting on August 1 and 2, 1949, but action was deferred until the Port of Portland was ready to construct a proposed extension to its aircraft landing field, which will take in the access road. He advised that the Port is now ready to construct such extension but cannot secure a federal grant to help finance the work until it can show that it owns the land. The State Highway Engineer advised that the property is of no value for state purposes In view of this information the Commission unanimously approved deeding the property to the Port of Portland. (The deed was signed on the following day.)

The Engineer brought up for discussion the matter of purchasing from from the State Game Commission a 160-acre tract of land near Humbug Mountain State Park, Curry County, across which it is proposed to construct a highway at some future time. He recalled that the Game Commission advertised this property for sale and the high bid received for it was $9,580, whereas the value of the property as appraised by the Game Commission is $11,000. He recommended purchase of the property at $11,000 because part of it will be used as right of way for the highway and the balance can be used as an addition to the Park. Purchase of the property at this time, he said, is recommended in order to avoid paying an excessive amount later on should the property come into private ownership. The matter was discussed at some length, and as a result the Commission referred the matter to the Chief Counsel with full power to act for the Commission after consulting with the representative of the State Game Commission, who was scheduled to appear before the Commission the next day concerning the matter. The Chief Counsel was instructed to negotiate the purchase of the property at as low a figure as possible, but in no event to offer a sum in excess of $11,000. (Mr. B. W. Schnieder, Assistant State Game Director, appeared before the Commission on the following day and advised that the Game Commission will sell the property to the Highway Commission for $11,000, but they must have an answer within a reasonable length of time. He was informed that the Commission would decide the matter as soon as possible. The Commission thereupon referred it to the Engineer and Chief Counsel for further handling.)

The Right of Way Engineer presented for the Commission's consideration a list of options for real property acquisitions. After careful consideration of each item in the list, the Commission approved the options and authorized the acquisition of the properties on the basis thereof. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

In connection with its consideration of real property matters, the Commission also discussed the following:

1. Purchase of a radio station site on Mt. Scott, Portland, from Frances R. Symons, Right of Way File No. 15667. The Commission decided not to purchase this property because of the conditions imposed by Mrs. Symons in the option agreement, and ordered that a search for another site be instituted.

2. Purchase of right of way and a hauling road easement for the Fishhawk Falls-Ranger Station Section of the Fishhawk Falls Secondary Highway. The Right of Way Engineer presented two separate options, one being from Mr. C. C. Shaw, File No. 9959, for right of way and the hauling road easement, amounting to $250, and the other being an option secured from Irvie Edwin Cardiff, File No. 15787, for right of way only, totaling $775. As a result of considerable discussion of this matter, in which it was pointed out that a survey for this highway has not as yet been conducted, the Commission decided not to approve the settlement as presented, but ordered renegotiations with the owners for the hauling road only.

3. Purchase of right of way from Lenora L. Jack Kennard, for the Quinton-Ramsey Section of the Columbia River Highway, Right of Way File No. 8942. This transaction involves purchase of 9.55 acres of land including a service station with living quarters, garage, two houses, twenty-five shade trees, and a waterpipe system, for the sum of $8,500, and payment of an additional amount of $4,825 to the lessee of the property, and $360 for fencing, making a grand total of $13,685. In the discussion of this matter it was pointed out that the settlement provides for granting the owner commercial access on the south side of the highway at a certain location, if the owner desires such access. The Commission refused to approve this settlement because of the access feature, and referred the matter back to the Chief Counsel to renegotiate on the basis of acquiring all of the owner's access rights.

4. Acquisition of Maintenance Headquarters Site from John W. McConnell, Fossil, Right of Way File No. 15662. This option provides for the purchase of 1.67 acres for $1,500. In the discussion of this matter it developed that the Commission has not yet approved the construction of the building on the site. The Commission disapproved the purchase of the property until it has authorized the construction of the building, and ordered that hereafter no settlement be presented to the Commission for sites of this kind until the Commission has authorized construction of the building. As to the particular site under discussion, the Commission ordered that further investigations be made to ascertain whether or not a suitable location can be found that would be less costly.

The meeting adjourned for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Right of Way Engineer reported the results of taking bids in Salem on October 31 for the purchase of some residence buildings at "Adair Village," adjacent to the Pacific Highway West, north of Corvallis, as follows:

Item No.	Item	Bidder	Amount Bid
1.	Building Group "A"	Hilmer E. Carlson, Adair Village	$ 571.00
		John Jayne, Corvallis	251.50
2.	Building "B"	John Jayne, Corvallis	21.50
		Hilmer E. Carlson, Adair Village	11.00

He recommended acceptance of the bid of Mr. Carlson for Item No. 1, Building Group "A", and that of Mr. Jayne for Item No. 2, Building "B", for $571 and $21.50, respectively. The Engineer and Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously, subject to the condition that the purchasers will re-establish the buildings on sites satisfactory to the Highway Department, and that the State Highway Department shall be under no obligation to construct an approach road, or roads, to the buildings in their new locations.

The Right of Way Engineer reported the status of the sale of a building and lot adjacent to the Coaledo Section of the Oregon Coast Highway, Coos County. He advised that bids for the purchase of this building and lot were received by the Commission on September 12, and the Commission accepted Mr. Tymich's offer of $1515, the highest bid received for this property. Mr. Tymich, he said, is unable to pay cash in an amount more than $1,000, which already has been remitted, and is asking six months' time to pay the balance at the rate of $85 per month. He recommended approval of the arrangement. The Engineer and Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously. (A contract of sale was executed by the Commission the following day.)

The Right of Way Engineer requested authority to grant permits for the use of excess state highway property during the calendar year 1950. The Commission approved the request unanimously, subject to the same conditions under which such authority has been granted in the past.

The Commission had under discussion the matter of granting an easement to C. F. and Lula F. Williamson, for access to a service road on the Berger Ranch-Barnes Road Section of the Sunset Highway. The Engineer reported that the state acquired right of way from the Williamsons, and when the negotiations were carried on restriction of access was also acquired. At that time, he said, it was intended to change the location of Barnes Road, which, in the vicinity of the Williamson's property, is on the northerly side and parallel to the Sunset Highway, the plan being to change this road to the southerly side of the Highway along the northerly line of the Williamson's

property. The Williamsons would then have access to Barnes Road. Such change was never effected; however, in lieu thereof, he said, a service road for the Williamson's use was constructed to a connection with what is known as the Butner County Road. Mr. Williamson is now subdividing his remaining property and wants the records to show that he has entry to the highway by use of the service road connection. The Engineer recommended approval of the request. The Commission approved the recommendation. (An easement covering the matter was signed by the Commission the following day.)

The Chief Counsel presented a request from Mr. Taggart, Attorney for the Idaho Power Company, for the vacation of an unnamed street or road situate along the southerly boundary of a stockpile site owned by the Highway Department in Section 28, T 17 S, R 47 E, W M, Malheur County. He advised that the Power Company is enlarging its facilities, and in connection therewith needs this old roadway, which is of no value to the Highway Department because access to the stockpile site is available from the highway. He recommended that the Commission join in the vacation proceedings. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously. (A form of "Consent to Vacate" was signed by the Commission on the following day.)

The Commission discussed and upon recommendation of the Chief Counsel and the Engineer, approved a settlement effected by the U. S. Army Engineers with Mr. Earl E. Evans for damage to federal and state property at Tillamook Head Radar Station, Clatsop County. By this settlement, Mr. Evans pays $250 as settlement in full for the damage, of which amount the Federal Government has recommended that the State accept as its pro-rata share the sum of $78.70 for the removal of five spruce trees, containing about 19,500 FBM. (A "Release Agreement" covering the matter was signed by the Commission on the following day.)

The Engineer reported on the request presented by Mr. Wm. Tugman, Eugene, at the previous meeting, that the state make available to the City of Eugene for park purposes a small tract of state-owned land adjacent to US99 near Judkins Point, which property the city wishes to landscape and develop as a viewpoint. The Engineer advised that the property in question lies outside the normal right of way width and that it was acquired from the City of Eugene several years ago without cost. He further stated that it does not appear that this property will be of any use to the state for many years to come, in view of which he recommended that it be made available to the City of Eugene on a revocable easement basis, on which basis the city may make use of the property until such time as it is needed for highway purposes. The Chief Counsel joined in the recommendation. The Commission approved the recommendation unanimously.

A letter was presented from Mr Louis E. Starr, Attorney at Law, Portland, in behalf of Holbrook School District No. 38, requesting permission to perform certain landscape work and to clear the channel of a small creek on the right of way of the lower Columbia River Highway, near the intersection of Cornelius Pass County Road, where the school district has just purchased a site for a new schoolhouse. The Engineer exhibited a map showing the location, and advised that the development contemplated by the school district will in no way interfere with the state highway, in fact, landscaping work will improve the appearance of the highway. He recommended that the request be granted on

the condition that the school district will execute a written agreement with the Commission covering the matter. The Commission approved the recommendation and instructed the Chief Counsel to prepare an appropriate form of agreement.

The Commission discussed a request from Mr. Frank Hamlin, Riddle, Oregon, for permission to construct a dam on state-owned property along Canyon Creek, adjacent to the Pacific Highway, about 1½ miles south of Canyonville, Douglas County. The Engineer advised that Mr. Hamlin now maintains a dam in Canyon Creek, which is in a bad state of repair, and wants to rebuild it in a new location about 600 feet upstream on property owned by the state The existing dam, he said, will be partially covered by embankment when the new highway is constructed through this section. He also said that the proposed dam will be on state property, but it will not interfere in any way with the construction or maintenance of the new highway. He exhibited a map showing the location of the new highway, the proposed dam, and the existing highway, and advised that Mr. Hamlin will construct the new dam at his own cost and expense. He gave as his opinion that if Mr. Hamlin repairs the existing dam, the state probably will be obligated to make additional repairs when the new highway is built, because of its being partially covered by the proposed highway embankment. He recommended that Mr Hamlin be given permission to build the dam at his own expense, at the new location. In the discussion of this matter, the question arose of how much would it cost the state to purchase Mr. Hamlin's entire interests so as to eliminate necessity for the dam at either location. The matter was referred back to the Engineer and Chief Counsel to ascertain such information

The Commission considered and upon recommendation of the Engineer, approved the request of the U. S. Army for the cancellation of its lease of state-owned property on Tillamook Head, Clatsop County, which property the Army used for military purposes during the war-time period. (A form of release was signed by the Commission on the following day.)

The Chief Counsel reported the results of appraisals made by three professional appraisers of the 2.7 acre tract of land situate between the Warm Springs Highway and the Deschutes River, near Warm Springs Agency, which the Commission is considering purchasing from the owners. Homer and Audrey Paxton. He advised that one of the appraisers set a value of $5,400; another appraised it at $3,500; and third put a value of $7,500 on the property, whereas the owners have demanded $10,000. He recommended an offer of $7,500, and if the owners will not accept it, that he be authorized to institute condemnation proceedings to acquire it. The Commission considered that $7,500 is too much to pay for the property and authorized the Chief Counsel to offer a maximum of $3,500 for it, and to condemn the property if the owner will not accept such sum. He was instructed to defer the condemnation proceedings until he has consulted further with the owners.

The Chief Counsel reported a compromise settlement of the condemnation case of the State vs. Chester Schmidt, et al, concerning right of way of the Johns-Glendale Junction Section of US99 in Douglas County. He advised that this case was started before the war, and that possession of the right of way was taken before the case was settled, and the highway is now built.

The original offer for the property, he said, was $1,800, which the owner refused, and since then the owner has incurred considerable expense and damages. The proposed settlement, he said, amounts to $2,800, plus $200 attorney's fees, or a total of $3,000. He recommended approval of the payment of such sum. The Commission approved the recommendation.

The Commission discussed with the Engineer the bids received at the morning session, for highway construction, and at 3:00 p.m. Chairman Banfield publicly announced the Commission's decision, as follows, with respect to each project, the action of the Commission being by unanimous vote:

"Construction of a lighting system in Arch Cape Tunnel on the Oregon Coast Highway, near Cannon Beach, Clatsop County; the Commission received five bids for this project, and has awarded the contract to the low bidder, W. R. Grasle Company, Portland, at its bid price of $13,934.

"Bandon-Brush Creek Rock Production Project on the Oregon Coast Highway, Curry County; the Commission received four bids for this project, that of F. H. McEwen, Eugene, being low, at $54,795. The contract has been awarded to Mr. McEwen at his bid price.

"Koepke Slough-Sawyers Ferry Road Rock Production Project on the Umpqua Highway, Douglas County; the contract for this work has been awarded to Umpqua River Navigation Company, Reedsport, at its bid price of $44,100. The Commission received one higher bid for this project.

"Construction of metal guard rail on the Soda Gulch-Keene Creek Section of the Green Springs Highway, Jackson County, the Commission received ten bids for this job, the low one being that of D. & R. Construction Co., Beaverton, at $13,800. The Commission has awarded the contract to this company at its bid price.

"8.9 miles of surfacing on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway, Lane County; the Commission has awarded this contract to L. R. Kauffman, Waldport, low bidder, at his bid price of $26,800. There were two higher bids received.

"Construction of a bridge over Little Luckiamute River, and approaches thereto, on the Kings Valley Secondary Highway, Polk County; J. C. Compton Co., McMinnville, submitted the low bid for this work, at $48,750. There were nine higher bids. The Commission has awarded the contract to J. C. Compton Company at its bid price.

"Regrading, surfacing and oiling on the Sherars Bridge Secondary Highway, Sherman County; the low bid for this work was submitted by Edwin C. Gerber, Oregon City, at $171,291.50. There were fifteen higher bids. The Commission has accepted the offer of Edwin C. Gerber, and has awarded the contract to him at his bid price.

"Grading, surfacing and oiling on the Wamic-Tygh Valley Section of the Wamic-County Road and Dufur-Maupin Section of The Dalles-California Highway, Wasco County; the Commission received 15 bids for this work, the

low one being that of Vernie Jarl, Gresham, at $139,327. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Vernie Jarl, at his bid price when certain conditions have been satisfied.

"Furnishing ferry service at the Enegren Ferry Crossing of Coos River, on the Coos River Secondary Highway, Coos County; the low bidder for this project was Brunell Bros., Coos Bay, at $1,990 per month. There were three higher bids. The Commission has awarded the contract to the low bidder, Brunell Bros., at their bid price."

The Right of Way Engineer presented a claim from Mr. A. C. Baumback, housemover, for additional work at Gold Beach, totaling $213.00. He advised that the original deal with Mr. Baumback called for moving the building owned by a Mr. Huntley, to an adjacent lot, in connection with which it would have cost the state $500 for back-filling. In lieu thereof the building was sold and was moved about one quarter of a mile to another location where no fill was required. In order to make this move, it was necessary for Mr. Baumback to transport his housemoving dollies from the town of Sandy to Gold Beach at a cost of $300, of which amount he is asking the state to pay $150. In addition thereto, Mr. Baumback is asking reimbursement in the amount of $28 to satisfy the rental of the building which was closed for a short time during the moving operations, and he is also asking reimbursement in the sum of $35 which represents an advance to Mr. Collier H. Buffington, Gold Beach, in order to secure his release from further obligations. He pointed out that by paying Mr. Baumback the sum of $213 the state would realize a saving of $287 which it would have had to pay for the back-fill work at the Huntley building. He recommended the settlement. The Commission approved the recommendation unanimously.

The Right of Way Engineer also recommended and the Commission unanimously approved the following settlements:

1. Sale of the Harriet M. Lockwood building on the Dodson-Bonneville Section to contractor Peter Kiewit Sons, for $400.

2. Sale of a building formerly owned by William F. Layton, Jr., Coos Bay, for $275.

3. Excess property on the Agate Beach-Newport Section of the Oregon Coast Highway, being a part of the old Spruce Railroad right of way, to Yaquina Radio, Inc., for $250.

4. Sale of linoleum and a stove salvaged from Nemic Auto Court on the Canyonville-Johns Section of the Pacific Highway, to T. E. Bond for $30.

5. Adjustment of claim in connection with purchase of Nemic Auto Court because of shortage of a number of items purchased in connection therewith, $10

6. Sale to Kenneth Naylor for $95, t ilding formerly owned by a Mr. Stevens, on the Canyonville-Johns Section of the Pacific Highway, Douglas County.

7. Pipe salvaged from the property purchased from Mr. L. V. Carnes on the Canyonville-Johns Section of the Pacific Highway, sold to Canyonville Realty Company for $25.

8. Sale of plumbing fixtures salvaged from the building purchased from Mr. Stevens on the Canyonville-Johns Section of the Pacific Highway to L. V. Carnes for $50.

(Bargain and Sale Deed conveying the excess property on the Agate Beach-Newport Section to Yaquina Radio, Inc., was signed by the Commission the following day.)

The Commission discussed a joint report from the Engineer and Chief Counsel covering investigations with respect to the suggestion of Mr. William Tugman, Eugene, that the State Highway Department join with the Bonneville authorities to clear up the status of right of way at the junction of the Willamette Highway and the Pacific Highway, near Goshen, so as to protect the highway against commercial development and to eliminate hazards that would be created if the properties were allowed to come into private ownership. According to the report, investigations were made and a conference was held in Salem with representatives of the Bonneville Power Administration, and the following tentative arrangement was effected, involving the acquisition of five small parcels of land: Bonneville Power Administration to acquire two parcels, designated as numbers 1 and 2 on the map accompanying the report, the state to acquire three parcels, designated as numbers 3, 4, and 5 on the map, with access rights. The Engineer recommended that the arrangement be approved and that the Chief Counsel be authorized to negotiate purchase of the properties on the basis of the written report, in order to curb private use and enterprise on such property, and to avoid hazards that would be created if the properties were acquired and developed privately. The Commission approved the recommendation unanimously.

The Chief Counsel reported a request from Mr. and Mrs. J. H. Balzhiser, Eugene, for permission to make three curb cuts along Franklin Boulevard, route of the Pacific Highway in Eugene, to afford driveway entrances to their property. He advised that this property lies adjacent to a property which the city plans to develop as a recreational area, and the Balzhisers want to use their property for business purposes. He gave as his feeling that it would be a mistake to authorize the driveways because of the hazard that would be created by their use. He further stated that the city has been trying to buy the property from the Balzhisers to enlarge the recreational area, and has offered $50,000 for it, but the Balzhisers are asking $80,000. He recommended that the request be denied. The Commission deferred a decision pending a conference with Mr. and Mrs. Balzhiser, scheduled to appear before the Commission on the following day. (As a result of discussion of the matter with Mr. and Mrs. Balzhiser on the following day, the Commission referred the matter back to the Engineer and Chief Counsel for further information and report. See ahead for additional paragraph.)

The Chief Counsel brought up for discussion the application of the Gardiner Lumber Company for permission to construct a railroad grade crossing of the Oregon Coast Highway in Gardiner, Douglas County. He advised that this matter came before the Public Utilities Commissioner, who granted the request over the objections offered by the State Highway Department, and it is now planned to request a rehearing of the case. In the meantime, he said, the State Highway Engineer has investigated another route which would take the railroad underneath an existing highway structure, but it would cost about $90,000 more than the route involving the grade crossing and the question arises whether or not the extra cost to the state is justified. He gave as his feeling that it would be advisable to proceed with the rehearing in order to ascertain just what authority the Commission has with respect to crossings of this nature, and that, if necessary, an appeal to the Supreme Court be made. Chairman Banfield expressed himself in favor of the rehearing in order to decide the question for future use. Commissioners Chandler and Reynolds expressed themselves similarly, and it was so ordered.

The Commission noted and approved an invoice in the amount of $2,784.89 covering twenty-two days' rental of the Steel Bridge in Portland, (October 10 to October 31, 1949, inclusive, at $3,924.16 per month), since it appeared to the Commission that this is in conformity with the agreement executed by the former Commission with Multnomah County on February 28, 1941.

The Chief Counsel brought up for discussion the matter of clarifying the Commission's resolution adopted November 3, 1948, with respect to its policy in connection with the construction, reconstruction, relocation and operation of highways, pursuant to the provisions of Chapter 4, Oregon Laws 1947, known as the "Throughway Law." Oftentimes, he said, rights of way and control of access are included under the regular highway act, and when that is done, it is necessary, under the present setup, either to prepare a special resolution or to include that item in each resolution supporting a condemnation proceeding. He suggested adoption of an amendatory resolution so that it will not be necessary to take care of such items separately when acquiring rights of way for work which is not being carried on under the "Throughway Law." He presented a form of resolution covering the matter. Following discussion, the Commission approved the suggestion and by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "B," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported on the request presented by the Parkrose Chamber of Commerce at the previous meeting, for the improvement of Sandy Boulevard (US30) through the Parkrose District, particularly between 99th Avenue and 122nd Avenue. He advised that he conferred with representatives of this district, and ascertained that what they really want is the construction of a full street section, sixty feet wide between curbs, together with sidewalks. The existing pavement between 99th Avenue and 108th Avenue, he said, is already sixty feet wide and curbs are in place, so it will only be necessary to resurface this section, but from 108th Avenue to 122nd Avenues, the existing pavement is only 27 feet wide, and there are no curbs. He estimated the cost at $114,000 to resurface the section between 99th Avenue and 108th Avenue, to widen from that point to 122nd Avenue, and to construct

such curbs as are necessary; and he recommended that the improvement be considered in an early program if the people of the Parkrose District will assume the expense of necessary sidewalks. The Commission approved the recommendation.

The Engineer also reported on additional requests of the Parkrose Chamber of Commerce, as follows:

1. Installation of a traffic signal at the intersection of 102nd and Sandy Boulevard (US30).

2. Adjustment of the traffic light at 99th Avenue and Sandy to permit a freer flow of traffic onto Sandy from Columbia Boulevard.

3. Synchronization of the traffic light at the intersection of Columbia and Sandy so as to permit pedestrian traffic to cross Sandy with safety.

4. Widening of Columbia Boulevard to four lanes of traffic from its intersection with Killingsworth Avenue to its intersection with 99th and Sandy Boulevard.

The Engineer advised that the Traffic Engineer has investigated all these requests and recommends that they be denied. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously. (For details, see copy of Engineer's report to the Commission, dated November 3, 1949, in general files.)

The Commission discussed briefly the Engineer's written report on the three-party project in Eugene, involving state, county and city funds, and providing for construction of a new bridge over the Willamette River on the Coburg County Road, an overcrossing of the Southern Pacific Railroad, and the construction of a connecting roadway from the Coburg Road to the Pacific Highway in Eugene. It took no action thereon. (For details, see copy of the written report, dated September 28, 1949, directed to the Highway Commission in general files.)

The Commission unanimously confirmed its approval of the Engineer's recommendations with respect to the sale of used equipment and scrap materials stored at Salem and La Grande, bids for which were received in Salem on October 3, 1949. There follows a list of the high bids received for this material, and the Engineer's recommendation with respect to each item, which recommendations were previously approved by the Commission, and confirmed by the above minute entry.

Item No.	Item	High Bidder	High Bid	Engr.'s Estimate
	EQUIPMENT AT LA GRANDE			
1.	Chevrolet dump truck Dept. No. 39-210	E. H. Miller, La Grande	$ 375.00	$ 60.00
2.	Ford dump truck Dept. No. 36-340	E. H. Miller, La Grande	275.00	70.00
3.	Ford dump truck Dept. No. 37-339	Chas. E. Goodwin, La Grande	156.00	75.00
4.	Ford dump truck Dept. No. 37-340	A. J. Bushnell, La Grande	120.00	75.00
5.	Austin Western patrol grader, Dept.No.30-590	Clarence Goffin, Aumsville	85.00	100.00
6.	Austin Western patrol grader, Dept.No.31-596	Douglas Buchanan, La Grande	50.00	90.00
7.	Austin Western patrol grader, Dept.No.31-597	Douglas Buchanan, La Grande	50.00	75.00
8.	Adams pull grader Dept. No. 22-568	Arthur E. Behrens, Summerville	31.00	50.00
9.	Russell pull grader, Dept. No. 24-567	David Horne, Pendleton	125.00	50.00
10.	Oliver pull mower Dept. No. 38-646	A. J. Bushnell, La Grande	.50	5.00
11.	Oliver pull mower, Dept. No. 38-647	A. J. Bushnell, La Grande	.50	7.00
12.	McCormick pull mower Dept. No. 36-639	A. J. Bushnell, La Grande	.50	7.00
13.	McCormick pull mower Dept. No. 34-638	A. J. Bushnell, La Grande	.50	8.00
14.	McCormick pull mower	A. J. Bushnell, La Grande	.50	4.00
15.	Roots spring scraper Dept. No. 33-631	A. J. Bushnell, La Grande	.50	3.00

November 7, 1949

Item No.	Item	High Bidder	High Bid	Engr.'s Estimate
16.	Rotary Snow King plow Dept. No. 27-740	A. J. Bushnell, La Grande	$ 4.00	$ 50.00
17.	Littleford asphalt kettle, Dept.No.40-536	E. H. Miller, La Grande	30.00	15.00
18.	Oxwald acetylene generator	Douglas Buchanan, La Grande	20.00	30.00
19	Weaver brake tester	A. J. Bushnell, La Grande	2.00	5.00
20.	2-wheel trailer	Wesley E. Jones, La Grande	4.00	5.00

SCRAP MATERIALS AT LA GRANDE

			Unit Bid	High Bid	Engr.'s Estimate
21.	Scrap steel	Sam Willinger, Portland	$ 6.00	$180.00	$210.00
22.	Scrap cast iron	Sam Willinger, Portland	15.00	45.00	24.00
23.	Scrap brass	C. Jermulowske, La Grande	.08	16.00	10.00
24.	Scrap radiator cores	C. Jermulowske, La Grande	2.10	86.10	41.00
25.	Scrap batteries	C. Jermulowske, La Grande	1.90	304.00	134.40
26.	Scrap tires	Ford's Tire Service, Pendleton	5.05	101.00	60.00
27.	Scrap tubes	Ford's Tire Service	.002	4.00	30.00

SCRAP MATERIALS AT SALEM

28.	Scrap batteries	Sam Kline, Salem	1.825	638.75	525.00
29.	Scrap tires	No bids	- - -	- - - -	- - -

RECOMMENDATION:

1. It is recommended that Items 1 to 9, inclusive, and Items 17 to 20, inclusive, be awarded to the high bidder, and that Items 10 to 16, inclusive, be rejected as considerably below the Engineer's estimate.

(Cont.)

RECOMMENDATION: (Cont.)

Total of bids recommended . . .	$1,323.00
Total of Engineer's estimates . .	700.00

2. It is recommended that Items 21 to 28, inclusive, scrap materials, be awarded to the high bidder.

Total of bids recommended . . .	$1,374.85
Total of Engineer's estimates . .	1,034.40

The Engineer presented the proposed budget for the Travel Information Department during the calendar year 1950. The Commission deferred a decision in the matter until the following day when members of the Advisory Committee on Travel matters are scheduled to appear and report on the subject. (See ahead for additional paragraph.)

The Engineer brought up for discussion the request of the City of Forest Grove for assistance in correcting a traffic problem that exists in the main part of this town. He recalled that a delegation appeared before the Commission at the previous meeting and presented their request orally, but the Commission deferred action on the matter pending the selection of projects for its next program. He also recalled that the estimated cost to do the necessary things is $79,500, of which $6,500 represents cost of right of way which the city will furnish at its own expense, the balance, $73,000, representing the cost to the state. Following discussion, the Commission again deferred action on the matter until its next construction program is considered.

The Commission discussed briefly the Engineer's written report on the following subjects, but deferred action on them until the meeting with the Legislative Highway Interim Committee in the early part of December, the Engineer being instructed to have available at such meeting, for the benefit of the committee members, certain maps that would give them a clear perspective of the highway situation throughout the entire state:

1. Status report on surveys for projects approved for the 1950-1951 construction program.

2. Status report on projects in the first Post War Program, which have not yet been contracted.

3. Proposed surveys for an additional construction program involving an expenditure of $22,675,000; estimated cost of surveys, $384,000.

The Commission discussed the Engineer's written report, dated November 3, 1949, regarding the application of the provisions of Chapter 450, Oregon Laws 1949, with particular reference to the weight limitations on the intermediate axle groupings of truck and trailer combinations. In his report the Engineer refers to a previous written recommendation, dated September 16, 1949, on the same subject, and to a written opinion of the Chief Counsel, in which he holds that the law is not applicable to the intermediate axle group weight limitation. The Engineer advised that during the past month a comprehensive investigation has been made in which the effect of specific truck weights on specific bridges has been determined, and it is revealed that the condition of overstress is not as serious as was previously believed. The stresses on the critical span length caused by trucks loaded to practical maximum limits, but legal as far as axle and total weight is concerned, he said, are approximately those that would be caused by axle group loading amounting to 12½ percent more than those shown in the tables given in the present law. In view of these findings, and because of the difficulty of enforcement of a regulation for the cancellation of permits when weights are found to exceed by more than 12½ percent those given in the table of weights contained in the law, he stated his desire to withdraw his previous recommendation. He recommended, however, that careful analysis be given to the reports of the weighmaster citing evidence of illegal axle weights and total gross weights, and when these exceed the amounts permitted under the statute, and particularly when the reports indicate a frequency of such violations, that consideration be given to the cancellation of the permits as has been done in the past. The Commission unanimously approved the report.

The Commission discussed the written report and recommendation of the Engineer with respect to State Highway Department employees who either heretofore have reached retirement age, and whose period of employment has been extended, or who will reach the retirement age during the calendar year 1950. In his report the Engineer classified the employees in two groups, Group I being employees who have been retained in service beyond their retirement date, and Group II being employees who will reach retirement age during the year 1950. He recommended an additional extension of one year, through 1950, for the following employees listed under Group I:

Name	Classification	Present Age	Previous Extension By Hwy Comm.	Previous Extension By Ret. Board
Paul Deuber	Civil Engr. I	66	1-1-50	- - -
Carl P. Richards	Civil Engr. II	68	1-1-50	1-1-50
A. B. Dean	Civil Engr. III	65	1-1-50	10-1-50

Name	Classification	Present Age	Previous Extension By Hwy Comm.	Previous Extension By Ret. Board
Lambertus Heuperman	Civil Engr. III	68	1-1-50	1-1-50
Frank G. Hutchinson	" " "	77	1-1-50	1-1-50 (Last Year)
Harry M. Teel	" " "	65	1-1-50	7-1-50
J. F. Waller	" " "	66	1-1-50	6-1-50
Orin A. Chase	Civil Engr. IV	67	1-1-50	1-1-50
Ernest A. Skelley	" " "	69	1-1-50	1-1-50 (Last Year)
F. D. Eason	Civil Engr. V	67	1-1-50	1-1-50 (Last Year)
Hollis W. Libby	" " "	69	1-1-50	1-1-50 (Last Year)
Joseph Weber	Mechanical Engr.	65	1-1-50	4-1-50
S. H. Boardman	Parks Sup't.	75	1-1-50	1-1-50
Wendell P. Laws	Section Foreman	65	1-1-50	3-1-50
Earl M. Nash	Oiling Foreman	66	1-1-50	8-1-50
Wm. J. Minkiewitz	Clerk III	67	1-1-50	1-1-50

As to the remaining employees in this category, of whom there are 21, be recommended that they be retired at the expiration of the present extension of time as granted by the State Retirement Board.

The Engineer recommended that the following employees in Group II be retained in service beyond the effective retirement date, up to January 1, 1951:

Name	Classification	Effective Retirement Date
Geo. W. Alling	Accounting Clerk	9-1-50
Harry G. Benson	Right of Way Agent	12-1-50

(Cont.)

Name	Classification	Effective Retirement Date
A. A. Kirkwood	Civil Engr. III	5-1-50
Harry Scott	" " "	8-1-50
Frank T. Young	Civil Engr. IV	10-1-50
Wm. E. Chandler	Civil Engr. V	7-1-50
H. G. Smith	Civil Engr. VI	11-1-50
Frank Edwards	Section Foreman	8-1-50

As to the remaining employees in this category, of whom there are 19, he recommended that they be retired on their respective effective retirement dates.

The Commission unanimously approved the recommendations, but ordered, however, that hereafter, employees should be retired when they reach their retirement age unless there is some especially good reason why their services should be continued. The Commission also ordered that notification well in advance of their retirement date be given employees who are to be retired so they will have an opportunity to adjust themselves accordingly.

The Engineer reported the results of recent investigations with respect to the establishment of restroom facilities at Depoe Bay. He advised that pursuant to the Commission's instructions, various proposed sites were inspected on the ground by a group consisting of the Chief Counsel, State Parks Superintendent, Assistant Highway Engineer W. C. Williams, and J. A. Weber of the Bridge Department, and at the same time, representative people of the town of Depoe Bay were consulted. As a result of this inspection, he said, it was determined that there is only one logical site on state-owned property that is suitable for this facility, and that is within the Depoe Bay Ocean Wayside, which is being maintained as a state park. However, the State Parks Superintendent objects to the use of the property for this purpose. The Engineer estimated the cost to construct the facility at $11,800, and the annual maintenance and operation cost at $3,050. The Chief Counsel advised that the people of Depoe Bay will pay all costs incident to furnishing water and lights, and that the plan calls for one of the Parks Department employees to act as caretaker The Commission expressed a reluctance to spend so much money for a facility of this nature, because of the precedent that would be established, which undoubtedly would result in the expenditure of considerable more highway money than can be afforded for the purpose. It was the feeling of the Commission that local people should assume a greater share of the responsibility The Commission declared its willingness to do something to relieve the situation at Depoe Bay, but not to the extent that it would establish an undesirable precedent. The matter was discussed at considerable length, but action thereon was deferred pending additional investigation and report by the Chief Counsel, who was instructed to ascertain the availability of existing privately owned facilities that might be developed to provide satisfactory accommodations.

The Chief Counsel brought to the attention of the Commission action that is now being taken by the City of Salem to vacate the alley which extends through the property acquired as the site for the new State Highway Department

Office Building in Salem. The City, he said, is taking necessary steps to vacate this alley, but there are several public utilities whose facilities occupy space in the alley and will have to be moved. The Commission instructed the Chief Counsel to request the public utilities to remove their facilities immediately so as to cause no interference with the operations of the building contractor when his work gets underway.

At 4:00 p.m. bids as follow for the construction of the State Highway Department Office Building in Salem were opened and read aloud by the Secretary in conformity with previously published notice:

	Basic Bid	Less Alternate No. 1
Sound Constr. & Engr. Co., Seattle, Wash.	$ 1,599,931.00	$ 1,571,931.00
L. H. Hoffman, Portland	1,618,000.00	1,592,330.00
Donald M. Drake Co., Portland	1,621,000.00	1,593,100.00
Ralph & Horwitz, Portland	1,626,849.00	1,591,379.00
W. C. Smith, Inc., Portland	1,640,940.00	1,611,072.00
A. R. Nieman Constr. Co. & Austin B. McCoy, Vancouver, Wash.	1,656,450.00	1,634,650.00

Chairman Banfield announced that the Commission wishes to discuss the bids with the architects and its own staff, and will announce its decision at 11:00 a.m. on the following day.

A letter was presented from Mr. Fred E. Kiddle, Chairman, Roads and Highways Committee, La Grande Chamber of Commerce, requesting an economic study of the area that would be served by a proposed extension of the Starkey Secondary Highway from its present terminus at Starkey, Union County, to a connection with the Pendleton-John Day Highway at Ukiah, Umatilla County. The Engineer suggested a reconnaissance study to determine the economic justification of the road on the basis of benefits derived. He estimated that such a survey would cost about $500. The Commission unanimously approved the suggestion and the expenditure.

Messrs. Walter E. Church, Earl P. Newberry and Frank Roehr, architects for the State Highway Department Office Building, Salem, were present and discussed with the Commission bids received for the construction of that building. Mr. Church advised that they will recommend to the Commission the awarding of the contract to the low bidder, Sound Construction and Engineering Company, Seattle, Washington, although there is only one thing that is in doubt, and that is who is to do the subcontract work. Chairman Banfield advised that the Commission expects the architects to assume the responsibility of passing on the subcontractors; that if they are not satisfactory, the Commission should know about it, because it does not wish to award a general contract when the subcontractors are not satisfactory. It is up to the architects, he said, to decide. Mr. Church agreed to have such information available at 10:00 a.m. the following day, which was the time set for further discussion of the bids. The architects were instructed to present at that time a list of the items that were deleted from the plans as a result of the conference during the meeting held in September. (The contract for the construction of the Highway Office Building was later awarded to the Sound Construction and Engineering Company. See additional minute entry ahead.)

A letter was presented from the City of Willamina, requesting either the construction of a new bridge across the Willamina River on the Salmon River Highway at the west end of Main Street in Willamina, or the widening of the present structure for three or four lanes of traffic. The Engineer advised that the existing structure is narrow, being only 17 feet wide, but is in good condition structurally. He estimated the cost of a new two-lane bridge, 26 feet wide, at $60,000, and a four-lane structure at $100,000. He pointed out that the alignment of the Salmon River Highway through Willamina is not good, and when the alignment is revised at some future time, the crossing of the Willamina River will be at a different location. In view thereof, and for the further reason that there are many other structures on the state highway system which are more in need of replacement than is the one at Willamina, he recommended that the city's request be denied. The Commission approved the recommendation.

The Commission considered briefly the Engineer's written report on the request of the City of Portland for installation of traffic signals at certain locations on Powell Blvd. (Mt. Hood Highway). The estimated cost of the installations is $45,000, which is to be paid fifty percent by the city and fifty percent by the state, if the project is approved. The Commission deferred action on this matter for study.

The Commission had under consideration a request from the Bureau of Public Roads that the state maintain during the coming winter the Port Orford South Section of the Oregon Coast Highway, which is now under construction and on which work is to be closed down during the winter season. The Bureau of Public Roads agrees to reimburse the state in full for maintaining this 2.3-mile section up to a maximum of $5,000 The Engineer recommended approval of the request. The Commission approved the recommendation unanimously. (An agreement covering the arrangement was executed by the Commission on the following day.)

The Commission discussed a request from the City of Independence for sidewalk construction along the Monmouth-Independence State Highway, to serve the new high school which is under construction between Monmouth and Independence The Engineer advised that this matter has been investigated by the Traffic Engineer, who reports that the volume of pedestrian traffic along this highway is very small at the present time, and that under present conditions there is no justification for a sidewalk. He estimated the cost of the sidewalk at $5,000, and recommended that the request be denied, but that another traffic analysis be made after the new school is completed and in use, to determine whether or not conditions then will warrant the expense. The Commission approved the recommendation.

A petition was presented from the Oregon Motor Transport Association, Standard Oil Company of California, Union Oil Company of California, and Shell Oil Company, Inc., requesting improvements to the St. Helens Road (Lower Columbia River Highway) at its intersections with Doane Avenue and Balboa Avenue in Portland. The Petition points out that the petitioners in their operations utilize vehicles up to 60 feet overall in length, and that these vehicles are required to enter St Helens Road from their plants at Balboa Avenue and Doane Avenue. The vehicles have to stop before entering the highway, and at such

times the rear 20 feet of their vehicles extends across the tracks of the S. P. & S. Railroad which closely parallel the highway at this location, causing an unsafe and hazardous condition. The petitioners request improvements which will allow their equipment to come to a stop before entering the highway and still be entirely off the railroad tracks. The Engineer advised that investigations reveal that the condition at each intersection can be corrected by widening the existing pavement on St. Helens Road and providing a storage lane for two or three truck and trailer combinations. He estimated the cost of such an improvement at both intersections at $4,000, and recommended approval of the project, provided the City of Portland will pay one half the costs involved. The Commission approved the recommendation.

The Commission unanimously confirmed the telephonic authority previously given the Engineer to advertise the following rock production projects for bids to be received at this meeting:

1. Bandon-Brush Creek Project, Oregon Coast Highway, Curry County; estimated cost $64,000.
2. Koepke Slough-Sawyers Ferry Road Project on Umpqua Highway, Douglas County; estimated cost - $62,000, of which $10,000 is to be paid by Douglas County.
3. Rock production in connection with Wamic-Tygh Valley Federal Aid Project on The Dalles-California Highway, Wasco County; estimated cost - $25,000, of which $5,000 will be paid by Wasco County.
4. Klaskanine Summit-Columbia County Line Project on the Nehalem Secondary Highway, Clatsop County; estimated cost - $30,000.
5. Murphy-Cave Camp Road on the Williams Secondary Highway, Josephine County; estimated cost - $29,000.
6. Whiskey Creek-East Forest Boundary Project on the Klamath Falls-Lakeview Highway, Klamath and Lake Counties; estimated cost - $56,000.

The Engineer reported that the City of Shaniko has fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds that the city received in 1948, and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "C-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the City of Dufur has fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds that it received in 1949, and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "C-2", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer reported that the following cities and towns have fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds accruing to them during the first six months of 1949, and that the plans for the several improvements contemplated to be financed with such funds have been examined and found satisfactory:

Amity	Barlow	Eagle Point
Echo	Elkton	Empire
Fairview	Glendale	North Powder
Ocean Lake	Pilot Rock	Powers
Rockaway	Sublimity	Wheeler

He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "C-3", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

The Engineer brought to the Commission's attention the necessity to increase the project authorization for the West Union-Cornelius Pass Section of the Hillsboro-Cornelius Pass County Road by the amount of $14,479.54, and the necessity to provide additional funds to finance a probable overrun of highway maintenance costs for 1949, amounting to about $963,282. He requested approval of the additional authorizations. The Commission approved the request unanimously

The Commission considered requests for traffic signal installations, as follows:

1. Request of the City of Empire for the installation of signals on Newmark Avenue (Cape Arago Secondary Highway) at its intersection with Commercial St. and with Broadway St., in Empire. The Commission denied the request upon recommendation of the Engineer, who advised that investigations reveal the signals are not warranted.

2. Petition from 135 citizens of North Portland, residing in the vicinity of Gertz Road, requesting the installation of a traffic signal at the intersection of Gertz Road and Union Avenue, route of US99E. The Engineer recommended that the request be denied in view of the grade separation and widening project which the Commission contemplates undertaking on Union Avenue during the 1950 working season. The Commission approved the recommendation.

3. Request of the City of Ashland for state cooperation in the installation of traffic signals at school crossings that are now manned by schoolboy patrols. The Engineer recommended against such cooperation because of its far-reaching effect, and eventual cost to the state. He gave as his feeling that if the state contributed in this instance it would be assuming an obligation which it did not have before, and the precedent established would necessitate similar installations at school crossings in every city in the state. It was the feeling of the Commission that signals which are installed purely to provide safety for school children at school crossings located within city

limits should be at the expense of the city concerned, although the signals should be installed subject to the approval of the State Highway Department. The request was denied.

4. Request of the City of Eugene for the installation of three additional traffic signals on the route of US99 in Eugene, one at Sixth and High Streets, the second at Seventh and High, and the third at Seventh and Olive Street. The Engineer estimated the cost of the signals at $8,000, and recommended approval of the project, on the condition that the City of Eugene will pay fifty percent of the costs involved. The Commission approved the recommendation.

5. Request of the City of Portland for the signalization of 82nd Avenue, route of the Cascade Secondary Highway. The Engineer recalled that the Commission previously approved the installation of thirteen signals on this street, at an estimated cost of $50,000, which was to be paid equally by the city and the state. The city now requests, he said, the installation of five additional signals at school crossings, and has stated its willingness to install them at city expense, if the state will definitely contribute a sum not to exceed $25,000 for the eighteen signals on this street. Moreover, the city has executed a form of agreement to that effect. He recommended approval of the arrangement. The Commission approved the recommendation unanimously. (An agreement with the City of Portland covering the matter was executed on the following day.)

The meeting adjourned at 5:00 p.m. to reconvene on the following morning in the same room.

Portland, Oregon
November 8, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, with the following persons present and participating:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follow, for highway construction projects, were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Banfield announced that awards of contracts would be made at 3:00 p.m. in the same room.

CLATSOP COUNTY

Klaskanine Summit-Columbia County Line Rock Production Project on the Nehalem Secondary Highway. State Project. Requires approximately 10,000 cu.yds. crushed rock in stockpile.

Jed Wilson, Seaside	$ 27,200.00
E. C. Hall Co., Portland	27,500.00
A. H. Saxton & Sons, Corvallis	28,000.00
Barney B. Helser, Molalla	28,000.00
Oscar E. Joelson, Eugene	29,000.00

GILLIAM COUNTY

Squally Hook-Quinton Section of the Columbia River Highway. Federal Project No. FI-24(5). 5.88 miles of grading, surfacing and bituminous macadam; also extension of box culvert and widening of concrete bridge; also furnishing 2,000 cu.yds. crushed rock in stockpile. Requires approximately 273,000 cu.yds. excavation, 124 cu.yds. concrete, 17,600 lbs. metal reinforcement; 6,000 lin.ft. metal guard rail; 500 concrete sight posts; 70,200 cu.yds. crushed rock; 11 acres seeding to grass; and 790 tons emulsified, RC-3 and 121-150 asphalt.

A. H. Saxton & Sons, Corvallis	386,701.00
Del R. Beebe Constr. Co., Eugene	395,287.10
Colonial Constr. Co., Spokane, Wash.	416,753.20
McNutt Bros., Eugene	447,903.50
Carl M. Halverson, Portland	479,547.00
Berke Bros., Portland	489,393.00
Rogers Constr. Co., Portland	492,423.00
J. N. & M. J.Conley, Portland	494,676.50
Leonard & Slate, Oregon Ltd., Portland	499,194.00
E. L. Gates & Co., Inc., Medford	506,337.00
E. C. Hall Co., Portland	512,368.50
Natt McDougall Co., Portland	551,916.70

JOSEPHINE COUNTY

Murphy-Cave Camp Road Rock Production Project on the Williams Secondary Highway. State Project. Requires approximately 10,000 cu.yds. crushed gravel in stockpile.

[illegible] C. Lininger and Sons, Medford	23,960.00
[illegible] Molalla	24,950.00
[illegible] A. Struss, Redmond	29,990.00
Snook Bros., Corvallis	33,020.00
Walter Berndt Constr. Co. & Austin B. McCoy, Vancouver, Washington	33,825.00

KLAMATH AND LAKE COUNTIES

Whiskey Creek-East Forest Boundary Section of the Klamath Falls-Lakeview Highway. State Project. Requires approximately 16,030 cu.yds. [illegible] stockpile.

Whiskey Creek-East Forest Boundary Section (Cont.)

F. L. Somers, Klamath Falls	$ 57,270.00
Rogers Constr. Co., Portland	66,400.00

LANE COUNTY

Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway. State Project. 1.26 miles of grading, surfacing and oiling. Requires approximately 43,000 cu.yds. excavation; 60 concrete sight posts; 11,270 cu.yds. rock or gravel materials; and either 110 tons RC-3 and 151-200 asphalt or 132 tons RT-4 and RT-9 tar. This project may be bid in combination with the Oak Hill Overcrossing Structure Project in Lane County.

	Using Asphalt	Using Tar
Inter-City Sand & Gravel Co., Eugene	$ 50,779.50	$ - - -
Loyd Calkins Co., Ocean Lake	54,807.50	- - -
Stevenson Constr. Co., Salem	56,237.00	56,257.00
Durbin Bros., Eugene	59,468.00	- - -
Berke Bros., Portland	59,675.00	- - -
E. C. Hall Co., Portland	60,260.50	60,280.50
McNutt Bros., Eugene	61,898.00	- - -
Erland & Blickle, Vancouver, Wash.	62,614.50	- - -
Porter W. Yett, Portland	64,934.00	- - -
M. L. O'Neil & Son, Eugene	66,728.50	66,748.50
Del R. Beebe Constr. Co., Eugene *	68,626.00	- - -
Lindstrom Bros., Portland *	72,133.00	- - -
K. F. Jacobsen & Co., Portland	73,694.00	- - -
Miller & Strong, Eugene	75,288.00	- - -

* Bidder will accept award of project only in combination with Oak Hill Overcrossing Project.

LANE COUNTY

Oakhill Overcrossing Structure. State Project. Construct 400 ft. reinforced concrete viaduct over Southern Pacific tracks near Eugene on Richardson-Eugene Highway. Involves following approximate quantities; 700 cu.yds. excavation, 860 cu.yds. concrete, 210,000 lbs metal reinforcement, 820 ft. metal rail. This project may be bid in combination with the Fisher Road-Oakhill Project in Lane County.

Glen Snook, Eugene	71,260.00
Snook Bros., Corvallis	75,580.00
E. C. Hall Co., Portland	78,840.00
Hamilton & Thoms, Eugene	79,500.00
Rushlight Automatic Sprinkler Co., Portland	80,109.00
Archie R. Averill, Portland	83,330.00
J. G. Watts Constr. Co., Seattle, Wash.	84,460.00
Lindstrom Bros., Portland *	85,670.00
Minnis & Shilling, Eugene	86,930.00
Henshaw Bros., Portland	88,550.00
VaDare Constr. Co., Portland	88,650.00

Oakhill Overcrossing Structure (Cont.)

Del R. Beebe Constr. Co., Eugene *	$ 88,985.00
Lockyear & White, Inc., Seattle, Wash.	91,860.00
Gale M. Roberts, Springfield	93,180.00
Tom Lillebo, Reedsport	93,220.00
Tauf Charneski, Eugene	101,030.00
Natt McDougall, Portland	112,040.00
Guy F. Atkinson Co., Portland	120,780.00

* Bidder will not accept this project except in combination with Fisher Road-Oak Hill Project.

The Engineer brought up for discussion the matter of extending Primary Federal Aid Highway No. 14 (Coos Bay-Roseburg Highway) northerly from the City of Coquille about two miles along the Oregon Coast Highway, to a connection with the presently designated Federal Aid Highway No. 2, so that contemplated construction of this two-mile section may be financed as a federal aid project. He explained that Federal Aid Highway No. 2 now follows the Oregon Coast Highway southerly from Coos Bay to a point about two miles north of Coquille, where it branches off toward the right, by-passing the City of Coquille, and rejoins the present highway two or three miles west of Coquille, thus leaving the two-mile section just north of Coquille without federal aid designation, so federal funds cannot be used to finance its improvement. Were Federal Aid Highway No. 14 (Coos Bay-Roseburg Highway) extended northerly two miles to a connection with Federal Aid Highway No. 2, he said, it would then be eligible for federal funds. He recommended approval of this extension. The Commission unanimously approved the recommendation, and authorized the Engineer to request such designation of the Bureau of Public Roads.

The Engineer also brought up for discussion the disposition to be made of the present route of the Old Oregon Trail between LaGrande and North Powder via the town of Union, when the new route via Ladd Canyon is constructed. He recommended that the old route be retained on the highway system as a secondary state highway. The Commission unanimously approved the recommendation.

The Engineer reported a communication from Mr. W. H. Lynch, Division Engineer, Bureau of Public Roads, relative to the construction of the Judkins Point-Goshen Section of the Pacific Highway. He said that the construction of this section was originally contemplated in the program for current highway funds, but the Commission deleted it from that program. Before Mr. Lynch will approve such deletion, he wants a letter stating that the project will be replaced in an early program. The Commission unanimously approved placing this project in an early program, and authorized the Engineer to direct a letter to Mr. Lynch to that effect.

The Engineer reported that pursuant to authority previously given him by the Commission, he has awarded contracts, as follows, the conditions of the awards having been satisfied:

Construction of the Tillamook Street-Broadway Bridge Section of the Pacific Highway West in Portland; bids received August 2, 1949, contract awarded September 29, 1949, to low bidder, C. J. Montag & Son.

Construction of concrete median island on Ochoco Avenue-Milwaukie Section of the Pacific Highway East, Clackamas County; bids received September 19, contract awarded September 30, to Cascade Construction Company, low bidder.

Widening viaduct over McCord Creek on Columbia River Highway, Multnomah County; bids received September 19, contract awarded October 25, to Lindstrom Bros., low bidder.

Construction of Moffett Creek Bridge on Columbia River Highway, Multnomah County; bids received September 19, contract awarded September 29, to low bidder, Frank Watt Construction Company.

Construction of office building in Eugene, Lane County; bids received September 20, contract awarded September 29, to J. S. Crepeau, low bidder.

Construction of Warrenton Section of the Warrenton Secondary Highway, Clatsop County; bids received September 20, contract awarded September 29, to Byers Bros., low bidder.

Grading, surfacing and bituminous macadam construction on the Dodson-Bonneville Section of the Columbia River Highway, Multnomah County; bids received September 20, contract awarded October 24, to Peter Kiewit Sons' Co., low bidder.

Construction of the South Unit, Princeton-Follyfarm Section of the Rome-Princeton Secondary Highway in Malheur and Harney Counties; bids received September 20, contract awarded October 26, to the low bidder, M. L. & C. R. O'Neil.

Construction of Tanner Creek Bridge on the Columbia River Highway, Multnomah County; bids received September 20, contract awarded September 29, to C. J. Eldon, low bidder.

The Commission unanimously confirmed the awards as reported.

The Engineer presented for the Commission's consideration a report on a survey of the Kimberly-Long Creek Secondary Highway between Engineer's Station 1235+00 at Hamilton, and Highway Engineer's Station 1520+00 at a place known as Round Basin, about midway between the Town of Hamilton and the Pendleton-John Day Highway Junction at Long Creek. He exhibited a map of the section, and explained the details. The Commission approved the survey as reported, by the adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission also authorized the Chief Counsel to negotiate options for the right of way as may be required.

The Commission had under consideration the following requests for extensions of time within which to complete highway construction projects:

1. R. A. Heintz-Construction, Contract No. 2938, for grading and bituminous macadam surfacing on the Pleasant Hill-Lost Creek Section of the Willamette Highway in Lane County, requested an extension of time of 336 days from November 30, 1948, to November 1, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adve se weather and ground conditions. They also advised that after they had started placing the topping material, the Engineer ordered the work discontinued due to wet subgrade. The Engineer advised that the subgrade was so saturated during the summer of 1948 that it was impossible to lay the topping, that such condition persisted until the middle of June this year, and that the contractor attempted several times to continue the work but had to suspend operations until the subgrade dried out. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

2. Arthur Gentemann, Contract No. 3119, Mosier Rock Production Project on the Columbia River and Hood River Secondary Highways in Hood River and Wasco Counties, requested an extension of time of 92 days from September 30 to December 31, 1949, within which to complete this job. He attributed his failure to complete the project within the specified time limit to faulty equipment and to difficulties in training an inexperienced crew. The Engineer advised that the contractor was very slow in producing material on this project, and as a result, considerable delay was caused in the state maintenance program. He recommended that the extension of time requested be granted but that the contractor be charged with the extra expense which the state incurred for engineering supervision from October 1, 1949, to the date the project was completed. The Commission unanimously approved the extension of time as recommended by the Engineer.

3. Groesbeck and Hickson, Contract No. 3074, for grading and surfacing the Enegren Ferry Section of the Coos River Secondary Highway in Coos County, requested an extension of time of sixteen days from August 15 to August 31, 1949, within which to complete this project. They alleged that their failure to complete the project within the specified time limit was due to bad weather conditions during the months of April and May, which delayed clearing, burning and grading operations. The Engineer advised that the reason given by the contractor for failure to complete the project on time is substantially correct. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

4. Carl B. Armpriest, Contract No. 3182, for construction of a new copper roof on the Vista House at Crown Point, on the Columbia River Highway, Multnomah County, requested an extension of time of 31 days from August 31, to October 1, 1949, within which to complete this job. He gave the following reason for overrunning the time limit: the subcontractor

for carpentry was unable to secure delivery of treated lumber for the roof sheathing in time to complete the work on schedule. The Engineer advised that the reason given by the contractor is correct. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

5. Colonial Construction Company, Contract No. 3111, for the Mt. Hood Rock Production Project on the Mt. Hood and Wapinitia Highways in Clackamas, Hood River and Wasco Counties, requested an extension of time of 107 days from July 31, to November 15, 1949, within which to complete this job. They advised that it was impossible to obtain the required rock out of their quarry, so it was necessary to secure materials from another source, which prevented completion of the job within the specified time limit. The Engineer advised that the contractor entered into an agreement with the Bureau of Public Roads for the surfacing of the Warm Springs Highway, and in order not to hold up that project he authorized the contractor to defer the rock production project with the understanding that the work would be completed from the company's setup on the Warm Springs Highway. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

6. Warren Northwest, Inc., Contract No. 3201, for grading and paving the Lebanon (Milton and Williams Streets) Section of city streets in Lebanon, requested an extension of time of 31 days, from September 30 to October 31, 1949, within which to complete this job. The reason given for overrunning the specified time limit was delays incident to sewer construction within the limits of the contract, such work being performed by another contractor for the City of Lebanon. The Engineer advised that the contractor was delayed approximately thirty days in starting the state work because of the sewer installation which they mention. He recommended, in view thereof, that the extension of time, as requested, be granted without penalty. The Commission approved the recommendation.

7. Snook Bros., Contract No. 3176, for grading and paving the Rogue River (Depot and Main Streets) Section of city streets in the town of Rogue River, requested an extension of time of ten days from August 31 to September 10, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to unexpected delay on another contract in which they were engaged in Gold Beach. The Engineer advised that because of difficulties encountered in construction of pavement at Gold Beach, Snook Bros. were unable to move their equipment to Rogue River as soon as anticipated. He further stated that no inconvenience has been caused to the traveling public, nor has the state incurred any extra expense for engineering supervision. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

8. Loyd Calkins & Co., Contract No. 3186, for grading, surfacing and culvert construction on the Mail Creek Section of the Sunset Highway, Clatsop County, requested an extension of time of 90 days from August 15

to November 15, 1949, within which to complete this job. They stated that they were unable to complete the project within the specified time limit because of difficulties in securing delivery of necessary culvert pipe. The Engineer advised that this contract involved the installation of a special sectional plate culvert and the company which was to furnish this material failed to make delivery in time for the project to be completed as scheduled. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

9. Perkins Bros., Contract No. 3185, for grading and paving the Oswego Section of the Oswego Highway, Clackamas County, requested an extension of time of thirty days from September 30 to October 31, 1949, within which to complete this project. They attributed their failure to complete the project within the specified time limit to the construction by the City of Oswego of the storm sewer over the fill area of the newly constructed retaining wall, it being necessary to defer back-filling operations for several days to allow the concrete retaining wall to cure. The Engineer advised that the contractor started to work on this project immediately after being notified of the award, but because of the installation of the storm sewer by the City of Oswego it was necessary to hold up construction of the retaining wall, which had to be built before the remainder of the project could be completed. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. O. C. Yocom Co., Contract No. 3158, for oiling on the Maupin-Criterion Section of The Dalles-California Highway in Wasco County, requested an extension of time of thirty days from September 30 to October 30, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to unanticipated breakdowns of their equipment. The Engineer advised that the contractor's statement as to the cause of delay is correct. He further stated that the oiling work on the roadway proper was completed within the specified time, and that the only work remaining to be done was the placing of approximately 2,500 cubic yards of crushed rock in stockpiles. Such work, he said, has caused no delay to the traveling public, nor has the state incurred any extra expense. He recommended, in view thereof, that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

11. The Central Heating Company, Contract No. 3177, for pavement resurfacing on the Veneta-Fisher Road Section of the Richardson-Eugene Secondary Highway in Lane County, requested an extension of time of fifteen days from September 30 to October 15, 1949, within which to complete this job. They alleged that rock was not available in sufficient quantities from the source that they were using to permit completion of the contract within the specified time. The Engineer advised that the contractor was required to purchase rock from a commercial plant to complete the shoulder work on this job, but was unable to secure delivery of

the rock soon enough to complete the project within the specified time limit. The delay, he said, has occasioned no extra expense to the state for engineering supervision, and the traveling public has not been inconvenienced. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

12. Acme Construction Company, Contract No. 3187, for grading and bituminous macadam surfacing on city streets in Drain and Yoncalla, requested an extension of time of fifteen days from September 15 to September 30, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays experienced in securing mineral aggregate from a private quarry. The Engineer advised that this contractor was required to secure mineral aggregate from a private quarry, and delivery from that source was not made in sufficient time to permit the contractor to complete the job within the specified time limit. He further stated that the delay has caused no inconvenience to the traveling public, and additional expense for engineering supervision was very little. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

13. Coos Bay Dredging Company, Inc., Contract No. 3171, for grading and surfacing the South Myrtle Point Section of the Coos Bay-Roseburg Highway, Coos County, requested an extension of time of 58 days from July 31 to September 27, 1949, within which to complete this job. They gave no particular reason for overrunning the time limit, except that they were required to do considerably more work than they anticipated in order to obtain the Engineer's approval of the project. The Engineer advised that due to the type of work involved, the contractor was unable to work a large crew; moreover, the contractor was required to do additional work because of a revision in the alignment after the contract was awarded. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

14. Umpqua River Navigation Company, Contract No. 3172, for grading and oil mat surfacing on the Luder Creek-Murphy's Camp Section of the Umpqua Highway, Douglas County, requested an extension of time of 273 days from October 31, 1949, to July 31, 1950, within which to complete this job. They alleged that this contract was not awarded early enough to allow for completion within the specified completion date. The Engineer advised that this contractor had the subcontract for furnishing rock for the Delmar-Coaledo Section of the Oregon Coast Highway, and was requested to expedite that work so that it might be completed before winter rains set in. As a result they were unable to move their equipment to the Umpqua Highway job early enough to complete the oiling work. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

15. Western Golf Course Supply Company, Contract No. 3126, for construction of an irrigation system and seeding on the Front Avenue (Alder Street-Bancroft Street) Section of the Pacific Highway West in Portland, requested an additional extension of tire of five days from September 15

to September 20, 1949, within which to complete this job. They alleged that adverse weather conditions caused delay in the construction of oiled footpaths which were being built under force-account order, so they were unable to complete the job within the previously extended time limit. The Engineer advised that the oiled footpath was ordered as extra work and, as stated by the contractor, construction of the same was delayed by adverse weather conditions. The traveling public, he said, has not been inconvenienced by the delay, in view of which he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

16. Mill Electric Company, Contract No. 3151 for construction of the lighting system in Elkton Tunnel on the Umpqua Highway, Douglas County, requested an extension of time of 61 days from September 30 to November 30, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays by the state in the installation of control equipment, with which it was necessary for them to connect in order to test the operation of their installation. The Engineer advised that under this contract the state supplies the control equipment, but to date the equipment has not been delivered, and with the exception of this one item, the contractor's work was completed within the specified time. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

17. Rath and Morris, Contract No. 3135, for construction of a masonry block office building in Eugene, requested an additional extension of time of 31 days from October 1 to November 1, 1949, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to non-delivery of locks which were to be furnished by the State Highway Department. The Engineer advised that the state under this contract was to furnish the locks for interior doors, but difficulties had been experienced in securing delivery of this hardware. He further stated that all the work on the project other than the installation of the locks is completed. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

18. Newport Construction Company and Russell Olson, Contract No. 3170, for grading and oil mat surfacing on city streets in the cities of Milton and Freewater, requested an extension of time of twenty days from September 30 to October 20, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to non-completion of two bridges which were being constructed by state forces. The Engineer advised that the bridges referred to by the contractor were built by state highway crews as a separate item from the contract, and the contractor was delayed approximately three weeks in starting his work because of the uncompleted status of the bridges; and the bridges were not completed because of inability to secure necessary materials. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. The Commission approved the recommendation.

The Commission in discussing requests for extensions of time as listed above, considered but did not necessarily adopt the recommendations of the Engineer and/or the reasons given by the contractors for failure to complete their projects within the specified time limit.

The Engineer reported that contracts Nos. 2995, 3017, 3020, 3043, 3074, 3085, 3089, 3097, 3100, 3108, 3118, 3120, 3126, 3135, 3153, 3157, 3158, 3165, 3170, 3171, 3176, 3177, 3182, 3185, 3187, 3199 and 3201, for construction of state highway projects, have been completed according to the requirements of the contracts, or modifications thereof, and that said projects are now ready for acceptance. After due consideration the Commission accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported a letter from L. P. Hopkins, Superintendent of the Southern Pacific Company in which Mr. Hopkins inquires whether or not the state will cooperate in the installation of flashing signals at highway-railroad crossings on the basis of the railroad company's paying ten percent of the total cost and the state the balance, in conformity with a "memorandum of understanding" by the Executive Committee of the American Association of State Highway Officials and the Committee on Grade Crossing Elimination of the American Association of Railroads, with particular reference to erection of such a signal at the Mt. Vernon school crossing on the Southern Pacific Company's Cascade Line. The Engineer advised that in the past it has been the practice to use federal funds for grade crossing eliminations, but to use state funds for grade crossing protection. The reason state funds were used for the protection feature was that it eliminated considerable governmental "red tape" involved in the collection of federal funds, the amounts involved being relatively small, and that the federal monies can be better taken up for larger construction projects, such as overhead and undercrossing projects. Also, that it has been the policy of the Highway Commission for years to cooperate on a fifty-fifty basis with the railroads on railway signal construction when required. He recommended continuance of such past policies. The Commission approved the recommendation unanimously.

The Commission discussed and upon recommendation of the Engineer unanimously approved a request from the U. S. Army Engineers for permission to deposit on state property under the south end of the Coos Bay Bridge, materials that it contemplates dredging from Coos Bay in connection with the improvement of a ship channel in Coos Bay. (A form of easement and right of way agreement covering the matter was executed by the Commission later.)

At 10:00 a.m. the Commission conferred with the architects, Messrs. Walter E. Church, Earl P. Newberry and Frank Roehr, regarding the bids received on the previous day for the construction of a proposed State Highway Department Office Building in Salem. The architects enumerated the items that were deleted from the original plans at the request of the Highway Commission during its meeting in September. Chairman Banfield inquired whether or not the architects feel that notwithstanding the items eliminated and changes made, a good substantial building will be provided, one that will be a credit to them as architects, and on which they will be proud to have

their name placed. Mr. Church replied in the affirmative, stating that they are perfectly satisfied with the plans as revised. He pointed out that basically the only big change that was made in the original plan was the elimination of the air conditioning. Chairman Banfield then inquired as to the completion of the fifth floor of the building -- whether or not, in the minds of the architects, this floor should be completed. Mr. Newberry gave as the feeling of the architects that the fifth floor should be completed as planned, which provides for finishing this floor entirely except for partitions. Chairman Banfield then brought into the discussion the question of subcontractors, and he inquired whether or not the architects are satisfied with those who have been selected to do the subcontract work. Mr. Church again replied in the affirmative. He added that the architects will assume full responsibility for the adequacy of the subcontractors, because they are perfectly satisfied with those who have been selected. Commissioner Chandler pointed out that the members of the Highway Commission are relying fully upon the architects to provide a building for the State Highway Department that will be a credit to the state and to the architects themselves, notwithstanding the items that have been eliminated from the original plan. If the architects are perfectly satisfied with the plans as presently arranged, he said, then he, too, is satisfied. Mr. Church again replied in the affirmative and in behalf of the architects, recommended the award of the contract to the low bidder, Sound Construction and Engineering Company, at its bid price of $1,599,931, including the alternate for finishing the fifth floor. Commissioner Chandler thereupon moved the adoption of the recommendation, and the award of the contract to the Sound Construction and Engineering Company, low bidder, at its basic bid price of $1,599,931, which includes the alternate. The motion was duly seconded by Commissioner Reynolds, whereupon Chairman Banfield declared the motion carried by the unanimous vote of the Commission.

At 11:00 a.m. Chairman Banfield publicly announced the action taken by the Commission, awarding this contract to the low bidder, Sound Construction and Engineering Company, at its basic bid price.

Messrs. Walter Meacham and Alfred A. Loeb, Executive Secretary and President, respectively, of the Old Oregon Trail Association, Inc.; and Mesdames Kenneth Tower and A. W. Solheim, both of Portland, representing the Dorion Club of that city, constituted a delegation which appeared before the Commission regarding the following subjects:

1. Erection of an historical marker, similar to those along the Old Oregon Trail, at the old Barlow Home at Barlow.

2. Erection of an historical marker at the intersection of the Gervais Road with the Pacific Highway, relating to Marie Dorion.

3. Erection of an historical marker at the new bridge over the Sandy River at Troutdale and the naming of this bridge "Lewis and Clark Bridge" because of its historical connection with the Lewis and Clark party.

4. Construction of adequate turn-outs at the sites of all historical markers.

5. Erection of signs at a reasonable distance (a quarter of a mile) on both sides of historical markers calling advance attention to them.

6. Inclusion on state highway maps of pioneer trails such as the Old Oregon Trail, Applegate Trail, and Barlow Road.

Mr. Meacham headed the group. He urged additional markers to make the highways more interesting to travellers. He suggested the erection of the marker honoring the Barlows because both Mr. and Mrs. Barlow played a great part in settling early Oregon. He also urged a marker commemorating Marie Dorion, an Indian woman, because of the part she played in early history. He said that Mrs. Dorion is buried in a little cemetery at the old churchyard in the hamlet of St. Louis, about three miles west of the highway. He suggested that the new bridge at Troutdale be named the Lewis and Clark Bridge, because the early expedition headed by Messrs. Lewis and Clark camped at that location, and also that a marker bearing appropriate information be erected at the site. Mr. Meacham also suggested that turn-outs should be provided at each of the markers to allow people to stop and read the inscriptions without endangering other traffic. Mr. Meacham presented wording to be inscribed on monuments to be erected at the Lewis and Clark Bridge, at Barlow, and at the Gervais intersection.

Chairman Banfield expressed the feeling of the Commission that adequate marking of highways and trails is essential in order to keep the traveling public informed on historical matters. The Commission, he said, will give careful consideration to the requests as presented, and will see what can be done toward bringing them into realization.

The Engineer brought up for discussion the matter of exchanging the present route of The Dalles-California Highway between Barclay Springs and Algoma, for the present Crescent City county road in northern Klamath County, when the new highway between Barclay Springs and Algoma has been constructed. The Engineer recalled that this exchange has been requested by the Klamath County Court because the Crescent City road is in an isolated section, and is inconvenient and costly for the county to maintain; also that the matter was considered by the Commission at the previous meeting but action on it was deferred indefinitely at that time. He advised that the matter is being called to the Commission's attention again because the Barclay Springs-Algoma Project will soon be ready to advertise and the matter of maintaining the old section must be determined in advance. He pointed out that the Crescent City road which the county is asking the state to take over is only 2.4 miles in length, whereas the Barclay Springs-Algoma Section is 3.9 miles in length. He also said that the county has already taken over a 4.3 mile section of the old The Dalles-California Highway, making a total of 8.7 miles which the county is assuming, as compared with 2.4 miles that the state will assume, if the Commission approves the exchange. He estimated the annual cost to maintain the 2.4 mile section at between $1,500 and $2,000 and pointed out that it probably will be necessary to resurface the section within the next two or three years. He recommended approval of the exchange. As a result of discussion, the Commission unanimously approved the proposed exchange of roads, at such time as the new highway between Algoma and Barclay Springs is completed and opened to traffic.

Mr. P. W. Schnieder, Assistant State Game Director, appeared before the Commission regarding the sale of 160 acres of State Game Commission land in Curry County, situate adjacent to Humbug Mountain State Park. Mr. Schnieder advised that this property was advertised for sale some time ago and the high bid received therefor was $9,580, whereas the appraised value as set by the Game Commission amounts to $11,000. He further stated that the Game Commission rejected this offer but deferred readvertising the sale because it understood that the State Highway Commission was interested in the property and might want it for park purposes. He indicated that if the property were readvertised for sale the Game Commission would receive a bid in excess of $11,000 for it, notwithstanding which it will accept $11,000 from the State Highway Commission if the Commission wants it at that price and will let the Game Commission know within a reasonable length of time. Following discussion, the Commission advised that it would decide shortly. The matter was referred to the Engineer and the Chief Counsel to negotiate the purchase of the property, with instructions to offer not to exceed $11,000 for it.

The Commission discussed a proposal of the State Board of Forestry with respect to the reforestation and construction of fire-brakes along the Wilson River Highway, within the limits of the "Tillamook Burn." The Engineer advised that the Oregon State Board of Forestry has commenced operations on this project, which includes the falling of snags, the rehabilitation of the area and the planting of coniferous trees, and has stated a willingness to perform such work on property owned by the State Highway Commission, partly within the right of way, and partly within adjacent state parks, without expense to the Highway Department, under the following conditions:

1. The Highway Commission is to furnish flagmen, when necessary, while the work is being conducted on the right of way, and a possible hazard exists to traffic.

2. The State Highway Department is to have equipment available to remove any snags or debris that might fall upon the highway during such operations.

3. The State Highway Department is to waive any rights that it has to merchantable timber that might result from the operations.

The cost to provide the flagging operations and to remove the debris that might fall on the highway, he said, will be nominal and can be handled by regular highway maintenance crews. He recommended acceptance of the offer, inasmuch as the reforestation of the "Tillamook Burn" is a very worthy project, and will add inestimable value to the highway, both from the scenic standpoint and from the elimination of dangerous snags. The Commission approved the recommendation unanimously and ordered that the arrangement be covered by written agreement with the State Board of Forestry.

The Commission unanimously approved the continuation of existing contracts with the National Hospital Association and with the Oregon Physicians Service providing for the furnishing of medical service to Highway Department employees during the calendar year 1950.

The Commission discussed a proposed agreement with Mr. H. J. Greiner. Condon, Oregon, providing for the elimination of a timber stockpass heretofore provided for his use on the John Day Highway at M. P. 46.0. It is a bridge designated as No. 3478 on the state highway system. The Engineer advised that the existing stockpass is in bad state of repair, and will soon have to be replaced. He estimated the cost of such replacement at approximately $2,000, and pointed out that Mr. Greiner is agreeable to eliminating the opening entirely, if paid the sum of $50. In fact, he has already executed an agreement to that effect. He recommended approval of the arrangement with Mr. Greiner in order to eliminate further expense in maintaining a stockpass at at this location. The Commission approved the recommendation unanimously. (The agreement was signed later in the session.)

Consideration was given by the Commission to the establishment of "No Parking" areas along state highways at the following locations:

1. Several sections on the High Street-Walnut Street Section of the Pacific Highway in Eugene where car parking along the curb obscures sight distance: The Engineer advised that the City of Eugene has adopted an ordinance prohibiting the parking of cars along the sections; moreover, investigations by the Traffic Engineer reveal that the "No Parking" areas are essential for the safety of traffic. He recommended adoption of a companion resolution by the Commission, endorsing the action of the City Council. The Commission approved the recommendation by the adoption of the attached resolution relative thereto marked EXHIBIT "F-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

2. East Oak Street (Cascade State Secondary Highway) Silverton, between Third Street and Norway Avenue: The Engineer advised that this section of highway is on a rather steep grade leading out of the business section of Silverton, and that about midway up the grade there is a horizontal curve. The pavement along the section, he said, is only 24 feet wide between curbs, which is insufficient area for the parking of vehicles and at the same time allow traffic to move with safety. The City of Silverton, he said, has adopted an ordinance prohibiting the parking of cars on either side of the highway at this location. He recommended adoption of a companion resolution by the Commission endorsing the City's action. The Commission approved the recommendation and thereupon, by unanimous vote, adopted the attached resolution relative thereto, marked EXHIBIT "F-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

3. Salem-Dallas Highway, at the location of an auction mart, approximately midway between Rickreall and West Salem: The Engineer advised that the auctions conducted at the auction market attract many people who park their cars on the highway shoulders in the vicinity of this establishment, creating a traffic hazard, particularly during the evening hours of darkness. The pavement along this section, he said, is only 22 feet wide, the shoulders eight, and the average daily traffic is 5,200 vehicles. During the period January 1, 1948, to July 31, 1949, he said, three accidents occurred which very likely could have been

avoided had a "No Parking" restriction been in effect. He recommended the adoption of a resolution by the Commission providing for "No Parking on Highway Shoulders" along this .6-mile section of highway, between M.P. 9.6 and M.P. 10.2. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "F-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was also given by the Commission to the following requests for the establishment of reduced speed zones along specified sections of state highways:

1. Request of the City of North Bend for a change in location of the city limit and reduced speed limit signs on the Oregon Coast Highway in the northern section of North Bend, so as to include the entire distance to the end of the McCullough Bridge: The Engineer advised that this matter has been investigated by the Traffic Engineer who advises that the change is not warranted, and who recommends that the request be denied. He declared his concurrence in the recommendation. The Commission approved the recommendation unanimously.

2. Request of Camas Valley Grange for the designation of a 25 mile per hour speed zone on the Coos Bay-Roseburg Highway through the Village of Camas Valley: The Engineer advised that this matter has been investigated by the Traffic Engineer who recommends that the request be denied because there is only a limited amount of roadside culture in Camas Valley, and the average daily traffic is only 600 vehicles He stated his concurrence in the recommendation, advising, however, that he has ordered the stenciling of the words "School Crossing" on the pavement at this place, to augment existing signs bearing the wording "Camas Valley" and "School Crossing". The Commission denied the request for the reduced speed zone.

3. Request from the Principal of Shasta School, Klamath Falls, for establishment of a 35 mile per hour speed zone on the Klamath Falls-Lakeview Highway between M.P. 3.37 and M.P. 4.0, immediately east of Klamath Falls:" The Engineer advised that this section adjoins a 35 mile per hour speed zone designated by the Commission on February 3, 1947. He recalled that the matter was before the Commission at its previous meeting, but was referred back to him for further study to determine whether or not a 35 mile per hour limit might be too slow for this section. Recent investigations, he said, reveal the need for the establishment of a lower speed limit, and he recommended approval of the establishment of such a zone by the Commission. As the result of discussion, the Commission unanimously approved a speed limit of 45 miles per hour, extending a distance of 0.63 mile easterly from the end of the presently designated 35 mile per hour zone, by the adoption of the attached resolution relative thereto, marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

4. Proposed extension of the existing reduced speed zone on the McKenzie Highway east of Springfield, Lane County: The Engineer advised

that the Commission at its meeting December 30, 1946, designated a 35 mile per hour speed zone on this highway, extending from M.P. 2.43 at the east city limits of Springfield, to M.P. 3.47 at the junction of the Springfield-Creswell Secondary Highway, and that requests have been received for the extension of said zone to M.P. 4.20. Investigations made by the Traffic Engineer, he said, reveal that the section in question is now practically a continuous business district, in view of which an extension of the zone is justified. He pointed out that the average daily traffic is 3,500 vehicles, and that the accident rate is quite high, there having been 28 accidents on this section during the past three years. He recommended the establishment of a 45 mile per hour speed zone from the end of the presently designated 35 mile per hour zone at M.P. 3.47, easterly to M.P. 4.93 at the junction with 54th Street. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

5. Establishment of a 20 mile per hour speed zone on the Willamette Highway at the Cost Fork Willamette River Bridge, about two and one-half miles east of Goshen: The Engineer advised that the bridge is an untreated wooden span which has deteriorated to such an extent that there is grave danger of its being demolished by heavy log trucks which cross it at high speed. Reconstruction of this bridge, he said, is in the current construction program, but it cannot be replaced until next year. In the meantime, in the interest of safety it is deemed necessary to limit the speed of vehicles crossing it to 20 miles per hour. He recalled that the Commission previously gave telephonic approval to the establishment of a 20 mile per hour speed zone for a distance of 1,000 feet on each side of the structure, specifically between M.P. 2.37 and M.P. 2.77, and he asked the Commission to confirm the action at this time. The Commission approved the request and thereupon, by unanimous vote, adopted the attached resolution relative thereto, marked EXHIBIT "G-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In the discussion of the above speed zone matters, Chairman Banfield reported a suggestion from Circuit Judge Earl C. Latourette that signs that are erected to point out reduced speed zones should contain information indicating the authority, whether state, county or city, under whose direction the zone has been established. It was Judge Latourette's feeling, he said, that such information would simplify court action in cases of this nature coming before the court, in that it would show whose order has been violated. It was the feeling of the Commission that the suggestion is a good one and should be carried through. Accordingly, the Engineer was instructed hereafter to provide such information on signs that are erected under his direction, and to replace or augment existing signs in conformity therewith.

Mr. and Mrs. J. H. Balzhiser, Eugene, appeared before the Commission and requested permission to cut the concrete curbs at three locations on Franklin Boulevard (US99) in Eugene, so as to allow entrance to their property, which fronts on the highway for a distance of about 300 feet, near the intersection with Walnut Street. Mr. Balzhiser advised that his property is

valuable only for commercial purposes -- that the city now has established a 25-foot setback so buildings cannot be constructed up to the right of way line; moreover, it has established a 25 mile per hour speed zone along this section, so no inconvenience or hazard to the traveling public will result if entrance driveways are permitted such as are now allowed at numerous points nearby. He offered to waive parking privileges along his entire frontage if allowed the curb cuts. He advised that unless he is allowed these entrances he will consider that he is being discriminated against.

The Commission's Chief Counsel advised against the granting of this privilege because it would be contrary to the Commission's established policy. Chairman Banfield stated that the Commission must be consistent in the handling of matters of this kind, and must act in good faith with others from whom access rights have been acquired. He pointed out that the Highway Commission has spent a large amount of money in obtaining a free-way through Eugene, which was for the purpose of eliminating exactly those things that the Commis- is now being asked to approve. The Highway Commission, he said, has not taken any action permitting curb cuts and if any have been allowed it is without the Highway Commission's approval.

Mrs. Balzhiser pointed out that two entrance driveways have already been built near their property, one being only ten feet distant from their property line, and the other 105 feet distant, and that both were constructed when the highway was built.

This matter was discussed at considerable length during which it was brought out that the city has been negotiating with Mr. and Mrs. Balzhiser for the purchase of their land as an addition to the recreational area that the city is developing on abutting property, and that the city is also giving serious consideration to changing the zone in which the Balzhiser property is situate from a commercial zone to a residential zone. As a result of this discussion, the Commission deferred a decision in the matter and referred it back to the Engineer and Chief Counsel for additional information, and to determine what has been done in the past about curb cuts in this vicinity. They were also instructed to investigate the speed control situation, and to ascertain if possible, just what the city has in mind with regard to acquiring the Balzhiser property for recreational purposes. Mr. and Mrs. Balzhiser were informed that they would be given an answer as soon as possible.

A delegation from Reedsport consisting of W. A. Burdick, pharmicist; E. C. Baker, Douglas County Commissioner; J. C. Diehl, realtor, and Tom Lillebo, Mayor, appeared before the Commission in the interests of further improvement of the Umpqua Highway. Mr. Burdick headed the group. He requested early construction of shoulder widening and parking space for automobiles on the "dike" section and along the Reedsport-Deans Creek Section, and similar construction on the Deans Creek-Luder Creek Section later. They were informed that the improvements requested are costly, but the Commission will give them consideration along with other projects in formulating future construction programs.

The Engineer reported that pursuant to the provisions of the Commission's resolution adopted June 28, 1949, approving permit forms, regula-

tions, et cetera, for Group I and Group II highways, he has reclassified from a Group II highway to a Group I highway status the section of the North Santiam Secondary Highway between the Town of Detroit and its junction with the Santiam Highway, based upon test runs conducted and observed by the Director of Permits. He asked the Commission to approve such reclassification. The Commission unanimously approved the request and so ordered.

Consideration was given by the Commission to the applications of Riggle and Clark, loggers, Cascade Locks, Oregon, and of Walter James, logger, Dodson, Oregon, for permission to truck-haul logs, involving overall lengths of fifty feet, over the upper Columbia River Highway from M.P. 35.63, near Dodson, to M.P. 48.47, approximately two miles east of the Town of Cascade Locks, for delivery to a sawmill owned and operated by the Cascade Locks Lumber Company at the latter-mentioned point. The Engineer advised that on May 17, 1949, the Commission authorized the granting of such a permit up to and including September 30, 1949, under certain conditions, and the present application is simply for an extension of the previous permit, which would allow these people to remove logs which they already have cut. Both operators, he said, advise that they will discontinue hauling logs and will make no attempt to haul in the event of a storm which lasts three to four days. He recommended approval of the request, and that permits be granted for the period commencing November 10, and expiring December 15, 1949. The Commission unanimously approved the recommendation, with the strict understanding that the permits shall not be extended, nor shall new permits be granted for log hauling on this section of highway when the present permits expire on December 15, 1949. The Engineer was instructed to advise both logging concerns accordingly.

The Engineer brought up for discussion violations committed by Bradley Bros., Camas Valley, Oregon, in connection with the truck-hauling of logs over state highways from Camas Valley to Sutherlin. He advised that Bradley Bros. operate three International trucks, each of which is wider than the width permitted by statute, one being six inches overwidth, and the other two being eight inches overwidth. He advised that between May 12 and August 26, 1949, the Highway Department weighmasters cited these men to court on eleven different ocoasions; that the matter had been brought to the attention of the State Police Department, which verified the overwidths, and also brought to the attention of the Public Utilities Commissioner, who advises that he cannot cancel or forcibly repossess the P.U.C. plates of Bradley Bros. except on the request of the Oregon State Highway Commission. Bradley Bros., he said, refuse to surrender voluntarily their P.U.C. plates covering the operation of this illegal equipment, in view of which he recommended that the Highway Commission request the Public Utilities Commissioner to cancel the permits of these operators insofar as they apply to operations on state highways. The Chief Counsel gave as his opinion that the Public Utilities Commissioner had no legal authority in the first place to issue permits for such illegal equipment, and that he should cancel the permits without the Highway Commission's request. The Commission unanimously approved the cancellation of the permits of these operators, and instructed the Chief Counsel to direct a letter to the Public Utilities Commissioner requesting such cancellation.

Mr. L. W. Bass, Oswego, was present and reported a bad drainage condition on the Lakewood Bay Section of the Oswego Highway at Oswego. He advised that a Mr. Murphy, who owns a drain that is now in place, has offered to let the Highway Department use it, but it is in need of repair. He urged acceptance of Mr. Murphy's offer rather than construction of a new drain, it being his feeling that the cost to repair the existing drain would be less than to build a new one. He asked for immediate action on the matter. The Commission referred the matter to the Engineer for investigation.

The Engineer reported the record of violations committed by Thomas H. Ireland, log hauler, Myrtle Creek, Oregon, in connection with his operations on US99 between Roseburg and Canyonville during the period 1946 to 1949 inclusive, such violations consisting of transportation of overweight loads, overdimension loads, and refusal to allow his loads to be weighed by state weighmasters. He advised that the record indicates complete disregard of the rules and regulations of his log-hauling permit, as well as of the warnings heretofore given him. He recommended, in view of the record, the cancellation of Mr. Ireland's P.U.C. permit. The Commission approved the recommendation unanimously, and instructed the Secretary to inform the Public Utilities Commissioner accordingly. (For details, see copy of Engineer's written report to the Oregon State Highway Commission, dated September 29, 1949, in general files.)

Commissioner Reynolds brought up for discussion overweight and overheight violations committed by a number of log haulers on the Little Sheep Creek Secondary Highway, Wallowa County. It appears that violations have been going on for some time and arrests have been made, but the offenders are released with only nominal fines, which are not effective as the offenses are repeated, and as a result considerable damage is being done to the improved section of this highway. The Commission referred the matter to the Engineer for investigation and report.

The meeting recessed at 12:00 noon for luncheon, and reconvened at 2:00 p.m. with the same persons present and participating.

Messrs. W. M. Tugman, Vice Chairman, and Arden X. Pangborn, Member of the Advisory Committee on Travel Matters, were present concerning the 1950 Budget for the Travel and Information Department. Also present were Manley Robison, Director of the Travel and Information Department, Salem; and A. E. Cole, Portland, representing MacWilkins Cole and Weber, advertising specialists. Mr. Tugman presented an outline of the Advisory Committee's recommendations for the coming year. He pointed out that the amount requested is the same as last year, viz: $250,000, but they are recommending a change to provide an additional amount for newspaper advertising, and a lesser amount for magazine advertising, for experimental purposes, the change being from $24,000 to $55,000 for newspaper advertising and from $132,000 to $104,000 for magazine advertising. In support of these changes he stated that the committee feels that the bulk of tourist traffic in Oregon comes from adjoining states, in view of which, newspaper advertising will be more flexible and can be used to greater advantage than magazine advertising. The Committee as a whole, he said, approves the budget as now recommended, including the changes.

Mr. Robison advised that tourist travel in Oregon during 1949 has increased 19 percent over that during 1948, and 5 percent over 1947. He estimated expenditures by tourists in Oregon during 1949 at $110,000,000, compared with $92,000,000 in 1948 and $105,000,000 in 1947. He also gave figures on the volume of out-of-state visitors, advising that nearly 2,200,000 people visited Oregon this year in 777,450 motor vehicles. Following discussion, during which the Commission expressed sincere appreciation for the services rendered by the Advisory Committee, the Commission unanimously approved the budget as presented, a summary of which follows:

TOTAL PROPOSED EXPENDITURES

1950

	Proposed 1950	Allocated 1949	Allocated 1948	Allocated 1947
Item A — General				
Printing (Booklets & Maps)	$27,004.00	$28,100.00	$31,383.00	$19,772.00
Photographic Department	9,071.00	9,444.00	9,860.00	13,970.00
Misc. Auxiliary Promotion	7,750.00	7,750.00	7,250.00	7,250.00
General Office	6,208.00	6,208.00	6,010.00	5,110.00
Salaries	25,020.00	23,796.00	20,422.00	18,590.00
	$75,053.00	$75,298.00	$74,925.00	$64,692.00
Item B — Space Advertising				
Magazine	$104,070 50	$132,412.40	$140,132.75	$150,804.85
Newspaper	55,000.00	24,000.00	18,000.00	12,969.00
Production	11,670.00	14,000.00	12,500.00	8,834.15
Contingency	4,206.50	4,289.60	4,442.25	12,700.00
	$174,947.00	$174,702.00	$175,075.00	$185,308.00
	$250,000.00	$250,000.00	$250,000.00	$250,000.00

(For details of the entire budget as adopted, see copy in general files.)

The following persons, representing the John Day Chamber of Commerce appeared before the Commission and requested early construction of the eleven-mile section of the Ochoco Highway, extending westerly from the Town of Mitchell to a connection with the Forest Highway Project that is now under construction by the Bureau of Public Roads: P. M. Shown, Hugh Maldrett, and James Dixon. Also present in the interests of this project were A. R. Bowman and Joe D. Thomison, both representing the Prineville Chamber of Commerce, and A. C. Priddy, Portland, representing Pacific Trailways.

Mr. Shown headed the group. He advised that the people of their district are very anxious to do business in Portland, but because of unsatisfactory road conditions more and more people are going to Boise, Idaho, to do

their trading, particularly because the distance to Boise is only 200 miles, whereas the distance to Portland via a crooked road through Arlington is 305 miles. He urged construction of the eleven mile section at the earliest possible time.

Chairman Banfield pointed out that the Commission has already provided its program for funds available for 1950-51, and in doing so, allocated what it considered was a fair share of the funds to the district in which the proposed highway is situated. The Commission, he said, appreciates the desire for this improvement, but because of lack of funds it does not appear possible to increase the allocation to this district.

Mr. Shown declared that this section of highway is more important to the people of John Day and vicinity than is the improvement of the John Day Highway between the cities of John Day and Mt. Vernon. The John Day-Mt. Vernon Section, he said, is in negotiable condition, but the highway west of Mitchell is worn out, and is almost impassable, a dangerous road to travel. He inquired as to the surfacing and oiling of the new grade over the Ochoco Summit. He was informed by Mr. W. H. Lynch, Division Engineer, Bureau of Public Roads, that this is a forest highway section, but there is no money available at present to finance the work. However, it might be possible to allocate funds to the project when additional funds are provided if mutual agreement can be reached among the State Highway Commission, U. S. Forest Service, and the Bureau of Public Roads, which are all concerned.

Mr. Priddy urged the improvement in behalf of the Pacific Trailways, advising that this concern will operate buses over this highway as soon as the road is put in travelable condition. Chairman Banfield concluded the discussion by stating that the Commission realizes that the section of highway under discussion must be reconstructed but it is a matter of finances which the Commission cannot handle now. The project will be kept in mind for future programming.

The Chief Counsel brought up for discussion the construction of the Oak Hill Undercrossing Project on the Eugene-Richardson Secondary Highway, Lane County, for which bids were received by the Commission at this meeting. He suggested that in the event a satisfactory bid was received for this work the award of the contract be deferred and the bids be referred to the Engineer to make the award later, because of a controversy he has with the Southern Pacific Company regarding railroad cooperation. He explained that the Public Utilities Commissioner handed down an order with respect to this crossing, notwithstanding which the railroad company wants the Highway Commission to enter into an agreement containing provisions that are unreasonable and uncalled for. He gave as his opinion that from the legal standpoint, the order issued by the Public Utilities Commissioner is ample authority for the accomplishment of the grade separation, and that no agreement between the railroad company and the state is necessary. He pointed out the possibility that the railroad company would stop any work under progress by an injunction, which would take the controversy into court; nevertheless, he recommended the suggested procedure in order to get the matter settled. The Commission unanimously approved the procedure outlined by the Chief Counsel and authorized him to take the matter into court if necessary.

The Commission had under consideration the disposition of portions of right of way of the following highway sections which the Engineer advised are no longer of value for highway purposes because of reconstruction of these highway sections on revised alignments:

1. Portion of the Lost Creek-Lowell Section of the Willamette Highway, Lane County.

2. Portion of the Pleasant Hill-Lost Creek Section of the Willamette Highway, Lane County.

3. Portion of the Amity-Hopewell Section of the Bellevue-Hopewell Highway, Yamhill County.

The Engineer recommended adoption of an order abandoning these sections. The Commission approved the recommendation and by unanimous vote adopted the attached resolutions with regard thereto, marked EXHIBITS "H-1", "H-2", and "H-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission discussed a letter from the Associated Forest Industries of Oregon, requesting copies of the monthly reports of the State Highway Department Weighmasters' operations. The Engineer recommended approval of the request and that other associations of similar nature be furnished the same reports if they request them. The Commission approved the recommendation unanimously.

There was brought to the attention of the Commission a copy of a bulletin issued by the Western Oregon Truck Owners Association, endorsing a policy recently adopted by the Lane County Court, to cancel the permits of operators engaged in truck-hauling of logs on county roads if such operators are apprehended for "laying-out" to escape having their loads weighed by weighmasters. The Commission expressed its appreciation for the bulletin and for the county court's policy. The Secretary was instructed to convey to the Association its thanks for the bulletin and to compliment the county court on its action.

A letter was presented from Sauvies Island Grange No. 840 espressing the feeling that the opening of the Sauvies Island Bridge, when completed, should be attended with appropriate ceremonies, and offering its services in connection therewith. The Engineer advised that present indications are that the bridge will not be completed and opened to traffic for about one year. The Secretary was instructed to pass on this information to the Grange and to state further that it would be notified thirty days or so in advance of the opening of the structure so they will know in time to prepare for the dedication ceremonies.

There was presented to the Commission a letter from the Oregon Roadside Council, Portland, urging the construction of a service road along US99E between Portland and Milwaukie, in order to prevent access to the highway except at designated points. The Engineer recalled that the Commission at its previous meeting indicated its willingness to construct such a service road if

it could secure proper cooperation from the City of Milwaukie. He further stated that the Chief Counsel and he discussed this matter with the authorities in Milwaukie, who took it under advisement, but no report has been received as to their decision. The Commission took the attitude that the next move is up to the City.

A letter from the Oregon Congress of Parents and Teachers, requesting that signs be maintained on highways throughout the state advising motorists of the new law which requires vehicular traffic to stop when approaching school buses that are loading or unloading passengers, had the attention of the Commission. It was the feeling of the Commission that residents of the State of Oregon generally are familiar with the law referred to, so the signs would not be of particular concern to them, but the signs probably would be of value and help to strangers entering the state's borders. In view thereof, the Commission by unanimous vote, authorized the Engineer to erect signs at highway entrances to the state for the benefit of such tourists.

The Engineer requested authority to spend the sum of $585.79 for the purchase of equipment such as desks, chairs, etc. for additional personnel in the Maintenance Engineering Department, particularly at LaGrande, Bend and Salem. The Commission approved the request.

The Engineer also requested authority to receive bids in Salem for the purchase of merchantable timber on the site of the proposed maintenance headquarters on the Crater Lake Highway at Prospect. He advised that plans are being prepared for the construction of a building on this site, so the removal of the timber, amounting to approximately 200 MFBM, is a necessity. He mentioned informal offers ranging from $945 to $1,240 that have already been received for the purchase of the timber. Nevertheless, he gave as his feeling that the timber should be sold as a result of formal competitive bidding. The Commission unanimously approved the taking of bids.

The Commission considered the claim of A. O. Eubanks, Vale, Oregon, for the loss of one steer, which fell into a highway test pit at M.P. 271.7 on the John Day Highway, said claim being in the amount of $106.94. The Engineer advised that when test pits of this nature are opened up, highway employees either fence them or cover them with planks, and such practice was followed in this instance, but later some unknown person removed the protective covering and the steer, valued at $106.94, fell into it and was killed. The evidence, he said, is very much against the state because the test pit was dug by a state highway employe. He recommended in view of the circumstances that the claim be paid. The Chief Counsel concurred therein. The Commission approved the recommendation.

The Engineer requested authority for Mr. Mark H. Astrup, Landscape Engineer, to attend a meeting of the co-ordinators of the Committee on Roadside Development of the American Association of State Highway Officials in Washington, D. C., December 13 to 16, 1949. He estimated the out-of-state expense at approximately $280. The Commission approved the request on the condition that the out-of-state travel is approved by Governor McKay.

The Engineer also requested authority to attend a meeting of the Executive Committee of the American Association of State Highway Officials in

Chicago during November 19 to 22 inclusive, and a general meeting, at the same time, of highway representatives from all the states to discuss and establish policies with respect to proposed federal legislation regarding roads, particularly action to oppose a proposed tertiary system of roads. He estimated that his out-of-state travel expense would not exceed $280. The Commission approved the request unanimously on the condition that Governor McKay will approve the out-of-state expense.

The Engineer was instructed to render a written report to the Commission giving details of the out-of-state travel that has been authorized by the Commission during the year 1949. He was also instructed to report on proposed out-of-state travel during the year 1950, including dates, destinations, purpose, estimated expense, and the names of the employees who it is expected will attent the meetings.

Consideration was given by the Commission to an application received from the Green Mountain Lumber Company for a one-year extension of its permit authorizing the truck-hauling of logs across Van Duzer Forest Corridor along the Salmon River Highway, Lincoln County. The Secretary advised that the State Parks Superintendent recommends approval of the request. The Commission approved the application unanimously.

The matter of renewing the blanket schedule bond furnished by the Ohio Casualty Insurance Company covering all Highway Department employees, which bond expires on December 31, 1949, had the attention of the Commission. As a result of discussion, the Commission referred the matter to Commissioner Reynolds with full power to act.

The Commission had under discussion the setting of a date for its next regular meeting, and decided to hold such meeting in Portland on Monday and Tuesday, December 19 and 20, 1949. The Commission also set Monday and Tuesday, February 6 and 7, 1950, as the date for its next regular meeting following the December meeting. The Secretary was instructed to make the usual arrangements to hold these meetings in the Green Room of the Imperial Hotel. The Engineer was instructed to advertise for bids at these two meetings every approved project that is possible for him to prepare.

The Commission considered and unanimously approved an extension of its agreement with MacWilkins, Cole and Weber, Travel Advertising Agency, covering employment of their services in connection with the Travel Department during the year 1950, which arrangement heretofore was recommended by the Advisory Committee on travel matters. (The agreement was signed later in the session.)

The Commission discussed and upon recommendation of the Engineer and the Chief Counsel, unanimously approved a form of agreement with the U. S. Army Engineers covering the relocation of portions of US730 and US395, as is necessary by reason of the construction of McNary Dam.

The Commission discussed with the Engineer the bids on highway construction projects received at the morning session, and at 3:00 p.m. Chairman Banfield publicly announced the Commission's action with respect to

each of the projects, as follows, the Commission's action being by unanimous vote:

"Klaskanine Summit-Columbia County Line Rock Production Project on the Nehalem Secondary Highway in Clatsop County. Jed Wilson, Seaside, submitted the low bid for this work at $27,200. E. C. Hall Company, Portland, submitted the second low bid at $27,500. There were three higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Jed Wilson, when certain conditions have been satisfied.

"Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County. A. H. Saxton and Sons, Corvallis, submitted the low bid for this work at $386,701. Del R. Beebe Construction Company, Eugene, submitted the second low bid at $395,287.10. Ten higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder, A. H. Saxton and Sons, when certain conditions have been satisfied.

"Murphy-Cave Camp Road Rock Production Project on the Williams Secondary Highway in Josephine County. M. C. Lininger and Sons, Medford, submitted the low bid for this job at $23,960. Barney B. Helser, Molalla, submitted the second low bid at $24,950. Three higher bids were received. The Commission has awarded the contract to the low bidder, M. C. Lininger and Sons, at their bid price.

"Whiskey Creek-East Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties. The Commission received two bids on this project, the low bid being submitted by F. L. Somers, Klamath Falls, at $57,270, and the other being submitted by Rogers Construction Company, Portland, at $66,400. Both bids have been rejected as being too high.

"Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway in Lane County. Inter City Sand and Gravel Company, Eugene, submitted the low bid for this project at $50,779.50 using asphalt. No bid was submitted for the use of tar. Loyd Calkins Company, Ocean Lake, submitted the second low bid at $54,807.50 using asphalt. He did not submit a bid for the use of tar. Twelve higher bids were received. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Inter City Sand and Gravel Company, when certain conditions have been satisfied.

"Construction of the Oak Hill Overcrossing over Southern Pacific tracks near Eugene on the Richardson-Eugene Highway in Lane County. Glen Snook, Eugene, submitted the low bid for this work at $71,260. Snook Brothers, Corvallis, submitted the second low bid at $75,580. Sixteen higher bids were received. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Glen Snook, when certain conditions have been satisfied."

The Commission considered and approved the following projects, as recommended by the Engineer, to take up the unallocated balance of $16,910 of 1949 Special State Tax Street Funds:

1. Improvement of Mill Street and a short section of Green Street in the Town of Paisley, Lake County. Estimated cost, $10,000.

2. Improvement of "C" Street in the City of Phoenix, Jackson County. Estimated cost - $12,000.

The Engineer pointed out that the total estimated cost of both projects is $22,000, and advised that the overrun will be charged to the 1950 allocation of funds of this classification. In the discussion of this matter, the question arose whether or not the Special State Tax Street Funds generally are being applied to improvements that are of particular benefit to log haulers, and whether such distribution of the funds is in conformity with the intent of the law. The Chief Counsel advised that according to the statute, $250,000 of the money apportioned to the cities shall be set up in a special account to be administered by the State Highway Commission, and that this money shall be spent each year on streets that are not a part of the state highway system, but which are receiving excessive wear from increases in population or heavy and unusual industrial traffic. It was the feeling of the Commission that, for the most part, the monies are being spent to improve log hauling routes, whereas there are plenty of streets in the smaller cities and towns that are badly in need of improvement which can be provided if some of the money were allocated to them. As a result of discussion, the Engineer was instructed, hereafter, to bring to the Commission's attention as early as possible in the year, a list of the projects that are proposed to be financed with funds of this kind, so that the Commission can study them and make a selection of projects in conformity with what it considers was the intent of the legislature when the law was enacted.

The Commission discussed and approved a form of agreement with Wasco County covering maintenance by Wasco County of the Wamic-Tygh Valley Section of the Wamic County Road when improvement of the same has been completed under state contract as a Federal Aid Secondary Highway Project. (The agreement was signed later in the session.)

The Commission also discussed and approved an agreement with Wasco County providing for stockpiling for county use 2,000 cubic yards of crushed rock in connection with the state's project for the construction of the Wamic-Tygh Valley Project, for which bids were received at this meeting. By this arrangement, the county agrees to reimburse the state for the cost of the rock from the first monies that are due the county from the state after the rock has been produced. (The agreement was signed later in the session.)

A letter was presented from the Kenton Businessmen's Club of North Portland, requesting permission to erect a memorial to the former City of Vanport within the traffic island on the Pacific Highway West, at the intersection of Denver and Interstate Avenues in Portland. The

Commission was of the opinion that the maintenance of a memorial or any other object than directional signs, at this important intersection, would divert the attention of motorists and would very likely be the cause of traffic accidents. In view thereof, the Commission denied the request.

The Commission authorized the Assistant State Highway Engineer, Mr. W. C. Williams, to attend, at state expense, the dedication of a new section of US99 a short distance south of the Oregon border, in the State of California, at an estimated out-of-state expense of $9.00.

The Commission discussed and unanimously approved a proposed agreement with the U. S. Forest Service covering snow removal operations on Timberline Road during the winter season, 1949-1950. According to this agreement, the work is to be done by the state at the expense of the Forest Service. (The agreement was signed later in the session.)

A petition was presented from residents of Scio and vicinity, requesting the oiling of the unoiled section of the Albany-Lyons Secondary Highway between Lyons and Scio. The Engineer recalled that the Commission approved an expenditure of $150,000 in its Second Post War Program for oiling an 8.4 mile section of this highway, between Lyons and Thomas Creek, but no provision has been made for oiling the remaining section, about 2.7 miles in length. He estimated the cost of such remaining work at $140,000. It was the feeling of the Commission that it could not allocate the additional amount at this time, and instructed the Secretary to inform the petitioners accordingly.

The Engineer presented a request from Pacific Greyhound Lines for a continuing permit, authorizing them to tow a disabled bus, 35 feet in length, with another bus of the same length, involving an extreme overall length of 74 feet. He said that the Director of Permits, who observed a test run of such a combination of vehicles, recommends that the request be denied because of the hazards created to other traffic, and that he concurs in the recommendation. The Commission approved the recommendation unanimously.

The Commission discussed a request from the S. J. & S. Logging Company for a reduction in the price to be paid for timber that was sold to them as the result of competitive bidding on June 6, 1949. It was explained that this Company offered $12.75 per MFBM for the timber, whereas the next high bid was that of Mr. G. C. Coe at $7.05 per MFBM; also that the S. J. & S. Company is now requesting a reduction to $7.15 per MFBM, alleging that they are unable to dispose of the timber as originally planned, because of its condition. The Engineer recommended that the request be denied as a matter of policy. The Commission approved the recommendation.

The Engineer presented for the Commission's information and study a proposed budget for the State Highway Department for the year 1950. The Commission indicated that it would discuss the budget at its next regular meeting on December 19 and 20, 1949.

The Commission discussed and upon recommendation of the Engineer approved a corrected list of roads in the Oregon Forest Highway System, as prepared by the Bureau of Public Roads. The following letter, directed to

the Chief of the Forest Service and the Commissioner of the Bureau of Public Roads, Washington, D. C., was thereupon signed by the Commission jointly with Mr. W. H. Lynch, Division Engineer, Bureau of Public Roads; and by the Regional Forester, U. S. Forest Service.

Portland, Oregon
November 8, 1949

Chief, Forest Service
Commissioner, Bureau of Public Roads
Washington, D. C.

Gentlemen:

The Forest Highway System selected and submitted by the Oregon State Highway Commission, pursuant to the Rules and Regulations for administering Forest Roads and Trails under the provisions of the Federal Highway Act was approved by the Department in accordance with the recommendations of the Bureau of Public Roads and the Forest Service under date of March 19, 1924 and certain revisions were approved by subsequent letters.

It is now recommended that the approved Forest Highways be revised to conform with the current correct mileages and classification. Therefore, in accordance with the Rules and Regulations for administering Forest Roads & Trails, under the provisions of the Federal Highway Act, it is requested that the Forest Highway System for the State of Oregon be revised to read as follows:

Route No.	Name	Termini	Approved Length	Class
1	McMinnville-Tillamook	Hebo-East Forest Boundary	13.9	1
2	Salmon River	Oregon Coast Highway - West Polk County Line	13.7	1
3	Oregon Coast	Neskowin-Siletz River	22.8	1
4	Siletz	Oregon Coast Hwy.-Forest Bdry.	6.0	2
5	Oregon Coast	Yaquina Bay-Umpqua River	68.7	1
6	Alsea	Waldport-Benton Co. Line	28.4	2
7	Siuslaw	Blachly-Oregon Coast Highway	45.1	1
8	Umpqua	Scottsburg-Reedsport	15.6	1
9	Oregon Coast	Hauser-Douglas County Line	9.7	1
10	Oregon Coast	Port Orford-Gold Beach	31.3	1
11	Redwood	O'Brien Schoolhouse-State Line	5.4	1
12	Redwood	Summit Hayes Hill-Love Station	2.0	1
13	Oregon Caves	3 mi. West of For.Bdry.to Caves	11.5	2
14	Applegate	Ruch-Watkins	17.0	3
15	Pacific	Canyonville-2-3/4 miles South of Forest Boundary	11.0	1
16	Tiller-Trail	Tiller to Trail	26.3	2
17	Crater Lake	Trail-Park Boundary	44.0	2

Route No.	Name	Termini	Approved Length	Class
18	Crater Lake	Dalles-Calif.Hwy.to Park Bdry.	7.7	2
19	Dalles-California	Crescent-Old Fort Klamath	57.8	1
20	Sand Creek	Dalles-Calif.Hwy.to Park Bdry.	4.3	2
21	Willamette	Lowell to Dalles-Calif. Hwy.	73.3	1
22	McKenzie	Blue River to Sisters	51.2	1
23	Santiam	1 mi. East of Foster to Sisters	69.5	1
24	North Santiam	Niagara-Santiam Hwy.	44.6	2
25	Mt. Hood	Wapinitia Jct. to West Bdry.	15.4	1
26	Wapinitia	Mt. Hood Hwy. to 1 mi. North of Wapinitia	32.6	1
27	Ochoco	West For.Bdry.to North For.Bdry.	19.6	1
28	Columbia River	West For.Bdry.to East For. Bdry.	27.3	1
29	Fremont	East For.Bdry.to West For.Bdry.	16.2	1
30	Klamath Falls-Lakeview	West For.Bdry.to East For.Bdry.	29.4	2
31	Fremont	4 mi. South of Valley Falls to 6 mi. North of Lakeview	13.0	1
32	Heppner-Spray	Mouth of Chapin Creek to John Day Highway	26.3	2
33	Pendleton-John Day	2-½ mi. N.W. of Albee to Range	30.7	1
34	Pendleton-John Day	Long Creek-South For.Bdry.	20.4	1
35	John Day-Burns	John Day to Burns	70.2	2
36	John Day	Prairie City-Unity	42.6	1
37	Weston-Elgin	McDougall's Camp to Summerville-Elgin Road	23.2	2
38	Flora-Enterprise	Oregon-Wash. State Line to South Forest Bdry.	30.3	2
39	Little Sheep Creek	Imnaha to West For.Bdry.	8.8	2
40	Baker-Cornucopia	Carson to Cornucopia	5.0	2
41	Loop-Dalles	Mt. Hood Hwy.to East For.Bdry.	15.0	3
42	Warm Springs	Wapinitia Hwy. to For.Bdry.	6.9	1
43	Diamond Lake	Union Creek to Dalles-Calif.Hwy. via Diamond Lake	38.9	2
44	Williams Creek	Applegate Hwy.-Oregon Caves Hwy.	20.0	3
45	Oregon Coast	North For.Bdry. to South For. Bdry.between Hebo & Beaver	1.1	1
46	Cascade Lakes	North Bdry. of Crater Lake Park to Bend	101.0	3
47	North Umpqua	Rock Creek to Cascade Lakes Hwy.	60.0	3
48	Klamath Lake-West Side	Seven Mile Creek to Forest Bdry. southeast of Odessa Creek	20.0	2
49	Mt. Hood	Wapinitia Jct.-North For.Bdry.	21.5	2
50	Timberline	Junction Mt. Hood Highway to Timberline Lodge	5.6	3

MILEAGES

Class 1	Class 2	Class 3	TOTAL
716.8	446.4	218.6	1381.8

(Cont.)

No other changes in the system are contrmplated at this time.

Yours very truly,

/s/ W. H. Lynch

W. H. LYNCH
Division Engineer

U. S. FOREST SERVICE, REGION #6

By _____
Regional Forester

STATE OF OREGON
HIGHWAY COMMISSION

By /s/ T. H. Banfield
Chairman

ATTEST:

By /s/ Ben. R. Chandler
Member

/s/ H. B. Glaisyer
Secretary

By /s/ Chas. H. Reynolds
Member

Mr. A. H. Saxton, representing A. H. Saxton and Sons, contractors, appeared before the Commission regarding the performance of work under the contract awarded to contractor F. H. McEwen on the previous day, for furnishing crushed gravel in stockpiles for the Bandon-Brush Creek Rock Production Project on the Oregon Coast Highway in Curry County. Mr. Saxton advised that his crushing plant is now set up in the quarry that will be used by Mr. McEwen in connection with this job, and that he has arranged with Mr. McEwen to do the work, provided the Highway Commission will approve the assignment of the contract. He said that if the Commission will approve such assignment, he will start operating on the following day and will finish the job before the end of the year. The Chief Counsel advised that there is no legal obstacle to prevent the Commission from approving the assignment if it so desires. The Commission took the attitude that approving the assignment would establish a dangerous precedent that would act adversely in the future, but if Mr. McEwen will appear before the Commission and give some very good reason for the assignment, the Commission will give the matter consideration, but it will not approve the assignment on any other basis.

Commissioner Reynolds brought up for discussion the matter of routing traffic to the proposed dam in the Snake River at Hells Canyon. He said that the Hells Canyon Improvement Association is of the belief that the construction of this dam will be approved in the not distant future, and they want to be assured that if the dam is built, traffic to the dam will flow through Oregon rather than Idaho. It was his feeling that information concerning such feature should be ascertained from the Army Engineers and the Bureau of Reclamation. The Commission approved the suggestion and instructed the Engineer to secure such information if possible.

November 8, 1949

Commissioner Chandler brought up for discussion matters pertaining to the proposed improvement of the Salem-Silverton County Road as a Federal Aid Secondary Highway Project, particularly protests that have been filed against such improvement, which includes construction of a railroad grade separation structure. It appears that the property owners along the section to be improved object strenuously to the present plans, because it will mean giving up some of their valuable land as right of way for the new alignment, and they allege that the present alignment and grade crossing are entirely satisfactory, because there is only one train movement daily on the railroad. The Engineer advised that he is studying this matter and will report on it shortly. Mr. T. M. Davis, District Engineer, Bureau of Public Roads, who was present, advised that one train movement daily over a railroad does not, in his estimation, justify the expense of a grade separation structure. He gave as his understanding that when this project originated there were nine train movements daily, but it now seems that there is only one. As a result of this discussion, the Commission instructed the Engineer to request a written opinion from the Bureau of Public Roads with respect to the justification for the grade separation structure, so the information may be used as a guide in the future when matters of this kind arise.

The Commission considered and signed agreements, et cetera, as follows:

Deed conveying unto the Port of Portland right of way contained in Columbia Airport access road.

Sale contract with Mr. Tymich, covering purchase of house and lot on Oregon Coast Highway near Coos Bay.

Easement granting to C. F. Williamson and wife access to service road on Berger Ranch-Barnes Road Section of the Sunset Highway.

Release agreement covering settlement effected by U. S. Army Engineers with Earl E. Evans for damage to federal and state property at Tillamook Head.

Release, cancelling U. S. Army lease of state-owned property at Clatsop County.

Bargain and sale deed conveying to Yaquina Radio, Inc., excess property on Agate Beach-Newport Section of Oregon Coast Highway.

Agreement with Bureau of Public Roads covering maintenance of a short section of Oregon Coast Highway south of Port Orford during coming Winter at Federal expense.

Agreement with City of Portland covering the installation of signals on 82nd Avenue (Cascade Secondary Highway).

Easement agreement with U. S. Army Engineers covering deposit of dredge materials on state property under south end of Coos Bay Bridge.

Agreement with H. J. Griner covering elimination of stockpass on John Day Highway.

Agreement with City of Prineville covering installation of traffic signal at intersection of Third and Main Streets in Prineville. (Authorized by Highway Commission on August 1, 1949).

Agreement with Douglas Forest Protective Association covering construction of access road for fire protective purposes on right of way of the Pacific Highway in Douglas County. (Authorized by Highway Commission on September 19, 1949.)

Agreement with MacWilkins, Cole and Weber, extending previous agreement covering services rendered in connection with the Highway Commission's Travel Bureau.

Agreement with Wasco County covering maintenance of Wamic-Tygh Valley Section of Wamic County Road after construction as a Federal Aid Secondary Highway Project.

Agreement with Wasco County providing for payment for 2,000 cubic yards of crushed rock to be stockpiled in connection with state highway contract for the construction of Wamic-Tygh Valley Project.

Agreement with U. S. Forest Service re snow removal on Timberline Road.

Joint letter with Bureau of Public Roads verifying corrected mileages and classifications of roads in Forest Highway System.

"Consent to Vacate" unnamed road adjacent to a Highway Department stockpile site on the Old Oregon Trail, Section 28, T 17 S, R 47 E, W M, Malheur County.

The meeting adjourned at 4:00 p.m.

Chairman

Commissioner

State Highway Engineer

Commissioner

Secretary

EXHIBITS "A" THROUGH "H-3"

Minutes of November 7 and 8, 1949

EXHIBIT "A"

Minutes of November 7 and 8, 1949

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #2

14660-A City of Portland
Right of Way
Option expires March 14, 1950 (Mayhew)

8,000 sq.ft. at 20¢ sq.ft.	$ 1,600.00	
Allowance- warehouse building	9,026.00	
Amount to be paid owner		$ 10,626.00
Amount chargeable to Right of Way		10,626.00

14692- Johnson, Alf T. and Agnes C. Johnson, and Emma H. Erickson
Right of Way
Option expires April 14, 1950 (Boone)

lot (50x120) at 20¢ sq.ft.	1,200.00	
Allowance- 5-room house	8,830.00	
Allowance- garage	720.00	
Amount to be paid owner		10,750.00
Amount chargeable to Right of Way		10,750.00

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #4

14846- Horton, E. B. and Luella St. Denis Horton (Mayhew)
Right of Way
Option expires March 27, 1950

7,875 sq.ft. at 17¢ sq.ft.	$ 1,338.75	
Allowance- for improvements	400.00	
6-room house	6,435.00	
garage	320.00	
approx. 6 mo. proration 1949-1950 taxes	36.25	
Amount to be paid owner		$ 8,530.00
Amount chargeable to Right of Way		8,530.00

14877- Robinson, Donald K. and Virginia B. Robinson, and A. G. Teepe (Mayhew)
Right of Way
Option expires April 13, 1950

5,000 sq.ft. (2 lots 25x100) at 12¢ sq.ft.	600.00	
Allowance- garage	200.00	
7-room house	4,411.60	
Amount to be paid owner		5,211.60
Amount chargeable to Right of Way		5,211.60

NORTHEAST UNION AVENUE SECTION, PACIFIC HIGHWAY

14773- Boden, Tom E. and Herbert C. Boden (Boone)
Right of Way
Option expires February 28, 1950

0.12 acre	250.00	
Amount to be paid Owner		250.00
Amount chargeable to Right of Way		250.00

POWELL BOULEVARD SECTION, MT. HOOD HIGHWAY

15450- Multnomah County (Mayhew)
Right of Way
Option expires April 1, 1950

0.47 acre at $638.00	300.00	
Amount to be paid owner		300.00
Amount chargeable to Right of Way		300.00

NORTH BOUNDARY-MT. HOOD NATIONAL FOREST SECTION, MT. HOOD HIGHWAY

15461- Noble, Frank J. and Carrie A. Noble (Benfield)
Right of Way
Option expires April 3, 1950

4.80 acres at $267.53 plus	$ 1,284.18	
Allowance - Timber	565.82	
Amount to be paid owner		$ 1,850.00
Amount chargeable to Right of Way		1,850.00

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

15012-A Warren Packing Company (Boone)
Right of Way
x

0.08 acre *	25.00	
Amount to be paid owner		25.00
Amount chargeable to Right of Way		25.00

* Quitclaim deed

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY

15604- Sisson, Darrell L. and Bernice V. Sisson, and Carl W. Nielsen and Darlene V. Nielsen * (Benfield)
Right of Way
Option expires April 6, 1950

2,438 sq.ft. at 40¢ sq.ft.	975.20	
Allowance for building	9,534.00	
- equity in 2 electric gas pumps	332.05	
- damages for loss business, etc.	1,000.00	
Restriction of access on remaining property		
Amount to be paid owner		11,841.25
Amount chargeable to Right of Way		11,841.25

* Grantors may rent property for $48.00 per month, for period of 1 year or less, after execution of deed.

VIENTO-HOOD RIVER SECTION, COLUMBIA RIVER HIGHWAY

15311- Jones, J. O. and Theresa D. Jones * (Benson)
Right of Way - Parks
Option expires April 3, 1950

* Grantors permitted to occupy the house just west of existing State Park and north of highway for a period of 5 years at a yearly rental of $10.00. Copy of agreement dated October 26, 1949, attached to final report.

(Cont.)

VIENTO-HOOD RIVER SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

15311- Jones, J. O. and Theresa D. Jones (Cont.)

180.00 acres, less RR property and right of way, on which are 6 houses, service station, grocery, residence, water system, 2 new gasoline pumps, etc.	$ 35,000.00	
Amount to be paid owner		$ 35,000.00
Amount chargeable to Right of Way and Parks		35,000.00

*** (See Footnote at end of Resolution)

CANYON ROAD SECTION, SUNSET HIGHWAY

15456- Tavelli, Sophie (Witt)
Right of Way
Option expires April 7, 1950

20,500 sq.ft. at 20¢ sq.ft.	4,100.00	
Allowance- 4-room house	710.00	
loss shrubs, fruit trees, grape vines, etc.	190.00	
Amount to be paid owner		5,000.00
Amount chargeable to Right of Way		5,000.00

OREGON CITY-NEW ERA SECTION, PACIFIC HIGHWAY

14039- Mitchell, Ross R. and Averil J. Mitchell * (Benfield)
Right of Way
Option expires April 4, 1950

0.098 acre Waiver of Access	500.00	
Amount to be paid owner		500.00
Amount chargeable to Right of Way		500.00

* Yearly permit issued to grantors to use State property south of and immediately adjacent to their premises, to control growth of brush.

NEWBERG SECTION, PACIFIC HIGHWAY WEST

9936- Stevens, Carl M. and Claude Stevens and Arline Stevens (Benfield)
Lease extension
Lease expires October 31, 1950

Extension of existing lease, rental raised from $25.00 to $30.00 per month	30.00

(Cont.)

NEWBERG SECTION, PACIFIC HIGHWAY WEST (Cont.)

9936- Stevens, Carl M. and Claude Stevens and Arline Stevens (Cont.)

Amount to be paid owner		$ 30.00
Amount chargeable to Maintenance		30.00

McMINNVILLE-THREE MILE LANE SECTION, SECONDARY HIGHWAY #152

13122- Eberhard, William F. and Colon R. Eberhard (Benson)
Right of Way
Option expires March 25, 1950

0.876 acre at $1,000.00	$ 876.00	
Allowance- 23 rods fence at $3 per rod	69.00	
trees	220.00	
severance damages	140.00	
Amount to be paid owner		1,305.00
Amount chargeable to Right of Way		1,305.00
STATE to: Construct approaches from both sides at Engr. Sta. 43+30 (Estimated)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		1,505.00

13119- Gottschalk, Lucy E., W. C. Hefner and Josephine M. Klebain (Benson)
Right of Way
Option expires April 18, 1950

0.49 acre at $1,000.00	490.00	
Allowance- fruit/nut trees	42.50	
31 rods fence at $3 rod	93.00	
severance damages	112.50	
Amount to be paid owner		738.00
Amount chargeable to Right of Way		738.00
STATE TO: Construct approach, easterly side, approx. Eng.Sta. 29+20 (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		838.00

(Cont.)

McMINNVILLE-THREE MILE LANE SECTION, SECONDARY HIGHWAY #152 (Cont.)

13120- Rossner, Rosswell A. and Freida G. Rossner (Benson)
Right of Way
Option expires March 28, 1950

0.73 acre at $1,000.00	$ 730.00	
Allowance- fruit and nut trees	485.00	
Damage- 10% on $1,520 value	152.00	
Amount to be paid owner		$ 1,367.00
Amount chargeable to Right of Way		1,367.00
STATE to: Construct private approach on both sides Highway at Engr.Sta. 35+50 (Estimated)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		1,567.00

13123- Peters, Lloyd M. and Marie Peters (Benson)
Right of Way
Option expires March 26, 1950

0.515 acre at $1,000.00	515.00	
Allowance- damages	150.00	
fruit tree	10.00	
compromise to settle	162.50	
Amount to be paid owner		837.50
Amount chargeable to Right of Way		837.50
STATE to: Construct approach, westerly side, at Engr.Sta.36+70 (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		937.50

13118- Tuttle, Charles V. and Virginia L. Tuttle (Benson)
Right of Way
Option expires March 16, 1950

0.387 acre at $600.00	232.20	
10 rods fence at $3.00 rod	30.00	
Allowance- moving 2 chicken houses	187.80	
Amount to be paid owner		450.00
Amount chargeable to Right of Way		450.00

(Cont.)

McMINNVILLE-THREE MILE LANE SECTION, SECONDARY HIGHWAY #152 (Cont.)

13117- Campbell, W. C. (Benson)
Right of Way
Option expires March 18, 1950

1.41 acres at $600.00	$ 846.00	
Allowance- 30 rods fence at $3.00 rod	90.00	
Amount to be paid owner		$ 936.00
Amount chargeable to Right of Way		936.00
STATE to: Construct drainage ditches along both sides of bridge where crossing to southerly bank of Yamhill R. (Est.)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		1,136.00

13124- Caldwell, Chester M. and Edith M. Caldwell (Benson)
Right of Way
Option expires March 16, 1950

0.007 acre	10.00	
Amount to be paid owner		10.00
Amount chargeable to Right of Way		10.00

13112- Bates, Harold and Emma Bates * (Benson)
Right of Way
Option expires March 25, 1950

2 lots (50x95)	1,000.00	
Allowance- house	4,320.00	
fruit trees, locust trees, shrubbery, grape arbor	332.00	
4,000 sq.ft. lawn	120.00	
garage	528.00	
chicken house	200.00	
wood shed, fruit room	500.00	
Amount to be paid owner		7,000.00
Amount chargeable to Right of Way		7,000.00

* Free rent to May 1950.

(Cont.)

McMINNVILLE-THREE MILE LANE SECTION, SECONDARY HIGHWAY #152 (Cont.)

13116- Arms, Chris * (Benson)
Right of Way
Option expires April 4, 1950

0.33 acre at $2,000.00	$ 660.00	
1.24 acres at $500.00	620.00	
Amount to be paid owner		$ 1,280.00
Amount chargeable to Right of Way		1,280.00

* Grantor to have easement for crossing right of way under bridge from east side of his bottom land on west side bridge at all times.

DRY CREEK-DETROIT SECTION, NORTH SANTIAM HIGHWAY

12839- Nyberg, Oskie Dorothy (Byrum)
Right of Way
(CORRECTION)

0.32 acre at $100.00	32.00	
Amount to be paid owner		32.00
Amount chargeable to Right of Way		32.00

PREVIOUS REPORT: August 6, 1946, Commission approved acquisition for a consideration of $16.00. Grantor refused to execute the deed; hence, the amount of the consideration raised to $32.00. (Deed has now been executed)

FERN CORNER-BURNS CORNER SECTION, KINGS VALLEY HIGHWAY

15688- Embree, Norval and Pearl Embree (Boone)
Right of Way
Option expires April 26, 1950

2.15 acres at $150.00	322.50	
Allowance- removal 140 rods fence at $2.50 rd.	350.00	
recent removal fence, brush, loss of brush line, damages	150.00	
Waiver of access, except three private access points at Engr.Sta.325+50, 333+00 & 352+50		
Amount to be paid owner		822.50
Amount chargeable to Right of Way		822.50

(Cont.)

FERN CORNER-BURNS CORNER SECTION, KINGS VALLEY HIGHWAY (Cont.)

15688- Embree, Norval and Pearl Embree (Cont.)

STATE to: Re-establish private access at Engr.Sta. 325+50, 333+00 & 352+50 (Estimated)	$ 75.00	
Amount chargeable to Construction		$ 75.00
GRAND TOTAL (Estimated)		897.50

15687- Fry, Calvin C. and Gertrude L. Fry (Boone)
Right of Way
Option expires April 24, 1950

2.02 acres at $150.00	303.00	
Allowance- removing and re-establishing 200 rods fence at $2.50 per rod	500.00	
Amount to be paid owner		803.00
Amount chargeable to Right of Way		803.00

15689- Campbell, Nellie J. (Boone)
Right of Way
Option expires April 25, 1950

1.21 acres at $150.00	181.50	
Allowance- removing and re-establishing 70 rods fence at $2.50 per rod	175.00	
crop damage (to be paid Gilbert A. Ennis)	50.00	
Amount to be paid owner		406.50
Amount chargeable to Right of Way		406.50
STATE to: Re-establish drive-in at Engr.Sta. 359+00 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		456.50

15759- Slack, M. E. and Emily A. Slack (Boone)
Right of Way
Option expires April 25, 1950

0.93 acre	200.00	
Amount to be paid owner		200.00
Amount chargeable to Right of Way		200.00

(Cont.)

FERN CORNER-BURNS CORNER SECTION, KINGS VALLEY HIGHWAY

15690- Breeden, Ellis H. and Pauline Breeden, and Wm. J. Colgrove and Nellie E. Colgrove (Boone)
Right of Way
Option expires April 30, 1950

2.02 acres at $150.00	$ 303.00	
Allowance- moving 315 rods fence at $2.50 rd.	787.50	
Amount to be paid owner		$ 1,090.50
Amount chargeable to Right of Way		1,090.50
STATE to: Fill present roadway up to level with fields on either side, between Engr. Sta.363+00 & 367+00, top layer to be of top soil from new right of way (Est.)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		1,290.50

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST

14609-
15189- Starker, T. J. and Margaret O. Starker (Haskin)
Right of Way
Option expires January 3, 1950
(CORRECTION)

2.833 acres at $1200.00 plus	3,404.00	
0.68 acre at $1000.00	680.00	
0.05 acre at $300.00 plus	16.00	
Allowance- waiver of access, except private access at Engr.Sta.100+00, east side	200.00	
damage- reduction of area	700.00	
Amount to be paid owner		5,000.00
Amount chargeable to Right of Way		5,000.00
STATE to: Construct private access at Engr. Sta.100+00 (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		5,100.00

PREVIOUS REPORT: June 27, 1949, Commission approved parcel #1 for 2.42 acres at $1200. This parcel has been increased to 2.833 acres, or $3404, an increased total of $500; previous total consideration was $4500.

(Cont.)

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST (Cont.)

14613- Lindell, Robert F. and Zita M. Lindell (Benfield)
Right of Way
Option expires March 15, 1950

23,174 sq.ft. at 3¢ plus sq.ft.	$ 882.00	
Allowance- 6 rods fence at $3.00 rod	18.00	
Waiver of access		
Amount to be paid owner		$ 900.00
Amount chargeable to Right of Way		900.00

14615-A Schmitt, Otto H. and Leona Schmitt (Benfield)
Right of Way
Option expires March 15, 1950

1,525 sq.ft. at $0.065 plus per sq.ft.	100.00	
Allowance- damages, highway too close	50.00	
Waiver of access		
(Small chickenhouse previously acquired from above owner may be removed by him (File #14615))		
Amount to be paid owner		150.00
Amount chargeable to Right of Way		150.00

KINGS VALLEY SECTION, KINGS VALLEY HIGHWAY

15383- Allen, Arlo (Byrum)
Quarry and stockpile site
Option expires April 25, 1950

40.0 acres, more or less, at $10.00	400.00	
Amount to be paid owner		400.00
Amount chargeable to Right of Way		400.00

Grantor to be deeded (back) this property when no longer needed for public use, at no cost.

Grantor to have right to use land for pasture if it won't interfere with State's operation or use.

Grantor to have right to construct and maintain fence along southerly side this land.

No dogs allowed on property.

PERMISSION GIVEN STATE: To take water from creek, located southerly side county road running through grantor's land, and to install and maintain pump and pipeline on lands of the grantor from said creek to the land hereinabove being conveyed, said pump and pipeline not to interfere with farming operation.

WREN SECTION, CORVALLIS-NEWPORT HIGHWAY

15441- Muller, William and Susie Muller (Haskin)
Permit of Entry

Permission to enter upon property for exploration for road materials	$ 20.00	
Amount to be paid owner		$ 20.00
Amount chargeable to Right of Way		20.00

BLODGETT-EDDYVILLE SECTION, CORVALLIS-NEWPORT HIGHWAY

15642- Hope, Annes M. (McChesney)
Permit of entry
Option expires December 1, 1949

For permission to enter upon property to prospect for road materials, 10 acres at $5	50.00	
Amount to be paid owner		50.00
Amount chargeable to Right of Way		50.00

WALTON-VENETA SECTION, EUGENE-FLORENCE ROUTE "F" HIGHWAY

12984- Hale, Farmer and Loris Hale (Byrum)
Quarry site lease
Lease expires August 1, 1950

3-year renewal lease on 5.23 acres, crushed rock taken to be at rate of 3¢ cu.yd., royalty basis

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

15085- Robison, Benny and Bettie Robison, and Dave Taylor (Haskin)
Right of Way
Option expires March 20, 1950

20,160 sq.ft. (lot 126x160) at 5½¢ sq.ft.	1,115.00	
Allowance- 3-room house	1,485.00	
Waiver of Access		
Amount to be paid owner		2,600.00
Amount chargeable to Right of Way		2,600.00

15099- Harrington, Floyd and Mildred G. Harrington (Haskin Landon)
Right of Way
Option expires February 15, 1950

5.60 acres at $500.00	2,800.00
8.11 acres at $25.00 less	200.00
Allowance- moving electric sign	200.00
restricted access	100.00

(Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

15099- Harrington, Floyd and Mildred G. Harrington (Cont.)

Amount to be paid owner		$ 3,300.00
Amount chargeable to Right of Way		3,300.00
STATE to: Construct commercial access at Engr.Sta. 182+50 including bridge (Estimated)	$ 2,200.00	
Amount chargeable to Construction		2,200.00
GRAND TOTAL (Estimated)		5,500.00

15086- Howerton, Alex and Emily J. Howerton (Haskin)
Right of Way
Option expires March 19, 1950

3,268 sq.ft. (38x86 lot) at 12¢ plus	393.00	
Allowance- 4-room frame house	2,340.00	
Frame tent-house	27.00	
Waiver of access		
Amount to be paid owner		2,760.00
Amount chargeable to Right of Way		2,760.00

15099-A Hurley, Harold and Marie Hurley (Haskin)
Right of Way
Option expires March 7, 1950

3.52 acres at $25.00	88.00	
Allowance- concrete catch basins and culvert extensions installed by grantor	500.00	
septic tank drainage ditch taken, (partly constructed)	25.00	
Waiver of access except private access, north side, opposite Engr.Sta.182+50 & 187+80		
Amount to be paid owner		613.00
Amount chargeable to Right of Way		
STATE to: Construct road approaches, 25 feet wide, north side, opposite Engr.Stas. 182+50 & 187+80 (Estimated)	1,000.00	
Amount chargeable to Construction		1,000.00
GRAND TOTAL (Estimated)		1,613.00

(Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

15093- Wilson, Estate Leslie R. (Haskin)
Right of Way
Option expires January 20, 1950

1.0 acre at $1,000.00	$ 1,000.00	
43.19 acres at $39.00 plus	1,700.00	
Amount to be paid Owner		$ 2,700.00
Amount chargeable to Right of Way		2,700.00

15473- Crahane, Joe M. and Audrey H. Crahane (Haskin)
Right of Way
Option expires April 10, 1950

8,650 sq.ft. at 10¢ sq.ft.	865.00	
Allowance- small house	960.00	
fruit trees	135.00	
chicken house and fence	40.00	
Amount to be paid owner		2,000.00
Amount chargeable to Right of Way		2,000.00

15094-A Boone, Bailey H. and Nola M. Boone (Reeder)
Right of Way
Option expires April 9, 1950

94.0 acres at $7.42 plus	700.00	
Amount to be paid owner		700.00
Amount chargeable to Right of Way		700.00

#15094- (taking entire property, cancels access Eng. Sta.132+40)

15089- Inman, C. H. and Lila B. Inman (Haskin)
Right of Way
Option expires March 27, 1950

2.50 acres at $1,000.00	2,500.00	
37.00 acres, more or less, at $38 less	1,400.00	
Allowance- auto court	8,312.00	
6-room house	5,018.00	
wood shed	50.00	
water system, cement reservoir	275.00	
furniture (listed)	945.00	
Amount to be paid owner		18,500.00
Amount chargeable to Right of Way		18,500.00

MYRTLE CREEK-CANYONVILLE SECTION, PACIFIC HIGHWAY

14309- Watzig, Hedwig, and Glenn G. Butler and Doris Lillian Butler (Norlin)
Gravel Bar
Option expires March 1, 1950

9.03 acres at $400.00	$ 3,612.00	
Amount to be paid owner		$ 3,612.00
Amount chargeable to Right of Way		3,612.00

Grantor to have right to set up irrigation portable pump so long as it does not interfere with State operations; and may remove gravel for own building purposes.

CANYONVILLE-DAYS CREEK SECTION, TILLER-TRAIL HIGHWAY

15752- Green, H. B. and Alice Green (Norlin)
Right of Way
Option expires April 30, 1950

0.15 acre at $300.00	45.00	
Allowance- trees (oak,* fruit)	30.00	
Amount to be paid owner		75.00
STATE to: Remove and re-establish 30 rods fence at $4.00 per rod (Est.)	120.00	
Amount chargeable to Right of Way		195.00
OTHER ITEMS: Reconstruct and gravel road approaches, at approx. existing Engr.Stas.32+50 & 34+50, south side (Estimated)	150.00	
Amount chargeable to Construction		150.00
GRANT TOTAL (Estimated)		345.00

*Owner may salvage oak tree.

DAYS CREEK-WRIGHT RANCH SECTION, TILLER-TRAIL HIGHWAY

15750- Ulam, Peter E. and Pearl Ulam (Norlin)
Right of Way
Option expires April 30, 1950

1.14 acres at $100.00	114.00	
Amount to be paid owner		114.00

(Cont.)

DAYS CREEK-WRIGHT RANCH SECTION, TILLER-TRAIL HIGHWAY (Cont.)

15750- Ulam, Peter E. and Pearl Ulam (Cont.)

STATE to: Remove and re-establish 55 rods fence at $3.00 per rod	$ 165.00	
Amount chargeable to Right of Way		$ 279.00
OTHER ITEMS: Reconstruct & gravel road approach, Engr.Sta.484+20,north side (Est.)	75.00	
Re-establish pipelines if disturbed & provide for pipe under road at Engr.Sta.485+20 (Estimated)	25.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		379.00

PROVOLT-WILLIAMS SECTION, WILLIAMS SECONDARY

15064- Yocum, T. J. and Mary, and George D. Fry and Letha Fry (Benfield)
Gravel bar
Option expires February 16, 1950

11.19 acres at $100.00	1,119.00	
103.02 rods fence at $2.00 rod	206.04	
Amount to be paid owner		1,325.04
Amount chargeable to Right of Way		1,325.04
STATE to: Rebuild irrigation ditch and flumes along entire length of haul road (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		1,425.04

15068-A Donica, William E. and Lola Mae Donica (Norlin)
Hauling road
Option expires April 17, 1950

0.05 acre - lump sum	20.00	
Amount to be paid owner		20.00
Amount chargeable to Right of Way		20.00

15066- Holden, Howard C. and Dorothy E. Holden (Norlin)
Haul road
Option expires April 9, 1950

0.13 acre	25.00	

(Cont.)

PROVOLT-WILLIAMS SECTION, WILLIAMS SECONDARY (Cont.)

15066- Holden, Howard C. and Dorothy E. Holden (Cont.)

Amount to be paid owner		$ 25.00
Amount chargeable to Right of Way		25.00

CAVES JUNCTION-FOREST BOUNDARY SECTION, OREGON CAVES HIGHWAY

15390- Thomas, Kenneth E. and Lucille B. Thomas, and Harold R. Smid and Elsie Smid * (Byrum)
Gravel bar
Option expires January 6, 1950

2.94 acres at $51.02 per acre	$ 150.00	
Amount to be paid owner		150.00
Amount chargeable to Right of Way		150.00

* If property no longer needed for public use, grantors to have right to purchase at same price sold.

15388- Steingart, Stephen S. and Estel Steingart * (Byrum)
Gravel bar and haul road
Option expires January 6, 1950

8.46 acres at $53.50 less	450.00	
Amount to be paid owner		450.00
Amount chargeable to Right of Way		450.00

Owner may have use of the haul road.

* If property no longer needed for public use, grantors to have right to purchase at same price sold.

15391- Garle, Fred E. and Alice P. Garle, and Salvage Lumber Company (Byrum)
Haul road
Option expires January 7, 1950

0.84 acre at $59.00 plus	50.00	
Amount to be paid owner		50.00
Amount chargeable to Right of Way		50.00

COOS BAY SECTION, OREGON COAST HIGHWAY

15609- Warren, Eleanor E. and S. A. Warren (Reeder)
Right of Way
Option expires March 11, 1950

(Cont.)

COOS BAY SECTION, OREGON COAST HIGHWAY (Cont.)

15609- Warren, Eleanor E. and S. A. Warren (Cont.)

1,200 sq.ft. at $0.583 sq.ft.	$ 700.00	
Amount to be paid owner		$ 700.00
Amount chargeable to Right of Way		700.00

BAY PARK-DELMAR SECTION, OREGON COAST HIGHWAY

14921- Costley, Nellie (Reeder)
Right of Way
Option expires March 7, 1950

16,117 sq.ft. at 4½¢ plus per sq. ft.	725.00	
Allowance- 20 rods fence at $2.00 rod	40.00	
reduction of area & waiver of access	35.00	
Amount to be paid owner		800.00
Amount chargeable to Right of Way		800.00

STATE to: Construct road approach, Engr.Sta. 100+30, westerly side (Est.) 100.00
Reconstruct street approach, Engr.Sta. 97+90, westerly side (Est.) 100.00

Amount chargeable to Construction	200.00
GRAND TOTAL (Estimated)	1,000.00

DUFUR-MAUPIN SECTION, THE DALLES-CALIFORNIA HIGHWAY

15660- Crabtree, Raymond A. (Cozad)
Stock pile
Lease expires December 31, 1967

20 year lease on 1.0 acre at $2.50 per year *	50.00	
Amount to be paid owner		50.00
Amount chargeable to Right of Way		50.00

* December 31, 1947 to December 31, 1967.

SHERARS SUMMIT-GRASS VALLEY-EAST UNIT SECTION, SHERARS BRIDGE SECONDARY

15292- Davis, Sam J. (Cozad)
Quarry, stockpile and haul road
Option expires March 23, 1950

6.10 acres at $40.00 244.00

(Cont.)

SHERARS SUMMIT-GRASS VALLEY-EAST UNIT SECTION, SHERARS BRIDGE SECONDARY (Cont.)

15292- Davis, Sam J. (Cont.)

Amount to be paid owner		$ 244.00
Amount chargeable to Right of Way		244.00

STATE to keep gate at entrance to haul road padlocked when not in use.

14293- von Borstel, Frank and Theo von Borstel
Stock pile (Cozad)
Option expires March 23, 1950

0.38 acre at $20.00	$ 7.60	
Amount to be paid owner		7.60
Amount chargeable to Right of Way		7.60

15294- Schwartz, W. H.
Stock pile (Cozad)
Option expires March 23, 1950

0.49 acre at $20.00	9.80	
Amount to be paid owner		9.80
Amount chargeable to Right of Way		9.80

SHERARS SUMMIT-GRASS VALLEY (WEST UNIT) SECTION, SHERARS BRIDGE SECONDARY

15291- Ragsdale, Wm. H. and Evelyn R. Searcy
Quarry, haul road and stock pile (Cozad)
Option expires April 2, 1950

20-year lease on 5.35 acres at $40 acre (quarry, haul road)	214.00	
1.0 acre at $40.00 (stock pile site)	40.00	
Amount to be paid owner		254.00
Amount chargeable to Right of Way		254.00

STATE to: Provide stock guard at entrance to haul road where same intersects present fence line (Estimated) 100.00
Protect existing live spring near south line of quarry; fence stock pile site (Estimated) 80.00

(Cont.)

SHERARS SUMMIT-GRASS VALLEY (WEST UNIT) SECTION, SHERARS BRIDGE SECONDARY (Cont.)

15291- Ragsdale, Wm. H. and Evelyn R. Searcy (Cont.)

Amount chargeable to Construction		$ 180.00
GRAND TOTAL (Estimated)		434.00

BUCK HOLLOW SECTION, SHERARS BRIDGE HIGHWAY #290

8811- Brown, J. E. (Cozad)
Right of Way
Option expires March 12, 1950

2.12 acres at $5.00	$ 10.60	
Amount to be paid owner		10.60
Amount chargeable to Right of Way		10.60

SOUTH UNIT-U.S.FOREST SECTION, ENTERPRISE-LEWISTON HIGHWAY

15735- Johnson, Kenneth R. and C. Raymond Johnson * (Benfield)
Right of Way
Option expires April 24, 1950

34.76 acres at $15.00 plus	524.40	
Allowance- 847.5 rods fence at $2 per rod	1,695.00	
Amount to be paid owner		2,219.40
Amount chargeable to Right of Way		2,219.40

* Existing right of way from Engr.Sta.17+00 to 60+00 to revert to owners.

FLORA JUNCTION-WYE SECTION, ENTERPRISE-LEWISTON HIGHWAY

15761- McCall, Roy and Allene J. McCall * (Chidsey)
Right of Way

1.58 acres	1.00	
Amount to be paid owner		1.00
Amount chargeable to Right of Way		1.00

STATE to: Blade and surface 500 feet approach road to farm house

Amount chargeable to Construction	00.00	
GRAND TOTAL		1.00

FOREST BOUNDARY-UNITY JUNCTION SECTION, JOHN DAY HIGHWAY

15509- Whittemore, D. R., Blanche Whittemore, Eunice Carson, and Richard W. Aschim
Right of Way (Cozad)
Option expires March 16, 1950

0.59 acre at $100.00	$ 59.00	
Allowance- re-establishing 104 rods woven wire fence at $2.00 per rod	208.00	
Waiver of access, except private access, Engr.Stas.1257+75 & 1265+50, east side		
Amount to be paid owner		$ 267.00
Amount chargeable to Right of Way		267.00
STATE to: Construct private access, Engr.Sta. 1257+75 and 1265+50, east side (last, estab.access point at present) (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		367.00

15638- Kesl, B. J.
Gravel pit lease (Chidsey)
Lease expires September 30, 1950

1.90 acres at $50.00	95.00	
Amount to be paid owner		95.00
Amount chargeable to Right of Way		95.00

GARRISON CORNER SECTION, NYSSA-ADRIAN HIGHWAY

15693- Coad, Bernice H.
Right of Way (Benfield)
Option expires April 19, 1950

0.15 acre at $500.00	75.00	
Amount to be paid owner		75.00
Amount chargeable to Right of Way		75.00
STATE to: Re-establish private entrance into property at Engr.Sta.120+80 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		125.00

BURNS-CRANE SECTION, BURNS-CRANE HIGHWAY

15271- Whitney, Arthur S., Alfred B. Whitney, Louise Hancock & Nellie Kessler
Right of Way
Have deed (Cozad)
(CORRECTION)

1.20 acres at $10.00	$ 12.00	
Allowance- expense in executing deed	5.00	
Grantors reserve all oil rights		
Waiver of access, except farm crossings, Engr.Sta.1158+50 and 1170+00		
Amount to be paid owner		$ 17.00
STATE to: Remove and re-establish 320 rods fence at $2.50 per rod (Estimated)	800.00	
Amount chargeable to Right of Way		817.00
OTHER ITEM: Provide farm crossings, Engr.Sta. 1158+50 and 1170+00 (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		917.00

PREVIOUS REPORT: Commission, April 11, 1949, approved acquisition of 0.564 acre at $10 per acre, or $5.64

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY

15277- Matney, M. G.
Right of Way
Option - x (Cozad)

3.3 acres	00.00	
Amount to be paid owner		00.00
Amount chargeable to Right of Way		00.00
STATE to: Provide 3 crossings, approx. ½ mile apart, at Engr.Stas.1468+75, 1450+20, & 1431+55, and at entrance, north side, Engr.Sta. 1484+75 (Estimated)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		200.00

FOOTNOTE: ***

Item 15311, acquisition of property on the Viento-Hood River Section of the Columbia River Highway, from J. O. Jones and Theresa D. Jones, for right of way and park purposes. The Commission unanimously approved purchase of this property for $35,000, but deferred distribution of the expense, a portion of which is to be charged to Right of Way, a portion to Parks.

EXHIBIT "B"

Minutes of November 7 and 8, 1949

R E S O L U T I O N

WHEREAS, on November 3, 1948, this Commission adopted a resolution and entered the same in its records, by which resolution the Commission determined upon and adopted a policy with respect to the construction, reconstruction, relocation and operation of highways in the State of Oregon pursuant to the authority and purpose of the provisions of Chapter 4, Laws of Oregon, 1947, known as the "Throughway Law"; and

WHEREAS, by the express terms and provisions of said law the powers and authority thereby and therein vested in this Commission are in addition to and do not restrict, limit, or repeal any power or authority then lodged in the Commission by any other law; and

WHEREAS, by Section 7 of said Act the Commission is authorized and empowered to acquire by agreement, by donation, or by the exercise of the power of Eminent Domain fee title to or any interest in any real property including easements of air, view, light, and access, which, in the opinion or judgment of the Highway Commission is necessary or deemed necessary for the construction of any highway as a Throughway, and by said section the Commission is authorized to acquire real property for such use and purpose pursuant to the procedure by which real properties are acquired by the State for ordinary highway purposes; and

WHEREAS, by Section 100-115, O. C. L. A., the Commission is vested with authority and power to acquire not only the fee title to real property taken for highway purposes but may acquire also all right of access from the land abutting thereon; and

WHEREAS, for the purpose of clarifying said resolution adopted and entered in the minutes and records of the Commission on the third day of November, 1948, and for the purpose of removing therefrom any question or purpose of limiting the procedure by which real property is to be acquired, including access to and from the same, the Commission does hereby amend said resolution in the manner herein set forth.

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members being present and voting affirmatively as follows:

1. That there be added to Section 5 of said resolution a paragraph which shall be and is designated as Paragraph 5a, and shall read as follows:

5a. When real properties are acquired pursuant to an order or orders of the Commission, which properties are to be used in connection with the construction, reconstruc-

(Cont.)

tion or relocation of a highway or section of highway as a Throughway. such real properties, whether acquired by grant or by the exercise of the power of Eminent Domain, may be acquired under the provisions of said Throughway Law or under the provisions of Chapter 2, O. C. L. A., known as the Oregon Highway Code. The resolution and order of the Commission authorizing the acquisition of real property may specify whether said real property shall be acquired under the provisions of the Throughway Law or under the provisions of the Oregon Highway Code.

2. This resolution shall be entered in the minutes and records of the Highway Commission as of the 7th day of November, 1949, and shall to the extent herein provided amend said resolution adopted November 3, 1948, but in all other respects, not inconsistent with the provisions of this amendment, said original resolution shall remain in full force and effect.

EXHIBIT "C-1"

Minutes of November 7 and 8, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Shaniko . . . . . $ 235.18

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 7th day of November, 1949.

16850

EXHIBIT "C-2"

Minutes of November 7 and 8, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1949 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Dufur . . . . . $ 1,747.94

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 7th day of November, 1949.

EXHIBIT "C-3"

Minutes of November 7 and 8, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Amity	$1,504.97	North Powder	$ 798.12
Barlow	110.38	Ocean Lake	1,182.33
Eagle Point	957.32	Pilot Rock	1,014.64
Echo	963.69	Powers	1,617.47
Elkton	454.25	Rockaway	2,020.78
Empire	1,500.73	Sublimity	594.35
Fairview	982.80	Wheeler	549.77
Glendale	1,182.33		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 7th day of November, 1949.

EXHIBIT "D"

Minutes of November 7 and 8, 1949

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

HAMILTON-ROUND BASIN CREEK SECTION of the KIMBERLY-LONG CREEK SECONDARY HIGHWAY No. 402, in Grant County,

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the above-mentioned section of state highway, particularly between Engineer's Station 1235+00 and Engineer's Station 1520+00, together with the map which for identification purposes bears the map file No. 6B-36-10, field notes and other engineering data submitted by the Engineer, hereby is approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. It is further ordered that the said route and the survey of the same hereby are adopted as the route and location of the HAMILTON-ROUND BASIN CREEK SECTION of the KIMBERLY-LONG CREEK SECONDARY HIGHWAY No. 402.

3. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

4. That this resolution be entered in the minutes and records of the Commission as of the 8th day of November, 1949.

EXHIBIT "E"

Minutes of November 7 and 8, 1949

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2995 with R. & M. Construction Co. for constructing the Pleasant Hill Overcrossing in Lane County, completed Sept. 30, 1949.

Contract No. 3017 with J. C. Papin for grading and oil mat surfacing on the North Unit, Joseph-Wallowa Lake Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County, completed May 27, 1949.

Contract No. 3020 with Harry I. Hamilton for repairs to the South Dillard Bridge in Douglas County, completed October 1, 1948.

Contract No. 3043 with Tom Lillebo for constructing the Beaver Creek Bridge in Coos County, completed October 21, 1949.

Contract No. 3074, with Groesbeck & Hickson for grading and surfacing on the Enegren Ferry Section of the Coos River Secondary Highway in Coos County, completed August 31, 1949.

Contract No. 3085 with Tom Lillebo for constructing the Delmar Overcrossing in Coos County, completed October 21, 1949.

Contract No. 3089 with Lindstrom Bros. for structure, grading and paving on the Devils Lake Outlet Section of the Oregon Coast Highway in Lincoln County, completed September 30, 1949.

Contract No. 3097 with T. W. Thomas for grading and surfacing on the Prineville-Eagle Rock Creek Section of the Paulina Secondary Highway in Crook County, completed September 21, 1949.

Contract No. 3100 with VaDare Const. Co. for constructing the Middle Fork, Coquille River River Bridge in Douglas County, completed Oct. 5, 1949.

Contract No. 3108 with A. H. Saxton & Sons for furnishing crushed material in stockpile on the Ranger Station-Toll Creek Section of the Santiam Highway in Linn County, completed August 9, 1949.

Contract No. 3113 with A. H. Saxton & Sons for grading, bituminous macadam surfacing and rock production on the Collins Creek & Parkdale Sections of the Hood River and Mt. Hood Highways in Hood River County, completed July 7, 1949.

(Cont.)

EXHIBIT "E" (Cont.)

Contract No. 3120 with J. N. & M. J. Conley for grading and oil mat surfacing on the Henley-Lost River and Malin Sections of the Klamath Falls-Malin Highway in Klamath County, completed October 15, 1949.

Contract No. 3126 with Western Golf Course Supply Co. for irrigating system and seeding on the Front Avenue (Alder-Bancroft Streets) Section of the Pacific Highway West in Multnomah County, completed Sept. 20, 1949.

Contract No. 3135 with Rath & Morris for constructing the Eugene Office Building in Lane County, completed October 31, 1949.

Contract No. 3153 with L. K. Snell for painting the Yaquina Bay Bridge in Lincoln County, completed October 13, 1949.

Contract No. 3157 with O. C. Yocom for reoiling on the Pine Grove-Maupin Section of the Wapinitia Highway in Wasco County, completed September 30, 1949.

Contract No. 3158 with O. C. Yocom for reoiling on the Maupin-Criterion Section of The Dalles-California Highway in Wasco County, completed October 8, 1949.

Contract No. 3165 with C. S. Whitcomb Co. for landscaping on the Freewater (Cleveland Street-North City Limits) Section of the Oregon-Washington Highway in Umatilla County, completed October 27, 1949.

Contract No. 3170 with Newport Construction Co. and Russell Olson for oil mat surfacing on the Milton-Freewater City Streets Section in Umatilla County, completed October 18, 1949.

Contract No. 3171 with Coos Bay Dredging Co. for grading and surfacing on the South Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County, completed September 27, 1949.

Contract No. 3176 with Snook Bros. for grade widening and paving on the Rogue River (Depot and Main Streets) City Streets Section in Jackson County, completed September 10, 1949.

Contract No. 3177 with Central Heating Company for pavement resurfacing on the Veneta-Fisher Road Section of the Richardson-Eugene Secondary Highway in Lane County, completed October 6, 1949.

Contract No. 3182 with Carl B. Armpriest for repairing the roof on the Vista House, Columbia River Highway in Multnomah County, completed September 24, 1949.

Contract No. 3185 with Perkins Bros. for grading and paving on the Oswego Section of the Oswego Highway in Clackamas County, completed October 31, 1949.

(Cont.)

EXHIBIT "E" (Cont.)

Contract No. 3187 with Acme Construction Company for grading and bituminous macadam surfacing on the Drain and Yoncalla City Streets Section in Douglas County, completed September 28, 1949.

Contract No. 3199 with Porter W. Yett for grading and paving on the Newberg (First Street-Willamette Street) Section of the Hillsboro-Silverton Highway in Yamhill County, completed September 26, 1949.

Contract No. 3201 with Warren Northwest, Inc. for grading and paving on the Lebanon (Milton and Williams Streets) City Streets Section in Linn County, completed October 22, 1949.

THEREFORE, BE IT RESOLVED THAT the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "F-1"

Minutes of November 7 and 8, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Section 100-122, O.C.L.A., "The commission is authorized and directed, whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this state, to select and designate the street or streets of such incorporated city or town over which the said state highway shall be routed * * * "; and

WHEREAS, the highway known and identified as the Pacific Highway, which is also identified as State Highway No. 1 and U. S. Route No. 99, is a state highway and is, therefore, under the jurisdiction and control of the State Highway Commission; and

WHEREAS, said highway as now located and routed passes through the corporate limits of the City of Eugene, and pursuant to the provisions of Section 100-122, O.C.L.A., the Highway Commission has heretofore, by order made and entered in its official records, selected and designated as streets of said city over which to route South bound traffic entering, passing through and leaving said city, the following streets:

Seventh Avenue from the west city limits of Eugene to Mill Street,

Thence along Mill Street to East Broadway,

Thence along East Broadway to Franklin Boulevard,

and for the accomodation of traffic moving north, the Commission has selected:

Mill Street from East Broadway to Sixth Avenue, and

Sixth Avenue from its intersection with Mill Street to the west city limits; and

WHEREAS, it has been found and declared by the minicipal authorities of said city that the parking of vehicles within certain street areas along said routes restricts and impairs the free flow of traffic using said streets, and said city has found and declared that the parking of vehicles on said street areas tends to and does create traffic hazards; and

WHEREAS, based on studies and inspection of matters related to the parking of vehicles on said streets, the city has adopted, passed and made a part of its official records, City Ordinance No. 9404, by which it is made unlawful to park any vehicle within the street areas hereinafter described, to-wit:

1. The parking area on the West side of the streets, the entire length of the thirty degree curve connecting East Seventh Avenue and Mill Street.

(Cont.)

EXHIBIT "F-1" (Cont.)

2. The parking area on the West side of the entire curve connecting the South bound traffic lane of Mill Street to the West bound traffic lane of East Broadway.

3. The parking area on the North and East side of the entire curve connecting the West bound traffic lane of East Broadway to the North bound traffic lane of Mill Street.

4. The parking area on the South side of East Eleventh Avenue from a point directly opposite the steps leading to Villard Hall on the University of Oregon campus, East approximately 280 feet to a point on the South side of Franklin Boulevard, directly opposite the steps leading from Franklin Boulevard to the Fine Arts Building on the University of Oregon campus.

5. The parking area on the South side of Franklin Boulevard from a point 100 feet west of the intersection of the South line of Franklin Boulevard and the North line of East Eleventh Avenue, East to the said intersection.

WHEREAS, in response to instructions given by this Commission, the Chief Highway Engineer and the Traffic Engineer have investigated traffic conditions which obtain and exist with respect to the volume and character of traffic using said portion of East Broadway, and said Chief Engineer and Traffic Engineer have made and filed their report and recommendation concerning said matter; and

WHEREAS, the Commission, having given due and careful consideration to said report and recommendation, and based thereon and based also on knowledge of existing traffic conditions, is of the opinion that the action taken by said city officials is in the interest of the general public and, therefore, is entitled to the approval and support of this Commission.

NOW, THEREFORE, based upon the foregoing recitals of existing facts, it is hereby resolved by this Commission, all members being present and affirmatively voting, as follows:

1. That it hereby is found and declared that the promiscuous and unregulated parking of vehicles within the street areas described above in the City of Eugene impairs the free and safe flow of traffic using said streets and tends to and does create traffic hazards.

2. That the action taken by the minicipal authorities of said city in and by the passage and adoption of Ordinance No. 940 is hereby approved, and the Commission hereby pledges full cooperation in the enforcement of the foregoing city ordinance to the end that public welfare may be preserved and promoted.

3. That the Secretary be and he hereby is instructed to furnish said city officials with a duly certified copy of this resolution, and he likewise is instructed to furnish to the Superintendent of State Police a like certified copy.

4. That this resolution be entered in the minutes and records of the Commission as of the 8th day of November, 1949.

EXHIBIT "F-2"

Minutes of November 7 and 8, 1949

RESOLUTION

WHEREAS, pursuant to the provisions of Section 100-122, O.C.L.A., " * * * The commission is authorized and directed, whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this state, to select and designate the street or streets of such incorporated city or town over which the said state highway shall be routed * * * "; and

WHEREAS, the highway known and identified as the Cascade Secondary Highway No. 211 is a part of the state highway secondary system and is, therefore, under the jurisdiction and control of the Highway Commission; and

WHEREAS, said highway as now routed and located passes through the City of Silverton and the Highway Commission has heretofore selected and designated as a street of said city over which to route said highway, the street known, named and identified as Oak Street in said city; and

WHEREAS, the municipal authorities of said city have found and declared, upon due and proper investigation, that the parking of vehicles on the section of said street which lies between its intersection with North Third Street and its intersection with Norway Avenue, impairs the free flow of traffic using said street and tends to and does create traffic hazards; and

WHEREAS, said city officials have, by adoption of Ordinance No. 390, prohibited and made unlawful the parking of vehicles on Oak Street between North Third Street and Norway Avenue; and

WHEREAS, in response to instructions given by this Commission, the Chief Highway Engineer and the Traffic Engineer have investigated traffic conditions which obtain and exist with respect to the volume and character of traffic using said Oak Street, and said Chief Engineer and Traffic Engineer have made and filed their report and recommendation concerning said matters; and

WHEREAS, the Commission, having given due and careful consideration to said report and recommendation, and based thereon and based also on the knowledge of existing traffic conditions, is of the opinion that the action taken by said city officials is in the interest of the general public and, therefore, is entitled to the approval and support of this Commission.

NOW, THEREFORE, based upon the foregoing recitals of existing facts, it is hereby resolved by this Commission, all members being present and affirmatively voting as follows:

(Cont.)

1. That it hereby is found and declared that the promiscuous and unregulated parking of vehicles on Oak Street between North Third Street and Norway Avenue in the City of Silverton impairs the free and safe flow of traffic using said street and tends to and does create traffic hazards.

2. That the action taken by the municipal authorities of said city in and by the passage and adoption of Ordinance 390 hereby is approved, and the Commission hereby pledges full cooperation in the enforcement of the foregoing city ordinance to the end that public welfare may be preserved and promoted.

3. That the Secretary be and he hereby is instructed to furnish said city officials with a duly certified copy of this resolution and he likewise is instructed to furnish to the Superintendent of State Police a like certified copy.

4. That this resolution be entered in the minutes and records of the Commission as of the 8th day of November, 1949.

16360

EXHIBIT "F-3"

Minutes of November 7 and 8, 1949

R E S O L U T I O N

WHEREAS, the Salem-Dallas Highway is one of the major state highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that approximately midway between West Salem and Rickreall a public auction market is being maintained on real property abutting on said highway, and that said auction market in particular on certain days of the week, is patronized by large numbers of people, many of whom park their cars within the right of way limits of said highway and leave said cars so parked for extended periods of time; and

WHEREAS, the parking of said cars on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard not only to through traffic but to the owners and occupants of the parked cars is created; and

WHEREAS, in the opinion of this Commission public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of cars should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of motor vehicles along the Salem-Dallas Highway between M.P. 9.6 (Highway Engineer Station 255+45) and M.P. 10.2 (Highway Engineer Station 223+77) a distance of 0.6 mile, in Polk County, Oregon, creates a hazard not only to through traffic but to persons owning and using said parked cars.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking facilities for large numbers of cars and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the parking of cars for long periods of time on the right of way of said highway within said termini should be prohibited and hereby is prohibited.

4. That the State Highway Engineer be, and he hereby is instructed to erect at said termini, and at such points between said termini as in the

(Cont.)

judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as here declared, "NO PARKING ON HIGHWAY SHOULDERS" signs.

5. That a certified copy of this resolution be sent to the owner and operator of said public auction market, and that a like copy be mailed to the Superintendent of State Police

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of November, 1949.

1232

EXHIBIT "G-1"

Minutes of November 7 and 8, 1949

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of Subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Klamath Falls-Lakeview Highway number: 20	Route Number: Ore. 66	
Location of Termini		Established Speed
M.P. 3.37 (0.8 mile east of U.S.R.S. Canal)	to M.P. 4.0 (near Jct. Patterson Road)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

EXHIBIT "G-2"

Minutes of November 7 and 8, 1949

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of Subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: McKenzie
Highway number: 15 Route Number: U. S. 28

Location of Termini	Established Speed
M.P. 3.47 (Jct. Springfield Creswell Secondary State Highway) to M.P. 4.93 (54th st., Springfield)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

EXHIBIT "G-3"

Minutes of November 7 and 8, 1949

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of Subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Willamette Highway
Highway number: No. 18 Route Number: Ore. 58

Location of Termini			Established Speed
M.P. 2.37 (1000 ft. west of bridge, Coast Fork, Willamette River)	to M.P.	2.77 (1000 ft. east of same bridge)	20 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

EXHIBIT "H-1"

Minutes of November 7 and 8, 1949

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Willamette Highway known as the Lost Creek-Lowell Section in Lane County, the western terminus of which is at Highway Engineer's Station 570+00 of the relocated line and the eastern terminus of which is at Highway Engineer's Station 26+00 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundaries of the new location, which eliminated sections or units will no longer be needed for highway purposes; and

WHEREAS, Lane County and the Highway Commission have entered into an agreement under date of December 19th, 1944, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Willamette Highway has not been completed, but a section from Station 570 to Station 727 has been completed and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the remaining sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portions of the old right of way which by reasons of the relocation of the said highway are no longer within the boundaries of the new right of way and which portions lie between Highway Engineer's Station 567+55 and Highway Engineer's Station 674+95 of the reconstructed highway and between Highway Engineer's Station 684+65 and Highway Engineer's Station 706+35 of the reconstructed highway and between Highway Engineer's Station 708+05 and Highway Engineer's Station 726+95 of the reconstructed highway, and which areas are identified and shown colored in red, and otherwise designated as Units "A", "B" and "C" on map attached hereto and marked "Exhibit A", are hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned sections of the right of way of said highway are to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed

(Cont.)

and exercised by the County Court of Lane County, and said road shall thereafter be maintained by the County for public use. **

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. **

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Lane County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. **

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 121a under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-2"

Minutes of November 7 and 8, 1949

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Willamette Highway known as the Pleasant Hill-Lost Creek Section in Lane County, the western terminus of which is at Highway Engineer's Station 291+00 of the relocated line and the eastern terminus of which is at Highway Engineer's Station 570+00 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway as formerly located has been eliminated from the boundaries of the new location, which eliminated section or unit will no longer be needed for highway purposes; and

WHEREAS, Lane County and the Highway Commission have entered into an agreement under date of December 19th, 1944, relating to the use and jurisdiction of the abandoned section; and

WHEREAS, the contract for the construction of this relocated section of the Willamette Highway was completed on October 5th, 1949, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the remaining section or unit of the right of way of said highway which is affected by reason of said relocation;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way and which portion lies between Highway Engineer's Station 377+30 and a point opposite Highway Engineer's Station 564+11.99 of the reconstructed highway, including a new connection between the old highway and the reconstructed highway opposite Highway Engineer's Station 560+75 of the reconstructed highway, and which area is identified and shown colored in red, and otherwise designated as Unit "A" on map attached hereto and marked "Exhibit A", is hereby abandoned as any part of the right of way of the said state highway, but all of said abandoned section of the right of way of said highway is to remain and be maintained as a public highway, but the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Lane County, and said road shall thereafter be maintained by the County for public use.

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway

(Cont.)

EXHIBIT "H-2" (Cont.)

and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. **

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Lane County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. **

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 121b, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "H-3"

Minutes of November 7 and 8, 1949

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Bellevue-Hopewell Highway known as the Amity-Hopewell Section in Yamhill County, the western terminus of which is at Highway Engineer's Station 0+00 of the reconstructed line and the eastern terminus of which is at Highway Engineer's Station 247+89.48 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, the contract for the construction of this relocated section of the Bellevue-Hopewell Secondary Highway was completed on July 8, 1949, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portions of the old right of way, which by reason of this relocation of the said highway are no longer within the boundaries of the new right of way, and which portions lie between Highway Engineer's Station 129+20 and Highway Engineer's Station 134+00 and between Highway Engineer's Station 134+50 and Highway Engineer's Station 137+55 and between Highway Engineer's Station 201+20 and Highway Engineer's Station 212+70 of the reconstructed highway, and are otherwise shown and identified colored in brown on said "Exhibit A," are hereby abandoned as any part of the right of way of the said highway, and the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said sections may be assumed and exercised by the County Court of Yamhill County to be used for county purposes or vacated as the County Court of Yamhill County may determine. In this connection, it is recognized and conceded that with respect to the above sections of highway there are no persons living thereon nor is there a community served thereby. **

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for

(Cont.)

highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. **

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Yamhill County a duly certified copy thereof, and said County Court is hereby respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and market "Exhibit A", and shall assume jurisdiction thereover, or permit them to revert to the owners of the abutting property, as the County Court may determine. **

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 211, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

VOLUME 34

PART III

PART III

OF

VOLUME XXXIV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

DECEMBER 1, 1949

TO

MARCH 31, 1950

- - - - -

OREGON STATE HIGHWAY COMMISSION

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner

- - - - -

R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

- - - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1949	Subject
16371	Dec.5	Legislative Highway Interim Committee. Nine subjects discussed.
16372		County & City expenditure of hwy. funds. Insufficient control. Legislature may remedy.
		Construction programs, 1946-49 and 1950-51. Maps showing location of jobs to be furnished Interim Committee.
		Trucking industry taxes. Engineer suggests trucks contribute 33-1/3% instead of 28%.
		Load limits. Neff & Frohnmayer, Medford, advised on formula for tandem axle trailer.
		Statistics from P.U.C. Processing on Hwy. Dept. facilities. Action deferred.
		Recessed at noon to 1:30 p.m. and adjourned at 3:40 p.m. to meet in special session.
		Surveys. Status of 1950-51 construction program. Action deferred.
16373		Construction Program, first postwar. Engineer reports status of projects not yet contracted:
		Durkee Undercrossing,
		Multnomah County Line-Milwaukie channelizing and service road
		Coquille River Bridge at Myrtle Point
		Port Orford Section of Oregon Coast Hwy.
		Greenwood Underpass on Central Oregon Hwy. in Bend
		Klamath Falls One-way Streets on The Dalles-California Hwy.
16374		Bly Section of Klamath Falls-Lakeview Hwy.
		Springfield Section of McKenzie Hwy.
		Oak Hill Grade Separation, Richardson-Eugene Hwy.
		Fisher Road-Oak Hill Section, Richardson-Eugene Hwy.
		Broadway Bridge-Steel Bridge Section, Pacific Hwy. West.
		Sauvies Island Bridge Grading & Paving
16375		Denver Avenue-Union Avenue Landscaping
		Troutdale-Multnomah Falls Landscaping
		Little Nestucca River Bridges, Little Nestucca River Hwy.
		Umatilla River Bridge at Umatilla
		Austin & Cemetery Road Grade Separations, Sunset Hwy.
16376		Yamhill Section Pavement Widening, Tualatin Valley Hwy.
		Surveys. Engineer requests authority to make location surveys. Action deferred.
		Clatsop County. Fishhawk Falls Secdy. Hwy. Options for r/w from Cardiff and Shaw approved.
		Douglas County. Elkton-Sutherlin Hwy. Approved $500 payment to Rice for haul road easement.
16377		Salem. Request to lay temporary 12" water pipeline on Willamette River Bridge sidewalk approved.
		McNary Dam. Agreement with Army Engineers re relocation US730 and US395. Status of grade separation structures to be determined.

Page	Date 1949	Subject
	Dec.5	
16377		Coos County. Oregon Coast Hwy. Chrome Plant-Coquille. Deferred action on relocation survey.
		Sale of steel bridge from Alsea Hwy. to Lincoln or Lane Co. approved.
16378		Real Property appraisals. Procedure discussed with R/W Engineer. He is to make written report.
		Retirement. Action taken at previous meeting re retention of over-age employees not to be changed.
		George Neuner Jr. employed as special counsel for condemnation cases in Douglas County.
		Meeting adjourned 5:15 p.m.
	Dec.19	
16379		Bids received on the following projects:
		Dixie Summit-Baker County Line Rock Production
		West Unit, Hamilton-Long Creek Section
16380		Lawen-Crane Section
		Trail and Eagle Point Sections
		Chiloquin-Sprague River Section
16381		Chiloquin (Chocktoot Street) Bituminous Surfacing Project
		Junction City-Eugene Traffic Signals
16382		Mountain States Power Company Canal Bridge
		Jordan Creek-McNamara Camp Resurfacing
		Umatilla River Bridge Widening
16383		Cow Canyon Rock Production Project.
		Minutes of November 7 and 8, 1949, approved.
		Parks Superintendent reports on following matters:
		Dimmick State Park on Mount Hood Highway. Purchase of 18 acres approved. Hood River County to pay half.
		C. H. Armstrong written report on attendance at Northwest Park Association Meeting presented. Discussion deferred.
		Curry County Ocean Waysides. Deed for land from Pacific Borax Company referred to Counsel.
16384		Curry County Ocean Waysides. Status of acquisition R/W Engineer makes report.
		Colgrove Property. Option approved conditionally. Private access only to be given.
		Chetco Grange protests acquisition of waysides. No action.
		Deschutes River Waysides. Paxton refuses $3,500. Property not to be purchased.
16385		Coos and Curry County myrtle woods. Declined offer of three myrtle wood tracts. (See Dec.20)
		Dyer Park. Gilliam County. Earl Butler complains of lack of development. He is to be informed improvements now underway.
		Silver Falls State Park. Marion County. Schedule of fees for 1950 approved.
		South Beach Wayside. Lincoln County. Request denied for road to serve drive-in theater.
		Cove Palisades State Park. Jefferson County. Removal of cinders from "Round Top.". U.S. authorities to be contacted.
		Depoe Bay Wayside. Port of Newport wishes to construct roadway across park. Action deferred.

Page	Date 1949 Dec.19	Subject
16386		Lincoln County. Oregon Coast Hwy. Agate Beach-Newport. Damage claim settlement with C. E. Wiles approved.
		Real Property. Acquisition authorized. See EXHIBIT "A". Sullivan Gulch, Portland, revised r/w costs questioned. Engineer to prepare report on cost of r/w for all projects.
16387		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Portland. Revised settlement with Mrs. Frances Symons for radio station site on Mt. Scott approved.
		Lincoln County. Corvallis-Newport Hwy., Eddyville-Blodgett Section. Approved sale of old quarry to J. R. Laisure.
		Sullivan Gulch, Portland. Accepted offer of G. B. Larrimer for small house on r/w.
		Multnomah County. Columbia River Hwy. Dodson-Bonneville. Accepted offer of Peter Kiewit Sons Co. for bldgs.
16388		Sale approved of miscellaneous items acquired with r/w.
16389		Coos County. Coos Bay. No bids received for bldgs. Authorized private sale.
		Lane County. Siuslaw Hwy. Mapleton. Approved exchange of land with Huntington Shingle Co.
		Clackamas County. Boring. Approved cancellation of Telford lease.
16390		Deschutes County. Lapine. Approved transfer of property to county.
		Klamath County. Klamath Falls. Westside by-pass. Granted authority to negotiate for purchase of Cobo property.
		Coos County. Oregon Coast Hwy. North Marshfield. Permission given Union Oil Co. to construct fire wall on state's easement.
16391		Lane County. Approved quarry lease from E. W. Fisher.
		Malheur County. Slide Irrigation Dist. Payment of assessment approved.
		Tillamook County. Stillwell Drainage Dist. Payment of assessment approved.
		Property sales. Deeds for excess property sold are to contain restriction as to advertising use.
		Tillamook County. Nehalem Sand Spit. Approved purchase of lots from Wm. Kennard.
16392		Umatilla County. Old Oregon Trail. Umatilla-Hermiston. Approved transfer of stockpile site to county.
		Gilliam County. Columbia River Hwy. Squally Hook-Quinton. Confirmed closing of option on Wild Cat Service Station. Controversial settlements hereafter to be based on consultation between Counsel and Engineer.
		Ocean Shore Control. Counsel presents report. No action.
		Permits. Barclay Bros. overweight trucks. P.U.C. to correct mistakes. Referred to Counsel.
16393		J. Neilson Barry protest on sign boards. No action.
		Lane County. Eugene. High Street-Walnut Street. Northwestern Cities Gas Co. claim. Referred to Engineer and Counsel.
		Multnomah County. Columbia River Hwy. Oneonta Slide. Compromise settlement with Union Pacific discussed, deferred.
		Linn County. Santiam Hwy. Approved agreement with Mountain States Power Co. for bridge over their canal.

Page	Date 1949 Dec.19	Subject
16394		Awards. Chairman announces awards of contracts.
16395		Parks buildings. Specifications to be revised.
16396		Accident prevention. Engineer recommends adoption of program. Referred to Engineer for further study.
		Wages and salaries. Step increases as of Jan., 1950 approved.
16397		A.A.S.H.O. Engineer reports on meeting of Nov.19-21, 1949.
		Travel expense. Approved report presented for 1949-50.
		Jackson County. Crater Lake Hwy. north of Prospect. Sale of timber to O'Connor and Bryson approved.
		Astoria Ferry. Finance report presented. Further report to be made.
16398 (20)		Lane County. McKenzie Hwy. through Springfield. Engineer recommends use of North "A" Street as alternate route. (See Dec.20)
		Klamath County. Klamath Falls. First Avenue-Esplanade Street. Approved increase in project authorization.
		Baker County. Request for improvement of Sumpter Valley Hwy. and Dooley Mt. Section. Action deferred.
		Portland. North Union Avenue. Denied proposal of Thos. A. Sweeney to place embankment materials.
16399		Washington County. Beaverton. Denied request to widen Beaverton-Hillsdale Hwy.
		Lane County. Oregon Coast Hwy. through Florence, request to pave it denied.
		Washington County. Tualatin Valley Hwy. through Hillsboro, request to widen it denied.
		Washington County. Hillsboro. Approved Special State Tax Street Fund project.
16400		Tillamook County. Oregon Coast Hwy. Denied request Ore.Coast Assoc. to construct causeway at Kilchis River, eliminate curves.
		Oregon Coast Hwy. Brush clearing requested. Work now underway. Signs at intersection US101 & US199 (in Calif.- no action.)
		Union County. Approved exchange of County Road #14 for F.A.S. Hwy. #538 if agreeable with B. P. R.
		Linn County. Harrisburg. Approved installation of signal at crossing of US99E over Oregon Electric tracks.
16401		Salem. Pacific Hwy.East. Approved installation two traffic signals.
		Portland. Mt. Hood Hwy. (Powell Blvd.) Approved paying half for installation of 13 signals. Agreement to be prepared.
		Coos County. Cape Arago Secdy.Hwy. Empire. City renews request for traffic signals. Engineer to check.
		Linn County. Santiam Hwy. Hoodoo Ski Bowl. State to remove snow from road into Bowl.
16402		State Tax Street Funds: See EXHIBIT "B".
		State Tax Street Funds: See EXHIBIT "C".
		Washington County. Tualatin Valley Hwy. Forest Grove. City requests one-way street system. Action deferred.
16403		Clackamas County. Oswego Hwy. Oswego. Approved payment to Oregon Iron and Steel Co. for repair to its sewer.
		Engineer's award of contracts confirmed by Commission.
16404		Extensions of time granted, as follows: Contracts Nos. 3203, 3064, 3012, 3189, 3011, 3096, 3111, 3052, 3077, 3016, 3009, 3192, 3010, 3179, 3121, 3123, 3119, 3115, 3190.

Page	Date 1949 Dec. 19	Subject
16410		Contracts completed and accepted. See EXHIBIT "D".
		Malheur County. Old Oregon Trail. County requests widening on Ontario Spur Section. Action deferred.
		Clatsop County. Oregon Coast Hwy. Arch Cape Tunnel. Approved agreement with Pacific Power & Light Co. for lighting.
		Silver Falls State Park. Approved Nohlgren's cancellation of concession lease.
		Insurance coverage on ferry and bridge operations. Present policies to be continued, renewal on "Enegren" & "Susan G."
16411		Fire insurance policies. State-wide application approved.
		Insurance. Blanket fidelity bond. Policy to be obtained from General Casualty Company for three year period.
		Warm Springs Hwy. Approved as Group I Hwy. with limitation on gross weight. See EXHIBIT "E".
16412		Crater Lake Hwy. Portion approved as Group I Hwy.
		Tiller-Trail Secondary Hwy. Approved as Group II Hwy.
		Junction City-Eugene Secondary Hwy. reclassified as Group I Hwy.
		Load Limits. Nehalem Secondary Hwy. 36-ton limit imposed on two bridges. See EXHIBIT "F".
		Load Limits. Wallowa Lake Hwy. 36-ton limit imposed on two bridges. See EXHIBIT "F".
16413		Load Limits. Alsea Hwy. 50 percent reduced limit where construction is under way. See EXHIBIT "G".
		Load Limit. Request to raise axle load limit to 22,000 pounds for hauling near Nyssa denied.
		Load Limit. 980 violations pending in courts. Engineer to report.
		Load Limit. Protests on possible reduced limits. No change in Commission policy.
		Log hauling. Approved reinstatement of Thos. Ireland permit.
16414		Log haulers. Wallowa County. Justices of Peace at Joseph and Enterprise will assess larger fines.
		Hood River County. Hood River Secondary Hwy. Collins Creek Section. Abandonment resolution. See EXHIBIT "H".
		Malheur County. Nyssa-Adrian Secondary Hwy. Abandonment agreement with county approved.
		Warm Springs Hwy. through Indian Agency. 45 mph speed zone approved. See EXHIBIT "I".
16415		Washington County. Farmington Road. Request for reduced speed zone denied.
		Milwaukie drainage controversy. Approved $800 participation in correction of drainage trouble.
		Permits. Approved road approach permit form. Resolution to be prepared.
		Commission meeting date set for March 20 and 21, 1950, to follow meeting already scheduled for February 6 and 7.
		Douglas County. Pacific Hwy. Canyonville. Approved granting permit for dam to Hamlin.
16416		Curry County. Cape Sebastian State Park. Declined A.J.Churchill's offer to sell 680 acres.

Page	Date 1949	Subject
	Dec.19	
16416		Marion County. Salem-Silverton County Road. No Silverton grade separation. Existing alignment to be used.
		Coos County. North Bend. Approved vacation of streets to Weyerhaeuser Timber Co.
16417		Lower Columbia River Hwy. Improvement between Rainier and Astoria. Action deferred. (See Dec.20)
		Portland. Southwest Barbur Blvd. Traffic light at Rasmussen Village Apts. Further investigation ordered.
		Federal Aid Hwy. Section of Oregon Coast Hwy. north of Coquille so designated. Letter to B.P.R. with suggested revision.
16418		Klamath County. Klamath Falls. South Sixth Street. Approved closing options on Weyerhaeuser Timber Co. and Big Lakes Box Company properties, and securing other options.
16419		Eugene. Pacific Hwy. Balzhiser request for curb cuts. Deferred.
		Linn County Pacific Hwy. East. Albany. Knodell request to purchase state property. Action deferred.
		Meeting adjourned at 5:00 p.m.
	Dec.20	
16420		Bids received on the following projects: Kings Valley-Read Creek Section Lincoln County Line-Alsea Mountain Rock Production Whiskey Creek-East Forest Boundary Rock Production Forest Boundary-Silver Lake Rock Production
16421		Noti-Elmira Section Coast Fork Willamette River Bridge
16422		Pumping Plant Hill-Ontario Section Sandy River Bridge
16423		Scott Canyon Section
		Baker County. Delegation requests improvements to hwys. in county and west of Mitchell. Hells Canyon Dam access road construction urged. No commitments.
16424		Benton County. Pacific Hwy. ~~East~~ West. Corvallis. Delegation requests underpass, traffic signals, and advice on sewer system.
16425		Wheeler County. John Day & Prineville. Ochoco Hwy. Delegation requests improvement west of Mitchell. Engineer to investigate.
		Lincoln County. Depoe Bay. Approved permit for Port of Newport to cross park for harbor improvement.
16426		Hood River County. Columbia River Hwy. Log-hauling permits to Cascade Locks extended to Feb. 6, 1950.
16427		Klamath County. Klamath Falls-Lakeview Hwy. R/w from Weyerhaeuser Timber Co. & Big Lakes Box Co. Action deferred.
		Meeting recessed at 12:00 noon, reconvened at 2:00 p.m.
		Washington County. Forest Grove. Tualatin Valley Highway congestion. Delegation requests relief. No commitment.
		Jefferson County. The Cove Palisades State Park, "Round Butte" cinder pit. Delegation requests use of cinders. Action deferred.
16428		Clatsop County. Warrenton. Oregon Coast Hwy. Proposed relocation across Youngs Bay. Engineer to re-investigate.
16429		Awards. Chairman announces award of contracts.

Page	Date 1949	Subject
	Dec.20	
16430		Coos County. "Save the Myrtle Wood, Inc." offers three tracts to Commission. Matter taken under advisement.
16431		Clatsop County. Columbia River Hwy. Delegation requests improvement between Rainier and Astoria. Economic survey authorized.
16432		Lane County. McKenzie Hwy. Springfield. Proposed one-way route. Delegation urges use of South "A" Street. Action deferred. Clear Fir Products Co. opposes use of South "A" Street.
		Permits. Moving boiler Portland to Lebanon. Engineer to govern.
16433		Surveys. Engineer authorized to make five. Report on status in 1950-51 program to be made.
16434		Meeting adjourned at 4:40 p.m.
	Dec.21	
		Budget 1950. Exhibits "A", "B", "C", "D", "E".
16437		Capital Outlays. Increase for La Grande Hdqtrs. approved. Office furniture and equipment, action deferred.
16438		Rental of power shovels discussed. Improvements to Maintenance Stations. Plans to be approved for each project individually. Maintenance Budget to be reduced $1,000,000. Operations Budget approved as presented. Miscellaneous Operation Budget approved as presented. Insurance. Coverage exceeding restoration fund to be studied.
16439		Contract Rock Production Budget approved as presented.
		Parks Budget approved. Parks Supervisor in Div. 4, employment approved. Retirement. Approved retention of S.H.Boardman, Clifford L. Gardiner, and W.J.Minkiewitz to July 1, 1950.
16440		Klamath County. Klamath Falls. Acquisition of r/w on Klamath Falls-Lakeview Hwy. (South Sixth Street) approved.
		Douglas County. Oregon Coast Hwy. Gardner. Southern Pacific grade separation, Commission will participate in cost.
16441		Maintenance (winter) of Warm Springs and Willamette Hwys. requested by Bureau of Public Roads. Approved.
		Forest Highway Funds for 1950. Projects chosen for recommendation to B. P. R. and U. S. Forest Service.
16442		Lane County. Springfield. McKenzie Hwy. (Main Street). Drainage pipeline. Cooperation with city approved.
		Umatilla County. McNary Dam. Columbia Hwy. reconstruction, proposed agreement with U.S.Army Engineers. No action.
16443		Agreements, etc., approved and signed.
16444		Meeting adjourned at 5:00 p.m.
16445		EXHIBIT "A" Real Property options.
16463		EXHIBIT "B" State Tax Street Funds, 1949
16464		EXHIBIT "C" State Tax Street Funds, First Six Months, 1949
16465		EXHIBIT "D" Completed Contracts accepted.
16468		EXHIBIT "E" Warm Springs Hwy. classed as Group I, with load limit.
16470		EXHIBIT "F" Load Limit on four State Highway bridges.
16472		EXHIBIT "G" Load Limit, Alsea Hwy.
16474		EXHIBIT "H" Abandonment. Collins Creek Section, Hood River Secdy. Hwy.
16476		EXHIBIT "I" Speed Limit, Warm Springs Hwy.

Page	Date 1950 Feb. 6	Subject
16477		Bids received on following projects: Spruce Street (Myrtle Point) Bridge Section Barkley Springs-Algoma Section, The Dalles-California Hwy.
16478		Thomas Creek-Lyons Section, Albany-Lyons Secdy. Hwy. Garrison Corner Section, Nyssa-Adrian Secdy. Hwy.
16479		Salem Traffic Signals Heppner Jct.-Lena Section, Heppner Hwy. Biggs Section, Columbia River and Sherman Hwys. Boardman-Cold Springs Section, Columbia River, Hermiston Secdy. and Pendleton-Cold Springs Hwys.
16480		Minutes of December 5, and of December 19, 20, 21, 1949, approved. Parks Supt. reports on following matters: U.S.Govt.Conservation Corps: Support requested by Montana Senator to establish such corps. No action Parks Betterment Budget for 1950: Approved specific jobs. Coos County. Acquisition of 3 myrtle groves reconsidered. Tracts accepted conditionally.
16481		Retirement of W.A. Langille. To be retained for 600 hours. Jefferson County. Removal of cinders from Round Butte, Cove Palisades State Park. Action deferred. Engineer to study. Multnomah County. Concession privileges during smelt run in Sandy River denied, except to State Fish Commission. Coos County. Sunset Bay Park. L.A. Smith requests concession to land boats. Counsel to ascertain jurisdiction.
16482		Condemnation. Offers approved. R/w on following hwy. sections: (See EXHIBITS "B-1" through "B-5") South Commercial Street-South Liberty Street Section, 99E Pumping Plant Hill-Ontario Section, Old Oregon Trail Hwy. Halsey-Crawfordsville Section, Halsey-Sweet Home Hwy. Unit #2 Section, Sullivan Gulch Hwy.
16483		Gardiner Ranch-Berger Ranch Section, Sunset Hwy. Condemnation of quarry site on John Mosso property approved. See EXHIBIT "B-6". Columbia River Hwy. Dodson. Condemnation of Mrs. Victoria Ford's property approved. Coos County. Coos Bay-Roseburg Hwy. Easement granted Mrs. Kathryn Huling for 30-foot roadway across state property. Klamath County. The Dalles-California Hwy. Barkley Springs-Algoma. Easement agreement with Southern Pacific Co. approved. Western Union Telegraph Co. agreement for removal and reinstallation of its facilities approved.
16484		Real property. Acquisition authorized. See EXHIBIT "A." Old Oregon Trail, Ladd Canyon Section. R/W Engineer reports good progress in r/w acquisition. Linn County. Pacific Hwy. East. Albany. G.C. Knodell offer of $300 for land declined. Authorized call for bids, no access hwy. Multnomah County. Sale of buildings on hwy. r/w at Dodson to high bidder approved.
16485		Clatsop County. Astoria. Request for vacation of portion of Elmore Ave. denied.

Page	Date 1950 Feb.6	Subject
16485		Umatilla County. Pendleton. Pendleton Developing Co. request to purchase property denied.
		Umatilla County. City of Pendleton offers to buy 7.2 acres abutting Pendleton Airport Road. Smith also interested. Counsel to render report. Abandonment of Airport road to be considered.
16486		Coos County. North Bend-Coos Bay. Southern Pacific Co. easement for spur track to Weyerhaeuser Timber Co. approved.
		Wheeler County. Fossil. Acquisition of maintenance site from Mr. McConnell for $1,500 authorized.
		Lincoln County. Depoe Bay. Agreement with Port of Newport for temporary road across state park approved.
		Permits. Approach Roads resolution adopted. See EXHIBIT "C."
16487		Right of Way Acquisition. Matching Federal funds for benefit of counties. Counsel presents report. No action.
		Columbia River Hwy. Bonneville. Restrictions in Union Pacific RR deed for forty acres. Mineral rights clause to be clarified.
		Condemnation settlements approved. Mary Andree - $500.00 approved Arthur C. Wright - $600.00 approved Letha O. Jacques - $685.00 approved
16488		Letha O. Jacques - $1,110.00 approved.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Forest Hwys. list of projects approved. Letter signed.
16491		Project descriptions and comment on these Hwys.: Alsea,
16492		Pacific, North Santiam, Ochoco, Pendleton-John Day, John Day-Burns, Cascade Lakes, North Umpqua.
16493		Location surveys proposed for approval.
16495		Forest Hwy. projects. McDonald recommends additional projects.
		Timberline Lodge. Andrew's suggestion, that State operate Lodge, to be presented in writing.
		Douglas County. Oregon Coast Hwy. Gardiner grade separation. $30,000 State's maximum share. To be withdrawn if not accepted. Engineer reports 252 grade crossings in state.
		Lane County. Pacific Hwy. Cottage Grove. "No Parking on Hwy. Shoulders" zone established south of city. See EXHIBIT "D-1."
16496		"No Parking" zone within city approved. See EXHIBIT "D-2."
		Portland. Tillamook Street-Broadway Bridge. Minor changes in Union Pacific agreement approved.
		Permits. Amended resolution on overweight and overwidth loads approved. See EXHIBIT "E."
		Coos County. Oregon Coast Hwy. Coos Bay. Controversy with Southern Pacific Company on relocation of railroad. Negotiations to continue. Authorized calling bids for hwy. project.
16497		Malheur County. Nyssa-Adrian Hwy. Garrison Corner. Agreement with Bureau of Reclamation approved.
		Award of contracts announced by Chairman.
16498		Washington County. Hillsboro-Cornelius Pass County Road. Traffic interchange at Sunset Hwy. Bids to be called when r/w is clear.

Page	Date 1950 Feb.6	Subject
16498		Surveys. Three surveys authorized.
16499		Astoria-Megler Ferry. Engineer presents report. No action taken. Ferry service bids to be received at March meeting.
		Log hauling. Columbia River Hwy. Dodson-Cascade Locks. Permits to be granted.
		Log hauling. Columbia River Hwy. Springdale-Corbett-Cascade Locks. Request to enter hwy. at Corbett denied. Cascade Locks Lumber Company will investigate another route.
		Lane County. Pacific Hwy. Eugene. High Street-Walnut Street. Northwest Cities Gas Company claim approved. Del R. Beebe Construction Company to be paid.
		Benton County. Corvallis. Engineer's report on drainage and sewer system in city approved.
		Linn County. Santiam Hwy. Sweet Home. Options for r/w to be taken after City guarantees cost not to exceed $14,000.
16501		Weed control. 1949 program with counties to be continued in 1950. Oregon State College to conduct 2-day seminar. District Maintenance Supts. to attend.
		Columbia River Hwy. Transfer of $40,000 from Denver-Union Avenue Landscape Project to Troutdale-Dodson Project approved.
		Equipment and scrap material. Sale to bidders approved as recommended by the Engineer.
16502		Coos County. Empire. Flashing beacon to be installed at Broadway Street intersection. Signal at Commercial Street denied.
		Portland. Barbur Boulevard. Signal at Rasmussen Village Apartments denied. Traffic barrier to be installed.
16503		Portland. Union Avenue-Columbia Boulevard-Gertz Road. Improvement discussed. Action deferred. Chairman Banfield to inspect.
		Signs along hwys. Engineer presents report. No action.
		Marion County. North Santiam Hwy. Salem-Detroit. Engineer presents status report. Grading between Mill City and Little North Fork approved. Bids to be called when plans are ready.
16504		Federal Aid Secdy. Hwy. Funds. Division II. Allocations approved on Alsea, Albany-Lyons, and North Santiam Hwys.
		Douglas County. Pacific Hwy. North Dillard. Replacement of Umpqua River Bridge approved.
		Tillamook County. Wilson River Hwy. Replacement of bridge over Wilson River approved.
16505		Baker County. Baker-Unity Hwy. Dooley Mountain. Oiling of 15.91 miles approved.
		Multnomah County. Tualatin Valley Hwy. intersection at Old Canyon Road. Improvement of sight distance approved.
		Accident prevention. Traffic and industrial. Engineer reports progress under present organization. Will report again.
		Weight violations. Engineer reports on cases pending. Action deferred.
16506		Load limits. Confirmed posting hwys., reduced limits. EXHIBIT "N."
		Tillamook County. Oregon Coast Hwy. Garibaldi. Request to widen pavement in city denied.

Page	Date 1950 Feb.6	Subject
16506		Tillamook County. Oregon Coast Hwy. Twin Rocks-Rockaway. Request to widen denied.
		Lane County. Marcola County Road. Request to rebuild with FAS funds denied.
		Coos County. Oregon Coast Hwy. Coos Bay-Coquille. Installation of guard rail approved.
16507		Hood River County. Cloud Cap Inn Road. Request to remove snow denied.
		Maintenance equipment storage buildings. Request to construct six approved. Bids to be received.
		Lane County. Willamette Hwy. Drinking fountain east of Oak Ridge. Installation of restrooms, tables, etc. approved.
		Curry County. Oregon Coast Hwy. Port Orford. Modification of street closure agreement approved. Construction to proceed.
16508		Sherman County. Wasco-Heppner Secdy. Hwy. John Day River-Wasco. Surveys requested. Action deferred.
		State Tax Street Funds. See EXHIBITS "F," "G," "H."
16509		Salem. North Santiam, Silver Creek Falls Hwys. Flattening two right angle turns in city approved. State to pay half.
		Salem. State Office Bldg.-Supreme Court parking area project authorization increased.
		Coos County. Coos Bay-Roseburg Hwy. South Myrtle Point Section. Increased authorization on Contract 3171 approved.
		Benton County. Pacific Hwy. West. Corvallis. Installation of eight traffic signals approved. City to pay half.
16510		Multnomah County. Mt. Hood Hwy. Gresham. John Selling's request for flashing beacon denied.
		Multnomah County. Columbia River Hwy. City of Fairview request for traffic signal denied.
		Washington County. Tualatin Valley Hwy. Beaverton. Request for blinker light denied.
		Crook County. Ochoco Hwy. Powell Butte School District. Request for traffic signal denied.
		Clackamas County. Cascade Hwy. Oregon City. Installation of two flashing beacons approved conditionally.
16511		West Portland. Capitol Hwy.-Terwilliger Boulevard intersection. Request for traffic signal denied. Widening approved.
		Linn County. Albany-Lyons Secdy. Hwy. City of Scio request for flashing beacon approved.
		Yamhill County. Pacific Hwy. West. Newberg. Request for traffic signal denied.
16512		Clackamas County. Pacific Hwy. East. City of Gladstone. Installation of traffic signal approved. City to pay half.
		Columbia County. Columbia River Hwy. Wye approach to Longview Bridge. Request to install blinker light denied.
		Hood River County. City of Hood River. Installation of flashing beacon approved; request for sidewalk construction denied; request for school crossing lane approved conditionally.
		Coos County. Cape Arago Secdy. Hwy. Charleston School District 91C. Footpath construction requested. Action deferred

Page	Date 1950 Feb.6	Subject
16513		Clackamas County. Milwaukie Service Road. Construction approved. Turn-off lane approved. Agreement to be prepared with City
		Umatilla County. Hermiston. Request to widen Old Oregon Trail and Gladys Avenue in city denied.
16514		J. C. Denton. Request to assign interest in Contract 3244 to J. N. Rice and Son denied.
		Engineer's award of contracts confirmed.
		Extensions of time granted as follows: Contracts 3235, 3073, 3075, 3174, 3188, 2938, 2960, 3111, 2955, 2936, 3209, 3034.
16518		Contracts completed and accepted as follows: 2859, 2936, 2938, 2955, 2960, 3057, 3064, 3073, 3075, 3134, 3173, 3174, 3190, 3217, 3218, 3237. See EXHIBIT "I."
		Special State Tax Street Funds. Engineer reports on cities' requests. 10 projects approved.
16519		Portland. Northeast Columbia Boulevard, Northeast Portland Secdy. Hwy. Construction of turning lane approved.
		Upper Columbia River Hwy. Viento-Wiegant Park Section. Approved reestablishment of transcontinental cables. State to pay $15,000
16520		Linn County. Albany. Timber Carnival Association request to use Waverly Lake July 2, 3 and 4, 1950. Approved conditionally.
		Coos County. Oregon Coast Hwy. Coos Bay. Approved Weyerhaeuser Timber Company's depositing dredged material under McCullough Bridge.
16521		Linn County. Santiam Highway. Foster. "No Parking" zone approved See EXHIBIT "J."
		Coos County. Oregon Coast Hwy. Coos Bay Section. Approved relocating water mains. State to pay labor charges.
		Deschutes County. The Dalles-California Hwy. Bend. Reduced speed zone south of city approved. See EXHIBIT "K."
16522		Benton County. Pacific Hwy. West. Corvallis. Request for reduced speed zone at Lincoln School approved. See EXHIBIT "L."
		Marion County. North Santiam Hwy. Detroit Dam site. Confirmed permit to construct temporary viewpoint building.
		Baker County. City of Baker. Payment of sewer assessment and sale of land approved. Bids to be received for land.
		Maintenance Section exchange. BPR to maintain section of Tiller-Trail Hwy ; State to maintain section on John Day-Burns Hwy.
16523		Malheur County. Ontario and Nyssa underpasses. Contract with Idaho Power Company for electric power and light approved.
		Union County. Old Oregon Trail. La Grande-North Powder. To be secdy. hwy. when Ladd Canyon route completed. See EXHIBIT "M."
		Multnomah County. Pacific Hwy. East. Portland-Oregon City. Request to name section McLoughlin Boulevard denied.
		Wasco County. Columbia River Hwy. Mosier Tunnel. Grange protests stopping traffic. Engineer's report on remedy approved.
16524		Clackamas County. Milwaukie-Estacada Secdy. Hwy. Clackamas. Request to build grade separation denied.
		Log hauling. F. A. Wolfenbarger permit. P.U.C. requested to withhold re-issuance until he agrees to abide by laws.

Page	Date	Subject
	1950 Feb.6	
16524		Log hauling. Minimum requirements, property damage and public liability insurance. P.U.C. requested to double amounts.
16525		Meeting adjourned at 5:00 p.m.
	Feb.7	
		Bids received on the following projects Black Bridge-Halfway Section, Baker-Homestead and Halfway Hwys. Wilson Creek-Spitzenberg Section, Pittsburg-Scappoose County Rd. Rock Creek-Condon-Service Creek Section, Wasco-Heppner Secdy. and John Day Hwys. Eugene Traffic Signals, Pacific Hwy. Halsey-Crawfordsville Section, Halsey-Sweet Home Secdy. Hwy. Hardman-Chapin Creek Section, Heppner-Spray Secdy. Hwy. Ukiah-Long Creek Section, Pendleton-John Day Hwy.
16527		Budget, Maintenance, 1950 Engineer's reduced budget approved. Budget - 1950. Office furniture and equipment. Expenditures approved for first quarter except for office furniture.
16528		Equipment. Engineering, Parks, and Sign Shop. Authority granted to purchase in first quarter 1950. Umatilla County. Primary Federal Aid Hwy. No. 36. Pendleton to Cold Springs. Removal from Federal Aid System approved. AASHO and WASHO. Payment of dues for 1950 approved. Manley F. Robison. Authority to attend a joint meeting of travel depts. in Seattle approved. R. H. Baldock authorized to attend meeting in Washington, D. C. Historical markers. Installation of 4 in Central Oregon approved.
16529		Meeting date set March 20, 21, 1950. Umatilla County. McNary Dam site. Request of Army Engineers to perform work on Columbia River Hwy. approved. Coos County. Oregon Coast Hwy. Evans Products Company allowed to construct roadway on stockpile site near Delmar. Load limits. Resolution giving Engineer blanket authority adopted. See EXHIBIT "O."
16530		R.H. Baldock reappointed State Hwy. Engineer for four years. J.M. Devers reappointed Chief Counsel for four years. H.B. Glaisyer reappointed Secretary for four years. Bond. $350,000 bond for Engineer to be renewed. Commissioner Reynolds reports on his hwy. inspection trip in eastern Oregon. Portland, Front Avenue Project. Chief Accountant's report approved. Final settlement with City to be made. Wheeler County. Ochoco Hwy. Mitchell-Jones Ranch. Survey and relocation approved. See EXHIBIT "P." Approved reciling of existing road.
16531		Lane County. Oregon Coast Hwy. Florence. Delegation requests improvement in city. Engineer to investigate drainage. Lane County. McKenzie Hwy. Springfield. Delegation's request to use South "A" Street approved. City to acquire r/w.
16532		Lane County. Pacific Hwy. Eugene. Balzhiser request for curb cut near Walnut Street approved. Lane County. Pacific Hwy. Eugene. Delegation's request for improvement south of Eugene denied.

Page	Date 1950 Feb. 7	Subject
16533		Gilliam County. Wasco-Heppner Hwy. Condon. Delegation urges improvement on Cottonwood Grade Section. Action deferred.
		Yamhill County. Pacific Hwy. West. McMinnville. Offer of Zwick to pay $225.00 for land approved.
		Lane County. Willamette Hwy. Request for county road connection to Willamette Hwy. approved.
16534		Historical marker. Request for marker at St. Louis in Marion County in memory of Marie Dorian. Action deferred.
		Portland. Kuckenberg Construction Company assignment of interest as partnership to corporation, in Contract 3094, approved.
		Recessed for lunch at 12:00 noon to reconvene at 2:00 p.m.
		Tillamook County Wilson River Hwy. Letter of commendation from Robert Y. Thornton on snow removal. Ordered acknowledged.
		Marion County North Santiam Hwy. Mill City-Little North Fork Delegation expresses thanks for allocation.
16535		Douglas County. Pacific Hwy. Roseburg. Delegation requests improvement north of city, one-way traffic plan within city, and economic survey. Action deferred.
		Lincoln County. Siletz Secdy. Hwy. Kernville-Siletz. Delegation requests construction on north end. Action deferred.
		Tie bids submitted on Ukiah-Long Creek Section. Awarded to Rogers Construction Company on flip of coin.
16536		Award of contracts. Chairman Banfield announces awards.
		Eugene Traffic Signal Project. Change in plans requested by City. Approved if City pays extra cost.
16537		Portland. Steel Bridge redecking of upper deck to be done at State expense. Counsel to investigate purchase of upper deck.
		Wheeler County. Ochoco Hwy. Mitchell west. Delegation advised new location and oiling of present road approved.
		Grant County. John Day Hwy. John Day-Mt. Vernon. Delegation requests construction. No funds available.
16538		Lincoln County. Corvallis-Newport Hwy. Toledo-Newport. US20 Hwy. Association expresses thanks for survey. Survey requested east of Toledo. Action deferred.
		Union County. Control of cinder pit by state employee. Engineer to contact employee regarding settlement.
		Agreements and other papers signed.
16539		Meeting adjourned at 4:00 p.m.
16541		EXHIBIT "A" Real Property options.
16562		EXHIBITS "B-1" to "B-6" Real Property Condemnations.
16576		EXHIBIT "C" Approach Road Permit Forms.
16578		EXHIBIT "D-1" "NO PARKING" Pacific Highway south of Cottage Grove.
16579		EXHIBIT "D-2" "NO PARKING" Section within city of Cottage Grove.
16582		EXHIBIT "E" Amending resolution re permits for extra-dimension loads.
16584		EXHIBIT "F" State Tax Street Funds - 1948
16585		EXHIBIT "G" State Tax Street Funds - 1949
16587		EXHIBIT "H" Distribution of highway revenues to cities.
16592		EXHIBIT "I" Completed contracts accepted.
16594		EXHIBIT "J" "NO PARKING ON HIGHWAY SHOULDERS" Santiam Hwy.
16596		EXHIBIT "K" SPEED LIMIT south of Bend

Page	Date	Subject
	1950 Feb.7	
16597		EXHIBIT "L" SPEED LIMIT south of Corvallis
16598		EXHIBIT "M" Secondary Highway Designation - La Grande-North Powder Secdy. Hwy. #343 (relocated Old Oregon Trail)
16601		EXHIBIT "N" LOAD LIMIT reduced on certain state highways
16604		EXHIBIT "O" Giving Engineer blanket permission to reduce load limits.
16608		EXHIBIT "P" Approving Survey of Mitchell-Jones Ranch Section, Ochoco Highway.
	Mar.20	
16609		Milo K. McIver, newly appointed commissioner, present.
		Bids. Ladd Canyon-North Powder Project to be opened March 21.
		Bids received on following projects:
		Astoria-Megler Ferry Service
16610		Parkdale Maintenance Bldg., Mt. Hood Hwy.
		Veneta Maintenance Bldg., Territorial Hwy.
		Yaquina Bay Bridge Painting, Oregon Coast Hwy.
		Rome-Crooked Creek Section, I.O.N. & Rome-Princeton Hwys.
		Pendleton-Hilgard Section, Old Oregon Trail.
16611		Forest Boundary-Jones Ranch Section, Ochoco Hwy.
		Jones Ranch-Mitchell Section, Ochoco Hwy.
16612		Parks. Asst. Parks Supt. reports on the following:
		Coos County. Sunset Bay State Park. Boat concession denied. Public may launch boats.
16613		Silver Falls State Park restaurant concession. Authority granted to negotiate lease with Nohlgren, or call for bids.
		Silver Falls State Park power line. Authority given to negotiate with Portland General Electric. Power line not to be extended to other recreational area.
		Umpqua Lighthouse State Park. Menasha Woodenware Company land to be condemned, for addition to Park.
16614		Newport-Waldport-Yachats ocean waysides. Construction of access road on grade of old Spruce Production Railroad denied.
		The Cove-Palisades State Park. Amendatory agreement with U.S. Soil Conservation Service for additional land approved.
		The Cove-Palisades State Park. No cinders to be removed from Round Butte until other sources are proved unsatisfactory.
16615		Rooster Rock. Upper Columbia River Hwy. Recreational development to await instructions from Legislature.
		Van Duzer Corridor. Salmon River Hwy. Denny Logging Company offer to remove snags and windfalls accepted.
		Curry County Ocean Waysides. Delmer Colegrove property to be purchased subject to Colegrove's conditions.
		State Parks Supt. appointment upon retirement of S.H. Boardman.
		Chairman Banfield's reply to Oregon Society of Landscape Architects approved.
16616		Real Property. Acquisition authorized. See EXHIBIT "A".
		Viento-Hood River Section, Columbia River Hwy. Wm. G. Huard's demand for retention of one acre and hwy. access denied.
		Condemnation. Offers approved. See EXHIBITS "B-1", "B-2", "B-3".

Page	Date 1950 Mar.20	Subject
16618		Condemnation. Goshen-Creswell Section. Bradford T. Bowles' fences to be moved back.
		Law Suits. Chief Counsel reports status.
		Percy F. Philips et al. Settlement approved.
		Victoria Ford. Settlement approved.
		Harold C. Bayley et ux. Settlement approved
16619		Walter B. McElroy et ux. Settlement approved.
		Leonard E. Thornbrough. Settlement approved.
		Columbia County. Clatskanie. Maintenance Hdqtrs. Bldg. leased.
		Marion County. Pacific Hwy. Brooks-Hubbard Section. Charlotte E. Brown granted revised permit for use of land.
16620		Union County. Old Oregon Trail. La Grande-North Powder (Ladd Canyon). R/W Engineer reports increased estimate. No action.
		Yamhill County. Pacific Hwy. West near Newberg. Sale of property to Dale Compton and Henry A. Kellas approved.
		Multnomah County. Upper Columbia River Hwy. Permission granted Civil Aeronautics Administration to maintain airplane beacon.
		Warm Springs Hwy. Indian Agency. State to provide fences along r/w. Indian Agency offer to build accepted. Agreement providing that Indians maintain fence to be prepared.
		Umatilla County. Near Hermiston. 2.25 acres to be deeded to Henry Kopacz and deed delivered to Union Pacific Railroad.
16621		Recessed for luncheon at 12:00 noon to reconvene at 2:00 p.m.
		Delegation from Prineville thanked Commission for improvement to Ochoco Hwy. and extended invitation to picnic at Painted Hills State Park, August 27, 1950.
		Umatilla County. Oregon-Washington Hwy. Athena. Sale of gravel pit to city approved.
		Alsea Hwy. near Benton-Lincoln County line. Sale of abandoned r/w to Otto Dieckoff approved.
		Curry County. Oregon Coast Hwy. Gold Beach. Payment of A. G. Walker claim approved.
16622		Grant County. Kimberly-Long Creek Hwy. Dry Canyon-Monument Section. Payment of Harold Cork claim approved.
		Columbia County. Columbia River Hwy. Rainier-Goble Section. Chas. M. Kelley $1,000 claim for new spring approved; also $125 payment to Mr. Ostrom for pump.
		Yamhill County. Pacific Hwy. West. Dundee. Payment of $500 to Pearl Etzwiler for well approved.
		Sale. Salvage from r/w purchases confirmed.
16623		Clatsop County. Oregon Coast Hwy. south of Tolovana Park. Arvin Sabey, Seaside, granted permission to use spring on r/w.
		Washington County. Sunset Hwy. H.T. & Ethel Beach. Change in access location approved.
16624		Washington County. Sunset Hwy. Barnes Road. Miss Mina Foltz' request for change from private to commercial access approved.
		Multnomah County. Columbia River Hwy. Dodson-Bonneville Section. Payment of $200 to Luis & Irma Whispell to vacate property approved.

Page	Date 1950 Mar.20	Subject
16624		Eugene. Agreement with City for City's use of hwy. property above Judkins Point approved.
		Douglas County. Reedsport. Vacation of street approved.
		Umatilla County. Oregon-Washington Hwy. Freewater. Easement to use gravel pit granted U. S. Army Engineers.
16625		Klamath Falls. Acquisition of Cobo and other property on west side by-pass of U.S.Hwy.97 denied.
		Klamath Falls City Park Commission. Moore Park stockpile site lease renewed.
		Linn County. Santiam Hwy. Sweet Home. Improvement within city to be made entirely at state expense.
16626		Salem. Pacific Hwy. East By-pass. Authority granted to stake proposed route east of Salem.
		Malcolm H. Hawke appointed as auditor, effective March 1, 1950. See EXHIBIT "C".
		Bond for auditor. Referred to Commissioner Reynolds & Secretary.
		Signs on hwy. r/w. All infringements, by private owners or public, to be treated alike. Warning issued before action taken.
		Astoria-Megler Ferry. Columbia River. Award of contract deferred to see if low bidder agrees to new Astoria dock location.
16627		Award of contracts. Chairman Banfield announces publicly.
16628		Overloads. Counsel reports favorable response from district attorneys handling court cases. Instructed to thank them.
		Umatilla County. Pendleton. Disposal of land on US30 and on Airport Secdy.Hwy. Action deferred. (See March 21)
16629		Lincoln County. Corvallis-Newport Hwy. County P.U.D. is granted permission to place transformer temporarily on r/w east of Toledo.
		Tillamook County. Requests exchange of Pacific City-Sand Lake Loop County Road for Little Nestucca Secdy.Hwy. Engineer to study.
16630		Historical signs. Requests from Old Oregon Trail, Inc. referred to Oregon Historical Society. Their recommendations approved.
16631		Second Post War Construction Program. Engineer reports status of surveys for projects.
		Starkey Secdy.Hwy. in Union County-John Day Hwy.in Umatilla County. Proposed connection. U.S.Forest Service to be consulted.
		Hilgard-Starkey Secdy.Hwy. Proposed relocation above possible Grand Ronde damsite. No change in present improvement plans.
		Multnomah County. Sauvies Island Bridge approaches. Bids for construction to be called in April.
		Washington County. Hillsboro. Construction of new hwy. along Baseline to Sunset Hwy. requested. Engineer to determine cost of survey.
16632		Lane County. Springfield-Creswell Secdy.Hwy. Request for immediate improvement denied. Consider in future program.
		Malheur County. Old Oregon Trail. Ontario-Snake River Bridge. Widening requested. Survey authorized.
		Wheeler County. Fossil. Construction of maintenance hdqtrs. bldg. approved.

Page	Date 1950	Subject
	Mar.20	
16633		Clackamas County. Pacific Hwy.East at Naef Road. Construction of left-turn lane and traffic signal at drive-in theater approved if owner will pay entire cost.
		Jefferson County. The Dalles-California Hwy. Madras. Cooperation with Bureau of Reclamation on culverts approved.
		Union County. Imbler-Summerville County Road. Improvement of additional 2.4 miles approved.
16634		Coos County. Oregon Coast Hwy. Chrome Plant-Cedar Point. Survey adopted. See EXHIBIT "D".
		Coos County. Oregon Coast Hwy. Chrome Plant-Coquille. Coquille Grange urges four-lane hwy. Denied.
		Portland. University of Oregon Medical School. Proposed road & parking area. Loan of engineering personnel approved.
		Portland-Vancouver. Future Columbia River bridge. State of Washington's request for cooperative study denied. Engineer to conduct independent survey on Oregon side.
16635		Wasco County. Columbia River Hwy. Celilo Falls Indian fishing area. Additional parking space requested. Action deferred.
		T. H. Banfield. Resolution in his honor to be placed in minutes. See EXHIBIT "E".
		Meeting adjourned at 5:00 p.m. to reconvene on following morning.
	Mar.21	
16636		Bids received on the following projects:
		Ladd Canyon-North Powder Section, Old Oregon Trail
16637		Milwaukie Maintenance Storage Shed
		Jewell Maintenance Building, on Nehalem Hwy.
		Port Orford Section, Oregon Coast Hwy.
16638		Canyon Creek Summit-Soda Mountain Section, John Day-Burns Hwy.
		Goshen-Creswell Section, Pacific Hwy.
		Brogan Maintenance Building, on John Day Hwy.
		South Unit, Denver Ave.-Columbia Slough Section, Pacific Hwy.E.
16639		Astoria-Megler Ferry. Columbia River. Astoria Navigation Company, ferry service low bidder, agrees to use either 17th or 14th Street dock in Astoria. Contract awarded to them.
		Washington County. Hillsboro-Forest Grove delegation urges construction of new hwy. east of Hillsboro in lieu of widening Tualatin Valley Hwy. Engineer to determine cost of survey.
		Central Oregon. William Niskanen, Bend, requests 7 improvements in area. No action.
16640		Benton County. Lobster Valley. Delegation urges extension of Alsea-Deadwood Secdy. Hwy. into Lobster Valley. Benton County Court offers to take over Tampico-Lewisville Secdy. Hwy. in exchange. Cost of acquiring private road to be determined.
16641		Yamhill County. Pacific Hwy.West. C.H. Baynard's request for permission to maintain sign on r/w near Dayton Jct. denied.
16642		Recessed at 12:00 noon to reconvene at 2:00 p.m.
		Umatilla County. Pendleton. Rex Ellis requests that state sell him small tract for bldg. for Secretary of State. No action.

Page	Date 1950 Mar.21	Subject
16642		Malheur County. Old Oregon Trail. Delegation requests improvements on Ontario-Snake River Bridge Section and on Nyssa-Adrian Secdy.Hwy. Survey authorized on Ontario-Snake River Section.
16643		Klamath Falls. Delegation inquires status of plans for west side by-pass for US97 through city. No plans.
16644		Esplanade Underpass drainage to be investigated. South Sixth Street viaduct. R/w being acquired. Klamath Falls traffic grid system. Survey funds re-allocated. Klamath Avenue repair & maintenance denied — not state hwy.
		Award of contracts. Chairman Banfield makes public announcement.
16645		Lane County. Siuslaw Hwy. Junction City-Triangle Lake. Improvement requested. Reconnaissance survey authorized.
16646		Columbia River Hwy. Hood River. Request to haul logs approved.
		Portland. Southeast 82nd Avenue. Delegation requests traffic signals and safety lanes. Engineer to re-investigate.
16647		Coos County. Oregon Coast Hwy. Coos Bay Section. Increase in authorization approved and authority granted to call bids.
		Harney County. John Day-Burns Hwy. Crow Flat-Poison Creek. B.P.R.'s request that state maintain section approved.
		Josephine County. Grants Pass. City requests widening of Pacific Hwy. in city. Preliminary survey authorized.
		Washington County. Beaverton. Widening of Beaverton-Hillsdale Hwy. in city. Engineer to make personal inspection.
16648		Douglas County. Pacific Hwy. Roseburg. Construction of left-turn refuge at Garden Valley Road intersection approved.
		Crook County. Prineville. City-requested truck route by-pass denied.
		State Tax Street Funds. See EXHIBITS "F", "G", AND "H".
		Special State Tax Street Fund projects in Amity, Eagle Point, Oakland, Yoncalla approved. Cities to pay their share in advance.
16649		Yamhill County. City of Amity. Request for load denied.
		Special State Tax Street Fund projects. Seaside and Silverton. Action deferred. Projects to be further analyzed.
		Lincoln County. Corvallis-Newport Hwy. Toledo. Request for flashing beacon denied.
		Umatilla County. City of Umatilla's request for lights on bridge in city denied.
16650		Engineer's contract awards on bids received February 6 and 7, 1950, confirmed.
		Extensions of time granted as follows: 2768, 2792-A, 3016, 3093, 3095, 3235.
16652		Contracts completed and accepted as follows: Contract Nos. 2768, 2792-A, 2982, 2997, 3093, 3180, 3189, 3198, 3229, and 3242. See EXHIBIT "I".
		Douglas County. Oregon Coast Hwy. Gardiner. Lumber Company requests easement authorizing encroachment. To be prepared.
16653		Lane County. Oregon Coast Hwy. Agreement with Martin Peterson for use of Cape Creek quarry renewed for one year.

Page	Date	Subject
	1950 Mar.21	
16653		Coos County. Oregon Coast Hwy. North Bend-Coos Bay. Coos Bay Dredging Company allowed to cut center dividing strip.
		Grant County. John Day Hwy. Prairie City-Dixie Summit. R/w abandoned to county. See EXHIBIT "J".
		Coos County. Coos Bay-Roseburg Hwy. Bridge over Sandy Creek to remain as historical landmark. Agreement approved.
16654		Allen Press Clipping Bureau service to be cancelled.
		Northwest Traffic Engineering Conference at Oregon State College. Hwy. Dept. to act as one of sponsors.
		Columbia River Hwy. Bridal Veil-Parkrose and Dodson-Troutdale. Requests to haul logs approved.
		Load limits reduced and lifted. See EXHIBITS "M-1" and "M-2".
16655		Crook County. City of Prineville's offer to purchase two pieces of used equipment approved.
		Equipment and office furniture. Purchase approved.
		Malcolm H. Hawke. Authorized to go to San Francisco to inspect Union Pacific Railroad books re Bridal Veil Overcrossing Project.
		Manley Robison to attend Third Annual Northwest Resort Conference at Washington State College, April 2 to 4.
		Carl Jordan to attend Sportsmen and Vacation Show in Los Angeles, April 6 to 10.
		W. C. Williams. Confirmed previous telephone authorization to attend conference in Los Angeles on Feb.28 re Sullivan Gulch.
		Forrest Cooper. Confirmed previous telephone authorization to attend conference in Los Angeles on Feb.28 re Sullivan Gulch.
16656		Mark Astrup. Confirmed attendance at 3rd Annual Roadside Development Coordinators' Conference, Columbus, Ohio, March 22-25.
		George W. Hester. Confirmed attendance at Legislative Interim Committee meeting in Boise, Idaho, February 20 to 21.
		Curry County. Oregon Coast Hwy. Port Orford. Resolution re closure of streets adopted. See EXHIBIT "K".
		Klamath County. The Dalles-California Hwy. Barkley Springs-Algoma. Western Union Telegraph Company agreement approved.
		Portland. Interstate Bridge. Tri-party agreement re phone lines on bridge approved.
		Benton County. Pacific Hwy. West. Camp Adair. Acquisition of 2.88 acres from Federal Government approved. See EXHIBIT "L".
16657		Umatilla County. Pendleton. Disposal of two tracts again discussed. Chief Counsel outlines plan. Will prepare agreement.
		J. M. Devers to take vacation.
		Portland Steel Bridge. Chief Counsel reports on negotiations to purchase upper deck.
		Commission meeting, Special, set for April 3.
		Commission meeting, Regular, set for April 24 and 25.
16658		Agreements and other papers signed.
16659		Meeting adjourned at 5:00 p.m.

Page	Date 1950 Mar. 21	Subject
16660		EXHIBIT "A" Real Property Options.
16680		EXHIBIT "B-1", "B-2", "B-3" Real Property Condemnations.
16688		EXHIBIT "C" Appointment of Malcolm H. Hawke as Auditor.
16690		EXHIBIT "D" Survey accepted - Chrome Plant-Cedar Point Section, Oregon Coast Highway.
16691		EXHIBIT "E" Resolution Honoring T. H. Banfield.
16693		EXHIBIT "F" State Tax Street Funds - 1948.
16694		EXHIBIT "G" State Tax Street Funds - 1st half of 1949.
16695		EXHIBIT "H" State Tax Street Funds - 2nd half of 1949.
16696		EXHIBIT "I" Completed Contracts Accepted.
16698		EXHIBIT "J" Abandonment Resolution - John Day Highway.
16700		EXHIBIT "K" Port Orford Street Closures.
16702		EXHIBIT "L" Land Acquired at Camp Adair, Benton County.
16703		EXHIBIT "M-1" Reducing Maximum Load Limits.
16705		EXHIBIT "M-2" Lifting Reduced Load Limits.

Portland, Oregon
December 5, 1949

The State Highway Commission conferred with members of the Legislative Highway Interim Committee at 10:00 a.m. in the Imperial Hotel regarding matters pertaining to the Committee's study of highway, road and street needs, revenue and taxation. Present representing the State Highway Department were:

T. H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
H. B. Glaisyer, Secretary

Representing the Interim Committee were:

Hon. Ralph T. Moore, State Representative, Coos Bay, Chairman
Hon. Paul L. Patterson, State Senator, Hillsboro, Secretary
Hon. Jack Bain, State Senator, Portland
Hon. Elmo E. Smith, State Senator, Ontario
Hon. Max M. Landon, State Representative, Sweet Home
Hon. Vernon Wilson, State Representative, Vale
Hon. Edward A. Geary, State Representative, Klamath Falls
O. R. Eckersley, Statistician, Salem

The following subjects were discussed:

1. The five divisions of the state which serve as a basis for highway fund expenditure allocations;
2. Relation between Highway Commission and Bureau of Public Roads;
3. Formulae, if any, for determination of priorities in road construction and modernization;
4. Purpose of use classification with respect to new highways, particularly that classification which temporarily prohibits truck operation;
5. Effectiveness and efficiency of city and county highway administration expenditures -- with a view to effecting improvement therein;
6. Specific highway programs, both current and future;
7. Problem of returning secondary roads to the counties;
8. Manner of determining priority with respect to the provision of costly facilities in cities, such as bridges, underpasses, overpasses, cloverleaf structures, etc.
9. Recommendations and suggestions.

The meeting was called to order by Mr. Moore, who explained that the Committee plans to tour the state to secure information for its report to the Legislature and wants to be in position to answer any questions that might be propounded in the course thereof, hence this conference. There followed a general discussion of the above-listed topics, during which numerous questions were asked by the members of the Interim Committee, and

detailed answers given by the members of the State Highway Commission, Chairman Banfield taking the lead. In the discussion of Topic No. 5, it appeared to be the consensus of opinion of all present that there is insufficient control of expenditures by the counties and the cities of the funds they receive from state highway revenues, and that the counties and cities should be required to set up an appropriate system so that an accurate accounting for funds may be made periodically through some state agency. It was suggested that the Legislature might require the counties and the cities to budget their highway funds and to render an accounting for the expenditure of the same at the end of each year.

Under Topic No. 6, specific highway programs, Chairman Banfield presented for the Interim Committee's information copies of the Highway Commission's currently active programs covering the periods 1946-1949 and 1950-1951. Maps were exhibited showing the locations of several projects. The Commission ordered that each member of the Interim Committee be furnished with copies of this material for his information.

In the discussion of Topic No. 9, upon request of Chairman Banfield, the State Highway Engineer suggested that, among other things, the trucking industry, which now contributes only about 28% of the highway fund, should be required to pay into this fund up to 33-1/3%. He brought into the discussion a letter from Neff & Frohnmayer, Attorneys, Medford, regarding the authority for limiting to 32,000 pounds the weight on the tandem axle of a tandem-axle pole trailer used in combination with a truck-trailer equipped with tandem rear axles. In the opinion of these attorneys, the operator of such equipment is entitled to a dual-axle weight on the trailer of 38,000 pounds, or at least 35,200 pounds, if the 650 formula, which entitles him to a tolerance of 10% governs. The Engineer advised that a representative of the Engineering Department and a representative of the Legal Department had conferred with and had apparently convinced the District Attorney of the fallacy of such reasoning.

The Engineer brought up for discussion the matter of processing, through the Highway Department's I.B.M. facilities, statistical information obtained by the Committee from the Public Utilities Commissioner. He estimated the total cost involved at approximately $40,000. It was the feeling of the Commission that the cost is justified if desired results are obtained. The Engineer was instructed to have someone acquainted with the procedure meet with the Interim Committee on the following day to explain details, at which time it can be decided whether or not to go ahead with the processing.

The meeting recessed for luncheon from 12:00 m. to 1:30 p.m. and adjourned at 3:40 p.m., following which the State Highway Commission met in special session for discussion of the following matters, the same persons and Forrest Cooper, Right of Way Engineer, being present and participating:

1. Status report on surveys for projects approved for the 1950-51 construction program. The Engineer submitted a written report on this subject for the Commission's information and study. The Commission deferred action on the matter.

2. Status report of projects in the First Postwar Construction Program which have not yet been contracted. The Engineer submitted a detailed

written report dated November 1, 1949, on this subject, which the Commission discussed item by item as follows:

a. Durkee Undercrossing, Old Oregon Trail, 1947 Federal Aid Project, present estimated cost $105,000: The Commission approved the Engineer's recommendation that this project be deferred until definite information has been received from the Union Pacific Railroad Company with respect to a proposed revision of its alignment in this vicinity, but did not approve the recommendation to allocate the money elsewhere at this time.

b. Multnomah County Line-Milwaukie Channelizing and Service Road, state project, estimated cost $65,000: The Engineer advised that the channelizing work is now under contract, but the service road construction, which is estimated to cost $45,000, is being held up pending a satisfactory arrangement with the City of Milwaukie concerning the adjacent federal housing project. The Commission approved the report.

c. Coquille River Bridge at Myrtle Point, 1948 Federal Aid Secondary Project, present estimated cost $240,000: The Engineer advised that the survey and designs for this structure have been completed, but the project cannot be advertised for bids until satisfactory agreement can be effected with the Southern Pacific Company, which is involved. A conference with officials of the Company, he said, would be held the following week and he hopes to be able to secure the deletion of some unreasonable conditions of the agreement as presently prepared by the railroad company. The Commission approved the report.

d. Port Orford Section of the Oregon Coast Highway, state project, present estimated cost $91,000: The Engineer advised that the plans for this project are complete and an agreement has been executed by the City of Port Orford. However, this agreement calls for the closure of certain streets, which has not been effected to date. As soon as the city of Port Orford has complied with this requirement, he said, the project will be advertised for bids. As a result of discussion, the Engineer was instructed to go to Gold Beach and discuss the matter with city officials and to analyze the project personally and report the results thereof.

e. Greenwood Underpass on the Central Oregon Highway in Bend, state project, estimated cost $60,000: The Engineer advised that because of inadequate drainage, the expense of remodeling the existing underpass as originally proposed is not justified, but he has investigated the possibility of a form of signalization using a traffic eye which he believes will eliminate the existing hazards. He estimated the cost of such signalization at $2,000 and recommended approval of the expenditure, and the cancellation of the underpass remodeling project. The Commission approved the recommendation.

f. Klamath Falls One-way Streets on The Dalles-California Highway, state project, estimated cost $26,000. The Engineer recommended deletion of this project from the program and the utilization of the funds elsewhere

because of the fact that the city of Klamath Falls is divided as to the desirability of the one-way street system and to date has not approved the plan. The Commission approved the recommendation.

g. Bly Section of the Klamath Falls-Lakeview Highway, state project: The Engineer advised that due to the extensive drainage facilities that are required, the estimated cost of the proposed improvement through Bly is $60,000. He pointed out that the original allocation for this improvement was only $15,000, and that he previously had requested authority to make further investigation to determine what could be done for such amount. This investigation, he said, revealed that a satisfactory drainage and pavement-widening project about three blocks long through the central part of town can be accomplished for about $25,000. He recommended such an improvement and advised that if it were approved he would advertise this project for bids within the next couple of months. The Commission approved the recommendation.

h. Springfield Section of the McKenzie Highway, state project: The Engineer advised that the call for bids for this project was deferred pending the formation of a drainage district which was necessary to justify the highway improvement. Such district, he said, has been formed, an agreement relative to drainage costs has been prepared, and he expects that the project will be ready to advertise for bids in the spring of 1950. He estimated the total cost involved at $410,000, using the North "A" Street route. He pointed out, however, that local people favor the South "A" Street route, which is approximately $100,000 more costly. He said that he would report further on the matter at the next meeting.

i. Oak Hill Grade Separation Project, Richardson-Eugene Highway, estimated cost $117,000: The Engineer advised that bids for this project were received on November 8, but the award of the contract was held pending satisfactory conclusion of difficulties with the railroad company, about which the Chief Counsel expects to confer with the railroad company officials on the following day.

j. Fisher Road-Oak Hill Section, Richardson-Eugene Highway, state project, estimated cost $78,000: The Engineer advised that bids for this project were also received on November 8, but the awarding of the contract was held up pending satisfactory conclusion of conferences with the railroad company which is involved.

k. Broadway Bridge-Steel Bridge Section, Pacific Highway West in Portland, 1948 Urban Project, estimated cost $680,000: The Engineer advised that this project requires a great amount of detailed work, most of which has to be ironed out with the railroad company. However, the survey is complete, the design is well along, and it is planned to advertise the project for bids to be received at the March meeting of the Commission. The Commission approved the report.

l. Sauvies Island Bridge Grading and Paving Project, Multnomah County Road, 1948 Federal Aid Secondary Project, estimated cost $100,000:

The Engineer advised that the contract for the construction of Sauvies Island Bridge was awarded in January, 1949, but the structure will not be advanced to the stage that approaches can be constructed until about August, 1950. He said that the plans for the approaches are now ready and that the project will be advertised for bids early in the spring, so the contractor will have sufficient time to make adequate preparations for construction as soon as the bridge work will permit.

m. Denver Avenue-Union Avenue Landscaping Project, Pacific Highway, state project, estimated cost $40,000: The Engineer questioned the justification of this improvement because of the expense involved in obtaining a water supply for maintenance purposes. He suggested that this project be cancelled and the $40,000 allotment used on other landscaping work in Division 1. He recommended such work on the Upper Columbia River Highway. The Commission approved the cancellation of the project and instructed the Engineer to report back the particular location on the Columbia River Highway where he would suggest that the money be applied.

n. Troutdale-Multnomah Falls Landscaping on the New Columbia River Highway, state project, estimated cost $10,000: The Engineer advised that the amount allocated for this work is insufficient to accomplish the desired results, but if the Commission will definitely authorize a transfer of funds from the Denver Avenue-Union Avenue Project, then he will arrange to call for bids for landscaping on the Columbia River Highway as soon as suitable weather permits. The Commission deferred a decision in the matter pending the Engineer's report on the transfer of funds from the Denver Avenue-Union Avenue Project.

o. Little Nestucca River Bridges on the Little Nestucca River Highway, Major Betterment Project, estimated cost $55,000: The Engineer advised that the construction of this project has been deferred pending possible use of existing steel spans which are being replaced at Cottage Grove on the Pacific Highway. He mentioned a proposal by the Tillamook County Court for an exchange of the Little Nestucca River Highway for a county road extending from Cloverdale through Pacific City to Hemlock. In the event this exchange of roads does not materialize, he said, it will be two or three months before the old spans from Cottage Grove would be available. He anticipated that the project would be advertised for bids in about April, 1950. The Commission took no action.

p. Umatilla River Bridge, Columbia River Highway at Umatilla, state project, estimated cost $163,000: The Engineer advised that the plans for this structure are now complete and that he contemplates advertising the project for bids to be received at the Commission meeting on December 19 and 20.

q. Austin Road and Cemetery Road grade separation structures on the Sunset Highway, 1947 Federal Aid Project, total estimated cost $51,000: The Engineer advised that at the time these projects were approved it was believed that a large building development was imminent adjacent to the Sunset Highway at this location. No building development has occurred, and there appears to be no justification for the

construction of the grade separation structures at this time. He recommended that both projects be removed from the program and funds allocated elsewhere. The Commission approved the recommendation.

r. Yamhill Section pavement widening project on the Tualatin Valley Highway in the town of Yamhill, state project, estimated cost $5,000: The Engineer advised that it was contemplated to do some minor pavement widening through the central part of this town, but several minor betterment improvements have been accomplished, so the project is no longer warranted. He recommended that it be deleted from the program. The Commission approved the recommendation.

3. The Engineer presented for the Commission's consideration a request for authority to conduct location surveys for an additional construction program estimated to cost $22,675,000. He submitted a list of the projects, identical to the list presented at the previous meeting, and estimated the cost of necessary surveys at $384,000. The Commission deferred action on the matter until its next meeting.

4. The Engineer brought up for discussion approval of two options that have been obtained covering an easement for a hauling road from a rock quarry, and two small parcels of right of way on the Fishhawk Falls Secondary Highway. One option was obtained from E. E. Cardiff and covers a portion of right of way, for $475, and for $200 a perpetual easement for a hauling road across Mr. Cardiff's land, or a total of $675. The other option, he said, was obtained from Mr. E. E. Shaw and involves a payment of $250 for a small parcel of right of way and a perpetual easement for a hauling road. He recalled that when this matter was discussed at the previous meeting he overlooked the fact that all of the right of way for this highway with the exception of these two parcels now under consideration, was acquired before the war. He also said that further contacts with the owners of both properties reveal that the right of way and the hauling road easement cannot be obtained at less expense. He recommended, in view of the fact that the hauling road leads to a state-owned quarry which is needed now for a rock production project and will also be needed in the future, that the options as submitted by the Right of Way Department be approved, inasmuch as it will assure the state of a perpetual hauling road to its quarry and will complete the acquisition of right of way for this highway. He pointed out that the bids for the rock production project have been received, but the contract is being held up pending settlement of this right of way matter. The Right of Way Engineer concurred in the recommendation. The Commission approved the recommendation unanimously, with the understanding that no commitment whatsoever is being made as to the construction of the Fishhawk Falls Secondary Highway.

5. The Right of Way Engineer brought up for discussion the matter of acquiring a permanent right of way easement for a hauling road from George A. and Helen Rice on the Yellow Creek-Calapooya Creek Section of the Elkton-Sutherlin Highway in Douglas County. He stated that this road is needed to provide permanent access to a gravel bar which is owned by the state, and that

the Rices are willing to grant the state such roadway on a permanent basis for the sum of $500, plus $100 for construction of fences and a gate. He recommended payment of such sum so that access to the gravel bar may be had for all time. The Commission approved the recommendation.

6. The Engineer presented a request from the City of Salem for permission to construct a 12" water pipeline temporarily along the sidewalk on the Willamette River Bridge between Salem and West Salem. He explained that the sidewalk is 5' wide and that the watermain will occupy about 1'5" of this area, leaving a 3'7" width of sidewalk for pedestrian use, such arrangement to be used until the new bridge is constructed on the Marion Street location. He gave as his belief that the pipeline will not seriously interfere with pedestrian traffic, and recommended the granting of the permit until such time as a permanent line can be established on the new bridge. The Commission approved the recommendation.

7. The Engineer brought up for discussion a proposed agreement with the U. S. Army Engineers covering the relocation of a portion of US730 and US395 to permit construction of McNary Dam. He recalled that the Commission at its previous meeting considered and approved entering into such an agreement. He presented the agreement forms which he said have been approved by authorities in Washington, D. C., and explained details of the provisions. In the discussion of this matter it was brought out that several railroad-highway grade separation structures are required. The question arose whether or not these structures will be constructed without cost to the state. Because of this question, the Commission decided not to execute the agreements until this feature has been clarified and assurance given the Commission in writing that the structures will be constructed with no expense whatsoever to the State of Oregon.

8. The Engineer requested approval of the relocation survey of the Oregon Coast Highway between Chrome Plant and Coquille, Coos County, so the Right of Way Department can proceed with securing options for right of way needed for this project. The Commission deferred a decision in the matter until its next meeting.

9. The Commission discussed a request from the County Court of Lincoln County that the structural steel from the old bridge over Scott Creek on the Alsea Highway, which bridge is being replaced by the U. S. Bureau of Public Roads with a modern structure, be given to Lincoln County without cost for use on its County Road system. The Engineer advised that the old bridge was also built by the Bureau of Public Roads, but they consider that title to the steel and responsibility for its disposal rests with the State Highway Commission. The steel is of no value for state highway purposes, he said, so the Commission is free to give it to the county if it so desires. However, he suggested that a charge of five cents a pound for the steel be made, which is in conformity with past practice in matters of this kind, rather than simply give it to the county free of cost. The Commission unanimously approved sale of the steel to the county at five cents a pound. If the county doesn't want it at that price, then the Engineer is authorized to sell it at the same price to Lane County, which has also made inquiry concerning it.

10. The Commission discussed with the Right of Way Engineer the procedure followed by him in connection with real property appraisals, particularly the following:

1. Does the Right of Way Engineer personally check appraisals that are submitted to his office for approval and which he recommends to the Commission for acceptance?

2. What procedure is followed when two or three separate appraisals are made by different individuals. Does each of these appraisers know the amount of the appraisals made by the others? Chairman Banfield explained that right of way costs are increasing and there is a question in the minds of the Commissioners whether or not they are being too liberal in their settlements. The Commission, he said, takes it for granted that when the Right of Way Engineer recommends a settlement he has personally inspected the property. The matter was discussed briefly and as a result the Right of Way Engineer was instructed to submit a detailed report in writing.

11. The Commission had under discussion the matter of retaining in the Highway Department employ, beyond their retirement dates, certain employees whose services according to action taken by the Commission at the previous meeting, are to be dispensed with in conformity with the State Retirement Law on January 1, 1950. The Commission decided unanimously not to make any changes in the action taken at the previous meeting.

12. The Chief Counsel reported that he still has several longstanding condemnation cases pending in Douglas County concerning acquisition of right of way on which the highway contractor was allowed to enter and perform work before settlement for the right of way was effected. These cases, he said, are very important and in his estimation it will be advisable to employ special counsel to handle them. He requested authority to enter into an arrangement with Mr. George Neuner, Jr., formerly Assistant Counsel for the Highway Department, to handle them. The Commission approved the request unanimously if necessary to secure the services of additional legal help.

The meeting adjourned at 5:15 p.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

December 5, 1959

Portland, Oregon
December 19, 1949

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction, were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

GRANT COUNTY

Dixie Summit-Baker County Line Rock Production Project on the John Day Highway. State Project. Requires approximately 10,000 cu.yds. crushed rock in stockpile.

Barney B. Helser, Molalla	$ 25,400.00
E. C. Swaggart Co., Eugene	26,000.00
Vernie Jarl, Gresham	27,000.00
C. E. Leseberg, Nyssa *	27,345.00

* Bidder will not accept projects totaling over $176,746.00

GRANT COUNTY

West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Secondary Highway. Federal Project No. S-260(3). 5.44 miles of grading, surfacing and oiling; also furnishing 1,700 cu. yds. crushed rock in stockpile. Requires approximately 65,800 cu. yds. excavation; 30,400 cu.yds. crushed rock; 100 tons RC-3 and 180 tons 151-200 asphalt.

Stevenson Constr. Co., Salem	136,433.00
Rogers Constr. Co., Portland	140,326.00
Spada Bros. & K. C. Dack Constr., Portland	140,384.10
C. E. Leseberg, Nyssa *	147,436.00
E. H. Itschner, Molalla **	150,661.00
Erland & Blickle, and F. H. McEwen, Vancouver, Wn.	153,429.00
E. C. Hall Co., Portland	156,035.00
G. D. Dennis & Son	171,496.00

(Cont.)

West Unit, Hamilton-Long Creek Section (Cont.)

McNutt Bros., Eugene	$ 190,517.60
C. J. Eldon, Portland	196,940.00

* Bidder will not accept projects totaling over $176,746.00
** Bidder will accept only one project.

HARNEY COUNTY

Lawen-Crane Section of the Burns-Crane Highway. Federal Project No. S-48(2). 10.9 miles of grading, surfacing and oiling; also furnishing 3,300 cu. yds. crushed materials in stockpile. Requires approximately 97,000 cu. yds. excavation; 55,000 cu. yds. cinder base material; 10,800 cu. yds. crushed cinders, rock or gravel; and 660 tons 151-200 asphalt.

C. E. Leseberg, Nyssa *	131,265.00
E. C. Hall Co., Portland	142,830.00
Inter City Sand & Gravel Co., Eugene	144,807.50
Erland & Blickle & F. H. McEwen, Vancouver, Wn.	145,294.50
D. F.McKenzie, Salem	148,894.50
Loyd Calkins, Ocean Lake	151,050.00
Stevenson Constr. Co., Salem	153,724.50
J. N. & M. J. Conley, Portland	159,547.50
K. F. Jacobsen Co., Portland	160,980.00
Durbin Bros., Eugene	163,003.50
Parker-Schram Co., Portland	166,536.00
M. L. & C. R. O'Neil, Creswell	174,694.50
Spada Bros. & K. C. Dack Constr., Portland	179,936.50
McNutt Bros., Eugene	186,184.00
G. D. Dennis & Son, Portland	1[illegible],925.00

* Bidder will not accept projects totaling over $176,746.00

JACKSON COUNTY

Trail and Eagle Point Sections of the Crater Lake, Tiller-Trail and Little Butte Highways. State Project. Rock Production. Requires approximately 18,500 cu. yds. crushed rock or crushed gravel in stockpile.

Fred Lemery, Lebanon *	45,880.00
Barney B. Helser, Molalla	46,990.00
M. C. Lininger & Sons, Medford	48,330.00

* Bidder will accept award of only one project

KLAMATH COUNTY

Chiloquin-Sprague River Section of the Sprague River Road. State Project. 17.91 miles of surfacing and oiling; also furnishing 1,800 cu. yds. crushed material in base. Requires approximately 24,000 cu. yds. crushed rock; and 1,300 tons 151-200 asphalt. This project may be bid in combination with the Chiloquin (Chocktoot Street) Project in Klamath County.

(Cont.)

Chiloquin-Sprague River Section (Cont.)

J. N. & M. J. Conley, Portland	$ 123,048.00
E. C. Hall Co., Portland	125,442.00
J. C. Compton Co., McMinnville	127,520.50
Babler Bros., Portland	129,938.00
E. H. Itschner Co., Molalla	131,784.25
F. L. Somers, Klamath Falls	136,481.00
D. F. McKenzie, Salem	137,102.00
Homer G. Johnson, Portland	167,791.75

KLAMATH COUNTY

Chiloquin (Chocktoot Street) Bituminous Macadam Surfacing Project. City Project. 0.14 mile of surfacing and bituminous macadam. Requires approximately 500 cu. yds. cinders in base and shoulders; 280 cu. yds. crushed aggregates; and 26 tons 151-200 asphalt. This project may be bid in combination with the Chiloquin-Sprague River Project in Klamath County.

E. C. Hall Co., Portland *	3,170.00
J. N. & M. J. Conley, Portland *	3,559.00
E. H. Itschner, Molalla *	3,659.00
J. C. Compton Co., McMinnville *	4,058.00
Asphalt Paving Co., Klamath Falls	4,460.00
D. F. McKenzie, Salem *	4,650.00
Babler Bros., Portland *	5,360.00

* Bidder will accept award of this project only in combination with the Chiloquin-Sprague River Project.

COMBINATION BIDS FOR:

(1) Chiloquin-Sprague River Section of the Sprague River Road.
(2) Chiloquin (Chocktoot Street) Bituminous Macadam Surfacing Project.

	(1)	(2)	Reduc.	Comb. Bid
J. N. & M. J. Conley, Portland	$ 123,048.00	$ 3,559.00	$ - - - -	$ 126,607.00
E. C. Hall Co., Portland	125,442.00	3,170.00	- - - -	128,612.00
J. C. Compton Co., McMinnville	127,520.50	4,058.00	- - - -	131,578.50
Babler Bros., Portland	129,938.00	5,360.00	- - - -	135,298.00
E. H. Itschner, Molalla	131,784.20	3,659.00	- - - -	135,443.20
D. F. McKenzie, Salem	137,102.00	4,650.00	- - - -	141,752.00

LANE COUNTY

Junction City-Eugene Traffic Signals. State Project. Furnish and install traffic signals, lights, etc., at intersection of Pacific Highway and Elmira Road near Eugene.

L. H. Morris Electric Co., Eugene	6,593.00
Trowbridge & Flynn Electric Co., Medford	7,112.00
Mill Electric Co., Salem	7,200.00
C. & S. Electric Co., Eugene	7,985.00

LINN COUNTY

Mountain States Power Company Canal Bridge west of Lebanon on the Santiam Highway. State Project. Replace existing timber trestle with 93' reinforced concrete slab bridge on treated pile bents. Involves following approximate quantities: 440 ft. treated timber piling, drive only 20 piles, 130 cu. yds. concrete, 34,000 lbs. metal reinforcing, 3 M-FBM treated lumber, and 205 ft. metal rail.

Snook Bros., Corvallis	$ 16,808.00
Hamilton & Thoms, Eugene	16,925.00
VaDare Constr. Co., Portland	17,360.00
Archie R. Averill, Portland *	19,455.00
Robt. M. Snyder, Lowell *	19,985.00
Glenn Snook, Eugene	20,685.00
Cascade Constr. & Engr. Co., Eugene	21,242.00
E. C. Hall Co., Portland	21,715.00
Birkemeier & Saremal, Portland	24,300.00
Tauf Charneski, Eugene	26,343.00
Geo. E. Berry, Beaverton	24,355.00
Johnson & Amens, McMinnville	28,607.50

* Bidder will accept award of only one project

TILLAMOOK COUNTY

Jordan Creek-McNamars Camp Section of the Wilson River Highway. Federal Project No. F-191(10). 7.11 miles of pavement resurfacing; also furnishing 6,400 cu. yds. crushed material in stockpile. Requires approximately 40 tons emulsified asphalt; 16,500 tons asphaltic concrete pavement; and 10,400 cu.yds. crushed rock or crushed gravel shoulder and stockpile material.

Warren Northwest Inc., Portland	123,605.00
Porter W. Yett, Portland	132,260.00
Acme Constr. Co., Eugene	134,915.00
J. C. Compton Co., McMinnville	138,300.00
Parker Schram Co., Portland	143,365.00

UMATILLA COUNTY

Umatilla River Bridge Widening in Umatilla on the Columbia River Highway. State Project. Widen existing bridge over Umatilla River. Involves following approximate quantities: 270 cu. yds. excavation, 1,100 cu. yds. concrete, 168,000 lbs. metal reinforcing, 890 ft. metal rail.

Archie R. Averill, Portland *	94,340.00
E. C. Hall Co., Portland	114,280.00
Valley Constr. Co., Portland	124,925.00
Del R. Beebe Constr. Co., Eugene	139,960.00
General Constr. Co., Portland	194,900.00

*Bidder will accept award of only one project

WASCO AND JEFFERSON COUNTIES

Cow Canyon Rock Production Project on The Dalles-California and Sherman Highways. State Project. Requires approximately 14,800 cu. yds. crushed rock in stockpile.

Fred Lemery, Lebanon *	$ 31,500.00
E. C. Hall Co., Portland	32,390.00
M. C. Lininger & Sons, Medford	33,420.00
A. H. Saxton & Sons, Corvallis	33,420.00
Barney B. Helser, Molalla	34,020.00
E. H. Itschner, Molalla *	34,460.00
Rogers Constr. Co., Portland	35,492.00
Vernie Jarl, Gresham	35,498.00
Arthur Gentemann, The Dalles	35,642.00
Oscar E. Joelson	36,084.00
Newport Constr. Co. & Kern & Kibbe, Portland	36,236.00
P. B. Doherty & Son, Portland	38,450.00
J. A. Struss, Redmond *	39,930.00
Homer G. Johnson, Portland	40,082.00
J. N. & M. J. Conley, Portland	42,892.00

* Bidder will accept award of only one project

The Commission unanimously approved the minutes of its meeting held on November 7 and 8, 1949.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following matters:

1. Proposed purchase of an addition to Dimmick State Park on the Mount Hood Highway: The Parks Superintendent advised that Dimmick Park is located about twenty miles south of the city of Hood River, and consists of eighteen acres of land, and that the proposed addition consists of five acres, for which the owner is asking the sum of $1,000. He further stated that the County Court of Hood River County has agreed to contribute $500 toward the purchase price. He recommended acquisition of the property. The Commission approved the recommendation unanimously on the condition that Hood River County will pay fifty percent of the cost involved.

2. Report of Parks Engineer, Mr. C. H. Armstrong, relating to his attendance at the Northwest Park Association meeting which was held in Spokane, Washington, on December 3, 1949: The report was rendered in writing, and discussion of the same was deferred.

3. Tentative deed covering acquisition of Pacific Borax Company lands in Curry County: The State Parks Superintendent explained the provisions of the deed, advising that they are in conformity with the

ideas of the Commission as expressed at the previous meeting. The Commission referred the deed to the Chief Counsel to check. He was instructed to forward it to the Pacific Borax Company for execution if the provisions of the deed are satisfactory and in the state's best interests.

4. Status report on acquisition of Curry County ocean waysides: The Right of Way Engineer, Mr. Forrest Cooper, rendered a written report on this subject, which contained a statement of the acreage and cost factors involved in the acquisition of this recreational area. He pointed out orally that there are sixteen properties involved, for which options have been approved by the Highway Commission for 654.81 acres, totaling $70,316; that options have been secured but have not been approved by the Commission covering 400.32 acres at a cost of $72,864. He estimated the cost of acquiring the remaining acreage, totaling 921.7 acres, including the Pacific Borax Company property, at $58,500, making a grand total of 1,976.83 acres at $201,680. He exhibited a map showing the entire acreage.

In the discussion of this matter the Parks Engineer pointed out that the option obtained from Mr. Colgrove, covering 274.58 acres at $55,000, contains provisions that Mr. Colgrove shall have commercial access to the highway from his land, which is not in strict conformity with the Commission's established policy, but Mr. Colgrove is unwilling to deed his property to the state on any other basis. The members of the Commission expressed their feeling that, inasmuch as the area is being acquired strictly for recreational purposes, it should be preserved for such purposes and no commercial access to the highway should be allowed. Moreover, in fairness to others whose properties have been acquired, commercial access should be denied Mr. Colgrove. Following considerable discussion, the Commission referred the Colgrove item back to the Chief Counsel with instructions to renegotiate purchase on the basis of providing Mr. Colgrove private access. If the matter can be worked out on such basis, then the Commission will approve payment of the amount contained in the option, viz: $55,000.

In the discussion of the matters pertaining to the acquisition of the Curry County ocean waysides, there was presented to the Commission a protest from Chetco Grange No. 765, Harbor, Oregon. The letter was signed by Mr. D. C. Jaggers, Brookings, Oregon, who advises that the Grange is opposed to the state's purchase of private lands in Curry County for park purposes, because it will deprive Curry County of about $18,000 in taxes annually. The letter was discussed by the Commission, but the Commission made no change in its plans for the acquisition of this recreational area.

5. Acquisition of Paxton property on the Deschutes River and Warm Springs Highway near Warm Springs Agency: The Right of Way Engineer reported that pursuant to instructions from the Commission he offered Mr. Paxton $3,500 for this small tract, which contains 2.4 acres, but Mr. Paxton absolutely refuses to accept such consideration. The Chief Counsel recommended against condemnation unless the Commission is willing to pay as much as $10,000 for the property. The Commission decided unanimously not to purchase the area.

6. Offer of "Save the Myrtle Wood, Inc." to deed to the state three myrtle wood tracts in Coos and Curry Counties: The State Parks Superintendent recommended against acceptance of these tracts. The Commission approved the recommendation. (See additional entry ahead, covering delegation to appear before the Commission on the following day regarding this item.)

7. Request of Earl Butler, Mayville, Oregon, for development of Dyer Park: The Parks Superintendent advised that this is a very small park, but is a good stopping place for tourists because it contains a spring with good water. Mr. Butler's complaint, he said, is somewhat in order. However, the improvements that he requests are now under way. The Commission ordered that this information be passed on to Mr. Butler.

8. Schedule of fees for use of Silver Falls Recreational Area during 1950: The State Parks Superintendent advised that the fees received during 1949, for the use of this area were sufficient to pay the entire cost of operating the area, so there was no cash outlay by the state. He recommended, in view thereof, approval of the same schedule of fees during the 1950 season. The Commission approved the recommendation.

9. Request of William McKevitt, Newport, to construct a road across South Beach Park, Newport, to serve a "drive-in" theater: The State Parks Superintendent advised that Mr. McKevitt has plans to construct and operate a drive-in theater adjacent to the state park at South Beach and wants authority to construct a roadway across the state's property for the benefit and use of his patrons. He recommended that the request be denied. The Commission approved the recommendation.

10. Request for permission to remove cinders from "Round Top" in The Cove-Palisades State Park: The Parks Superintendent reported numerous requests of local people to take cinders from this area for use in constructing roads and driveways. He recommended that the requests be denied as a protection to the park and particularly because the conditions of the agreement with the U. S. Government, from whom the property is being leased, provide that no cinders shall be removed from the area, otherwise the property will revert to the Federal Government. In the discussion of this matter it developed that the U. S. Grazing Service is the federal agency that has opposed the removal of cinders, but another federal agency (U. S. Reclamation Service) which is concerned, has no objection thereto. It was also brought out that there is an inexhaustible supply of cinders available at this site, but a dearth of material suitable for road purposes at other convenient locations in Jefferson County. The Engineer gave as his feeling that the removal of cinders by local farmers for construction of driveways and the taking of a limited amount by the county for county road construction would not have an adverse effect upon the park, which contains several hundred acres of land. As a result of discussion, the Parks Superintendent was instructed to contact the federal agencies concerned and ascertain definitely whether or not they would object to the taking of a limited amount of cinders

from this pit for use by the county in construction of county roads. The Commission stated its opposition to removal of cinders for private purposes. (See additional entry ahead covering presentation of a delegation which appeared before the Commission on the following day regarding the same subject.)

11. Request of Port of Newport to construct a roadway across Depoe Bay State Park: The State Highway Engineer reported that the U. S. Army Engineers have plans for improvement of the harbor at Depoe Bay, consisting of diking off the bay, constructing a concrete wall, and filling in the area, which will require considerable trucking across the state park, and they have asked permission to make an opening in the sidewalk rail about 100 yards north of the highway bridge, and to construct a temporary roadway across the park property out to the point where the concrete wall is to be constructed to facilitate delivery of materials. The matter was discussed at some length, but a decision was deferred by the Commission pending discussion of the matter with a delegation on the following day. (See ahead for additional paragraph covering presentation by the delegation and approval by the Highway Commission.)

The Assistant Counsel, Mr. J. W. DeSouza, reported a settlement of the damage claim of Mr. C. E. Wiles, arising out of a change of grade on the Agate Beach-Newport Section of the Oregon Coast Highway. He advised that the right of way for the highway improvement was acquired in 1937, but Mr. Wiles at that time did not waive his rights to claim damages. Since then, he said, the highway has been constructed and the grade widened, resulting in drainage waters being diverted across Mr. Wiles' property. He further stated that Mr. Wiles has spent not less than $500 to correct the condition partially, but it is going to be necessary for him to spend an additional $500 for a new system of drainage. He has, however, agreed to relieve the state from further liability if paid the sum of $100. He recommended approval of the settlement. The Engineer concurred therein. The Commission approved the recommendation unanimously.

The Right of Way Engineer, Mr. Forrest Cooper, presented a list of options that have been obtained for real property acquisitions and recommended approval of the same by the Commission. As a result of careful consideration of each item, the Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection, the question arose why present estimates of cost of right of way are so much higher than the original estimates, particularly right of way in Sullivan Gulch, Portland, which was originally estimated to cost $3,200,000, whereas the present-day estimate is $4,810,000. The Right of Way Engineer explained that the original extimates submitted for the Sullivan Gulch right of way were based on incomplete data, although it was the best that was available at the time. He further stated that experience does not bear out that right of way can be purchased for the amounts of the original estimates. However, it does reveal that it can be purchased for approximately the amount of current estimates determined by re-appraisals. Chairman Banfield

explained that when the Commission allocates a certain amount of money for a project, including both construction and right of way, it assumes that the estimates are accurate, and that the sum allocated will not be exceeded. If additional funds are required to finance that project, he said, the construction program is disrupted and undesirable revisions have to be made. As a result of this discussion, the Commission instructed the Right of Way Engineer to submit a report showing the estimated cost of right of way needed for all projects in the construction program, and current estimated costs resulting from re-appraisals so the Commission will be advised in its further study of the matter.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating, with the exception of Commissioner Chandler who arrived late because of a previous engagement.

The Right of Way Engineer brought up for discussion a revised settlement with Mrs. Frances Symons for property needed as a site for a Highway Department radio station on Mt. Scott, east of Portland. He recalled that this matter was before the Commission at the previous meeting and the settlement presented at that time was not approved because of certain reservations stipulated by the grantor. These conditions have since been modified, he said, and the terms are now satisfactory from all standpoints. The Chief Counsel explained the details and recommended purchase of the property on the basis of the revised agreement for the sum of $2,500. The State Highway Engineer concurred therein. The Commission approved the recommendation unanimously.

The Commission had under discussion the sale to Mr. and Mrs. J. R. Laisure of an old quarry adjacent to the Eddyville-Blodgett Section of the Corvallis-Newport Highway. The Right of Way Engineer advised that this is an exhausted quarry in the center of a farm belonging to the Laisures, and that Mr. and Mrs. Laisure have offered to pay $100 for the property. He recommended acceptance of the offer. The State Highway Engineer concurred therein. The Commission approved the recommendation. (The deed conveying the property to Mr. and Mrs. Laisure was signed by the Commission later in the session.)

The Right of Way Engineer reported an offer of Mr. G. B. Larrimer, Portland, to pay the sum of $50 for a small house located on property acquired by the Commission as right of way for the Sullivan Gulch Highway, Portland. He said that the house is not of much value and recommended acceptance of the offer. The Commission approved the recommendation.

The Right of Way Engineer also reported an offer from Peter Kiewit Sons Company, contractor for the construction of the Dodson-Bonneville Section of the new upper Columbia River Highway, to pay $500 for a house and store building located within the limits of the right of way where the company has contract work underway. He advised that these buildings were advertised for bids some time ago and no satisfactory offer was received, but Peter Kiewit Sons Company, which since then has been awarded the highway contract, wants the buildings for use in connection with their work. He recommended acceptance of the offer, which is in excess of the appraised value for the property. The Commission approved the recommendation.

The Right of Way Engineer reported the results of negotiated sales of the following items which have been acquired in connection with right of way transactions:

Item and Remarks	Former Owner	Location	High Bidder or Purchaser	High Bid or Sales Price
5' Refrigerator Meat Case Unit not in working order	Garriott Auto Court	Canyonville-Johns, Pacific	Lehman's Seafood, Salem	$ 75.00
8' Servel Gas Refrigerator 12 yrs.old, advt. painted on sides	James Yeakey, tenant, Wildcat Service Station	Quinton, Columbia River	C. Borghese, Blalock	85.00
Small end table	" "	" "	" "	3.00
Bedroom Set, Bed Broken, dresser broken	" "	" "	Wm. Smith, Rufus, Works on Maint. Crew	25.00
Cash Register, Reg. sales to $1.00. Mr. Yeakey stated not worth taking with him.	" "	" "	Ralph Finley, Blalock	20.00
Bldg. in clearing contract. Kohler Elec. Plant, Bathroom Fixt., 30-Gal.Gas Hot Water Htr.,Vis.10-Gal.Gas Pump & tanks in ground, All to be removed at completion of work	" "	" "	Allen E.Sackett Sub-Contr. for state	1,000.00
Used House Door	Pioneer Auto Court	Canyonville-Johns, Pacific	Alvin Bruden, Roseburg. Empl. by Dept.	3.00
2 White Kitchen Chairs	" "	" "	Frank Burnett, Roseburg. Empl. by Dept.	2.00
Chest Drwrs.,fir,($5) Overstuft Rocker, Upholstery not in good shape (10$)	James Yeakey, tenant, Wildcat Service Station	Quinton, Columbia River	Ernest Johnson, The Dalles	15.00
95 Dbl.Bed Sheets at .50 92 Pillow Cases " .15 28 Blankets,Heavy " 1.00 13 Bed Spreads " .50 67 Hand Towels " .10 22 Bath Towels " .15 2 Bath Mats " .10	Nemic Auto Court and Pioneer Auto Court	Canyonville-Johns, Pacific	Oregon State Hospital, Salem	106.00

(Cont.)

Item and Remarks	Former Owner	Location	High Bidder or Purchaser	High Bid or Sales Price
Small White Sheet-Steel Sink ($1) 7 Window Lights ($8)	Pioneer Auto Court	Canyonville-Johns, Pacific	James A. Stubblefield, Roseburg	$ 9.00
Daveno, chair, stool $50 Bed $3.50, Coil Bed Spring $8, Mattress $1.50, 5 Kitch. chairs $5, Chest Drawers & Coffee Table $12	" "	" "	Pat Gregory, Roseburg	80.00

The Right of Way Engineer recommended acceptance of the offers. The Chief Counsel concurred therein. The Commission approved the sales unanimously at the prices mentioned.

The Right of Way Engineer reported that pursuant to authority previously granted by the Commission he advertised the sale of six buildings in the city of Coos Bay, bids to be received in Salem on Monday, December 12, 1949. This sale, he said, was very well publicized, but no bids were received. The Commission approved the report and authorized the Right of Way Engineer to negotiate the private sale of the buildings.

The Engineer reported an offer from Huntington Shingle Company, Eugene, to deed to the State of Oregon a small parcel of land containing about one acre, adjacent to the Siuslaw Highway near Mapleton, if the Highway Commission will deed to the company a small stockpile site containing 0.88 acre, which the company needs in connection with the expansion of its facilities. The Engineer advised that this matter has been investigated and it has been ascertained that the tract which the company proposes to deed to the state will serve equally as well for a stockpile site as the present site. It is, in fact, a more desirable one, being rectangular in shape, whereas the present site is a three-sided tract. He exhibited a map showing the location of both tracts and recommended acceptance of the company's offer. The Commission unanimously approved the exchange of properties as recommended.

The Engineer brought up for discussion the matter of cancelling the lease of a one-acre tract of land in the town of Boring. He said that this property was leased from Mr. Wallace R. Telford on January 1, 1946, for a three-year period at a cost of $180, to facilitate the unloading of road oil and asphalt shipped to this point by railroad tank car. The School Board of Boring, he said, is dealing with Mr. Telford to acquire this site as a playground, and Mr. Telford has inquired whether or not the Highway Commission will agree to the cancellation of the lease if he will relieve the state from cleaning up the premises, which is the state's obligation according to the provisions of the lease. The Engineer said that during the past year road oils and asphalt used in this vicinity have been transported from Portland by tank-truck at a considerable saving, so the use of Mr. Telford's property is not especially needed for the purpose intended. He recommended, therefore, approval

of Mr. Telford's request, and that the lease be cancelled as of January 1, 1950. He presented a form of agreement covering such cancellation, which he pointed out had been executed by Mr. Telford. The Commission approved the recommendation. (The agreement was signed later in the session.)

The Engineer reported several requests from residents of the town of Lapine to purchase a building site acquired by the Commission from Deschutes County in 1943 for a consideration of one dollar. He advised that this site was originally acquired as a storage site but is no longer required for such purpose because a standard building has been constructed on a larger, more suitable tract of land acquired from the U. S. Government. He recommended that the site acquired from Deschutes County be deeded back to the county for disposal as it sees fit, in view of a provision in the deed received from the county that the property must be used for the benefit of the public, and as a building site only, and if and when the premises are not used for such purposes, then they shall revert to the county. It was the feeling of the Commission that inasmuch as the tract was acquired from Deschutes County at no cost, for a specific purpose, and that it is no longer required for such purpose, it should be deeded back to the county, and it was so ordered.

The Engineer requested authority for the Chief Counsel to negotiate the acquisition of right of way that is needed for the proposed westside by-pass in Klamath Falls, particularly through the property of Mr. Keith Cobo. He recalled that the Commission some tire ago authorized the making of a survey of this by-pass route and the securing of options for right of way upon completion of the survey, with the definite understanding that no commitment was to be made as to construction. The survey, he said, is still in progress, but the ultimate alignment through Mr. Cobo's property has been definitely determined. Mr. Cobo, he said, started construction of a motel about a year ago, but discontinued the work within the area required for right of way pending the state's acquisition of the right of way. However, he now wishes to proceed with his development and has stated a willingness to adjust his motel to the new right of way if the state will acquire at this time the land that is needed from him. The Engineer recommended that the Chief Counsel be authorized to negotiate immediately for the right of way needed through Mr. Cobo's property, in order to avoid extra expense if the purchase is delayed. The Commission unanimously approved the recommendation.

The Engineer reported a request from the Union Oil Company of California for a modification of its agreement with the Highway Commission dated October, 1941, in which the company granted to the state a ten-foot easement along the North Marshfield Section of US101. The modification requested is to permit the company to construct a firewall along the easterly line of the company's property at this location. He explained that the easement was acquired from the company to provide for embankment slopes along the section adjacent to the company's plant, but with the company constructing an adequate wall along this section, the easement no longer is required as the wall will retain the slopes. He recommended, in view thereof, approval of the company's request. The Commission approved the recommendation unanimously and ordered that the matter be covered by a written modification of the original agreement.

The Commission discussed and unanimously approved an agreement with Mr. and Mrs. Ernest V. Fisher providing for lease of a quarry site on properties belonging to the Fishers in Lane County. The lease covers 19.16 acres of land and is for a ten-year period, expiring on the 16th day of November, 1959. The consideration involved is the payment of three and one-half cents per cubic yard for material removed by the state from the premises during the term of the lease. (The agreement was signed later in the session.)

The Chief Counsel reported receipt of an assessment made by the Slide Irrigation District in Malheur County against state-owned property situate within the boundaries of the district. The principal amount of assessment, he said, is $88, but there is an accumulation of interest in the amount of $44. He further stated that he has been assured by the District that if the state pays the total amount, $132, it will not be assessed in the future. He recommended that the assessment be paid and that a court order be obtained relieving the state from future assessments. The Commission approved the payment of the current assessment and instructed the Chief Counsel to obtain such court order.

The Chief Counsel also reported receipt of a drainage assessment against the state in favor of the Stillwell Drainage District, Tillamook County, amounting to $108. He explained that this assessment is against the right of way of Netarts Secondary Highway; that Tillamook County paid the assessments regularly before this road was placed on the State Highway System, but when the State took the road over, it also assumed the county's obligation to pay the drainage district assessment for the construction and maintenance of a dike. He recommended payment of the assessment. The Engineer advised that the dike is of considerable benefit to the highway, and he stated his concurrence in the recommendation. The Commission approved the recommendation unanimously.

The Chief Counsel brought up for discussion the subject of the sale of excess state-owned property in the City of Portland, particularly the matter of whether or not the Commission should sell such properties as are in close proximity to a highway and permit advertising signs to be maintained thereon. He gave as his feeling that such use of the property is not in the best interests of the highway, and recommended that the Commission adopt a policy against the use of the property for advertising purposes. The Commission approved the recommendation and ordered that hereafter all deeds conveying such excess properties shall contain provisions prohibiting the use of the property for advertising purposes.

The Right of Way Engineer presented an offer from Mr. William Kennard, Portland, to sell to the state eight lots on the Nehalem Sand Spit, Tillamook County, for the sum of $150. He advised that a number of years ago the former Highway Commission authorized acquisition of properties on this sand spit for park purposes, and for right of way for a future routing of the Oregon Coast Highway. Under such authority, 2,180 lots were acquired, 90 percent of which were deeded to the state by Tillamook County, leaving about 120 lots still in private ownership. He recommended, in view of the circumstances, acceptance of Mr. Kennard's offer. The State Parks Superintendent also urged purchase of

the property from the parks standpoint. In view of the fact that practically all of this sand spit had previously been acquired, the Commission unanimously authorized the purchase of the eight lots under discussion, at the price quoted.

Consideration was given by the Commission to the conveyance to Umatilla County of a tract of land that was originally acquired for stockpile purposes on the Umatilla-Hermiston Section, former route of the Old Oregon Trail. The Assistant Counsel, Mr. DeSouza, explained that the alignment of the highway at this point has been revised and the old road turned back to the county, but, through oversight, the stockpile site under discussion, of no further value for state highway purposes, was not included in the description. He recommended that the area be deeded back to the county at this time. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously. (The deed was signed later in the session.)

Commissioner Chandler arrived at this point in the discussion.

The Commission by unanimous vote confirmed telephonic authority given the Chief Counsel to close, for a consideration of $13,325, the option submitted by the Right of Way Engineer at the previous meeting, covering property identified as the Wildcat Service Station, upon advice of the Chief Counsel that he was unable to affect a better settlement. This area is needed as right of way in connection with the improvement of the Squally Hook-Quinton Section of the upper Columbia River Highway (Old Oregon Trail) in Gilliam County.

In this connection the Commission ordered that hereafter recommendations to the Commission concerning settlements such as this one are to be based on consultations between the Chief Counsel and the Engineer.

The Chief Counsel presented for the Commission's information a written report of his review of federal and state laws relating to the shore of the ocean. He explained that he is rendering this report because oftentimes questions concerning the authority of the Highway Commission on regulatory measures concerning the shore of the ocean arise for discussion and consideration, and it was his thought that a resume of the federal and state laws might be helpful to the Commission in passing on these matters. The Commission took no action on the report.

The Chief Counsel rendered a status report on the cancellation of the P.U.C. permits of Barclay Bros., Camas Valley, for operating overwidth trucks in the transportation of logs over state highways from Camas Valley to Sutherlin. He advised that he ascertained from the office of the Public Utilities Commissioner that only two of these trucks are overwidth, one being one inch overwidth and the other not to exceed two inches overwidth. Barclay Bros., he said, had several other trucks that were overwidth to a greater extent than these two, but they have remodeled them to conform with the Oregon laws. He further stated that Barclay Bros. have requested the privilege of continuing in operation the two remaining trucks until they can be reconstructed, or until they are no longer serviceable. He inquired whether or not the Commission still wishes him to insist that the Public Utilities Commissioner cancel the permits and demand the surrender of plates from these two trucks. It was

the feeling of the Commission that the law should be respected and that it is the responsibility of the Public Utilities Commissioner to correct mistakes made in his office when permits are granted covering operation of vehicles that do not comply with the statutory requirements, and that such responsibility should not be passed on to the State Highway Commission. The matter was referred back to the Chief Counsel for further handling.

The Commission had under discussion two letters from Mr. J. Neilson Barry, Portland, in which he expresses his disapproval concerning certain sign boards and other informational data that are being maintained along state highways. No action was taken by the Commission.

The Commission discussed reports from the Chief Counsel and Engineer on the claim of the Northwest Cities Gas Company for reimbursement of the cost of labor and materials for the relocation of its gas mains and service lines necessitated by the construction of the High Street-Walnut Street Section of the Pacific Highway in Eugene. In his report the Chief Counsel advised that the amount of the Highway Commission's legal liability in this matter depends entirely upon the facts of the case. In view of this advice, the Commission deferred action on the matter and referred it back to the Engineer and Chief Counsel to determine those facts and report their findings.

The Chief Counsel brought up for discussion a proposed compromise settlement with the Union Pacific Railroad Company of its claim arising out of the construction of the Oneonta Slide Section of the Upper Columbia River Highway. He explained briefly that the Highway Commission is liable for damages to a certain extent, and the question now arises whether or not it would be advisable to fight the case in court or approve a compromise settlement which provides that the state shall pay fifty percent of the amount of the company's claim, which totals about $134,000. If the case goes to court, he said, whatever sum the state is required to pay would be considered as damages to date, but it would not relieve the state from future liability. The Commission deferred a decision in this matter pending a complete, detailed report on the subject, in writing, by the Chief Counsel.

The Commission discussed a form of agreement with the Mountain States Power Company covering construction of a bridge over a canal owned by the Power Company on the Santiam Highway, Linn County. The Engineer explained that in July, 1925, the former Highway Commission entered into an agreement with the Mountain States Power Company for the construction of this bridge, the terms of which agreement provided for the construction of a timber trestle with a roadway of not less than 20 feet, the cost of the structure and the maintenance thereafter to be paid equally by the state and the Power Company. The volume and type of traffic now using this highway, he said, require a wider bridge, and in the interests of maintenance a permanent type of structure should be provided rather than continuing the timber trestle. He pointed out that according to the old agreement, the Power Company would be required to pay fifty percent of a new timber structure, and to continue to pay half the maintenance expenses, but the Company is willing to pay toward the cost of the permanent type structure one-half the estimated cost of a timber structure, and an additional amount to amortize maintenance costs if the permanent type structure is constructed. On that basis the Company's share would amount to

a total of $3,220. The present agreement, he said, which has been executed by the Power Company, has been prepared on such basis. He recommended approval of the same. The Chief Counsel concurred. The Commission approved the recommendation unanimously. (The agreement was signed later in the session.)

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:00 p.m. Chairman Banfield publicly announced the Commission's decision with respect to each project, as follows, the Commission's action in each instance being by unanimous vote:

"Dixie Summit-Baker County Line Rock Production Project on the John Day Highway in Grant County. Barney B. Helser, Molalla, submitted the low bid for this project, at $25,400. There were three higher bids for this project. The Commission has awarded the contract to the low bidder, Barney B. Helser, at his bid price.

"5.44 miles of grading, surfacing and oiling on the West Unit, Hamilton Long Creek Section of the Kimberly-Long Creek Secondary Highway in Grant County. Stevenson Construction Co., Salem, submitted the low bid for this work at $136,433. There were nine higher bids received. The Commission has awarded the contract to Stevenson Construction Co. at their low bid price.

"10.9 miles of grading, surfacing and oiling; also furnishing 3,300 cubic yards of crushed materials in stockpile on the Lawen-Crane Section of the Burns-Crane Highway in Harney County. The low bid for this project was submitted by C. E. Leseberg, Nyssa, at $131,265, who qualified his bid by stating that he would not accept projects totaling over $176,746. There were fourteen higher bids for this work. The contract has been awarded to the low bidder, C. E. Leseberg, at the bid price.

"Rock production project on the Trail and Eagle Point Sections of the Crater Lake, Tiller-Trail and Little Butte Highways in Jackson County. Fred Lemery, Lebanon, was the low bidder on this project, his bid being $45,880. He qualified his bid by stating that he would accept the award of only one project at this letting. Two higher bids were received. The Commission has awarded the contract to the low bidder, Fred Lemery, at his bid price.

"17.91 miles of surfacing, oiling and furnishing crushed material in base on the Chiloquin-Sprague River Section of the Sprague River Road in Klamath County. The low bid for this project was submitted by J. N. & M. J. Conley, Portland, at $123,048. E. C. Hall Co., Portland, submitted the next low bid at $125,442. There were six higher bids. The low bidder for the Chiloquin (Chocktoot Street) Bituminous Macadam Surfacing project in Klamath County, bids for which were also received at this meeting, was E. C. Hall Co., Portland, at $3,170. The next low bid was submitted by J. N. & M. J. Conley, Portland, at $3,559. Both bidders stated that they would not accept the award of this project unless also awarded the contract for the Chiloquin-Sprague River Section. There were five higher bids on this project. A study of the bids for both projects reveals that the com-

bination bid of J. N. and M. J. Conley, Portland, is low, at $126,607. E. C. Hall Company's was the next low combination bid, at $128,612. The Commission has awarded both contracts to the low combination bidder, J. N. & M. J. Conley.

"Installation of traffic signals at the intersection of Pacific Highway and Elmira Road near Eugene, Lane County. The low bid for this work was submitted by L. H. Morris Electric Co., Eugene, at $6,593. There were three higher bids. The Commission has awarded the contract to L. H. Morris Electric Co. at their low bid price.

"Construction of reinforced concrete slab bridge over Mountain States Power Company Canal, west of Lebanon on the Santiam Highway, Linn County. The low bid for this work was received from Snook Bros., Corvallis, at $16,808. Eleven higher bids were received. The contract has been awarded to Snook Bros., low bidder, at their bid price.

"7.11 miles of pavement resurfacing, together with furnishing crushed material in stockpile on the Jordan Creek-McNamars Camp Section of the Wilson River Highway, Tillamook County. Warren Northwest Inc., Portland, submitted the low bid for this project, at $123,605. Four higher bids were received. The Commission has awarded the contract to Warren Northwest Inc., low bidder, at their bid price.

"Widening the bridge over Umatilla River on the Columbia River Highway in Umatilla County. Archie R. Averill, Portland, was the low bidder for this project, at $94,340. He qualified his bid by stating that he would accept the award of only one project at this letting. There were four higher bids received. The contract has been awarded to Archie R. Averill, low bidder, at his bid price.

"Crushed rock in stockpile on the Cow Canyon Section of The Dalles-California and on the Sherman Highway in Wasco and Jefferson Counties. Fred Lemery, Lebanon, submitted the low bid for this project, at $31,500. He qualified his bid by stating that he would accept the award of only one project at this letting. E. C. Hall Co., Portland, was the next low bidder at $32,390. There were thirteen higher bids submitted. Having received the award of a prior contract at this letting, Fred Lemery's low bid was disregarded, due to the qualification placed thereon, and the contract has been awarded to the second low bidder, E. C. Hall Co., at its bid price."

The Engineer reported the results of investigations of the cost of constructing houses in state parks. He advised that a number of building contractors who are familiar with the plans for the building at Wallowa Lake and Armitage Parks were contacted and each stated that the plans and specifications as prepared by the State Highway Department are about the same as would be used in private construction, except that some of the contractors felt that the quality of framing lumber could be reduced without material injury to the building; and all pointed out that the performance bond that the state requires is not usually furnished in connection with private construction. He advised

that hereafter the plans will be revised to correspond with the recommendations concerning the framing lumber, but it would not be possible to eliminate the bond because of legal requirements. The Commission approved the report and ordered that the specifications with respect to the framing lumber be revised accordingly.

The Engineer brought up for discussion the matter of employing a full-time "Safety Engineer" or "Safety Director" to supervise a program of accident prevention insofar as it pertains to State Highway Department personnel and equipment. His report covered two subjects: (1) Motor Vehicle Traffic Accidents, and (2) Industrial Accidents. With respect to the first of these two subjects, the Engineer stated that the General Casualty Company of America was awarded a contract by the Board of Control in July, 1949, for property damage and public liability insurance covering all state equipment and that under that contract the Company agreed to make a state-wide survey, and recommendations for a "Standard Fleet Safety Program." This survey has been completed, he said, and the General Casualty Company has filed its recommendations, which, briefly, consist of the following: selection of equipment operators; safe driver's pledge, to be signed by all operators; driver's weekly report, made by equipment operators; maintenance superintendent's investigation of all accidents; safe driving awards; and supervision of the program by a full-time safety engineer. The Engineer pointed out that the insurance furnished by the General Insurance Company pays losses involving legal liability for bodily injury or property damage of others, but it does not cover losses which could exceed legal liability losses, such as damage to state equipment in collision, loss of use of equipment, damage to supplies or cargo carried, etc. It was his feeling that the only positive method of reducing such losses is through the adoption of an accident prevention program.

Concerning industrial accidents, the Engineer advised that such accidents were the subject of the Governor's first annual Industrial Safety Conference which was recently conducted by the State Industrial Accident Commission, and attended by several engineers of the Highway Department. This meeting, he said, was devoted to details and results of accident prevention programs now in force, and the outline of a program for accident prevention. He gave statistics for the State Highway Department as compiled by the Accident Commission, which revealed that the insurance rates for the Highway Department are now reduced 40 percent from base, whereas 64 percent of the contractors operating in the State of Oregon enjoy a 50 percent reduction from base. On the basis of securing a 50 percent reduction on base, he said, a saving of approximately $22,000 would result to the State Highway Department. He gave as his feeling that the establishment of a full-time position of Safety Engineer or Safety Director is justified and so recommended. In the discussion of this matter, the members of the Commission indicated a reluctance to establish a position of Safety Engineer until the matter has been given further study and trial using present Highway Department personnel. The matter was referred back to the Engineer for such study and report. (For details with respect to this matter see copy of Engineer's written report to the State Highway Commission dated December 12, 1949, in general files.)

The Engineer brought up for discussion the matter of approving "step-increases" in salary for eligible State Highway Department employees, as of

January 1, 1950, under Civil Service rules and regulations. He presented a tabulation listing 577 employees who are eligible for such increases, of whom about 83 percent have been recommended to receive them, being those whose merit ratings are at least average or better. He estimated the net cost of the increases for the calendar year 1950 at $68,000, and advised that this expense was anticipated in the preparation of the 1950 budget. The Commission unanimously approved the step-increases as recommended.

The Engineer presented a written report, dated November 28, 1949, on the meeting of the Executive Committee of the American Association of State Highway Officials held in Chicago on November 19, 20 and 21, 1949, and on the meeting of the Sub-committee of the Executive Committee at the same time. The Commission took no action on this matter. (For details see copy of Engineer's report in general files.)

Pursuant to instructions from the Commission at the previous meeting, the Engineer submitted an analysis of out-of-state travel expenses incurred by State Highway Department employees during the period January 1, 1949 to October 19, 1949, totaling $6,856.05. He said that he anticipates no additional out-of-state travel expense during 1949, and that expenditures for like purposes in 1950 will be about the same amount as expended in 1949. The Commission approved the report.

The Commission discussed the bids received in Salem on December 14, 1949, for the purchase of fir and pine timber located on the State Highway Department maintenance station site on the Crater Lake Highway north of Prospect. The Engineer reported three bids received, as follows:

1.	O'Connor and Bryson, Trail	$2,420.00
2.	I. W. Gervais, Medford	800.00
3.	A. L. Dorson, Prospect	200.00

He recommended acceptance of the high bid submitted by O'Connor and Bryson at $2,420, it being $1,100 in excess of the value of the timber as appraised by the State Forester. The Commission approved the recommendation unanimously.

The Engineer read aloud his written report to the Oregon State Highway Commission dated December 15, 1949, on the Astoria-Megler Ferry operation across the lower Columbia River. He pointed out that 12 months' operation in 1949 will show a deficit of approximately $37,500, compared with $26,562 in 1948, and a deficit of $22,439 in 1947. As to traffic, he said that the volume of passenger traffic has decreased steadily from a peak in 1946, the record of eleven months in 1949 being 227,892 passengers, and that a vehicular count showed that this also is decreasing slightly from a peak of 127,364 in 1947, to 123,326 during the first eleven months of 1949. He gave as his considered opinion that if the Commission desires to make this operation self-sustaining, toll charges will have to be increased. He recommended no increase in these charges, however, for at least a year. This matter was discussed at some length, but a decision with respect to the recommendation was deferred pending a report from the Engineer showing the estimated cost at the beginning of each year that the service has been provided, and the actual cost as disclosed in the records at the end of each of those years.

The Engineer reported the results of surveys and studies of various routes to provide for the handling of traffic on the McKenzie Highway through the City of Springfield. He said that after very careful analysis of all the facts concerned he has arrived at a possible solution and recommends the adoption of a one-way street plan whereby eastbound traffic will be routed along Main Street, which makes a direct connection with the Willamette River Bridge; and westbound traffic will be routed along North "A" Street, unless the City of Springfield is willing to contribute the extra expense to improve South "A" Street, which it is recommending and which is estimated to cost about $142,000 more than the improvement on North "A" Street. He recalled that the Commission two years ago allocated $110,000 for the improvement of the McKenzie Highway through this town, and later on because of conditions the amount was increased to $410,000 in order to pay for right of way and for the improvement of cross streets. However, the present-day estimate to provide the minimum plan for current needs is $439,000, which includes cost of right of way and of improving street intersections. The South "A" Street route, he said, is estimated to cost $581,000. He exhibited a map showing both routes and advised that he received a telephone call during this session of the Commission requesting that the Commission defer action to give the city an opportunity to ascertain whether or not it is able to secure local contributions to make up the difference in the cost of the South "A" Street route over North "A" Street. (For details, see copy of the Engineer's report to the Oregon State Highway Commission dated December 14, 1949, in general files.)

In the discussion of this matter, Chairman Banfield pointed out that the Commission has never had it in mind to spend so much money in the City of Springfield. The Commission deferred action on the report for the time being. (Contrary to the telephonic information received by the Engineer, a delegation from Springfield appeared before the Commission on the following day and urged the adoption of the South "A" Street route. The Commission took the matter under advisement.)

The Engineer requested authority to increase the project authorization for landscaping work on the First Avenue-Esplanade Street Section of The Dalles-California Highway in Klamath Falls, in the amount of $8,384.42. The Commission approved such increase unanimously.

A communication was presented from the Baker County Livestock Association recommending that the Sumpter Valley Highway and the Dooley Mountain Section of the Baker-Umatilla Highway be improved, and that they be given first consideration by the Commission as the next major highway projects to be undertaken in Baker County. The Commission deferred action on this matter pending discussion with the delegation on the following day. (See ahead for additional entry.)

The Engineer presented a proposal from Mr. Thomas A. Sweeney, contractor, Portland, for the placing of approximately 6,600 cubic yards of embankment material on the proposed North Union Avenue Federal Aid Project in Portland. He advised that this project requires 135,000 cubic yards of embankment, and that the small yardage that Mr. Sweeney has offered to furnish would, in his estimation, be of no material help, nor would it result in any

saving of cost to the state; it would only confuse the Federal Aid Project because federal aid would not be available on the portion for which Mr. Sweeney's material was furnished. He recommended that Mr. Sweeney's offer be refused. The Commission approved the recommendation.

A letter was presented from the Street Superintendent of the City of Beaverton, requesting state cooperation in widening a short section of the Beaverton-Hillsdale Highway (Ore.10) within the City of Beaverton, particularly between Short Street and Cedar Street, a distance of 970 feet. The Engineer recommended that the request be denied for immediate undertaking because the Tualatin Valley Highway through Beaverton has just recently been improved to a four-lane facility, which should relieve congestion on the Beaverton-Hillsdale Highway; and for the further reason that there is greater need for the funds elsewhere. The Commission approved the recommendation.

The Commission discussed a request from the City of Florence for the paving of the Oregon Coast Highway to full street width through this city. The Engineer advised that investigation reveals that the section the city wants improved is 0.54 mile in length, and that the work is estimated to cost $99,000. He recommended that the request be denied because there is no particular congestion or hazard by reason of the present surface width, and because there are no funds readily available immediately to finance the project. The Commission approved the recommendation.

The Engineer reported on a request from the City Manager of the City of Hillsboro, that the Highway Commission give consideration to the widening of the Tualatin Valley Highway in Hillsboro from the intersection of 10th and Baseline Streets to the east city limits. He said that investigation reveals that the project is about 3,600 feet in length and involves the widening of an existing 20 foot pavement to 44 foot width, with the construction of curbs, all of which is estimated to cost $70,000. This investigation, he said, also reveals that the section that the city wants improved is on the outskirts of the town where traffic congestion is not too serious now. He recommended that the city be advised that this particular project cannot be considered at this time, due to prior need on more important sections of state highways. The Commission approved the recommendation.

The Engineer also reported on the request from the City of Hillsboro for the improvement, as a Special State Tax Street Fund Project, of Northeast 10th Avenue (Cornell Road) from Main Street to the northeast city limits. He recalled that this project previously was approved by the Commission but was withdrawn at the request of the city because the city was unable to cooperate to the extent required, which was to construct the grade and place a rock surface thereon. The city, however, has now completed this work and has renewed its request for state cooperation in constructing an asphaltic concrete wearing surface, which is estimated to cost $15,000. He recommended approval of the project, which he said can be financed by an accumulation of underruns on other 1949 Special State Tax Street Fund Projects. The Commission approved the recommendation.

The Commission discussed a communication from the Oregon Coast Association recommending the following improvements on the Oregon Coast Highway (US101):

1. Construction of causeway to eliminate flooding of US101 at Kilchis River, and elimination of bad curves between Bay City and Garibaldi.

2. Additional clearing of brush along US101 to improve scenic view.

3. Installation of readable signs at intersection of US101 and US199.

The Engineer estimated the cost to construct the causeway to eliminate the flooding at Kilchis River at $100,000, and the cost to eliminate bad curves and straighten the alignment between Bay City and Garibaldi at approximately $944,000. He pointed out that the Commission has plans to reconstruct this highway at some future time on new alignment between Kilchis River and Bay City, at an estimated cost of $450,000, in view of which he recommended against the project requested by the Oregon Coast Association. The Commission approved the recommendation, there being no funds available to finance the work at the present time.

As to Item No. 2, additional clearing of brush along US101, the Engineer advised that the State Parks Superintendent now has such work underway. The Commission ordered that the Association be so informed. As to the third item, installation of readable signs at the intersection of US101 and US199, the Engineer pointed out that this intersection is in the state of California and accordingly the Oregon Highway Department has no control over the placing of signs. The Commission ordered that such information be passed on to the Association.

A letter was presented from the County Court of Union County requesting that County Road No. 14, which extends southerly from Island City to a connection with Ladd Canyon market road and by-passes the city of La Grande, be either placed on the State Secondary Highway System or designated a Federal Aid Secondary Highway as a substitute for Federal Aid Secondary Highway 538, which extends westerly from the town of Summerville. The Engineer exhibited a map showing the location of both roads. He recommended approval of the alternate suggestion, that County Road No. 14 be substituted for Federal Aid Secondary Highway 538 in the Federal Aid Secondary Highway System because it carries much more traffic and is a far more important road. Commissioner Reynolds also approved the exchange, advising that such by-pass route will at its south end connect with the proposed Ladd Canyon Highway and provide a saving of three miles distance for traffic originating south of La Grande destined for Wallowa County. The Commission approved the recommendation unanimously, subject to concurrence by the Bureau of Public Roads. The Engineer was instructed to take up the matter with this Federal Agency.

The Engineer reported the need for a railroad crossing signal on the Pacific Highway East, just north of the town of Harrisburg where this highway crosses the Oregon Electric Railroad tracks at grade, and where traffic

is extremely heavy. He estimated the cost of the installation at $4,000 and advised that the Railroad Company has offered to pay 50 percent of the cost. He recommended approval of the project. The Commission approved the recommendation on the condition that the Railroad Company will contribute one-half of the expense involved.

The Engineer also reported a request from the City of Salem for the installation of three additional traffic signals at street intersections on the route of US99E in Salem, viz: Fairgrounds Road (US99E) and Lana Avenue; Commercial Street (US99E) and Owens Street; Commercial Street (US99E) and McGilchrist Street. He advised that all three intersections have been investigated and analyzed by the Traffic Engineer, who advises that there is need for signals at two of these intersections, Lana Avenue and Owens Street, but there is no justification for the signal at the McGilchrist Street crossing. He estimated the cost of these two installations at $8,000 and recommended approval of the expenditure on the condition that the City of Salem will contribute 50 percent of the cost involved, and provided the city will furnish electrical energy to operate the signals and will maintain them at city expense when the installations are completed. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion the matter of installing traffic signals on Powell Boulevard (Mt. Hood Highway) in Portland in cooperation with the City of Portland. He recalled that he first presented this matter to the Commission at its meeting on September 19 and 20, but action thereon was deferred at that time, pending additional information. He pointed out that the plan calls for thirteen signals, estimated to cost a total of $45,000, which is to be paid 50 percent by the state and 50 percent by the city of Portland. He recommended approval of the project and that it be covered by an appropriate written agreement between the city and the state, which will provide that the state shall pay its share of the cost at such time as the installations are completed by the City of Portland. The Commission approved the recommendation unanimously.

A letter was presented from the City of Empire requesting reconsideration of its previous request for the installation of traffic signals on Newmark Avenue (Cape Arago Secondary Highway) at its intersections with Commercial Street and Broadway Avenue in the city of Empire, which request was previously denied. Additional reasons were given in support of their request. As a result of discussion, the Commission instructed the Engineer to recheck the conditions at both intersections and report back to the Commission.

There was brought to the attention of the Commission requests from the Chambers of Commerce of Lebanon, Salem, Albany, Bend, Corvallis, Eugene and Sweet Home, urging the Commission to authorize snow removal operations on the road which extends from the Santiam Highway (US20) into Hoodoo Ski Bowl for the benefit of winter sports enthusiasts who patronize this recreational area. The Engineer advised that the road is .9 mile in length and that it will cost from $1,500 to $2,000 to keep it free from snow during an average winter period. Similar requests, he said, have been received in the past, but could not be approved because of the impossibility of operating snow plows over the road, which had not been surfaced. This condition no longer exists,

because the road was stabilized with rock and gravel during the past year. The promoters of this project, he said, allege that 5,000 visitors have been attracted to this recreational area during each of the past two years because of skiing facilities and lodging comforts that are offered, and they predict that the number will be greatly increased if the road is kept open for their use. Following discussion of this matter, the Commission authorized the Engineer to conduct snow removal operations on this road this coming winter as a trial proposition. He was instructed to keep a traffic count of the number of people that patronize this place so the information will be available when the matter comes up again in the future.

The Engineer reported that the cities of Jordan Valley, Mount Vernon and Wasco have satisfied the legal requirements with respect to the expenditure of 1948 State Tax Street Funds which they received in 1949, and that the plans for the projects that are to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of 1949 State Tax Street Funds accrued to them during the first six months of this year:

Adams	Dayville	Ione	Nehalem	Stanfield
Antelope	Dufur	Jordan Valley	Oakridge	Summerville
Butte Falls	Eastside	Lafayette	Paisley	Tualatin
Carlton	Estacada	Madras	Prescott	Turner
Columbia City	Falls City	Mitchell	St. Paul	Waldport
Cornelius	Gervais	Mosier	Sandy	Wasco
Culver	Halfway	Mount Vernon	Sodaville	Willamina

He further advised that the plans for the several improvements which are contemplated to be financed with the funds under discussion have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion his report previously rendered on September 19 and 20, 1949, with reference to street improvements and installation of a one-way street system to relieve traffic congestion on the Tualatin Valley Highway in the City of Forest Grove. (See copy of written report dated September 15, 1949, in general files.) He recalled briefly that the city had requested that "B" Street, which extends north and south, be widened to permit through traffic to pass through the city without entering the main business district, and that the city also requested that Pacific Avenue, present route of the Tualatin Valley Highway, be designated a one-way street for westbound traffic, and that First Avenue South be designated a one-way street for eastbound traffic on this highway. He recalled that the estimated

overall cost of the project is $80,000 and that the city offered to purchase the right of way, estimated at $6,500, which would leave the state's share approximately $73,500. He said that the traffic problem in this city is bad and could be corrected if the plan, as proposed, were put into effect. Moreover, the project should be considered when funds are available to finance it. It was the Commission's feeling, as expressed by Chairman Banfield, that the project is worthy of consideration in the formulation of future construction programs, but it cannot be considered in the current program because funds are not available to finance it. (The matter was discussed further with the delegation from Forest Grove on the following day, at which time the delegation was informed that the project is a meritorious one, that the Commission is not in position to obligate the expense involved but will consider it if underruns develop in the current construction program.)

The Engineer reported an offer received from the Oregon Iron and Steel Company with respect to the use of its sewer pipeline in connection with the draining of the Oswego Highway in the city of Oswego. He explained that when the Oswego Highway was widened and otherwise improved through the city of Oswego the Oregon Iron and Steel Company, which owns a sewer line extending from Oswego to the Willamette River, authorized the State Highway Department to connect its drainage pipe to this sewer, and as a result the state was saved the expense ($5,000 to $6,000) of constructing a new sewer entirely its own. Subsequently, a leak developed in a portion of the sewer pipeline directly under the spur railroad tracks of the Oregon-Portland Cement Company, necessitating replacement of the pipe, the expense of which the Oregon Iron and Steel Company feels should be paid by the state. He estimated the cost involved at $400, and recommended approval of the expenditure, provided a satisfactory agreement is executed with the Company, wherein the state will be relieved of future liability of any nature with respect to this sewer pipeline. The Commission approved the recommendation.

The Engineer reported that pursuant to authority previously granted him by the Commission, he has awarded contracts, as follows, bids for which were received by the Commission on November 7 and 8, 1949, the conditions of the awards having been satisfied:

Grading, surfacing and bituminous macadam, and extension of a box culvert on the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County; bids received November 8, contract awarded November 18, 1949 to low bidder, A. H. Saxton & Sons.

Grading, surfacing and oiling the Wamic-Tygh Valley Section of the Wamic County Road and Dufur-Maupin Section of The Dalles-California Highway in Wasco County; bids received November 7, contract awarded November 22, 1949, to Vernie Jarl, low bidder.

Rock Production Project on the Klaskanine Summit-Columbia County Line Section of the Nehalem Secondary Highway in Clatsop County; bids received November 8, 1949, contract awarded December 7, 1949, to Jed Wilson, low bidder.

Grading, surfacing and oiling the Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway, in Lane County; bids received November 8, contract awarded December 7, 1949, to Inter-City Sand & Gravel Company, low bidder.

Oak Hill Overcrossing Structure over the Southern Pacific tracks near Eugene on the Richardson-Eugene Highway in Lane County; bids received November 8, 1949, contract awarded December 9, 1949, to Glenn Snook, low bidder.

The Commission by unanimous vote confirmed the contract awards as reported by the Engineer.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

1. R. & M. Construction Company, Contract No. 3203, for construction of a reinforced concrete box culvert across Tunnel Creek on the North Santiam Highway in Marion County, requested an extension of time of 15 days from October 15 to October 31, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to unfavorable weather conditions. The Engineer advised that this job was completed, with the exception of cleaning up the site, within the specified time limit and that the clean-up work was completed on October 26. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation unanimously.

2. Oscar E. Joelson, Contract No. 3064, for the Endicott Creek-Mystic Creek Rock Production Project on the Coos Bay-Roseburg Highway in Coos and Douglas Counties, requested an additional extension of time of 56 days, from August 15 to October 10, 1949, within which to complete this job. He attributed his failure to complete the job within the previously extended time limit to furnishing of extra materials as ordered by the Engineer. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. He recommended in view thereof that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

3. R. O. Dail, Contract No. 3012, for the Hunter Creek-California State Line Rock Production Project on the Oregon Coast Highway in Curry County, requested an extension of time of 293 days on Unit "A", and of 354 days on Unit "B", or until July 20, 1949, within which to complete this job. Mr. Dail advised that the original contract for this work was awarded to Shoreline Construction Company, which defaulted, and that his arrangement to complete the work was made with the Glens Falls Indemnity Company, surety on the bond furnished by the Shoreline Construction Company. This arrangement, he said, was not effected soon enough to complete the job within the specified time limit. Moreover, he had to handle about three times as much material as was contemplated, due to the large amount of rejects. The Engineer advised that this contract was awarded to the Shoreline Construction Company, which was unable to complete the

job, and that Mr. Dail was employed by the bonding company to do the work. Delays occasioned by negotiations between Mr. Dail and the bonding company, he said, did not permit completion of the project within the specified time limit. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

4. Western Golf Course Supply Company, Contract No. 3189, for landscaping on the North Medford Section of the Pacific and Crater Lake Highways in Jackson County, requested an extension of time of 30 days, from October 31 to November 30, 1949, within which to complete this job. They stated that due to mild weather conditions the nursery from whom they had arranged to purchase trees advised against delivery of the trees until the leaves had fallen and sap receded. For this reason they were unable to complete the job within the specified time limit. The Engineer advised that the contractor completed within the specified time limit all of the planting with the exception of the trees, and for reasons stated by the contractor the trees were not delivered by the nursery. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. R. O. Dail, Contract No. 3011, for the Brush Creek-Hunter Creek Rock Production Project, requested an extension of time of 333 days from November 30, 1948, to October 30, 1949, within which to complete this job. Mr. Dail pointed out that this job was originally awarded to the Shoreline Construction Company, which did not complete it, and that he was engaged by the Glens Falls Indemnity Company, surety on the bond furnished by the original contractor, to do the work. Due to delays in effecting an arrangement with the bonding company it was not possible to complete the job within the specified time limit. Moreover, there was an excessive amount of reject material that had to be handled. The Engineer advised that the Shoreline Construction Company, the original contractor, was unable to complete the project and the bonding company took it over and arranged with Mr. Dail to do the work. Difficulties encountered in effecting the arrangement, he said, delayed progress on the job so it was not possible to complete it within the specified time limit. The state, he said, has not been unduly inconvenienced by the delay. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. Vernie Jarl, Contract No. 3096, for Minam-Wallowa Lake Rock Production Project on the Wallowa Lake and Joseph-Wallowa Lake Highways in Wallowa County, requested extension of time of 150 days, from October 31, 1949, to March 31, 1950, within which to complete this job. He attributed his failure to complete the job within the specified time limit to obligations in connection with other state highway contracts in Eastern Oregon. The Engineer advised that the contractor was asked to withhold operations on this job in order that he might complete the crushing of surfacing materials for use on the North Unit of the Enterprise-Forest Boundary Section. The materials that he is producing under the present contract, he said, will not be used until spring of 1950, so the state will not be inconvenienced by not having them available within the specified time limit. He recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

7. Colonial Construction Company, Contract No. 3111, for the Mt. Hood Rock Production Project on the Mount Hood and Wapinitia Highways in Wasco, Clackamas and Hood River Counties, requested an additional extension of time of 35 days from November 15 to December 20, 1949, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to the fact that they were required to give special consideration to surfacing a section of the Warm Springs Highway under contract with the Bureau of Public Roads. The Engineer advised that this contractor, while operating for the state was awarded another contract for surfacing on the Warm Springs Highway, and at the request of the Bureau of Public Roads he was permitted to give preference to that project, with the understanding that he would return and complete the state's job as soon as possible. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

8. Warren Northwest Inc., Contract No. 3052, for grading and paving the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County, requested an additional extention of time of 31 days from September 30 to October 31, 1949, within which to complete this job. They attributed their failure to complete the job within the previously extended time limit to delays caused by public utilities in revising their facilities, and to changes in the original plans for the work. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

9. Erick Enquist, Contract No. 3077, for construction of bridges over Long Tom River on the Siuslaw Highway in Lane County, requested an extension of time of 61 days from August 31 to October 31, 1949, within which to complete this project. He attributed his failure to complete the job within the specified time limit to adverse weather conditions in the months of January and February, 1949, and to unforeseen difficulties encountered in excavation. The Engineer advised that in his opinion the reason for the contractor's failure to complete the project within the specified time limit was that he did not provide a sufficient crew. Weather conditions during the past winter, he said, were unquestionably severe but did not interfere unduly with the work that was in progress at that time. He recommended in view of the circumstances that the extension of time as requested be granted but that the contractor be charged with engineering costs incurred by the state subsequent to the specified date of completion, August 31, 1949. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

10. Perkins Brothers, Contract No. 3016, for construction of three bridges on the Sprague River County Road, Klamath County, requested an extension of time of 61 days from October 31 to December 31, 1949, within which to complete this job. They gave the following reasons for failure to complete the job within the specified time limit: delays encountered in placing footings at the Sprague River Bridge; unusually severe weather

and high water; difficulties in securing experienced help; and delays incident to a fire which burned the falsework on one of the bridges. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

11. Macco Corporation, Contract No. 3009, for construction of a bridge over the Willamette River on a County Road at Independence, Marion and Polk Counties, requested an extension of time of 365 days from December 31, 1949, to December 31, 1950, within which to complete this job. They attributed their failure to complete the job within the specified time limit to the impossibility of obtaining necessary steel materials in time for fabrication and erection, due, they stated, to no neglect or failure on their part. The Engineer advised that investigation reveals that the delay in completion of this job within the contract time limit is entirely attributable to the inability of the contractor to secure necessary structural steel. The matter of completing the project has been discussed thoroughly with the Vice President of the Macco Corporation, he said, and it was agreed that the time extension as requested should be recommended to the Commission with the understanding that if the bridge were placed in use on or before August 31, 1950, no penalty would be imposed, but if the structure could not be placed in use on that date, then the contractor would be charged with all engineering costs incurred by the state subsequent to August 31, 1950. He recommended approval of the contractor's request on such basis. The Commission approved the recommendation.

12. Geo. H. Claussen, Contract No. 3192, for construction of guardrail on the North Unit, Washington State Line-Flora Junction Section of the Enterprise-Lewiston Highway in Wallowa County, requested an extension of time of 212 days from November 30, 1949 to June 30, 1950, within which to complete this job. He attributed his failure to complete the project within the specified time limit to adverse weather conditions which would not permit application of the second coat of paint. The Engineer advised that because of extremely cold weather near the end of the job, it was considered advisable to defer the painting work until next spring, and that the contractor was requested to hold up that part of the work until that time. He recommended, therefore, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

13. Warren Northwest Inc., Contract No. 3010, for grading, paving and bridge construction on the Oregon City-New Era Section of the Pacific Highway East in Clackamas County, requested an additional extension of time of 18 days from May 31 to June 18, 1949, within which to complete this job. They gave the following reasons for their failure to complete the project within the previously extended time limit: delay in awarding of the contract, and wet weather. The Engineer advised that all the work on the travelled roadway was completed within the specified time limit, with the exception of some final clean-up work, and the finishing of the bridge at the southerly end of the project. The state, he said, has suffered no inconvenience because of the delay, in view of which he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

14. Stoens Rock & Landscape Company, Contract No. 3179, for landscaping on the Eugene (High Street-Judkins Point) Section of the Pacific Highway, Lane County, requested an extension of time of seven months from November 1, 1949, to June 1, 1950, within which to complete this job. They stated that all work in connection with their project is completed with the exception of final adjustment of sprinkler heads, which cannot be done until grass is established in the lawn areas. The Engineer advised that the contract involved the establishment of a sprinkling system in areas which were to be planted in lawn by another contractor, and because of delays of the other contractor the adjustment of the sprinkler heads cannot be accomplished until the lawn has sprouted and settled. He recommended in view of the circumstances that the extension of time be granted without penalty. The Commission approved the recommendation.

15. Homer G. Johnson, Contract No. 3121, for the Rainrock-Alderwood Park Rock Production Project on the Siuslaw Highway and Alsea-Deadwood Secondary Highway in Lane County, requested an extension of time of 120 days from September 30, 1949, to January 30, 1950, within which to complete this job. He attributed his failure to complete the project within the specified time limit to the fact that his plant was busily engaged in other contract work for the State Highway Department. The Engineer advised that the materials which are being furnished by Mr. Johnson will not be used until the start of the 1950 oiling season, so the overrun of the time limit will cause no inconvenience. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

16. O. & S. Painters, Contract No. 3123 for painting the Springfield, Coast Fork of the Willamette, Harrisburg, and East Side Bridges in Lane and Benton Counties, requested an extension of time of 242 days from October 31, 1949, to June 30, 1950, within which to complete this job. They alleged that due to adverse weather conditions, including mist and fog, their work was delayed to such an extent that they were unable to complete the project within the specified time limit. The Engineer advised that the contractor completed all work that was required within the specified time limit except the finishing of re-paint work on the Willamette River Bridge at Creswell. Because of the lateness of the season, he said, it was considered inadvisable to do this work, in view of which he ordered it discontinued until next spring. He recommended in view of the circumstances that the extension of time as requested be granted without penalty, subject, however, to the condition that the contractor shall resume work on the project at the earliest feasible time in the spring of 1950, and that he make good to the state any damage that might be sustained on the Willamette River Bridge job during the coming winter because of its partially completed status. The Commission approved the recommendation.

17. Arthur Gentemann, Contract No. 3119, for the Mosier Rock Production Project on the Columbia River, The Dalles-California, and Hood River Highways in Hood River and Wasco Counties, requested an additional exten-

sion of time of 90 days from December 31, 1949, to March 31, 1950, within which to complete this job. He gave no particular reason for overrunning the time limit, except that he stated that the capacity of his crushing plant was less than he anticipated. The Engineer advised that the Commission at its meeting on November 8, 1949, extended this contract from September 30 to December 31, with the understanding that the contractor would reimburse the state for all engineering expense accruing on this job from October 1, 1949, to the actual date of completion. He recommended that the additional extension of time now requested be granted, subject to the same condition. The Commission approved the recommendation.

18. Walter Berndt Construction Company, Contract No. 3115, for grading and oil mat surfacing on the Snider Creek-Crater Lake Junction Section of the Sams Valley Secondary Highway in Jackson County, requested an extension of time of 273 days from October 31, 1949, to July 31, 1950, within which to complete this job. They attributed their failure to complete the project within the specified time limit to financial difficulties over which the contractor had no control, and unsuitable weather conditions for oiling operations. The Engineer advised that due to financial difficulties the contractor was forced to close down his work for several months, and for that reason he was unable to complete the oiling this year. He gave as his feeling that all work in connection with this job should be completed by June 30, 1950, and he accordingly recommended that an extension of time up to that date be granted without penalty, with the understanding, however, that if the job is not finished by June 30, then the contractor shall be required to reimburse the state for all engineering expense incurred subsequent to that date. A letter was presented from the Bureau of Public Roads concurring therein. The Commission unanimously approved the recommendation.

19. Knight Pearcy and Parkrose Nursery, Contract No. 3190, for planting on the Alder Street-Bancroft Street Section of Front Avenue, Portland, (Pacific Highway West), requested an extension of time of 30 days from November 30 to December 30, 1949, within which to complete this job. They attributed their failure to complete the job within the specified time limit to non-delivery of certain shrubs which had to be ordered from the east and did not arrive in time. The Engineer advised that this contract specified approximately 4,800 small evergreen groundcover plants which it was found could not be obtained locally in sufficient quantity so had to be purchased from an eastern dealer. Because of weather conditions, he said, these plants could not be dug until recently, which delayed the contractor's operations to such an extent that the extra time is required to complete the job. He recommended that the extension of time requested be granted, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

The Commission in discussing the requests for extensions of time as listed above, considered but did not necessarily adopt the recommendations of the Engineer and/or the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that contracts Nos. 3011, 3012, 3046, 3049, 3052, 3058, 3060, 3083, 3099, 3106, 3109, 3114, 3122, 3147, 3150, 3151, 3159, 3181, 3183, 3186, 3193, 3203, 3204, 3210, and 3211, for construction of state highway projects, have been completed according to the requirements of the contracts, or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion a request from the County Court of Malheur County for the widening of US30, Ontario Spur Section of the Old Oregon Trail, between the City of Ontario and Snake River Bridge. He advised that this section is 1.37 miles in length; that when the Ontario underpass was constructed the pavement on a .23 mile section adjacent thereto was widened to 22 feet, but the pavement on the remaining portion, 1.14 miles in length, is only 18 feet wide. He estimated the cost to widen this section to 22-foot width with ten-foot shoulders, at $57,000. He pointed out that the Snake River Bridge is only 20 feet wide and at some future time it will be necessary either to widen it or to build another bridge alongside the existing one, so there are possibilities that a portion of the expense to widen the pavement as now requested may be lost when the bridge improvement is made. He suggested, in view thereof, an expenditure of about $10,000 for strengthening, widening and oiling the shoulders on the existing pavement, which, he said, would provide a facility capable of handling all of the traffic that the present bridge could take care of. This matter was discussed briefly, but action thereon was deferred by the Commission until the following day, when a delegation from Malheur County was scheduled to be present. (The delegation did not appear as scheduled, and this matter was not discussed further.)

The Commission discussed and approved an agreement with the Pacific Power and Light Company providing for the furnishing of electrical energy for lighting Arch Cape Tunnel on the Oregon Coast Highway south of Cannon Beach, Oregon. (The agreement was signed by the Commission later in the session.)

A letter was presented from Mr. Ralph S. Nohlgren, concessionaire at Silver Falls State Park, notifying the Commission of his desire to cancel immediately his concession in conformity with the provisions of his original written agreement with the Highway Commission, dated March 21, 1947 as amended March 20, 1948. The Chief Counsel recommended approval of the request, notwithstanding that Mr. Nohlgren overlooked that provision in the agreement which requires him to give the Commission 30 days' written notice of his intention to terminate his lease on December 1, 1949. The Commission approved the recommendation.

Commissioner Reynolds reported the results of his study of insurance coverage now being provided for state ferry and bridge operations. He advised that he has examined the existing policies carefully and all appear to be in order. Moreover, the coverage furnished is adequate. He recommended continuation of the present policies, and the method in which they are now being handled through the State Insurance Agents' Association. The Commission approved the recommendation.

Commissioner Reynolds also brought up for discussion and recommended renewal, through the State Insurance Agents' Association, of the hull and machinery insurance on the "Enegren" and the "Susan G" ferries, which operate across Coos River at Enegren crossing, in the amounts of $10,000 for the "Enegren" and $1,500 for the "Susan G". The Commission approved the recommendation and so ordered.

Commissioner Reynolds also reported on his study of the Commission's fire insurance policies providing protection for properties purchased in connection with right of way acquisitions. He advised that according to the form attached to the policies, coverage is provided for property acquired in connection with right of way purchases anywhere in the State of Oregon, there being no limit as to the location, and all that is required to secure protection desired is to notify the insurance company within sixty days from the date that the property is acquired. He recommended statewide application of this insurance coverage rather than limiting the coverage to properties located in Sullivans Gulch, Portland, as in the past. The Commission approved the recommendation unanimously and so ordered.

Commissioner Reynolds also reported on his examination of the Highway Commission's blanket position bond covering Highway Department employees, such bond now being furnished by the Ohio Casualty Insurance Company. He stated that he has given this matter very careful consideration, and it is possible to obtain an identical bond with another insurance company at a premium saving of approximately $100 annually. He recommended that, if there is no obligation on the part of the Commission to continue business with the Ohio Casualty Insurance Company, a new policy be purchased from the General Casualty Insurance Company, which has offered to furnish it at reduced premium expense, and that the new policy be written for a three-year period, so as to realize an additional saving, the premium on a three-year policy being two and one-half times that for a one-year policy. The Commission unanimously approved the recommendation and ordered that a new policy be purchased from the General Casualty Insurance Company in conformity therewith.

The Engineer reported numerous requests for the reclassification of the Warm Springs Highway, recently opened to traffic, as a Group I Highway, so as to permit vehicle combinations 60 feet overall in length with gross loads of 75,600 pounds to operate thereover. The northerly seven-mile section of this highway, he said, will not be completed until next July, and at the request of the Bureau of Public Roads, loads weighing more than the statutory weight limit of 54,000 pounds are not allowed over it. The Oregon Motor Transport Association has requested permission for vehicle combinations 60 feet overall in length to use the road without load, the idea being that loaded equipment would use the Wapinitia Highway enroute from Portland to Central Oregon, and would return to Portland empty over the Warm Springs Highway. He recommended approval of the reclassification subject to the posting of the road for a 54,000 pound gross weight limit, until the road is entirely completed.

Mr. Tom Davis, District Engineer, Bureau of Public Roads, who was present, stated that his Department would offer no objection to the classification of the road as a Group I Highway, provided loads in excess of 54,000

pounds gross are not moved over it. Following discussion the Commission approved the recommendation and by unanimous vote adopted the attached resolution relative thereto, market EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported several requests for the reclassification of the following highways, or sections thereof, in order to allow vehicles to proceed, under permit, with a maximum gross weight in excess of the basic statute weight limit of 54,000 pounds:

1. Crater Lake Highway No. 22, from Eagle Point to the junction with Butte Falls Road at M.P. 14.45. The Engineer explained that this highway is now classified as a Group I Highway from Medford to Eagle Point, but from that point north it is classified as a Group II Highway. Because of improvements, he said, the section between Eagle Point and the Junction with the Butte Falls Road now qualifies as a Group I Highway, and he recommended that it be so classified.

2. Tiller-Trail Secondary Highway No. 230. The Engineer explained that log hauling has been permitted over this highway with maximum gross weights of 68,700 pounds and 50 feet overall in length, in view of which it was his recommendation that this highway throughout be classified as a Group II Highway, which will allow 66,000 pound gross weight loads, but limits the overall length to 50 feet. The Commission approved both recommendations by unanimous vote.

The Engineer brought up for discussion a request from Pierce Auto Freight Lines Inc. for the reclassification from a Group II Highway to a Group I Highway of the Junction City-Eugene Secondary Highway No. 223, in order to allow trucks to carry the same weight loads as are allowed on primary highways. He said that a field investigation and test run reveal that the alignment will safely accommodate vehicles having an overall length of 60 feet, and he recommended approval of the request for the reclassification of the road from a Group II Highway to a Group I Highway. The Commission approved the recommendation.

The Engineer requested authority to post for maximum gross weights of 36 tons the following bridges located on state highways that are classified as Group I Highways:

Nehalem Secondary Highway, No. 102

1. Bridge No. 3145 (Nehalem River) located at M.P. 56.50
2. Bridge No. 3146 (Nehalem River) located at M.P. 58.41

Wallowa Lake Highway, No. 10

1. Bridge No. 4821 (Grand Ronde River) located at M.P. 2.64
2. Bridge No. 4872 (Lostine River) located at M.P. 55.00

He explained that Chapter 450, Oregon Laws of 1949, allows a maximum gross weight of 75,600 pounds on a vehicle transporting liquid petroleum products in bulk on a Group I Highway, but these bridges, which are old county bridges,

would be overstressed with such great weight, and this accounts for his request that the maximum gross weight be limited to 72,000 pounds. The Commission approved the request and by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission ordered that all petroleum haulers be informed of this action.

The Engineer reported a request from the Bureau of Public Roads for the establishment of a 50 percent reduced load limit on the Alsea Highway where Forest Highway construction is underway. He advised that the matter has been investigated, and the findings reveal that such reduced load limit is required. He recommended approval of the request. The Commission approved the recommendation and by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A resolution was presented from Oregon Trail Grange No. 687, adopted November 12, 1949, and endorsed on November 26 by Malheur County Pomona Grange, in which resolution both granges go on record as favoring the raising of the axle load limit on vehicles operating over state highways in the vicinity of Nyssa so as to permit axle weights of 22,000 pounds during the harvesting of sugar beets. The request was denied by the Commission by unanimous vote.

In the discussion of this matter the Engineer advised that there are 980 cases now pending in Justice Courts concerning violations of weight requirements. He was instructed by the Commission to render a complete report on this subject for consideration by the Commission at its next meeting.

The Commission had under discussion numerous petitions, all forwarded by the Albany Chamber of Commerce, from Chambers of Commerce, and lumber and logging industries, protesting the possible reduction in weight limits during the coming winter season because of the adverse effect that closing down of operations would have on the state's economy. There was also presented for the Commission's information a copy of a letter from Mr. T. B. Watters, Chairman, Roads and Highways Committee, Klamath County Chamber of Commerce, and a letter from R. E. Steele, Manager, Hood River Chamber of Commerce, both directed to the Albany Chamber of Commerce, advising that their respective Chambers of Commerce have full confidence in the State Highway Commission and its judgment should it be necessary to order a reduction in the weight of loads in order to preserve highway surfaces. The Commission refused to make any change in its previous decision in this matter, and ordered that the Albany Chamber of Commerce be so informed. The Secretary was requested to convey to Mr. Watters and Mr. Steele sincere appreciation for their communications.

The Engineer reported that pursuant to verbal authority previously given him by two members of the Commission, the log-hauling permit of Thomas H. Ireland, Myrtle Creek, Oregon, which was cancelled by the Commission at its meeting on November 7 and 8, has been reinstated after a ten-day suspension, Mr. Ireland having agreed in writing not to allow, hereafter, any of his trucks to operate over a state highway with an overload. The Commission by unanimous vote approved the reinstatement of Mr. Ireland's permit on a probationary basis.

The Commission discussed a written report from the Engineer, dated December 15, 1949, on the subject of violations committed by log haulers in the vicinity of Enterprise, Wallowa County. According to this report, the practice of Justices of the Peace of imposing small fines for such violations was initiated at the request of the County Judge of Wallowa County. On November 30, 1949, an investigation of the violations was conducted by the Highway Department's Chief Weighmaster and the Director of Permits, during which the Justices of the Peace at Joseph and Enterprise were contacted, as well as County Judge J. L. Staggs. As a result of this conference, Judge Staggs instructed both Justices to impose more severe penalties, similar to those that are being imposed by Justices in the upper Willamette Valley area. The Commission approved the report. (For further details, see copy of report in general files.)

The Commission had under discussion the disposition to be made of the right of way of the former route of the Collins Creek Section of the Hood River Secondary Highway in Hood River County, which section has been reconstructed on new alignment. The Engineer recommended that a portion of the old route be abandoned for state highway purposes and allowed to revert to Hood River County for such use as the court may deem in the public interest, and that certain portions be retained by the state for right of way and for other highway purposes. He exhibited a map showing the portion to be turned over to the County and the portion to be retained by the State. The Commission approved the recommendation and by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a proposed agreement with Malheur County with respect to the disposition to be made of a portion of the right of way of the Nyssa-Adrian Secondary Highway No. 45, when this highway has been reconstructed on new alignment. According to the agreement, a portion of the old route is to be maintained by the county as a county road under the jurisdiction and control of Malheur County. The Engineer exhibited a map showing the portion to be disposed of, and recommended approval of the agreement. The Commission approved the recommendation by unanimous vote. (The agreement was signed by the Commission later in the session.)

The Commission discussed a request from the officials of the Warm Springs Indian Reservation for the establishment of a 40 mile per hour speed zone on the Warm Springs Highway through the Agency, particularly between M. P. 31.7 and 32.5. The Engineer advised that investigation reveals that the establishment of such a zone is warranted, because of the culture along this section, which consists of a school, the Agency buildings, and several residences; and there is a considerable number of pedestrians who are obliged to cross or to walk along the highway within these limits. He recommended establishment of a speed zone of 45 miles per hour between the limits mentioned, rather than a 40 mile zone as requested. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A petition was presented, signed by 33 property owners residing along the Farmington Road between Huber and Livermore Avenues, in Washington County, requesting the establishment of a 35 mile per hour speed zone along this section of highway, and the installation of an arc light. The Engineer advised that investigation reveals no particular need for reducing the speed of vehicles along this highway, nor the illumination of the highway. He recommended that the request be denied. The Commission approved the recommendation.

A letter was presented from Mr. Otto J. Kraemer, Attorney, Portland, requesting an early decision by the Commission with respect to disposition of a drainage controversy on a secondary state highway near Milwaukie, involving some of his clients. The Chief Counsel recalled previous discussions of this matter, including a presentation to the Commission by Mr. Kraemer in person. Mr. Kraemer's clients, he said, are developing home sites and it appears that they object to drainage water following its natural course across their property, and want the state to construct a modified type of storm sewer system in another location, which is estimated to cost about $2,800, whereas it would cost only about $800 to construct an open ditch along the natural drainage channel. He gave as his opinion that the state is legally obligated to the extent of $800, and recommended payment of such sum. The Commission approved the recommendation on the condition that Mr. Kraemer's clients will pay the balance of the expense, estimated at $2,000, to construct the facility in the location where they want it.

The Engineer submitted for the Commission's approval a typed copy of a combined application and permit form for the construction of approach roads to state highways in conformity with the provisions of Chapter 308, Oregon Laws 1949, which law obligates the Highway Commission to approve the location of such approach roads and to specify the provisions and specifications for the work involved, but which also requires the owner or the lessee of the abutting property to bear the total cost of the approach road construction. He advised that this form was prepared after very careful consideration, and study of the matter from all standpoints, including consultations with the District Maintenance Superintendent under whose general supervision the roads would be constructed. He recommended approval of the form. The Chief Counsel advised that the form as prepared conforms with the provisions of the statutes. As a result of discussion, the Commission by unanimous vote approved the form as submitted and instructed the Chief Counsel to prepare appropriate form of resolution covering the matter for adoption by the Commission at its next regular meeting.

The Commission had under discussion the setting of the date for its next regular meeting following that scheduled for Monday and Tuesday, February 6 and 7, 1950, and decided to hold such meeting in Portland on Monday and Tuesday, March 20 and 21, 1950. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

Pursuant to instructions from the Commission at the previous meeting, the Right of Way Engineer reported the results of another conference with Mr. Frank Hamlin, regarding the construction of a small dam on state-owned property

adjacent to the Pacific Highway, about three quarters of a mile south of Canyonville. He advised that Mr. Hamlin now maintains a small dam about four feet high, on right of way of a proposed revision of the highway at this point. The dam is used to divert water into a ditch about 4,500 feet in length, and he uses the water to provide power to operate compressors in an ice plant and for irrigation. The construction of the new highway. he said, will destroy this dam and Mr. Hamlin has requested permission to replace it with a low diversion-head works a short distance upstream from the present dam. He questioned the advisability of attempting to buy out Mr. Hamlin's entire interest, in view of the purpose for which he uses the water and the fact that he will pay the entire cost of revising his facilities, which includes the construction of a new dam about two feet high, and at least seven hundred or eight hundred feet of 18-inch culvert. He said that neither the dam nor Mr. Hamlin's activities will adversely affect the highway in any way. He recommended that a permit be granted to him to construct the new dam at the proposed location. The Engineer concurred in the recommendation. The matter was discussed at some length, and as a result thereof the Commission approved the recommendation by unanimous vote.

The Engineer reported an offer from Mr. A. J. Churchill to sell to the state for park purposes, about 680 acres of land that he owns adjoining Cape Sebastian State Park in Curry County at the rate of $25 per acre. The Engineer advised that only about 12 acres of Mr. Churchill's land is needed as right of way for the future relocation of the Oregon Coast Highway in this district, and that the Parks Superintendent questions the advisability of purchasing all of Mr. Churchill's property for park purposes, although it might be advisable to purchase the portion which immediately adjoins Cape Sebastian Park. From the information at hand, however, it appears that Mr. Churchill wants to sell all or none of it. The Commission decided unanimously not to purchase any of Mr. Churchill's property.

The Engineer brought up for discussion the improvement of the Pudding River-Silverton Section of the Salem-Silverton County Road, for which an amount of $425,000 has been budgeted in the Second Postwar Federal Aid Secondary Highway Program. He advised that at the tire the survey for this project was made, there were nine or ten train movements daily over the Southern Pacific Company's branch railroad line, which was considered justification for an expenditure of about $75,000 to eliminate the railroad grade crossing. There is now only one train daily, which does not warrant such an expenditure for a grade separation structure. The Public Roads Administration, moreover, will not approve a grade separation under those conditions. He explained that if a grade crossing is not to be constructed, the existing alignment will serve equally as well for the highway improvement as the relocated line. He recommended in view of the circumstances, the improvement of the highway on the present location, which he estimated would cost about $181,000, and the reallocation elsewhere of the balance of funds set up for this improvement. Mr. T. M. Davis, District Engineer of the Bureau of Public Roads, who was present, concurred in the recommendation. The Commission approved the recommendation unanimously on the condition that there are no objections on the part of either the Bureau of Public Roads or the County Court of Marion County.

The Chief Counsel brought up for discussion the matter of vacating a portion of Railroad Avenue and a portion of Porter Street, lying on the east

side of the Oregon Coast Highway in the City of North Bend, pursuant to agreement with the Weyerhaeuser Timber Company dated January 31, 1948. He presented a form of "Consent to Vacate" portions of said streets, and advised that it conforms with legal requirements and the provisions of the agreement with the Weyerhaeuser Timber Company. He also presented a letter from the Weyerhaeuser Timber Company stating its willingness to waive access to the Oregon Coast Highway at any point along the vacated section. He recommended approval and execution of the form consenting to the vacation proceedings. The Commission approved the recommendation unanimously. (The "Consent to Vacate" form was signed by the Commission later in the session.)

A letter was presented from the Astoria Central Labor Council requesting the speedy improvement of US30 between Rainier and Astoria. This communication was discussed briefly, but action thereon was deferred until the following day when a delegation was scheduled to appear before the Commission concerning the subject. (See ahead for additional paragraph.)

A petition was presented from 69 residents of the Rasmussen Village Apartments situate at 4950 Southwest Barbur Boulevard, Portland, requesting the Commission to install a traffic light on Barbur Boulevard (Pacific Highway West) at the entrance to their apartments. The Engineer advised that studies have been made by both city and state traffic engineers, as to the need of signals at this point, which investigations indicate that a signal is not practical and that the interference and danger to traffic using Barbur Boulevard would more than outweigh the benefits that would accrue to the residents of Rasmussen Apartments were the signal installed. He admitted that the people residing in these apartments do have a problem, nevertheless, he recommended that the request be denied for reasons stated. The Commission expressed the desire for additional information, and referred the matter back to the Engineer to make further investigations to determine what, if anything, can be done to alleviate the existing hazard of lefthand vehicular movements and pedestrians crossing this busy highway.

The Commission considered, approved and signed the following letter, directed to Mr. T. M. Davis, District Engineer, Bureau of Public Roads, requesting the designation of a short section of the Oregon Coast Highway immediately north of Coquille as a "spur" to Federal Aid Road No. 2:

December 16, 1949

Mr. T. M. Davis, District Engineer,
Department of Commerce, Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In order that there may be a more direct primary federal aid connection between Primary Federal Aid Road No. 14 and the portion of Primary Federal Aid Road No. 2 which is north of Coquille, the Highway Commission requests the addition to the Federal Aid Primary System of

a section of road beginning at a point on Federal Aid Road No. 2 about 13.85 miles south of Coos Bay and extending southeasterly to a point on Federal Aid Road No. 14 in the City of Coquille.

The gross length of this section of road is 3.67 miles. Of this total, 0.24 mile is within the corporate limits of Coquille, a city having a population of 3,327 (1940 census). The average daily traffic on the road is 2,800.

With the understanding that it is the wish of the Bureau of Public Roads to consider this additional section of road a "spur" of Federal Aid Road No. 2, the following revised description is suggested for Federal Aid Road No. 2:

> From the Oregon-California State line southeast of Brookings via Port Orford, North Bend, Reedsport, Newport and Tillamook to a connection with Federal Aid Road No. 1 in Astoria; including a spur beginning at a point about 13.85 miles south of Coos Bay and extending to a connection with Federal Aid Road No. 14 in Coquille.

A map showing the location of the proposed additional road is submitted herewith.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

The Right of Way Engineer reported on the cost to acquire right of way needed in connection with the construction of the Klamath Falls overpass section of the Klamath Falls-Lakeview Highway on South Sixth Street, Klamath Falls. He estimated the total cost involved at $157,214.61. He advised that options have been obtained from two of the principal owners, viz: Weyerhaeuser Timber Company, at $81,406.86; and Big Lakes Box Company, at $35,000. These two options, he said, expire in thirty days, so if the Commission wants the property it will have to exercise the options within that period. The State Highway Engineer recommended purchase of these two properties because they are vital to the proposed highway improvement. He pointed out that if they are not purchased now the probabilities are that they will be developed and then will cost the state considerably more. He suggested purchase of the right of way now with no obligation whatsoever as to construction of the project. The Commission deferred a decision pending discussion of the matter with a delegation scheduled to be present on the following day. (Mr. Alfred E. Collier, Klamath Falls, appeared on the following day concerning this matter. Following his departure the Commission voted unanimously to close the options with the Weyerhaeuser Timber Company and the Big Lakes Box Company at the amounts stated therein, and authorized negotiations to acquire the balance of the right of way needed for this project. See ahead for additional paragraph.)

The Engineer reported the results of recent investigations with respect to the request of Mr. and Mrs. J. H. Balzhiser, Eugene, for permission to open up the concrete curb at three locations near the intersection of Walnut Street with Franklin Boulevard (US99) in Eugene. He recalled that this matter was first discussed by the Commission at its meeting on November 7 and 8, when Mr. Balzhiser was present, and that the Commission at that time deferred action pending further investigation. Such investigation has been made, he said, and a plan developed which he believed would solve the problem and would involve not more than one curb cut, if any. He exhibited a map showing the plan, and explained the details. He also said that the City of Eugene is still negotiating with Mr. and Mrs. Balzhiser to acquire their property as an addition to the city's recreational area, in view of which he suggested that the Commission again defer action on the matter pending the results of those negotiations. The Commission approved this suggestion.

The Chief Counsel reported a request from Mr. Clifford Knodell, Albany, to purchase a small parcel of state-owned property on the west side of US99E just north of the overcrossing in Albany. This, the state's one-half portion of Lafayette Street, was vacated a number of years ago when the highway improvement in Albany was concluded. Mr. Knodell, he said, is constructing a building on his property for use by the Secretary of State, but he needs the state's property, 33 feet wide by 227 feet long, in connection therewith, and has offered to pay $300 for it. The Commission deferred a decision in the matter pending inspection of the property by the Chief Counsel and the Engineer, to determine whether or not it is of value for state highway purposes, and if not, how much the state should receive for the property.

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. the following morning in the same room.

Portland, Oregon
December 20, 1949

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't State Highway Engineer
W. W. Stiffler, 2nd Ass't State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud by the Secretary, following which Chairman Banfield announced that the awards of contracts would be made at 3:30 p.m. in the same room.

BENTON COUNTY

Kings Valley-Read Creek Section of the Kings Valley Secondary Highway. Federal Project No. S-38(3). 5.70 miles of surfacing and bituminous macadam. Requires approximately 27,400 cu. yds. crushed rock; 124 tons RT-4 tar; and either 440 tons 121-150 asphalt or 536 tons RT-9 tar.

	Using Asphalt	Using Tar
J. R. Taggart & Co., Salem	$ 94,914.00	$ - - -
O. C. Yocom Co., McMinnville	96,162.00	96,842.00
Acme Constr. Co., Eugene	96,464.00	98,636.00
E. C. Hall Co., Portland	98,204.00	- - -
Homer G. Johnson, Portland	101,405.00	- - -
Rogers Constr. Co., Portland	104,784.00	- - -
F. H. McEwen, Eugene	117,246.00	120,606.00
Harr & Horton, Portland	127,287.00	129,385.00

BENTON AND LINCOLN COUNTIES

Lincoln County Line-Alsea Mountain Rock Production Project on the Alsea Highway. State Project. Requires approximately 12,000 cu. yds. crushed rock in stockpile.

F. D. Laws, Myrtle Point	$ 34,320.00
Linn Gravel Co., Albany	43,180.00

KLAMATH AND LAKE COUNTIES

Whiskey Creek-East Forest Boundary Rock Production Project on the Klamath Falls-Lakeview Highway. State Project. Requires approximately 16,030 cu. yds. crushed rock in stockpile.

Walter Berndt Constr. Co. & Austin B. McCoy, Vancouver	50,050.00
F. L. Somers, Klamath Falls	54,200.00
Oscar E. Joelson, Eugene *	54,718.60
M. C. Lininger & Sons, Medford	55,030.00
J. N. & M. J. Conley, Portland	55,800.50

* Bidder will accept award of only one project

Previous Low Bid $57,270.00

LAKE AND KLAMATH COUNTIES

Forest Boundary-Silver Lake Rock Production Project on the Fremont Highway. State Project. Requires approximately 10,000 cu. yds. crushed rock in stockpile.

(Cont.)

Forest Boundary-Silver Lake Rock Production Project (Cont.)

Inter-City Sand & Gravel Co., Eugene	$ 17,780.00
Barney B. Helser, Molalla	19,000.00
M. C. Lininger & Sons, Medford	21,525.00
Grover C. Pomeroy & C. R. Badger, Salem	21,600.00
N. A. Toole Constr. Co., Ontario	21,780.00
E. H. Itschner Co., Molalla	22,440.00
Walter Berndt Constr. Co. & Austin B. McCoy, Vancouver	24,000.00
A. H. Saxton & Sons, Corvallis	24,940.00
F. L. Somers, Klamath Falls	25,400.00
Oscar E. Joelson, Eugene *	25,920.00
J. A. Struss, Redmond	25,970.00

* Bidder will accept award of only one project

LANE COUNTY

Noti-Elmira Section of the Richardson-Eugene Secondary Highway. Federal Project No. S-234(6). 5.44 miles of surfacing and oiling; also furnishing 2,000 cu. yds. crushed material in stockpile. Requires approximately 1,100 lin. ft. concrete pipe; 20,100 cu. yds. crushed rock or crushed gravel; and either 420 tons RC-3 and 151-200 asphalt or 512 tons RT-4 and RT-9 tar.

	Using Asphalt	Using Tar
Acme Constr. Co., Eugene	$ 73,955.00	$ 76,471.00
E. C. Hall Co., Portland	75,171.00	- - -
Loyd Calkins Co., Oceanlake	81,287.00	- - -
O. C. Yocom Co., McMinnville	83,198.00	- - -
The Central Heating Co., Eugene	83,820.50	87,194.90
L. P. Stubblefield, Eugene	87,164.00	- - -

LANE COUNTY

Coast Fork Willamette River Bridge two and one-half miles east of Goshen on the Willamette Highway. Federal Aid Project No. F-308(4). Replace existing timber truss and trestle with steel truss and reinforced concrete approach. Involves following approximate quantities: 620 cu. yds. excavation, 930 cu. yds. concrete, 158,000 lbs. metal reinforcing, 480,000 lbs. structural steel.

Hamilton & Thoms, Eugene	$ 150,000.00
Valley Constr. Co., Portland	152,235.00
H. C. Werner Inc., Eugene	153,112.00
Lindstrom Bros., Portland	156,789.00
J. G. Watts Constr. Co., Seattle	157,625.00
Tom Lillebo, Reedsport	159,440.00
VaDare Constr. Co., Portland	159,795.00
R. H. Jones, Hillsboro	165,560.00
Snook Bros., Corvallis	186,015.00
General Constr. Co., Portland	193,650.00
Guy F. Atkinson Co., Portland	196,480.00

December 20, 1949

MALHEUR COUNTY

Pumping Plant Hill-Ontario Section of the Old Oregon Trail Highway. Federal Project No. F-158(6). 5.72 miles of grading and paving; also furnishing 5,000 cu. yds. crushed material in stockpile. Requires approximately 118,000 cu. yds. excavation; 126 cu. yds. concrete in end basins and box culvert; 18,700 lbs. metal reinforcement; 45,000 cu. yds. pit-run gravel; 13,900 cu. yds. crushed gravel; 130 tons RC-3 asphalt; and 13,300 tons asphaltic concrete pavement.

C. E. Leseberg, Nyssa	$ 198,187.50
Spada Bros. & K. C. Dack Constr., Portland	199,128.00
Babler Bros., Portland	215,078.00
Porter W. Yett, Portland	221,752.00
Heavy Hauling Co., Astoria	223,165.00
D. F. McKenzie, Salem	227,840.00
Quinn Bros. & Robbins, Boise, Idaho	230,034.50
K. F. Jacobsen Co., Portland	232,521.00
Parker-Schram Co., Portland	234,394.00
Stevenson Constr. Co.	234,437.00
Del R. Beebe Constr. Co.	242,365.00
Vernie Jarl, Gresham	243,529.00
Vernon Bros. Co., Boise, Idaho	243,607.00
E. C. Hall Co., Portland	243,720.00
Tom McCorkle Constr. Co., Boise, Idaho.	244,574.50
Erland & Blickle & F. H. McEwan, Vancouver, Wn.	249,024.00
J. N. & M. J. Conley, Portland	263,825.00
Floyd Grahm Constr. Co., Lebanon	268,879.00
Morrison & Fisher, Walla Walla, Wn.	270,388.00
McNutt Bros., Eugene	307,210.20

MULTNOMAH COUNTY

Sandy River Bridge redecking on the Columbia River Highway (old route) near Troutdale. State Project. Redeck old Sandy River Bridge. Involves following approximate quantities: 160 cu. yds. concrete, 32,000 lbs. metal reinforcing, 15 M-FBM treated lumber, and 4,000 lbs. structural steel.

R. & M. Constr. Co., Central Point	16,825.00
Erick Enquist, Troutdale	17,045.00
Archie R. Averill, Portland	17,490.00
Lindstrom Bros., Portland	17,780.00
E. C. Hall Co., Portland	18,090.00
Robt. M. Snyder, Lowell *	19,900.00
Ken Ward Constr. Co., Portland	20,440.00
Valley Constr. Co., Portland	21,545.00
James & Yost, Inc., Portland	22,538.00
Kuckenberg Constr. Co., Portland	23,345.00
Carl M. Halvorson, Portland	25,520.00
General Constr. Co., Portland	26,010.00
C. T. Malcom Co., Portland	29,080.00

* Bidder will accept award of only one project

December 20, 1949

SHERMAN COUNTY

Scott Canyon Section of the Scott Canyon County Road. Federal Project No. S-93(1). 2.91 miles of grading, surfacing and oiling. Requires approximately 116,000 cu. yds. excavation; 12,100 cu. yds. crushed rock; and 164 tons 151-200 asphalt.

Geo. E. Corliss, Ontario	$ 75,467.00
Durbin Bros., Eugene	78,782.50
Berke Bros., Portland	86,564.50
K. C. Dack Constr. & Spada Bros., Portland	86,822.20
Stevenson Constr. Co., Salem	90,749.00
Vernie Jarl, Gresham	91,475.00
John C. Papin, Baker	94,075.00
E. C. Hall Co., Portland	96,213.00
Rogers Constr. Co., Portland	96,971.00
Heavy Hauling Co., Astoria	97,966.50
Newport Constr. Co., & Kern & Kibbe, Portland	99,239.10
M. L. O'Neil & Son, Eugene	100,171.50
F. B. Miller & Co., Salem	100,277.00
Leonard & Slate, Ore. Ltd., Portland	103,690.50
G. D. Dennis & Son, Portland	104,282.50
M. L. & C. R. O'Neil, Creswell	106,913.20
J. N. & M. J. Conley, Portland	109,901.00
E. L. Gates Co., Medford	111,026.50
Erland & Blickle & F. H. McEwen, Vancouver, Wn.	123,759.00
Del R. Beebe Constr. Co., Eugene	125,586.50
C. J. Eldon, Portland	128,224.50

A delegation representing the Baker County Chamber of Commerce, and consisting of Donald J. Donahue, Manager; P. T. Fortner, Chairman, Highway Committee; and Ed Mason, Chairman, Merchants' Committee, apneared before the Commission regarding the following:

1. Oiling the 16-mile section of the Baker-Unity Highway recently constructed over Dooley Mountain, and improvement of this highway between Dooley Mountain and Baker.

2. Construction of an access road to a proposed Hells Canyon Dam on the Snake River.

3. Improvement of the Haines-Anthony Secondary Highway leading to Anthony Lakes recreational area.

4. Improvement of the Old Oregon Trail at the Union Pacific Railroad undercrossing near the City of Durkee, and provision for more adequate approaches to the Union Pacific overcrossing near Oxman.

5. Improvement of the Ochoco Highway west from the Town of Mitchell.

Mr. Fortner presented the pricipal argument in behalf of their projects, supporting a brief previously filed with the Commission. He also presented a letter from the Baker County Court endorsing the projects. He urged the oiling of the Dooley Mountain Section as Baker County's first choice of projects, although he said that the section between Dooley Mountain and Baker also needs improvement. Concerning the access road to the proposed Hells Canyon Dam, Mr. Fortner declared that it is their considered opinion that unless an access road on the Oregon side of the Snake River is provided, the major portion of economic advantage during construction of the dam, and the major portion of revenue from tourist travel after the dam is completed would accrue to the State of Idaho rather than to the State of Oregon. He urged that everything possible be done to assure that the access road to the dam be provided on the Oregon side of the river.

Mr. Fortner urged the improvement of the Haines-Anthony Secondary Highway from the standpoint that it serves one of Baker County's richest areas. He said that it is the main access road from the south to the Anthony Lakes recreational area, and is of sufficient importance to warrant early improvement. The present road in the Anthony Lakes District, he added, is very poor, being extremely rough and dusty during the summer months, and virtually impassable during the winter and spring months. Mr. Fortner also stressed the importance of modernizing the Old Oregon Trail through Baker County, particularly at the undercrossing near the town of Durkee and the overcrossing at Oxman siding.

Concerning the Ochoco Highway west of Mitchell, Mr. Fortner stated that while this project is not located within the borders of Baker County, it is of extreme importance to the people of that county because it will afford them quicker access to Portland via the Warm Springs Highway. Mr. Mason also spoke briefly in behalf of these projects, particularly for the oiling of the Dooley Mountain Section. The delegation was informed that the Highway Commission does not have funds available to finance at one time all the projects they have mentioned; but the Commission realizes the need for the oiling of the Dooley Mountain project and will do the best that it can. It is the feeling of the Commission that no commitments or promises should be made in advance.

A delegation representing the Corvallis City Council, and including James O. Convill, City Manager; Victor L. Goodnight, City Engineer; and Messrs. Glenn W. Holcomb and S. W. McHugh, Councilmen, was present. Mr. Convill headed the group. He said that they would like to have information on two subjects: first, the proposed underpass and new highway connection on US99W just north of Corvallis; and second, traffic signal installations in Corvallis. Regarding the first subject, Mr. Convill stated that the city wishes to know when it can reasonably expect this work to be undertaken. Regarding the second subject, he said that the city will have funds available in July, 1950 to pay its share of the cost of signal installations. He was informed by Chairman Banfield that the right of way for the first-mentioned project was acquired by the Commission as protection for future construction of the project; that no provision has been made in the 1950-51 program for this work and the Commission is not in position at the present time to make any definite statements as to what it will do in the future. The Commission recognizes the need for the improvement, however, and will give the case consideration as funds become available. Concerning the signal installations, Chairman Banfield advised that the Commission has, as yet, had no report or recommendation from the Engineer regarding

such project, but should the Commission approve the project it undoubtedly would be on the basis of the city sharing expenses equally with the state. The Engineer was instructed to investigate the signal request. Mr. Convill then mentioned that the city is constructing a new sewer system which will affect the drainage of the proposed highway connection north of the city. He asked that the State Highway Engineer be authorized to consult with the city regarding this feature. The Commission approved the request and instructed the Engineer to investigate the matter and report his findings at the next meeting.

A delegation representing the Chambers of Commerce of the cities of John Day and Prineville appeared before the Commission regarding the improvement of the eleven-mile section of the Ochoco Highway immediately west of the town of Mitchell. The delegation consisted of Messrs. I. B. Hazeltine, Secretary, John Dav Chamber of Commerce; Fred Lemke, President, Grant County Stockmen's Association, John Day; and A. R. Bowman, Prineville, formerly County Judge of Crook County. This group urged the Commission to provide for the immediate construction of the eleven-mile section of the Ochoco Highway west of Mitchell so as to provide a connection with the forest highway project now underway over the Ochoco Summit. All three members of the delegation spoke in behalf of the improvement. Mr. Hazeltine filed with the Commission a brief in support of their request, and gave as their feeling that this improvement is in the nature of an emergency because the present road is in very bad condition and at times practically impassable. Chairman Banfield advised that the improvement is estimated to cost $804,000, which the Commission does not have available at the present time. The discussion then reverted to the question of what can be done to improve the existing road. Mr. Hazeltine suggested a dust palliative. The Engineer advised that the present highway is being maintained in about as good condition as any highway of that type can be maintained. He pointed out that it is an old county road and that the base is not sufficiently stable to warrant construction thereon of a standard oil surface. It would be possible, he said, to provide a light oil treatment as a dust palliative, but not to provide permanent construction, and the Bureau of Public Roads will not cooperate on that type of work. As a result of this discussion, the Commission instructed the Engineer to make investigations to determine the maximum benefit that can be derived from a minimum expenditure along this section. Mr. Bowman then inquired whether or not it would be feasible to finance this project in a manner similar to the procedure that was used in financing the construction of the Warm Springs Highway through Warm Springs Agency, which involved a temporary transfer of funds. He also requested early replacement of an existing covered bridge over Bridge Creek on this highway, between Jones Ranch and Mitchell. He declared this bridge is a bottleneck for heavy truck-hauling and should be eliminated. The Commission referred the matter to the Engineer for investigation and report.

Mr. Bruce Ambler, Engineer for the Port of Newport, headed a delegation which included Mr. R. E. Hickson, Chief Engineer, U. S. Engineer's office; and Mr. O. L. Hoffman, District Real Estate Officer of the U. S. Engineer's office, which requested permission for the Army Engineers to open up the concrete sidewalk rail on the Oregon Coast Highway at Depoe Bay and to construct a roadway from this opening to the point at the mouth of the bay. Mr. Ambler advised that the federal government plans shortly to call for bids for a

$400,000 improvement at this place, but its agreement with the Port of Newport provides that the Port must furnish right of way to provide access to the improvement, which means that the sidewalk railing will have to be opened up about 400 feet north of the bridge, and a roadway constructed across state park property at this point. It will also be necessary to deposit on state property on the south side of the bay certain spoils from this improvement, up to a level with the highway. Following discussion, during which the State Highway Engineer stated that he has no objections to permitting the government to use the state's property as intended, and the Chief Counsel advised that the state's interests will not be jeopardized, the Commission by unanimous vote authorized the granting of a permit to the Port of Newport as requested, said permit to be in writing.

The following persons constituted a delegation which appeared before the Commission regarding the truck-hauling of logs on the upper Columbia River Highway from M. P. 35.63 near Dodson, to the Cascade Locks Lumber Company mill at M. P. 48.47, approximately two miles east of the town of Cascade Locks: Hon. R. H. Nichols, Mayor, Cascade Locks; Ray L. Mallicott, Vice President, Cascade Locks Port; Walter James, timber owner; W. I. Embree, representing Cascade Building Supply; August Uehlinger, representing Cascade Locks Lumber Company; Fred Dallos, former Manager, Cascade Lumber Company, Portland; Frank L. Clark and Thomas F. Riggle, representing Riggle and Clark Logging Company; and C. N. Amoth, C. J. Mathews and E. L. Howard, all of Cascade Locks; Dale Nickell, Forest Grove, and C. H. Godley, Troutdale, representing Nickell Logging Company; J. A. Bucher, timber owner and Otto Spicuzza, timber and motel owner, both of Bonneville; and F. H. Torp, Attorney, Portland, representing the law firm of Hart, Spencer, McCulloch, Rockwood and Davies, attorneys for the City of Cascade Locks and the Cascade Locks Lumber Company.

Mr. Torp headed the group. He stated that they wish to present to the Commission a statement of the economic impact and effect that the prohibition of log hauling on this section of highway will have on the people of the Cascade Locks district. He called upon Mayor Nichols to present their arguments that the Commission rescind its recent action and allow the truck-hauling of logs to the mill of the Cascade Locks Lumber Company. He spoke from the economic standpoint in the interests of the men working in the mill, and the benefits that the Town of Cascade Locks will receive if log hauling is permitted. In the discussion of this matter, the Engineer recalled that the Commission at its previous meeting authorized the truck-hauling of logs on this section of highway up to December 15, 1949, because of its general rule not to allow log hauling on the upper Columbia River Highway, portions of which are quite crooked. He gave as his opinion that the hauling of logs over the section presently under discussion would not be objectionable if properly restricted, and provided the operators will comply strictly with the requirements. As a result of this discussion the Commission unanimously approved the granting of permits for the truck-hauling of logs over this section of highway until the date of its next regular meeting, which is scheduled for February 6 and 7, 1950, and ordered that new permits be issued in conformity therewith. The Engineer was instructed to study the matter and report to the Commission at such meeting the restrictions which he considers should be included in the permits if the Commission approves granting permits on a continuous basis after that time. Mr. Torp filed with the Commission letters from the Cascade Locks Lumber Company, port of Cascade Locks and the City of Cascade Locks in support of their case.

Mr. Alfred E. Collier, Klamath Falls, was present and urged the Commission to acquire right of way that is necessary for the widening of the Klamath Falls-Lakeview Highway on south Sixth Street, Klamath Falls, where this highway passes over the railroad tracks of the Southern Pacific Company and property owned by the Big Lakes Box Company and the Weyerhaeuser Timber Company, so the right of way will be available to the Commission when it is ready to proceed with the widening of the present highway at this location. He said that options have been secured from the Weyerhaeuser Timber Company to purchase its property at $81,406.86, and the Big Lakes Box Company property is under option at $35,000, both amounts being considerably less than the amounts these companies originally demanded for their property, and considerably less than the amount for which they can be purchased at any time in the future. He gave as his considered opinion that the prices are reasonable and that the Highway Commission should take advantage of the options, which he said expire in thirty days. Chairman Banfield advised that because of lack of funds it is impossible for the Commission to construct in the near future the project for which this right of way is required, and should the Commission close the options it would be with the strict understanding on the part of the people of Klamath Falls that construction would be absolutely dormant for several years, and if the Commission buys the property it would only be on the basis of protecting the state for the future. Commissioners Chandler and Reynolds endorsed Chairman Banfield's statements. Mr. Collier advised that he is certain that the people of Klamath Falls appreciate the Commission's position and will approve the purchase of the right of way on such basis. The Commission took the matter under advisement until later in the session. (Discussion of this matter was resumed by the Commission on the following day at which time the Commission voted unanimously to close the options secured on both of these properties and authorized the Right of Way Department to negotiate options for the remaining right of way required for this project.)

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Messrs. James R. Shick, City Attorney, and M. O. Gardner, City Manager, Forest Grove, were present and inquired as to the action, if any, the Commission may have taken on the city's previous request for state assistance in the relief of traffic congestion on the Tualatin Valley Highway in their business district. They were informed by Chairman Banfield that the Commission has had a report from the Engineer on this subject and that it is the feeling of the Commission that the project is merited, but the Commission is not in position at the present time to obligate the state's share of the expense. Mr. Shick inquired whether or not the state would proceed with the work if the city would agree to cooperate to a greater extent than merely furnishing necessary right of way. He was informed that the Commission cannot answer that question now, but will bear it in mind in future deliberations on the subject, and will consider this improvement, should underruns develop in connection with other contract work. No definite promise or commitment regarding it, however, can be made at the present time.

A delegation composed of representatives of The Oregon Farm Bureau Federation, the Jefferson County Farm Bureau, and the Jefferson County Court, was present and urged the Commission to authorize removal of cinders from the

cinder pit on Round Butte in The Cove Palisades State Park for use by local people in this vicinity in construction of driveways and roads. The group was headed by Mr. Marshall Swearingen, Executive Vice President of the Oregon Farm Bureau Federation, Salem, and included the following: Hon. T. A. Powers, County Judge of Jefferson County; Melvin Tingle, Past President, Jefferson County Farm Bureau; W. T. "Bill" Summers, Floyd Glass and Albert Zemke, also representing the Jefferson County Farm Bureau. Mr. Swearingen stated that his federation is interested in helping out county farm bureaus that have problems, and in this particular instance the farmers of Jefferson County, who have extremely high taxes and poor local roads, would be greatly benefited if they were allowed to obtain cinders from the state's quarry on Round Butte for their private purposes. He said that he is opposed to the commercialization of the deposit and that a guarantee would be given that the material would not be used for commercial purposes. He said that he is simply asking for this privilege so that farmers can build their driveways and the county court can improve its county roads. He suggested that permits be issued for the removal of cinders for these purposes and gave as his feeling that not a great amount of material would be taken. Judge Powers declared that the taking of cinders would not interfere in any way with the adjacent scenery or the park in general, and if they had thought the park would be impaired they would not have made the request. He alleged that the supply of cinders in this particular pit is inexhaustible and stated that he is mainly interested in securing them for road improvements in the nearby vicinity. Chairman Banfield advised that the Commission had this matter under discussion on the previous day, at which time it was pointed out that the federal government imposed certain restrictions when it turned this property over to state control, and one of those restrictions is that the Highway Commission shall not permit removal of cinders from the area. He further advised that from information at hand one federal agency is strongly opposed to the removal of the cinders while another has no objection thereto, in view of which the Commission referred the matter to the State Parks Superintendent to ascertain definitely whether or not they still object to the removal of the cinders from this site, for county road construction. The Highway Commission, he added, is opposed to the indiscriminate removal of materials from its material sites, as a general proposition, for private gain, and is not inclined to deviate from that policy in the present instance, although the Commission is not opposed to the county's taking a limited amount of materials for the improvement of county roads. Were the Highway Commission to authorize private individuals to remove cinders from this pit, he said, it would establish an undesirable precedent that would react adversely, and probably embarrass the Commission in passing on requests for similar privileges throughout the state. He concluded the conference by again stating that the first thing to ascertain is the attitude of the two federal agencies with respect to the matter. Mr. Swearingen filed with the Commission a short brief in support of the oral request.

The following people composed a delegation from the City of Warrenton, which urged the Commission to obtain options for right of way needed for a proposed relocation of the Oregon Coast Highway across Youngs Bay, following somewhat the route of the S. P. & S. Railroad between Smith Point (Astoria) and Glenwood, bypassing the City of Warrenton: E. R. Baldwin, City Manager; Dr. Kenneth Grant, President, Chamber of Commerce; Thomas T. Chave, City Attorney; Dr. Noel B. Rawls, City Commissioner, and R. T. Carruthers, President, Bioproducts, Oregon Ltd. Mr. Baldwin headed the group. He recalled the city's former appearance

before the Highway Commission on the same matter when the Commission ordered investigation of the route, but later dismissed the project from consideration. He urged that the matter be reconsidered at an early date, and that the Commission authorize the securing of options for necessary right of way, which, he said, can be obtained much cheaper now than later on when industrial development takes place. He offered assistance from the city in securing the options and advised that they feel that the right of way should be acquired now, notwithstanding that construction may not be undertaken for ten years. He particularly pointed out that Clatsop County owns considerable property on this location and the county has received many requests to purchase the same, which should be an incentive to the state to proceed with the acquisition of the right of way. Chairman Banfield advised that this project is one for the future, not the present, but the Engineer will be requested to bring his previous report up to date and the Commission will take action when the report has been rendered and analyzed. The Engineer was thereupon instructed to recheck his original report on the subject and report his findings.

The Commission discussed with the Engineer the bids received at the morning session, for highway construction, and at 3:30 p.m. Chairman Banfield publicly announced the Commission's decision with respect to each project, as follows, the Commission's action in each instance being by unanimous vote:

"Surfacing and construction of bituminous macadam on the Kings Valley-Read Creek Section of the Kings Valley Secondary Highway, Benton County. The Commission received eight bids for this work, the low one being that of J. R. Taggart & Co., Salem, at $94,914 based on the use of asphalt. The Commission has awarded the contract to this company at its bid price.

"Lincoln County Line-Alsea Mountain Rock Production Project on the Alsea Highway. F. O. Laws, Myrtle Point, Oregon, submitted the low bid for this work at $34,320. There was one higher bid. The Commission has awarded the contract to Mr. Laws at his bid price.

"Whiskey Creek-East Forest Boundary Rock Production Project on the Klamath Falls-Lakeview Highway in Klamath and Lake Counties. Walter Berndt Construction Co. and Austin B. McCoy, Vancouver, submitted the low bid for this work at $50,050. There were four higher bids. The contract has been awarded to Walter Berndt Construction Company and Austin B. McCoy, low bidders, at their bid price.

"Forest Boundary-Silver Lake Rock Production Project on the Fremont Highway in Lake and Klamath Counties. Eleven bids were submitted for this work, the low one being that of Inter-City Sand and Gravel Co., Eugene, at $17,780. The contract has been awarded to this company at its bid price.

"Surfacing and oiling the Noti-Elmira Section of the Richardson-Eugene Secondary Highway, Lane County. Acme Construction Co., Eugene, submitted the low bid for this work at $73,955 based on the use of asphalt, and $76,471 based on the use of tar. There were five higher bids. The Commission has awarded the contract to the low bidder, Acme Construction Co., at its bid price, using asphalt.

"Construction of a bridge over the Coast Fork, Willamette River, on the Willamette Highway, Lane County. Hamilton & Thoms, Eugene, submitted the low bid for this work at $150,000. There were ten higher bids. The contract has been awarded to Hamilton & Thoms at their bid price.

"Grading and paving the Pumping Plant Hill-Ontario Section of the Old Oregon Trail, Malheur County. The Commission received twenty bids for this work, the low one being that of C. E. Leseberg, Nyssa, Oregon, at $198,187.50. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, C. E. Leseberg, at his bid price when certain conditions have been satisfied.

"Redecking the Sandy River Bridge on the Columbia River Highway, (old route) near Troutdale, Multnomah County. R. & M. Construction Co., Central Point, submitted the low bid for this work at $16,825. There were twelve higher bids. The Commission has awarded the contract to the low bidder, R. & M. Construction Company, at its bid price.

Grading, surfacing and oiling the Scott Canyon Section of the Scott Canyon County Road in Sherman County. The Commission received twenty-one bids for this work, that of George E. Corliss, Ontario, being low at $75,467. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Mr. George E. Corliss, when certain conditions have been satisfied."

A delegation representing "Save the Myrtle Wood, Inc.", Portland, was present and offered to deed to the State of Oregon three myrtle wood tracts which the Association owns in Coos County. This delegation was headed by Mr. Thornton I. Munger, President, and included Alfred Greenwalt, Vice President; Mrs. Walter Wilheim, member of the Board; O. C. Roehr; and Marshall Dana of the Oregon Journal, Portland. Due to press of business, Mr. Dana was unable to remain throughout the conference, but he submitted his views in writing later, and requested that they be incorporated in this record.

Mr. Munger advised that the Association has acquired four myrtle tree tracts, three of which they feel should be in public ownership as an assurance that they will be preserved for the benefit and enjoyment of future generations. Two of these tracts, he said, are directly on the state highway system, one being on the Coos River Secondary Highway just north of the Town of Allegany, and the other on the Powers Secondary Highway. The third, he said, is on the Old Coos Bay Wagon Road near a place known as Sitkum. He explained that their organization is of a temporary nature; that it is not equipped to manage properties of this kind, and that the conditions under which the tracts were acquired are in the nature of a trust which contemplates conversion of the properties to public ownership. The Association feels, he said, that the State Parks Department, which is under the jurisdiction of the State Highway Commission, is the proper public agency to administer these tracts and it is for that reason that they are now being offered to the state. He added that they are not asking for the development of the area, but simply that ownership of the tracts be in the State of Oregon. Also speaking in be-

half of this project were Messrs. Greenwalt and Roehr. Chairman Banfield outlined the position of the Highway Commission by stating that the Commission feels that it has done about all it should do toward preservation of myrtle trees by establishing the myrtle tree lane on the Coos Bay-Roseburg Highway, and that it should not spend the funds that have been provided by motorists, to acquire and develop additional myrtle tree tracts or other park areas in general as is desired and requested by certain factions. He complimented the group for acquiring the tracts under discussion, but gave as his feeling that the purpose for which they were acquired is now satisfied, namely the preservation of the myrtle trees. He also mentioned that acceptance of the three tracts has not been recommended by the State Parks Superintendent under whose supervision they would be maintained if they came into state ownership. He pointed out that the upkeep of the areas would involve considerable expenditure of state funds which are not readily available for such purposes, as the Commission interprets the law which authorizes the Highway Commission to acquire and develop parks. He expressed the feeling that the Commission probably would ask the Legislature for advice as to how far the Commission should go in the acquisition and development of parks and recreational areas, because it is the feeling of the Commission that the attention it is giving to such matters may be in excess of what the Legislature had in mind when it authorized the expenditure of state highway funds for such purposes. Commissioners Chandler and Reynolds endorsed the statements of Chairman Banfield. Mr. Munger then asked the Commission not to definitely turn down their offer at this time, but to take the matter under advisement. This the Commission agreed to do.

(The following is a brief outline of Mr. Dana's attitude with respect to this matter as subsequently expressed in writing.)

The donor of one of the three myrtle wood tracts obtained by the Association is Mrs. C. S. Jackson, who explained that her gift was made out of the desire that the unique myrtle wood species be preserved and enjoyed by the public, and whose gift was made with the understanding that responsible administration would be given to prevent cutting, not only of the myrtle wood, but of other species contained on the tract presented by her. Mr. Dana also advised that the deed from Mrs. Jackson directs that the tract be maintained in perpetuity as a park, open to the public under reasonable rules and regulations for the purposes of education, scientific study and recreation, and that it be conveyed within fifteen years to an agency of the State of Oregon, or of the United States, for park purposes and uses, and that if an attempt is made to sell the property, or the myrtle trees growing thereon, the probabilities are that injunction proceedings would be filed to stop such sales.

A delegation representing the lower Columbia River Highway Association, appeared before the Commission in the interests of the improvement of the lower Columbia River Highway between Rainier and Astoria. The group was headed by Mr. Fred L. Andrus of the Astorian Budget, Astoria, Secretary of the Association, and included the following: Myron E. Jones, County Commissioner, Clatsop County; J. W. Hunt, County Judge, Columbia County; and Fred W. Hermans, Attorney, Rainier. Mr. Andrus stressed orally their request for an economic analysis of the Rainier-Astoria Section, as previously requested in a letter dated December 15, 1949, to determine the

benefits that would accrue and the ratio of benefits to the cost of construction. He also read aloud and presented a letter from the Astoria Chamber of Commerce to the Oregon State Highway Commission, dated December 15, 1949, in which the Chamber of Commerce supports the request of the Lower Columbia River Highway Association for such economic analysis. Others speaking in behalf of such analysis and for the improvement of this section of highway were Judge Hunt and Mr. Myron E. Jones. Chairman Banfield advised that the Highway Commission in its deliberations is not overlooking the lower Columbia River Highway, but it is simply a question of funds that might be available to improve it, and the location where those funds could be expended to the best advantage, and for the greatest benefit to the general public. He further stated that the Commission undoubtedly would authorize a survey of that entire area this coming year, and would then make up its mind as to what can be done in the future with regard to improvement of this road. As a result of the discussion, the Commission unanimously authorized the Engineer to make a reconnaisance and economic survey of the lower fifty mile section of this highway at an estimated cost of $10,000.

A delegation was present from the City of Springfield with regard to the routing of McKenzie Highway traffic through this town. Included in the delegation were Fred R. Cheatham, City Manager; W. S. Fort, member of the City Planning Commission; B. P. Larsen, Mayor; John W. Boeshars; Arthur C. McChesney; Ralph Nicholas and Fred Bouk, Councilmen; Guy Wright and A. M. Knapp, representing the Chamber of Commerce, and D. R. Offley, financier. Mr. Cheatham headed the group and introduced Mr. Fort who made an urgent plea for the adoption of a one-way street plan for McKenzie Highway traffic through their town, using Main Street, present route of the highway, as a one-way street for westbound traffic, and South "A" Street as a one-way street for eastbound traffic. He exhibited maps and presented statistical data in support of the South "A" Street route, and urged adoption of such route as being in the best interests and to the greatest benefit and advantage of the people of the City of Springfield, and of the general public as a whole, notwithstanding, as he explained it, that the State Highway Engineer has recommended that westbound traffic be routed over North "A" Street, and that the present highway on Main Street be limited to eastbound traffic.

Mr. Jerome F. Bischoff, Attorney, Portland, was present, stating that he represented Mr. W. H. Gonyea, owner of the Clear Fir Products Company, Springfield, which is opposed to the adoption of the South "A" Street route as recommended by the city. He said that Mr. Gonyea had expected to be present personally, but was erroneously informed that the proponents of the South "A" Street route would not make a presentation to the Commission at this meeting, but in view of the fact that the plans were changed and the delegation present, Mr. Gonyea would like to have the opportunity of expressing his views to the Commission before it takes final action in the case.

The delegation was informed that the Commission will give very careful consideration to all the factors involved, including that of financing the project, before it makes its final decision, and whatever action is taken will be what the Commission feels is in the best interests of all concerned.

The Engineer reported a request from the Western Veneers Company to transport a steam boiler weighing 47,000 pounds and measuring 15 feet, 9 inches in diameter, over state highways from Portland to Lebanon. He stated that this

movement could safely be made on US99E between Portland and Albany, but not from Albany to Lebanon without hazard and without maintaining one-way traffic; however, he believed that he could devise a set of rules and requirements which, if strictly and conscientiously complied with, would guarantee the movement with a minimum amount of inconvenience and hazard to other traffic. As a result of discussion, the Commission instructed the Engineer to analyze the difficulties that would have to be met and to prescribe rules and regulations to off-set them. He was authorized to grant the permit on the basis of his findings.

The Engineer brought up for discussion his previous request for authority to conduct surveys for new projects which are estimated to cost between $20,000,000 and $25,000,000. He submitted a list of the projects under consideration for such program and estimated the cost of the surveys at $407,000. He said that he has five survey crews operating and that during the first eleven months of 1949 the expenditure for surveys was $625,000. He pointed out that unless additional survey projects are authorized the field crews will be out of work by June, 1950. He suggested that if the Commission cannot see its way clear to approve surveys for all of the projects listed, it authorize five of the surveys, so as to expedite preparation of plans for the projects when the Commission is ready to proceed with construction, and to insure that the survey crews are kept busy. As a result of a lengthy discussion of this matter, the Commission unanimously authorized the Engineer to conduct five surveys, as follows, it being understood that he will use his present crews for this purpose and will not engage additional crews. The Engineer was also instructed to render an up-to-date report to the Commission on the status of surveys for the 1950-51 program.

Highway and Section	Length in Miles	Est. Construction Cost	Estimated Survey Cost
Pacific Highway:			
Chenoweth Park-Roseburg			
M.P. 179.4 - M.P. 198.4	19.0	$ 2,000,000	$ 35,000
Oregon Coast:			
M.P. 225 - M.P. 234	9.0	1,100,000	18,000
M.P. 244 - M.P. 250.5	6.5	800,000	13,000
Newport-Corvallis Highway:			
Newport-Toledo	8.0	1,000,000	20,000
Baker-Unity Highway			
Baker-Salisbury	8.0	265,000	15,000
West Side Pacific Highway:			
So. Yamhill River-Amity	3.4	200,000	7,000
Tigard-Rex Hill Gaps			
M.P. 10.33 - 13.72) M.P. 15.44 - 17.42)	5.37	1,000,000	10,000
		$ 6,365,000	$ 118,000

The meeting adjourned at 4:40 p.m. to reconvene at 1:30 p.m. on the following day for consideration of the Highway Department budget for the calendar year 1950.

Portland, Oregon
December 21, 1949

The meeting of the State Highway Commission reconvened at 1:30 p.m. in the Streamline Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't State Highway Engineer
W. W. Stiffler, 2nd Ass't State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
C. H. Armstrong, Parks Engineer
H. B. Glaisyer, Secretary

Consideration was given by the Commission to the adoption of a State Highway Department budget for the calendar year 1950, particular attention being given to a proposed budget prepared by the State Highway Engineer covering the following items:

EXHIBIT "A"	Capital Outlays
EXHIBIT "B"	Maintenance Budget
EXHIBIT "C"	Operations Budget
EXHIBIT "D"	Miscellaneous Operational Items
EXHIBIT "E"	Contract Rock Production

The general items making up the several exhibits are as follows: (See footnotes for changes.) (For details making up the general items see copy of complete budget in Commission's files.)

EXHIBIT "A"

CAPITAL OUTLAYS

(Under supervision of Maintenance Department)

	Budget Amount
Minor Betterment	$ 750,000
Improvement of Roadways in Parks	60,000
Improvements at Picnic Areas	20,000

EXHIBIT "A", CAPITAL OUTLAYS (Cont.)

		Budget Amount
Improvements at Maintenance Stations		$ 250,000
Improvements at Miscellaneous Properties		
Quarries, Stockpile Sites and Sand Bunkers		19,000
Equipment shops		22,000
Radio System		25,000
Truck Scales		9,000
Equipment Purchases		1,182,000
Sales and Depreciation Credits:		
a. Astoria Ferry	Cr.	30,000
b. Other equipment	Cr.	600,000

EXHIBIT "B"

MAINTENANCE BUDGET

		Budget Amount
1.	Special Maintenance	$ 550,000
2.	General Maintenance - Primary	7,580,000
3.	General Maintenance - Secondary	2,300,000
4.	County Road Signs	25,000
5.	District Superintendents	257,000
6.	Radio System	33,000
7.	Maintenance Station and Scales Upkeep	110,000
8.	Truck Load Inspection	183,000
9.	Reserve for Contingencies	100,000
	Total	$ 11,138,000

December 21, 1949

EXHIBIT "C"

OPERATIONS BUDGET
(Maintenance Department)

	Budget Amount
Leases and upkeep expense at stockpile sites, quarries, etc.	$ 8,000
Operation - Park roadways and parking areas	20,000
Operation - Roadside picnic areas	8,000
Astoria-Megler Ferry:	
Operation charges	250,000
Operation revenues	215,000
Drawbridges and other ferries	150,000

EXHIBIT "D"

MISCELLANEOUS OPERATIONAL ITEMS

	Budget Amount	
Administration and General Supervision:		
a. Engineering Division	$ 827,000	
b. Legal Division	138,000	
c. Accounting Division	192,000	
d. Parks Division	80,000	
e. Secretary to Commission	52,000	
Total		$ 1,289,000
Traffic and Planning Survey:		
a. Traffic Engineering	86,500	
b. Planning Survey	187,500	
Total		274,000
Travel Information Department		250,000
Research and Special Investigation		15,000
Contributions to Retirement Fund		445,000
Interim Committee Expense		15,000
Miscellaneous General Expense		92,000
Total		$ 2,380,000

December 21, 1949

EXHIBIT "B"

CONTRACT ROCK PRODUCTION

	Budget Amount	
Division 1.	$ 27,500	
Division 2.	117,500	
Division 3.	245,000	
Division 4.	399,500	
Division 5.	430,500	
Total		$ 1,220,000

In connection with the proposed budget the Engineer submitted details with respect to the individual items in each Exhibit. These were analyzed by the Commission very carefully and as a result thereof the Commission unanimously approved the budget as proposed by the Engineer, subject to the following changes and alterations:

EXHIBIT "A"

CAPITAL OUTLAYS

In the discussion of the items making up the details of this Exhibit, it was pointed out that no provision has been made in the item "Improvements at Maintenance Stations" for additions to the office and shop buildings at the La Grande Division Headquarters. The Engineer advised that additional space is needed and he estimated the cost to provide it at $35,000 for the office building and $40,000 for the shop building, totaling $75,000. The Commission approved the expenditure and authorized increasing the budget in such amount, this increase to be financed from the Minor Betterment Reserve, decreasing such reserve to $25,255.

Concerning equipment purchases, the Engineer pointed out that the budget contains a total of $1,182,000 for this purpose, of which it is estimated that the amount needed for the first quarter of 1950 will be $693,245, including an amount of $25,655 for office furniture and equipment. The Commission deferred action on the amount budgeted for office furniture and equipment until its next meeting when the Engineer is to report further details with respect thereto. The Commission unanimously approved an expenditure of $667,590 for purchase of equipment needed in the first quarter of 1950.

In the discussion of equipment purchases, the question arose whether or not it would be better to rent crawler type shovels rather than purchase them outright. The Engineer stated that he would endeavor to rent such equipment and, if possible todo so, will try it out and ascertain whether or not satisfactory results could be obtained by renting.

With respect to "Improvements at Maintenance Stations", the Commission's approval was in principle only. The Engineer was instructed to submit for the Commission's approval the plans and cost estimate for each individual project before such project is advertised for bids.

EXHIBIT "B"

MAINTENANCE BUDGET

The total expenditure proposed by the Engineer for maintenance was $11,138,000. The Commission ordered this amount reduced to $10,138,000, a reduction of $1,000,000 which the Engineer was instructed to carry in a reserve account so that it will be available later on if necessary. He was instructed to render to the Commission at its meeting in June, 1950, a status report on maintenance expenditures up to that time. He was also instructed to revise this Exhibit by deleting the two columns in the Exhibit as presently prepared showing the expenditures made for this purpose during 1948 and 1949, and by substituting therefor a new column showing where reductions have been effected to make up the $1,000,000 reduction ordered by the Commission. Concerning the Special Maintenance item, for which an amount of $550,000 has been provided in the budget, the Engineer requested authority to contract the work rather than to do it with state forces. The Commission approved the request.

EXHIBIT "C"

OPERATIONS BUDGET

The Commission unanimously approved this budget without alteration, as proposed by the Engineer.

EXHIBIT "D"

MISCELLANEOUS OPERATIONAL ITEMS

The Commission unanimously approved the budget as proposed by the Engineer, without alterations.

In the discussion of this item, the question arose as to the purchase of insurance coverage for state highway property over and above the amount of the insurance ($500,000) that is made available to all state departments under the State Restoration Fund Account. Commissioner Reynolds volunteered to discuss with the State Board of Control the matter of purchasing such excess coverage.

EXHIBIT "E"

CONTRACT ROCK PRODUCTION

The Commission unanimously approved the detailed items making up this budget as proposed by the Engineer.

Mr. C. H. Armstrong, State Parks Engineer, submitted a budget for the State Parks Department for 1950, totaling $677,000, itemized as follows:

Capital Outlays		
Surveys for parks	$ 16,000	
Purchase of real property	100,000	
Construction and betterment of buildings	165,000	
Sub-total		$ 281,000
Operation of Parks		
Administration and general supervision	80,000	
Park Operation	316,000	
		396,000
Total		$ 677,000

In the discussion of this matter it was explained that the amount of the budget as originally prepared was $764,400, but because of the fact that some of the items had already been approved in the budget prepared by the State Highway Engineer, it was necessary to delete these particular items, which reduced the total budget amount to $677,000. It was also explained that the amounts originally set up for administration and general supervision, and for park operation, were $79,500 and $316,500, but these were changed to $80,000 and $316,000 respectively in the final budget. The Commission unanimously approved the budget as revised.

The Commission also approved employment of a District Supervisor for District No. 4 with headquarters in Bend, provision for which is included in the park budget as submitted and approved.

The Commission had under discussion the matter of extending the employment of the following persons whose services, according to the State Retirement Act, must be dispensed with on January 1, 1950: S. H. Boardman, State Parks Superintendent; Clifford L. Gardiner, Right of Way Agent; and

William J. Minkiewitz, Right of Way Clerk. The Chief Counsel expressed his approval of these men being retained on the Highway Department payroll through the year 1950 if that can be arranged, in order that they may complete important work on which they are engaged. It was the feeling of the Commission that the legislature in enacting the retirement law acted in accordance with the wishes of state employees, and that, accordingly, the services of employees in general should be dispensed with when they have reached retirement age, although if an employee is doing a particular kind of work that requires his retention beyond his retirement date, then, if requested in writing by the State Highway Engineer or the Chief Counsel, as the case may be, the Commission will intercede with the State Retirement Board in such employe's behalf. As a result of due consideration of the three employees mentioned above, the Commission voted unanimously to retain their services for a period of six months, or until July 1, 1950, subject to approval by the State Retirement Board. Chairman Banfield stated his willingness to intercede in their behalf before the State Board of Retirement if the Chief Counsel and the Engineer will direct letters to him requesting such consideration, giving reasons therefor.

The Commission again discussed the matter of acquiring right of way for the proposed improvement of the Klamath Falls-Lakeview Highway on South Sixth Street, Klamath Falls, particularly where this highway crosses over the railroad tracks of the Southern Pacific Company, and the properties of the Weyerhaeuser Timber Company and the Big Lakes Box Company. It was the feeling of the Commission that the right of way for this proposed improvement should be acquired now before developments occur and while it can be obtained at minimum expense, so that it will be available when the Commission is ready to construct the project, provided there is no alternate highway location, and provided further that the people of Klamath Falls understand strictly that the Commission is making no commitment or promise whatsoever as to when it will construct the project. The Engineer advised that he knows of no other location that would satisfy the requirements, and no way to avoid this expense. He pointed out that the existing bridge on this route is in bad condition; that traffic over the bridge is now about 10,000 vehicles daily, which will increase, as the City of Klamath Falls is growing rapidly. Motion was made by Commissioner Chandler that the Commission exercise on such basis the options heretofore taken on the properties of the Weyerhaeuser Timber Company and the Big Lakes Box Company at $81,406.86 and $35,000 respectively, and that the Right of Way Department be authorized to negotiate options for the balance of the right of way required for this proposed improvement on the same basis. The motion was seconded by Commissioner Reynolds and carried by the unanimous vote of the Commission.

The Chief Counsel brought up for discussion matters pertaining to the controversy with the Southern Pacific Company regarding the construction of a spur railroad track across the Oregon Coast Highway at grade, near the Town of Gardner. He recalled that the original plan of the railroad company was to construct its spur track across the highway at grade, but an alternate plan was presented which involved construction of the railroad under a highway trestle and a location on Bolon Island, eliminating the grade crossing on this important highway. It appears now, he said, that the railroad company has made further studies and has stated a preference for the original location with

a grade separation structure where the tracks cross over the highway, involving extra expense of about $90,000, a portion of which the company wishes the state to assume. He recommended that the Highway Commission approve the expenditure of state highway funds to pay a portion of this cost. The State Highway Engineer concurred in the recommendation and suggested a contribution of $30,000 of state highway funds for this purpose. After careful consideration of this matter, the Commission unanimously approved the recommendation and authorized the Chief Counsel to file a supplemental petition for rehearing and reconsideration of this matter by the Public Utilities Commissioner, and to offer not to exceed $30,000 participation by the state.

The Engineer presented a request from the Bureau of Public Roads that the State Highway Department perform winter maintenance on the following forest highway sections, at government expense:

1. Forest Highway Route No. 42, Warm Springs Forest Highway, during the period November 21, 1949, to May 31, 1950, maximum reimbursable amount, $5,000.

2. Forest Highway Route No. 21, Willamette Forest Highway, during the period November 21, 1949 to June 15, 1950, maximum reimbursable expenditure, $10,000.

The Engineer recommended approval of the request. The Commission approved the recommendation unanimously. (Agreements covering both projects were executed by the Commission later in the session.)

The Engineer also brought up for discussion the allocation of $3,000,000 of Forest Highway Funds for the fiscal year 1950-51. As a result of discussion, the Commission unanimously selected the following projects for the funds available and authorized Chairman Banfield to recommend such projects to the Bureau of Public Roads and the U. S. Forest Service when a conference with representatives of those two agencies is held in the near future. The Engineer was instructed to arrange such conference:

Ochoco Highway	Marks Creek-East Forest Boundary, 18 miles surfacing and oiling	$ 400,000
Alsea Highway	9 miles surfacing	300,000
Pendleton-John Day	Beech Creek Section, 6 miles grading and surfacing	350,000
John Day-Burns	Poison Creek Section 4 miles grading, 12 miles surfacing and oiling	400,000
N. Umpqua Highway		325,000
N. Santiam Highway	Breitenbush River-East	425,000

Pacific Highway	Canyonville-South		
	Federal funds	$800,000)	
	State funds (Saving	)	
	from $816,000)	* 136,000)	1,011,000
	State funds	)	
	(Additional)	* 75,000)	
		Total	$ 3,211,000

* The allocation of $136,000 and $75,000 of state funds for the Canyonville South Project is contingent on an amount of $800,000 of Forest Highway Funds being made available on the Canyonville Section of the Pacific Highway.

The Chief Counsel brought to the Commission's attention a proposed agreement with the City of Springfield covering construction of a drainage pipeline extending northerly from Main Street (McKenzie Highway) in the City of Springfield, a distance of about 1500 feet. He explained that presently the highway is drained by an open ditch which is located within the residential section of the city where it presents an unsightly appearance and adversely affects private property to such an extent that the property owners want a pipeline installed to carry the water, and the ditch filled in. The City of Springfield, he said, has agreed to furnish all right of way necessary, to provide all necessary surveys and engineering data, and to be responsible for the maintenance and upkeep of the drain so that free flow of water will not be impaired or retarded at any time. Furthermore, the city will furnish all necessary pipe and other material needed to accomplish the work. The state's obligation, he said, is simply to install the pipe in the open ditch and to backfill the same. The Engineer estimated the cost of the state's share of the work at about $4000 and recommended approval of the project, which he said is needed to properly maintain the highway, regardless of the proposed highway improvement in this town. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously. (The agreement was executed by the Commission later.)

The Chief Counsel also reported the status of a proposed agreement with the U. S. Army Engineers concerning reconstruction of the Columbia River Highway to facilitate construction of McNary Dam. He recalled that this project involves the construction of several railroad grade separation structures, and at the previous meeting, when the Commission had under consideration the signing of an agreement covering the project, the question arose whether or not the state would be given a guaranty that it would not be charged with any of the expense of such grade elimination structures. The Chief Counsel advised that up to the present time he has received no such guaranty, either from the federal authorities or the railroad company, although he has received word from the railroad company that it cannot make such a statement. The Commission took no action.

The Commission considered, approved and signed agreements, etc. as follows:

Agreement cancelling lease on Telford property, Boring.

Quarry lease with Mr. and Mrs. Fisher, covering Lane County property.

Deed Conveying stockpile site on Umatilla-Hermiston Section of Old Oregon Trail to Umatilla County.

Agreement with Mountain State Power Company covering construction of a bridge on the Santiam Highway.

Agreement with Malheur County covering abandonment of a portion of the Nyssa-Adrian Secondary Highway No. 45.

Agreement with Pacific Power and Light Company covering furnishing of electrical power for the illumination of the Arch Cape Tunnel.

Agreement with Portland General Electric Company covering lease of state-owned property at Aloha for use as electric transformer station. (Authorized September 19, 1949.)

Agreement with Sherman County covering maintenance of the Scott Canyon Section of Federal Aid Secondary Highway 313 (Scott Canyon County Road) after constructed by the state. (Authorized May 18, 1949, in Second Post War Program.)

Consent to vacation of portions of Railroad Avenue and Porter Street, lying east of Oregon Coast Highway in North Bend.

Letter directed to T. M. Davis, District Engineer, Bureau of Public Roads re adding "spur" to Federal Aid Highway No. 2, north of Coquille.

Memorandum of Cooperative Agreement covering the winter maintenance of Oregon Forest Highway Project 42-A1, for the period November 21, 1949, to May 31, 1950, inclusive.

Memorandum of Cooperative Agreement covering the winter maintenance of Oregon Forest Highway Project 21-E5, G3, H4, I4, J5, K5, L2, for the period November 21, 1949, to June 15, 1950, inclusive.

Bargain and Sale Deed conveying unto Jerry R. and Carla I. Laisure, husband and wife, an old quarry on the Eddyville-Blodgett Section of the Corvallis-Newport Highway.

Agreement with City of Springfield providing for installation of drainage pipe in an open drainage ditch in Springfield.

The meeting adjourned at 5:00 p.m.

T. B. Banfield
Chairman

H. J. McCoach
State Highway Engineer

Paul V. Lounsbury
Commissioner

W. H. Heaington
Secretary

Chas. H. Reynolds
Commissioner

December 21, 1949

EXHIBITS "A" THROUGH "I"

Minutes of December 19, 20 and 21, 1949

EXHIBIT "A"

Minutes of December 19 and 20, 1949

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY- UNIT #2

15797- Robertson, Alice
Right of Way (Witt)
Option expires May 28, 1950

1,075 sq.ft. at 36¢ sq.ft.	$ 387.50	
Allowance - apple tree	35.00	
Amount to be paid owner		$ 422.50
Amount chargeable to Right of Way		422.50

Access not controlled.

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY- UNIT #3

14740- Goetze, William C. and Margareta Goetze
Right of Way (Mayhew)
Option expires June 6, 1950

4,025 sq.ft. at 15¢ sq.ft. (takes all)	603.75	
Amount to be paid owner		603.75
Amount chargeable to Right of Way		603.75

Access controlled.

(Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY- UNIT #3 (Cont.)

14741- Gootze, Margaret Bahnsen (Mayhew)
Right of Way
Option expires June 6, 1950

2,520 sq.ft. at 15¢ sq.ft. (takes all)	$ 378.00	
Allowance- 7-room house	5,012.54	
Amount to be paid owner		$ 5,390.54
Amount chargeable to Right of Way		5,390.54

Access controlled.

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY- UNIT #5

15019- Yungberg, Fred G. and Doris A. Yungberg (Mayhew)
Right of Way
Option expires June 11, 1950

1.87 acres at $2,000.00	3,740.00	
Allowance- to avoid taking small house and good new horse barn	1,260.00	
Amount to be paid owner		5,000.00
Amount chargeable to Right of Way		5,000.00

Access controlled

NORTHEAST UNION AVENUE SECTION, PACIFIC HIGHWAY

14795-A Richmond, Lena G. (Boone)
Right of Way
Have Permit

Approximately 4,000 sq.ft. for slope	350.00	
Amount to be paid owner		350.00
Amount chargeable to Right of Way		350.00

DENVER AVENUE SECTION, PACIFIC HIGHWAY WEST

15073- U. S. Public Housing Administration (Mayhew)
Right of Way
Have executed deeds

23.217 acres	00.00	
Amount to be paid owner		00.00
Amount chargeable to Right of Way		00.00

(Cont.)

DENVER AVENUE SECTION, PACIFIC HIGHWAY WEST (Cont.)

15073- U. S. Public Housing Administration (Cont.)

STATE to: Construct and maintain underpass under Denver Avenue (completed)
Construct and maintain roads and approaches to Vanport site

Access not controlled.

INTERSECTION 82nd AVENUE AND POWELL BOULEVARD SECTION- MT. HOOD HIGHWAY

15657- Oregon Realty and Dora R. Jordan
Right of Way (Mayhew)
Option expires May 7, 1950

399 sq.ft. at $1.25 sq.ft. (plus)	$ 500.00	
Allowance- to lessee for removing and replacing 3 fuel storage tanks, electric flood light, concrete pavement, & general damages to service station or auto court, including shortening width service lane	1,500.00	
Amount to be paid owner and lessee		2,000.00
Amount chargeable to Right of Way		2,000.00

Access not controlled.

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

14191- Smith, Henry G. and Clara E. Smith
Right of Way (Witt)
Option expires May 2, 1950

1,745 sq.ft. at 4¢ plus per sq. ft.	75.00	
Amount to be paid owner		75.00
Amount chargeable to Right of Way		75.00

Access controlled

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY

15011- Ellesson, Gunnard C. and Mary E. Ellesson
Right of Way (Boone)
Option expires May 17, 1950
(CORRECTION)

9,583 sq.ft. at 4¢ sq.ft.	383.32

(Cont.)

DODSON-BONNEVILLE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

15011- Ellesson, Bunnard C. and Mary E. Ellesson (Cont.)

Allowance- moving small building (completed)	$ 25.00	
damages- reducing area, taking trees, scenic point of access, etc. (access point changed)	604.17	
Amount to be paid owner		$ 1,012.49
Amount chargeable to Right of Way		1,012.49

Access controlled.

Previous report: On September 19, 1949, Commission approved above acquisition, allowing damages in the amount of $104.17. $500.00 additional is being given inasmuch as access points will be approx. one-half mile from present ones which were directly in front of property.

VIENTO-HOOD RIVER SECTION, COLUMBIA RIVER HIGHWAY

15846- Brown, Gordon G. and Ray T. Yasui
Right of Way (Benson)
Option expires May 24, 1950

0.08 acre at $1,000.00 (takes all)	80.00	
Amount to be paid owner		80.00
Amount chargeable to Right of Way		80.00

Access controlled

15316- Kvavle, Anna
Right of Way (Benson)
Option expires May 16, 1950

92.5 acres at $40.00 (takes all)	3,700.00	
Amount to be paid owner		3,700.00
Amount chargeable to Right of Way		3,700.00

Access controlled

NEHALEM SECTION, OREGON COAST HIGHWAY

800-A - Hunt, Verna Tubbesing and Donald E. Hunt
Stock pile lease (McChesney)
Lease expires November 15, 1951

2-year ground lease on 0.202 acre at $10 yr.	20.00	
Amount to be paid owner		20.00
Amount chargeable to stock pile		20.00

McMINNVILLE-THREE MILE LANE SECTION, SECONDARY HIGHWAY #152

13121- Caldwell, R. M. (Benson)
Right of Way
Option expires April 11, 1950

0.155 acre at $1,000.00	$ 155.00	
Allowance- 6 walnut trees at $75 each	450.00	
- rose bushes, shrubbery, lawn, sidewalk, fruit trees **	126.00	
- 15 rods fence	45.00	
- moving garage	350.00	
- damages- taking the lawn and front yard, etc.	874.00	
Access not controlled		
Amount to be paid owner		$ 2,000.00
Amount chargeable to Right of Way		2,000.00
STATE to: Replace tile in highway ditch between Engr.Sta.45+20 & 47+60, and fill as it now is (Estimated)	480.00	
Amount chargeable to Construction		480.00
GRAND TOTAL (Estimated)		2,480.00

** Experimental prune trees on above land shall not be disturbed during lifetime of owner.

ALBANY-LEBANON SECTION, SANTIAM HIGHWAY

15762- Alley, Hester C. (Boone)
Right of Way easement
No option taken

0.069 acre- easement for detour road (temp.)	25.00	
Amount to be paid owner		25.00
Amount chargeable to Right of Way		25.00

15763- Mountain States Power Company (Boone)
Right of Way easement
No option taken

0.032 acre - easement for detour road (temp.)	1.00	
Amount to be paid owner		1.00
Amount chargeable to Right of Way		1.00

(Cont.)

ALBANY-LEBANON SECTION, SANTIAM HIGHWAY (Cont.)

15764- Walter, C. Huston and Mildred E. Walter (Boone)
Right of Way
No option taken

0.038 acre - easement for detour road (temp.)	$ 10.00	
Amount to be paid owner		$ 10.00
Amount chargeable to Right of Way		10.00

SWEET HOME-FOSTER SECTION, SANTIAM HIGHWAY

15784- Bowser, Lowell and Grace Bowser (Witt)
Right of Way
Option expires May 21, 1950

0.09 acre at $1,550.00 plus	90.00	
Private access allowed at Engr. Sta. 1659+40		
Amount to be paid owner		90.00
Amount chargeable to Right of Way		90.00
STATE to: Provide private access, Engr.Sta. 1659+40 (Estimated)	25.00	
Amount chargeable to Construction		25.00
GRAND TOTAL (Estimated)		115.00

Access controlled

15848- Robertson, Lloyd M. and Marie Robertson (Witt)
Right of Way
Option expires May 21, 1950

0.13 acre at $1,384.60	180.00	
Allowance - 10 rods fence at $2.50	25.00	
Private access allowed at Engr.Stas. 1651+50 and 1652+50		
Amount to be paid owner		205.00
Amount chargeable to Right of Way		205.00
STATE to provide private access, Engr.Stas. 1651+50 and 1652+50 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRANT TOTAL (Estimated)		255.00

Access controlled

GOSHEN-WALKER SECTION, PACIFIC HIGHWAY

15571- Jackson, Ida
Gravel pit and haul road (Haskin)
Option expires May 27, 1950

18.50 acres, gravel pit } - at $200 per acre $ 3,758.00
0.29 acre, hauling road }

Amount to be paid owner $ 3,758.00

Amount chargeable to gravel pit 3,758.00

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

14273- McFadden, T. W. and Marjorie L. McFadden
Right of Way (Haskin)
Option expires February 3, 1950
(CORRECTION)

59.80 acres at $50.00	2,990.00	
Allowance- restricted access	310.00	3,300.00
STATE to: Remove cabin on skids (Est.)	200.00	
Remove approx. 200 rods fence at $4 rod	800.00	1,000.00
Amount to be paid owner		4,300.00
OTHER ITEMS: Allowance- moving logging camp (Est.)	500.00	
- partial release of lease	300.00	800.00 **

** To be paid logging company

Amount chargeable to Right of Way 5,100.00

B. P. R. to: Construct private access, Engr. Stas. 462+00, 483+90, 508+74, east side, & at Engr. Stas. 484+00, 513+50, 528+70, west side (Est.) 4,500.00

Amount chargeable to Construction 4,500.00

GRAND TOTAL (Estimated) 9,600.00

Previous report: August 19th allowances of $200 (moving cabin on skids), $300 (partial release of lease), and additional amount of $600 allowed for moving fence not included - $1,100 difference

Access controlled.

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

15098- Dills, Floyd C. and Amber Dills
Right of Way (Haskin)
Option expires May 3, 1950

(Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

15098- Dills, Floyd C. and Amber Dills (Cont.)

1.0 acre at $1,000.00	$ 1,000.00	
2.0 acres at $250.00	500.00	
36.0 acres at $25.00	900.00	
Allowance- 5-room house and garage	5,200.00	
Takes all		
Amount to be paid owner		7,600.00
Amount chargeable to Right of Way		7,600.00

CANYONVILLE-DAYS CREEK SECTION, TILLER-TRAIL HIGHWAY

15751- Doxsee, Walter J. and Ann Hazel Doxsee (Norlin)
Right of Way
Option expires May 18, 1950

1.53 acres at $326.75 plus	500.00	
Amount to be paid owner		500.00
Access not controlled		
STATE to remove and reconstruct 128 rods fence (Est.)	512.00	
Amount chargeable to Right of Way		1,012.00
OTHER ITEMS: Reconstruct & gravel approaches, Engr.Stas.22+45 & 30+20, northerly side (Est.)	250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		1,262.00

MIDDLE FORK COQUILLE RIVER BRIDGE SECTION, COOS BAY-ROSEBURG HIGHWAY

15394- Spaght, Georgie Kenney and Charles C. Spaght (Reeder)
Right of Way
Option expires May 8, 1950

0.05 acre at $200.00	10.00	
Allowance- 9 rods fence at $2.00 to replace	18.00	
Amount to be paid owner		28.00
Amount chargeable to Right of Way		28.00
Access not controlled.		

(Cont.)

MIDDLE FORK COQUILLE RIVER BRIDGE SECTION, COOS BAY-ROSEBURG HIGHWAY (Cont.)

15393- Standley, John and Edna O. Standley
Right of Way (Reeder)
Option expires February 8, 1950

2.14 acres at $200.00	$ 428.00	
Allowance- 73 rods fence at $3.00	219.00	
Amount to be paid owner		647.00
Amount chargeable to Right of Way		647.00
STATE to: Reconstruct road approaches, Engr.Stas. 441+00 and 443+80, 24 feet of 12 inch pipe, gravel, southerly side, (Estimated)	75.00	
Amount chargeable to Construction		75.00
GRAND TOTAL (Estimated)		722.00

Access not controlled.

BAY PARK-DELMAR SECTION, OREGON COAST HIGHWAY

15207- Phelps, James R. and Dorothy B. Phelps
Right of Way (Reeder)
Option expires April 3, 1950

0.17 acre at $200.00	34.00	
Allowance- felling dangerous trees	60.00	
- complete water system, (water pipe, tank, including ditches for pipe and water storage, etc.)	329.44	
- levelling/gravelling for car parking	416.56	
- septic tank system	125.00	
- hand dug drainage ditch	36.00	
- labor to be paid Andy St. John for moving house, clearing & grading site, constructing connecting road and turn-around for cars, incl. rocking same, reconnect electric system, etc.	950.00	
- waiver of access, except reconstructed road approach, westerly side, Engr.Sta.202+00 (private)	20.00	
Amount to be paid owner		1,971.00
Amount chargeable to Right of Way		1,971.00
STATE to reconstruct road approach, westerly side, Engr.Sta.202+00 approach be connected, northerly direction when proposed highway is constructed (Estimated)	200.00	

(Cont.)

BAY PARK-DELMAR SECTION, OREGON COAST HIGHWAY (Cont.)

15207- Phelps, James R. and Dorothy B. Phelps (Cont.)

Amount chargeable to Construction		$ 200.00
GRAND TOTAL (Estimated)		2,171.00

Access controlled.

GOLD BEACH-BROOKINGS SECTION, OREGON COAST HIGHWAY ** (See Footnote)

15754- Crissey, W. L. and Millie B. Crissey
Easement
No option taken (Gardiner)

0.06 acre- drainage ditch easement (permanent)	00.00	
Amount to be paid owner		00.00
Amount chargeable to Right of Way		00.00

WILDERVILLE-GRANTS PASS SECTION, REDWOOD HIGHWAY

15449- Schroeder, Paul
Gravel bar
Option expires May 6, 1950 (Reeder)

10.31 acres at $300.00	3,093.00	
Amount to be paid owner		3,093.00
Amount chargeable to quarry		3,093.00

WARM SPRINGS-MADRAS SECTION, WARM SPRINGS HIGHWAY

15060- Ramsey, Augustus S.
Quarry site
Option expires May 29, 1950 (Cozad)

10.81 acres at $25.00	270.25	
Amount to be paid owner		270.25
Amount chargeable to Quarry		270.25

UMATILLA BRIDGE SECTION, COLUMBIA RIVER HIGHWAY

15861- Lamar, O. B. and Neva J. Lamar
Right of Way
Option expires June 10, 1950 (Gardiner)

640 sq.ft. at 78¢ plus per sq.ft.	500 00	
Amount to be paid owner		500.00
Amount chargeable to Right of Way		500.00

Access not controlled

(Cont.)

UMATILLA BRIDGE SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

15862- Trott, Malcolm and Cecil Trott
Right of Way
Option expires June 10, 1950 (Gardiner)

3,980 sq.ft. at 25¢ plus sq. ft.	$ 1,000.00	
Amount to be paid owner		1,000.00
Amount chargeable to Right of Way		1,000.00

Access not controlled.

15860- Carlson, Ed. H. and Edith A. Carlson
Right of Way
Option expires June 6, 1950 (Gardiner)

1,735 sq.ft. at 10¢ sq.ft.	173.50	
Amount to be paid owner		173.50
Amount chargeable to Right of Way		173.50

Access not controlled

15859- Engdahl, Harold
Right of Way
Option expires June 6, 1950 (Gardiner)

2,270 sq.ft. at 10¢ sq.ft.	227.00	
Amount to be paid owner		227.00
Amount chargeable to Right of Way		227.00

Access not controlled

15863- Fournier, Earl and Hope Fournier
Right of Way
Option expires June 8, 1950

23,544 sq.ft. at $0.0085 less sq.ft.	200.00	
Allowance- moving concrete block equipment to Garth Karlson	25.00	
Amount to be paid owner		225.00
Amount chargeable to Right of Way		225.00

Access not controlled.

MONUMENT-HAMILTON SECTION, KIMBERLY-LONG CREEK HIGHWAY

15766- Hinton, F. E. (Landon)
Right of Way
Have executed deed

1.59 acres	$ 1.00	
Amount to be paid owner		$ 1.00
Amount chargeable to Right of Way		1.00

Access not controlled

HAMILTON-ROUND BASIN CREEK SECTION, KIMBERLY-LONG CREEK HIGHWAY

15779- Legler, Joe W. and Frank King and Katherine W. King (Landon)
Right of Way
Option expires May 21, 1950

0.006 acre	5.00	
Allowance- 5 rods fence at $2 rod to move	10.00	
Amount to be paid owner		15.00
Amount chargeable to Right of Way		15.00

Access not controlled

15778- Graves, Roy (Landon)
Right of Way
Option expires May 20, 1950

1.72 acres at $15.00	25.80	
Allowance- 320 rods fence at $2 rod to move	640.00	
Amount to be paid owner		665.80
Amount chargeable to Right of Way		665.80

Access not controlled

15772- Criswell, James R. (Landon)
Right of Way
Option expires May 29, 1950

0.98 acres at $100.00	98.00	
Allowance- removing 202 rods fence at $2 rod	404.00	
- reconstructing diversion dam	25.00	
Amount to be paid owner		527.00
Amount chargeable to Right of Way		527.00

(Cont.)

HAMILTON-ROUND BASIN CREEK SECTION, KINBERLY-LONG CREEK HIGHWAY (Cont.)

15772- Criswell, James R. (Cont.)

Access not controlled

STATE to provide place in channel change opposite Engr. Sta. 1266+30, south side, for stock to get to the water

15770- School District #27, and James R. Criswell (Landon)
Right of Way
Option expires May 27, 1950

0.04 acre	$ 5.00	
Allowance- removing 10 rods fence at $2 rod	20.00	
Amount to be paid owner		$ 25.00
Amount chargeable to Right of Way		25.00

Access not controlled

15776- Jackson, Elva (Landon)
Right of Way
Option expires June 2, 1950

1.86 acres at $14.62	27.20	
1.95 acres at $15.00	29.25	
0.32 acre at $100.00	32.00	
Allowance- removing 662 rods fence at $2 rod	1,324.00	
Amount to be paid owner		1,412.45
Amount chargeable to Right of Way		1,412.45

Access not controlled

15768- McHaley, Flora E. (Landon)
Right of Way
Option expires June 4, 1950

0.31 acre at $100.00	31.00	
Allowance- removing 80 rods fence at $2.50 rod	200.00	
- loss approx. ½ acre crop	30.00	
Amount to be paid owner		261.00
Amount chargeable to Right of Way		261.00

Access not controlled

(Cont.)

HAMILTON-ROUND BASIN CREEK SECTION, KINBERLY-LONG CREEK HIGHWAY (Cont.)

15769- Hinton, Katherine
Right of Way (Landon)
Option expires May 27, 1950

0.05 acre at $100.00	$ 5.00	
Allowance- removing 16 rods fence at $2 rod	32.00	
Amount to be paid owner		$ 37.00
Amount chargeable to Right of Way		37.00

Access not controlled

STATE to take care of foot bridge, if disturbed

15781- Hanson, Hans M.
Right of Way (Landon)
Option expires May 21, 1950

0.77 acre at $15.00	11.55	
Allowance- removing 255 rods fence at $2 rod	510.00	
Amount to be paid owner		521.55
Amount chargeable to Right of Way		521.55

Access not controlled

15780- Shelley, Albert L. and Hans M. Hanson
Right of Way (Landon)
Option expires May 21, 1950

1.30 acres at $15.00	19.50	
Allowance- moving fence- 225 rods at $2 rod	450.00	
Amount to be paid owner		469.50
Amount chargeable to Right of Way		469.50

Access not controlled

15773- Legler, F. W.
Right of Way (Landon)
Option expires June 4, 1950

0.50 acre at $100.00	50.00
0.87 acre at $15.00	13.05
Allowance- reconstructing loading chute	75.00
- removing 326 rods fence at $2 rod	652.00

(Cont.)

HAMILTON-ROUND BASIN CREEK SECTION, KIMBERLY-LONG CREEK HIGHWAY (Cont.)

15773- Legler, F. W. (Cont.)

Amount to be paid owner		$ 790.05
Amount chargeable to Right of Way		790.05
STATE to provide and place culvert at or near Engr.Sta.1286+00, to carry water from spring across highway (Estimated)	$ 120.00	
Amount chargeable to Construction		120.00
GRAND TOTAL (Estimated)		910.05

Access not controlled

15767- McHaley, Estate G. V. (Landon)
Right of Way
Option expires June 3, 1950

0.26 acre at $100.00	26.00	
Allowance- removing fence 56 rods at $2 rod	112.00	
Amount to be paid owner		138.00
Amount chargeable to Right of Way		138.00

Access not controlled

HAMILTON-LONG CREEK SECTION, KIMBERLY-LONG CREEK HIGHWAY

15775- Musgrave, Elmer and Jack E. Cavender and Clyde Cavender (Landon)
Right of Way
Option expires May 24, 1950

0.50 acre at $15.00	7.50	
Allowance- moving 66 rods fence at $2 rod	132.00	
Amount to be paid owner		139.50
Amount chargeable to Right of Way		139.50

Access not controlled

15777- Hansen, Estate Hans M. (Landon)
Right of Way
Option Expires May 31, 1950

2.17 acres at $15.00	32.55	
Allowance- removing 163 rods fence at $2 rod	326.00	

(Cont.)

HAMILTON-LONG CREEK SECTION, KIMBERLY-LONG CREEK HIGHWAY (Cont.)

15777- Hansen, Estate Hans M. (Cont.)

Amount to be paid owner		$ 358.55
Amount chargeable to Right of Way		358.55

Access not controlled

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY

15269- Parrish, Estate Lambert Z. (Cozad)
Right of Way
No option taken

0.60 acre at $15.00 plus	$ 10.00	
Amount to be paid owner		10.00
Amount chargeable to Right of Way		10.00

Access controlled

STATE to construct private access, north side, Engr.Stas.1068+00 and 1093+00 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		60.00

15015- Peterson, John A. and Hester J. Peterson (Benson)
Right of Way
Have executed deed

0.60 acre	20.00	
Amount to be paid owner		20.00
Amount chargeable to Right of Way		20.00
STATE to move approximately 160 rods fence	400.00	
Amount chargeable to Construction		400.00
GRAND TOTAL (Estimated)		420.00

Access controlled

BURNS-CRANE SECTION, BURNS-CRANE HIGHWAY

15847- Dunn, James Earl (Cozad)
Right of Way
Option expires May 21, 1950

(Cont.)

BURNS-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

15847- Dunn, James Earl (Cont.)

0.60 acre at $10.00	$ 6.00	
Amount to be paid owner		$ 6.00
Amount chargeable to Right of Way		6.00
Access controlled		
STATE to provide private access, Engr.Sta. 1054+50, north side (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		56.00

15014- Lee, Minnie Engdahl and N. H. Lee (Cozad)
Right of Way
Have executed deed

0.60 acre at $10.00	6.00	
Waiver of access, except private access at Engr.Sta.1028+50 (north side)		
Amount to be paid owner		6.00
Amount chargeable to Right of Way		6.00
Access controlled		
STATE to provide private access, Engr.Sta. 1028+50 (Estimated)	25.00	
Amount chargeable to Construction		25.00
GRAND TOTAL (Estimated)		31.00

GOLD BEACH-BROOKINGS SECTION, OREGON COAST HIGHWAY

14750- Reeves, Claud L. and Aubrey S. Reeves (Gardiner)
Park
Option expires January 25, 1950

61.0 acres at $82.00 less	5,000.00	
Private access as mutually agreed upon		
Amount to be paid owner		5,000.00
Amount chargeable to Parks		5,000.00
STATE to do any fencing to be done.		
Amount chargeable to Parks		

14758- DeBlock, Paul and Rachel DeBlock (Gardiner)
Park
Option expires February 14, 1950

64.74 acres at $200.00	12,948.00	
Allowance- power plant	1,200.00	
- shearing shed	200.00 *	

(Cont.)

GOLD BEACH-BROOKINGS SECTION, OREGON COAST HIGHWAY (Cont.)

14758- DeBlock, Paul and Rachel DeBlock (Cont.)

Amount to be paid owner		$ 14,348.00
Amount chargeable to Parks		14,348.00

* If, after a survey, above shed is not on lands being acquired, $200 is to be deducted from consideration.

15701- Warterfield, G. C. and Martha Warterfield, and M. L. Warterfield and Margaret I. Warterfield
Park (Gardiner)
Option expires May 15, 1950

40.12 acres at $64.75 plus (takes all short line)	$ 2,606.00	
Amount to be paid owner		2,606.00
Amount chargeable to Parks		2,606.00

WEST UNIT-SHERARS SUMMIT-GRASS VALLEY SECTION, SHERARS BRIDGE SECONDARY

15291- Ragsdale, Wm. H. and Evelyn R. Searcy
Quarry, haul road and stock pile (Cozad)
Option expired May 12, 1949
(CORRECTION)

2.0 acres at $40.00 per acre	80.00	
20-year lease on 5.35 acres at $40 per year	214.00	
Amount to be paid owner		294.00
STATE to: Provide stock guard at entrance to haul road where it intersects present fence line (Est.);	100.00	
Protect existing live spring near south line quarry, also fence stock pile site (Est.)	80.00	180.00
Amount chargeable to Stock Pile Site	160.00	
Amount chargeable to Quarry Site	314.00	
GRAND TOTAL		474.00

Previous report: Nov.7,1949, Commission approved above in the amount of $434, however, acquisition of an additional acre at $40 is desired, making total amount of $474.00.

FOOTNOTE: **

Re Item No. 15754, covering acquisition of permanent drainage ditch easement from W. L. Crissey and Millie B. Crissey: The Commission unanimously approved this item subject to the condition that the provisions and the easement are approved by the Chief Counsel.

EXHIBIT "B"

Minutes of December 19 and 20, 1949

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1949 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Jordan Valley	$ 1,221.78
Mount Vernon	1,993.19
Wasco	1,351.09

AND WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 19th day of December, 1949.

EXHIBIT "C"

Minutes of December 19 and 20, 1949

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Adams	$ 358.73	Gervais	$ 938.22	Prescott	$ 324.77
Antelope	191.04	Halfway	883.03	St. Paul	388.45
Butte Falls	719.59	Ione	556.14	Sandy	1,400.96
Carlton	2,046.25	Jordan Valley	581.61	Sodaville	210.14
Columbia City	694.11	Lafayette	1,188.70	Stanfield	1,201.43
Cornelius	1,657.81	Madras	1,687.52	Summerville	169.81
Culver	384.20	Mitchell	464.86	Tualatin	505.20
Dayville	288.68	Mosier	458.50	Turner	1,175.96
Dufur	832.09	Mount Vernon	948.83	Waldport	1,337.28
Eastside	1,882.81	Nehalem	617.70	Wasco	643.17
Estacada	1,428.56	Oakridge	2,103.57	Willamina	1,880.68
Falls City	1,517.71	Paisley	503.07		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AS FOLLOWS:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 19th day of December, 1949.

EXHIBIT "D"

Minutes of December 19 and 20, 1949

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3011 with Shoreline Construction Co. for furnishing crushed materials in stockpiles on the Brush Creek-Hunter Creek Section of the Oregon Coast Highway in Curry County, completed October 20, 1949.

Contract No. 3012 with Shoreline Construction Co. for furnishing crushed materials in stockpiles on the Hunter Creek-California State Line Section of the Oregon Coast Highway in Curry County, completed July 20, 1949.

Contract No. 3046 with E. C. Hall for bituminous macadam surfacing on the Salt Creek-Odell Butte Section of the Willamette Highway in Lane and Klamath Counties, completed September 9, 1949.

Contract No. 3049 with Don L. Cooney, Inc., for constructing Mill Creek Bridge on the Warm Springs Highway in Wasco County, completed November 18, 1949.

Contract No. 3052 with Warren Northwest, Inc., for grading and paving on the West Slope-Beaverton Section of the Tualatin Valley Highway in Washington County, completed October 29, 1949.

Contract No. 3058 with Del R. Beebe Construction Co. for grading and paving on the Coaledo-Chrome Plant Section of the Oregon Coast Highway in Coos County, completed October 29, 1949.

Contract No. 3060 with J. C. Compton Co. for surfacing and oiling on the Smallwood Creek-Benton Co. Line Section of the Alsea Highway in Lincoln County, completed July 18, 1949.

Contract No. 3083 with Coast Construction Co. for roadside improvement on the Barnes Road-Multnomah County Line Section of the Sunset Highway in Washington County, completed November 15, 1949.

Contract No. 3099 with Vernie Jarl for grading, surfacing and oiling on the Cow Canyon Section of The Dalles-California Highway in Wasco County, completed August 20, 1949.

Contract No. 3106 with Homer G. Johnson for grading, surfacing and oiling on the Sheeley Bridge-Sunset Camp Section of the Upper Nehalem County Road in Columbia and Washington Counties, completed November 15, 1949.

(Cont.)

EXHIBIT "D" (Cont.)

Contract No. 3109 with Spada Bros. for roadside improvement on the Steiwer Hill-Albany Section of the Pacific Highway in Linn and Marion Counties, completed November 30, 1949.

Contract No. 3114 with C. T. Malcolm for grading and paving on the Troutdale Section of the Columbia River Highway in Multnomah County, completed August 27, 1949.

Contract No. 3122 with Gilbert Roberts for constructing Deadwood Maintenance Station buildings in Lane County, completed October 22, 1949.

Contract No. 3147 with Barney B. Helser for furnishing crushed material in stockpiles on the Oregon City-Molalla-Estacada Section of the Cascade and Woodburn-Estacada Secondary Highways in Clackamas County, completed September 29, 1949.

Contract No. 3150 with E. A. Shannon for constructing Roseburg Division Office Building in Douglas County, completed November 8, 1949.

Contract No. 3151 with Mill Electric Co. for installing the Elkton Tunnel lighting system on the Umpqua Highway in Douglas County, completed November 18, 1949.

Contract No. 3159 with Burkhard and Shortgen for constructing the Chiloquin Maintenance Building in Klamath County, completed November 16, 1949.

Contract No. 3181 with Geo. Berry for constructing two culverts and one bridge on the Central Oregon Highway in Malheur County, completed November 3, 1949.

Contract No. 3183 with Werner & Jeske, Inc., for constructing the South Fork Ash Creek Bridge on the Monmouth-Independence Highway in Polk County, completed December 8, 1949.

Contract No. 3186 with Loyd Calkins & Co. for grading and sectional culvert on the Mail Creek Section of the Sunset Highway in Clatsop County, completed November 10, 1949.

Contract No. 3193 with Leonard & Slate, Oregon Ltd., for grading on the Forest Boundary-Jones Section of the Ochoco Highway in Wheeler County, completed November 4, 1949.

Contract No. 3203 with R. & M. Construction Co. for constructing the Tunnel Creek Culvert on the North Santiam Highway in Marion County, completed October 26, 1949.

Contract No. 3204 with Western Golf Course Supply Co. for landscaping on the Front Avenue (Ash St.-Alder St.) Section of the Pacific Highway West in Multnomah County, completed November 28, 1949.

(Cont.)

EXHIBIT "D" (Cont.)

Contract No. 3210 with Erwin E. Batterman for constructing the Dallas Maintenance building in Polk County, completed November 7, 1949.

Contract No. 3211 with M. C. Lininger & Sons for surfacing, oiling and rock production on the Provolt-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County, completed November 30, 1949.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "E"

Minutes of December 19 and 20, 1949

RESOLUTION

WHEREAS, the Highway Commission on the 28th day of June, 1949, adopted a resolution, the purpose of which was to conform with the provisions of Chapter 450, Oregon Laws 1949; and

WHEREAS, by said resolution the Commission classified state highways under the jurisdiction of the Commission into two groups; namely Group I and Group II, and as a part of said resolution the Commission attached as Exhibit "A" all of the highways designated as Group I Highways, and attached to said resolution Exhibit "B" in which were enumerated all of the highways designated as Group II Highways; and

WHEREAS, since the adoption of said resolution the Warm Springs Highway No. 53, which begins at the junction with the Wapinitia Highway No. 44 and ends at the junction of said highway with The Dalles-California Highway No. 4 at a point near Madras, has been by the State of Oregon and the Public Roads Administration reconstructed and is, therefore, subject to the conditions hereinafter expressed, qualified for classification as a Group I Highway; and

WHEREAS, it is the opinion and judgment of the Commission that said highway, subject to the conditions and restrictions hereinafter set forth, should be classified as a Group I Highway within the meaning and purpose of Chapter 450, Oregon Laws 1949.

NOW, THEREFORE, based on the foregoing statements and recitals, it hereby is resolved by the Commission, all members being present and affirmatively voting, as follows:

1. That the Warm Springs Highway, otherwise known as State Highway No. 53, which highway begins at its junction with the Wapinitia Highway No. 44 and ends with its junction with The Dalles-California Highway No. 4 near Madras, hereby is selected and designated as a Group I Highway and is, therefore, added to the Group I Highways designated and provided for in said resolution dated June 28, 1949. Provided, however, that with respect to the section of said highway which begins with its junction with Highway No. 44 at M.P. 0.00 and ends with M. P. 13.3 near the Warm Springs River, no permits shall be issued prior to July 15, 1950, authorizing the movement over said section of said highway of vehicle and load or vehicles and loads having a gross weight in excess of 54,000 pounds; and provided further that said restriction as to time may be shortened or extended by the Commission upon representation

(Cont.)

by the Division Engineer of the Bureau of Public Roads with respect to the condition and qualification of said section of said highway.

2. This resolution shall be entered in the minutes and records of the Commission as of the 19th day of December, 1949

EXHIBIT "F"

Minutes of December 19 and 20, 1949

R E S O L U T I O N

WHEREAS, the roads or highways hereinafter named have been designated and declared to be, and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon, as state highways; and

WHEREAS, on each of the said state highways there are located certain bridge structures, which bridges, in the judgment of the State Highway Commission, are incapable of safely carrying the traffic to which they are being subjected, and in order to protect said bridge structures against damage and injury, and in order to safeguard traffic over said bridge structures, it is deemed and is the judgment of the Highway Commission and said Commission finds that it will be for the best interests of the said bridge structures and of the traffic which uses the said bridge structures that the maximum weight now permitted and authorized by law be reduced; and

WHEREAS, the State Highway Engineer has caused investigations to be made and has determined and found from such investigations and has recommended to the State Highway Commission, that the maximum gross load that can be safely permitted upon any single span of said structures at any time is thirty-six (36) tons; and

WHEREAS, based upon the investigations and determinations and recommendations of the State Highway Engineer, it is the judgment of this Commission that the maximum gross load which shall be permitted upon any single span of any of said structures at any time shall be reduced and fixed as in this order provided;

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the bridge structures above referred to are incapable of safely sustaining or supporting a total gross load in excess of thirty-six (36) tons;

IT IS HEREBY ORDERED that the total gross weight of combined load and vehicle which at any one time shall be permitted upon any single or individual span of any of the said bridge structures shall not exceed thirty-six (36) tons. In computing the total weight of any single vehicle, the total gross weight of any trailer or trailers attached to said vehicle shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle.

The bridge structures to which this order applies, and the highways on which they are located are described as follows, to wit:

Nehalem State Secondary Highway, No. 102:

1. Bridge No. 3145 (Nehalem River), located at M.P. 56.60
2 Bridge No. 3146 (Nehalem River), located at M.P. 58.41

(Cont.)

EXHIBIT "F" (Cont.)

Wallowa Lake Primary State Highway, No. 10:

3. Bridge No. 4821 (Grand Ronde River), located at M.P. 2.64
4. Bridge No. 4872 (Lostine River), located at M.P. 55.00

IT IS FURTHER ORDERED that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 115-394 O.C.L.A. shall be in full force and effect from the 19th day of December, 1949, until rescinded, modified or revoked by order of the State Highway Commission.

AND IT IS FURTHER ORDERED that a notice be posted in a conspicuous manner and place at each end of each of the above-named bridge structures so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions of the traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED that a certified copy of this order be furnished to the County Clerk of each County in which said bridge structures are located, and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

Dated this 19th day of December, 1949.

EXHIBIT "G"

Minutes of December 19 and 20, 1949

R E S O L U T I O N

WHEREAS, the Alsea Highway, otherwise known as State Highway No. 27 and Oregon Route No. 34, has been designated and declared to be, and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

WHEREAS, a portion of said state highway now is under construction as a Forest Highway Project under the supervision of the Federal Bureau of Public Roads and is being subjected to a kind and character of traffic which is damaging and injuring said highway, and it is the judgment of the Division Engineer of the Federal Bureau of Public Roads that it will be for the best interests of said highway that the maximum weights permitted and authorized by law be reduced pending completion of said construction work; and

WHEREAS, the State Highway Engineer has caused an investigation to be made and has determined and found from such investigation, and has recommended to the State Highway Commission, that the maximum gross load that can be safely permitted upon said road during said construction period should not exceed fifty (50) percent of the maximum weights permitted and authorized by law; and

WHEREAS, based upon the investigation, determination and recommendation of the said State Highway Engineer, it is the judgment of this Commission that for the best interests of said highway the maximum gross load which shall be permitted upon said road during said period of construction shall be reduced so as to conform to the requirements fixed in this order.

NOW THEREFORE, the premises being in part as above stated and the Commission being of the opinion that the said section of highway is not capable of withstanding the maximum weights permitted and authorized by law;

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle which shall be permitted upon the Alsea Highway between M.P. 14.63 and M.P. 18.53 shall be as follows: The maximum combined weight bearing on the surface of the highway at contact with the tread on all of the wheels of a vehicle or combination of vehicles shall not exceed thirty-six thousand (36,000) pounds; and, the maximum combined weight bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles shall not exceed eight thousand (8,000) pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394. O.C.L.A., shall be in full force and effect from December 10, 1949, until modified, annulled or voided by the order of the State Highway Commission.

(Cont.)

EXHIBIT "G" (Cont.)

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-described highway section and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 19th day of December, 1949.

EXHIBIT "H"

Minutes of December 19 and 20, 1949

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Hood River Secondary Highway No. 281 known as the Collins Creek Section in Hood River County, the northerly terminus of which is at highway engineer's station 72+89.8 of the reconstructed line and the southerly terminus of which is at highway engineer's station 55+55.4 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for state highway purposes; and

WHEREAS, the contract for the construction of this relocated section of the Hood River Secondary Highway was completed on July 7, 1949, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area and section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section or area of the old right of way which lies between highway engineer's station 62+00 and highway engineer's station 68+35 of the reconstructed highway, which section is otherwise shown and identified colored in brown on said Exhibit "A" hereby is abandoned as any part of the right of way of the said state secondary highway. The Commission hereby surrenders all jurisdiction over said abandoned section and hereby consents that jurisdiction over said abandoned section and title thereto may revert to the abutting land owner or pursuant to appropriate order made and entered by the county court in its records, such abandoned section of right of way may be held by the county for such public use as the court may deem to be in public interest.

2. The area shown colored in green on said Exhibit "A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

(Cont.)

EXHIBIT "H" (Cont.)

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the county court of Hood River County a duly certified copy thereof, and said county court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in brown on the map attached hereto and marked Exhibit "A", and shall assume jurisdiction thereover, or permit it to revert to the owners of the abutting property, as the county court may determine.

FOOTNOTE:

The map mentioned (Exhibit "A") in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 212, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I"

Minutes of December 19 and 20, 1949

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Warm Springs

Highway number: 53 Route number:

	Location of Termini	Established Speed
M.P. 31.7	to M.P. 32.5 (through Warm Springs Agency)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

Portland, Oregon
February 6, 1950

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

COOS COUNTY

Spruce Street (Myrtle Point) Bridge Section, Federal Project No.S-46(1). Construct reinforced concrete and steel bridge, 561 feet in length, over South Fork Coquille River, and 0.19 mile roadway approaches thereto on Coquille-Myrtle Point County Road. Involves following approximate quantities: 17,000 cu. yds. general excavation; 2,750 cu. yds. rock slope protection; 1,600 cu. yds. selected roadbed topping; 300 cu. yds. 1½" - 0" material in leveling course; 360 cu. yds. structural excavation; furnish 2,000 lin. ft. untreated piling; 2,800 lin. ft. treated piling; 460 lin. ft. steel H piling, drive only 120 piles; 910 cu. yds. concrete; 173,000 lbs. metal reinforcing; 184,000 lbs. structural steel; 35 M-FBM untreated lumber and 8 M-FBM treated lumber.

	Alternate "A" (Precast Concrete Beams)	Alternate "B" (Beams Cast in Place)
VaDare Constr. Co., Portland	$ 154,182.00	$ 154,182.00
Port Constr. Co., Port Angeles, Wn.	159,250.90	160,370.90
Tom Lillebo, Reedsport	161,292.00	162,692.00
Lindstrom Bros., Portland	170,951.50	172,911.50
Hamilton & Thoms, Eugene	198,470.00	- - -
J. G. Watts Constr. Co., Seattle, Wn.	205,316.00	208,676.00

KLAMATH COUNTY

Barkley Springs-Algoma Section of The Dalles-California Highway. Federal Project No. F-26(8). 6.74 miles grading, surfacing and bituminous macadam; and 0.78 mile grading, surfacing and oiling connecting road; also construction of two bridges. Requires approximately 907,000 cu. yds. excavation; 20,900 cu. yds. crushed rock; 2,200 cu. yds. screen rejection material

(Cont)

Barkley Springs-Algoma Section (Cont.)

in shoulders; two metal headgates; 130 concrete sight posts; 3,200 cu. yds. dry rubble masonry, 620 tons 121-150 asphalt; 1,400 ft. treated timber piling; 640 ft. steel piling, drive 32 treated timber piles, drive 20 steel piles; 330 cu. yds. concrete and 69,000 lbs. metal reinforcement.

Peter Kiewit Sons' Co., Longview, Wn.	$ 853,882.00
Roy L. Houck & Son, Salem	919,644.00
Rogers Constr. Co., Portland	952,364.00
Natt McDougall Co., Portland	961,294.00
Kuckenberg Constr. Co., Portland	961,695.00
Guy F. Atkinson Co., Portland	988,134.40
Leonard & Slate, Oregon Ltd., Portland	1,109,267.00
McNutt Bros., Eugene	1,121,120.00
J. N. & M. J. Conley, Portland	1,184,974.50

LINN COUNTY

Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway. Federal Project No. S-223(3) 8.43 miles of surfacing and bituminous macadam. Requires approximately 42,400 cu. yds. crushed rock; and 690 tons 121-150 asphalt or 842 tons RT-9 tar.

	Using Asphalt	Using Tar
E. C. Swaggart, Eugene	$ 118,645.25	$ - - -
F. L. Somers, Klamath Falls	121,511.00	- - -
Loyd Calkins Co., Ocean Lake	124,352.50	- - -
Inter City Sand & Gravel Co., Eugene	124,764.25	- - -
O. C. Yocom Co., McMinnville	125,538.50	- - -
Rogers Constr. Co., Portland	125,948.00	- - -
F. H. McEwen, Eugene	126,547.25	- - -
P. B. Doherty & Son, Portland	126,644.50	127,450.50
Vernie Jarl, Gresham	129,720.25	- - -
J. N. & M. J. Conley, Portland	132,373.75	- - -
A. H. Saxton & Sons, Corvallis	134,795.25	- - -
Newport Constr. Co. & Kern & Kibbe, Portland	135,324.50	- - -
E. H. Itchner Co., Molalla *	139,469.00	- - -
McNutt Bros., Eugene	158,155.00	- - -

* Bidder will accept only one project

MALHEUR COUNTY

Garrison Corner Section of the Nyssa-Adrian Secondary Highway. Federal Project No. S-211(4) 0.51 mile of grading, surfacing and oiling; also furnishing crushed material in stockpile. Requires approximately 12,900 cu. yds. excavation, 2,000 cu. yds. rock or gravel base material; 5,550 cu. yds. crushed materials; and 30 tons 151-200 asphalt.

N. A. Toole Constr. Co., Ontario	$ 24,912.50
D. F. McKenzie, Salem	27,114.00

February 6, 1950

MARION COUNTY

Salem Traffic Signals. State Project. Furnish and install traffic signal lights at two intersections on Pacific Highway in city of Salem.

W. R. Grasle Co., Portland	$ 5,652.00
Mill Electric Co., Salem	5,937.25

MORROW AND GILLIAM COUNTIES

Heppner Junction-Lena Section of the Heppner Highway. State Project. Rock Production. Requires approximately 17,400 cu. yds. crushed rock in stock pile.

Rush Constr. Co., Enterprise	45,240.00
Newport Constr. Co. & Kern & Kibbe, Portland	48,546.00
Barney B. Helser, Molalla *	49,416.00
Oscar E. Joelson, Eugene	50,393.50
F. L. Somers, Klamath Falls	51,330.00
E. H. Itchner Co., Molalla **	52,200.00

* Bidder will accept only two projects
** Bidder will accept only one project

SHERMAN AND WASCO COUNTIES

Biggs Section of the Columbia River and Sherman Highways. State Project. Rock Production. Requires approximately 12,000 cu. yds. of crushed rock or crushed gravel in stockpile.

Vernie Jarl, Gresham	29,220.00
Oscar E. Joelson, Eugene	29,280.00
Newport Constr. Co. & Kern & Kibbe, Portland	29,880.00
Barney B. Helser, Molalla *	30,480.00
F. L. Somers, Klamath Falls	30,600.00
J. A. Struss, Redmond	32,040.00
Arthur Gentemann, The Dalles	35,760.00

* Bidder will accept only two projects

UMATILLA COUNTY

Boardman-Cold Springs Section of the Columbia River, Hermiston Secondary and Pendleton-Cold Springs Highways. State Project. Rock Production. Requires approximately 12,600 cu. yds. crushed rock or crushed gravel in stockpile.

Newport Constr. Co. & Kern & Kibbe, Portland	30,492.00
Rush Constr. Co., Enterprise	31,374.00
F. L. Somers, Klamath Falls	33,012.00
Barney B. Helser, Molalla *	34,524.00

*Bidder will accept only two projects

February 6, 1950

The Commission by unanimous vote approved the minutes of the meetings of the Commission held on December 5, 1949, and on December 19, 20 and 21, 1949.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported, as follows, on state parks matters:

1. Proposal to establish a new federal agency to be known as the U. S. Government Conservation Corps: The Parks Superintendent reported receipt of a communication to the effect that a Bill is to be introduced in Congress by Senator James E. Murray, Montana, which provides for the establishment of a conservation corps, patterned after the recent Civilian Conservation Corps, and that support is requested from the Oregon State Highway Commission. He gave as his feeling that the establishment of camps under authority of such a Bill, if it passes, would be very beneficial to the activities of the Parks Department. The Commission took no action in the matter.

2. Parks Betterment Budget for 1950: The Parks Superintendent requested definite approval of specific projects making up his Betterment Budget for the calendar year 1950, so the proposed developments can be started without delay. He submitted an itemized list of the betterment work to be performed. The Commission approved the list unanimously. (For details see list attached to Parks Budget file, giving type, form and cost of the developments.)

3. Acquisition of three myrtle groves in Coos County: The Parks Superintendent recalled that the Commission at the previous meeting indicated a reluctance to accept the offer of "Save the Myrtle Wood, Inc." to present to the state as a gift these three myrtle wood tracts. He suggested reconsideration of the matter because of the conditions under which the tracts were acquired by that Association, and because the State Parks Department is the only agency that is eligible to maintain the tracts. He recommended acceptance of the tracts with no commitment whatsoever as to their development, and advised that it would not be necessary to increase the personnel of his Department to maintain them. Following discussion, the Commission agreed to accept the tracts from the Association on the condition that the Association will agree not to solicit additional tracts under the assumption that the state will maintain and develop them. The matter is to be covered by a written agreement between the Association and the Commission and was referred to the State Parks Superintendent for further handling.

4. Question of extending the employment of Mr. W. A. Langille, Parks Department: The Parks Superintendent advised that Mr. Langille has reached retirement age and his services will be dispensed with unless the Commission sees fit to extend the period of his employment. He said that Mr. Langille is engaged in certain work of a historical nature, and that it is quite necessary that his services be retained until this work is completed. He recommended that Mr. Langille be retained on the payroll for 600 hours during 1950. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously.

5. Removal of cinders from Round Butte in the Cove Palisades State Park, Jefferson County: The Parks Superintendent advised that he has taken up with the federal agencies concerned, the matter of permitting cinders to be removed from this area, and they are reluctant to permit such operation, alleging that there are three additional cinder cones available in that vicinity which they believe will serve the purpose. In the discussion of this matter, the Chief Counsel advised that a portion of this park consisting of 40 acres was acquired from Jefferson County by deed, which contains no restrictions as to the use of the property, and if this tract contains cinders suitable for the purposes intended by local people, the Commission could grant these people privileges as it desires, without interference from the federal authorities. It appears that the boundaries of this tract have never been outlined, and that would have to be done before the area could be definitely determined. It was the feeling of the Commission that inasmuch as the county deeded the tract to the state, some arrangement should be made so that it could secure cinders from the tract for road building purposes. As a result of discussion, the Commission deferred a definite decision in the matter pending investigation by the Engineer as to the possibilities of the three cones mentioned by the federal agency.

6. Requests for concession privileges during the smelt run in the Sandy River: The Parks Superintendent reported requests for the privilege of conducting concessions on state property at this location, and recommended that they be denied, except that the State Fish Commission be permitted to sell fishing licenses on the property as was done during the 1949 season. The Commission approved the recommendation.

7. Application of L. A. Smith for concession privileges at Sunset Bay Park, Coos County: In the discussion of this matter the Chief Counsel advised that Mr. Smith uses the state's property for the landing of his watercraft and for taking on and discharging passengers, but he does not own the water nor the land. Further, there is a question as to who has jurisdiction of the situation, the State Highway Commission or the State Land Board, the question being whether or not the point of the landing is a part of the shore of the ocean. The Commission expressed the desire that this question be definitely decided and accordingly instructed the Chief Counsel to clarify the situation by ascertaining just what rights and control the State Highway Commission has in the matter, and also those of the State Land Board.

The Chief Counsel requested authority to institute condemnation proceedings to acquire certain properties that are needed in connection with state highway improvements. He submitted a list of such properties, together with the offers that he recommended for each in condemnation, as follows:

			Recommended Offer
South Commercial Street-South Liberty Street Section of the Pacific Highway East			
R 15890	Alice H. Page Estate (Right of Way)		
	1 Lot (50 x 100)	$2,000.00	
	2 Lots (50 x 100) at $1,500.00	3,000.00	
	1,000 sq.ft. at 40¢ per sq.ft.	400.00	
	Allowance for access restrictions	600.00	$6,000.00
		$6,000.00	

			Recommended Offer
Pumping Plant Hill-Ontario Section of the Old Oregon Trail Highway			
R 15813	John Mosso (Right of Way)		
	3.4 acres ground at $500.00 per acre	$1,700.00	
	177 peach trees	3,000.00	
	Damage to house by reason of right of way line being 13 feet in front of house	500.00	
	Construct new septic tank (present septic tank on right of way)	200.00	
	Construct new roadway to house	900.00	
	Severance damage	1,000.00	
	Construct fence 306 rods at $3.00 rod	900.00	
		$8,200.00	$8,500.00
Halsey-Crawfordsville Section of the Halsey-Sweet Home Highway			
R 15973	Verdis Burke and Francis R. Wright (Right of Way)		
	0.61 acre at $400.00 per acre	$ 244.00	
	145 rods fence to be moved at $4 rod	580.00	
		$ 824.00	$ 850.00
Unit #2 Section of Sullivan Gulch Highway			
R 15765	Dan and Myrtle Noren (Right of Way)		
	Land: 5000 sq.ft. at $0.30 sq.ft.	$1,500.00	
	House: 782 sq.ft. at $6.00 sq.ft.	4,368.00	
	Garage: 180 sq.ft. at $1.50 sq.ft.	270.00	
	Basement: Approximately 586 sq.ft. at $1.00 sq.ft.	586.00	
	Vacant house in rear: 768 sq.ft. at $2.00 sq.ft.	1,536.00	
	Yard fence: Approximately 150 ft. at $1.00 per foot	150.00	
		$8,410.00	$8,500.00
Gardiner Ranch-Berger Ranch Section of the Sunset Highway			
R 6507-A	Carl G. Bechen, et al. (Right of Way for Connection between Cornelius Pass Road and Sunset Highway)		
	Land 3.86 acres at $400.00 per acre	$1,544.00	
	Cash allowance for fencing 75 rods at $3.00 per rod	225.00	
	Damage to remaining land adjacent to Parcel #2	750.00	
		$2,519.00	$2,600.00

After careful consideration, the Commission authorized condemnation of the several tracts at the recommended offers. The attached resolutions relative thereto, marked EXHIBITS "B-1," "B-2" "B-3," "B-4," and "B-5," which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

In connection with the above listed condemnation actions, particular attention was given to the acquisition of the John Mosso property, Item R-15813. It appears that in addition to right of way, the state needs a quarry site situate on Mr. Mosso's property, for which an option has been obtained. Mr. Mosso demands the sum of $11,000 for the right of way and has declared that he will not sell the quarry site at the price mentioned in the option unless he secures such sum. The Commission unanimously authorized the Chief Counsel to condemn the quarry site as well as the right of way, if absolutely necessary. The attached resolution relative thereto, marked EXHIBIT "B-6," which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Chief Counsel was also authorized to settle all of the condemnation cases mentioned in his report for the amounts approved by the Commission, without resorting to condemnation if he can do so.

The Chief Counsel brought up for discussion a settlement with Mrs. Victoria Ford, for property needed as right of way for the Columbia River Highway at Dodson. He said that Mrs. Ford operates a small store at this place and because of the fact that she has a monopoly on this kind of business, the other stores having been purchased by the state, she does not now care to sell her property for the consideration shown in the option heretofore obtained from her, and is insisting on more money for her property. He recommended that either suit be brought against Mrs. Ford for specific performance of the terms of the option, or that the property be acquired by condemnation. He indicated a preference for condemnation, which would make it possible to take immediate possession of the property. The Commission authorized the Chief Counsel to condemn the property, if necessary.

The Commission had under discussion the matter of granting to Mrs. Kathryn Huling a permanent easement for a roadway 30 feet wide across state property on the Coos Bay-Roseburg Highway near Myrtle Point, Coos County. Details of the situation were explained by the Right of Way Engineer, who advised that the granting of this easement is merely completion of a previous commitment and recommended that the easement be granted. The Commission approved the recommendation unanimously. (The easement was signed on the following day.)

The Chief Counsel brought up for discussion the provisions of an easement agreement with the Southern Pacific Company with respect to right of way needed in connection with the improvement of the Barkley Springs-Algoma Section of The Dalles-California Highway, Klamath County, bids for which were received by the Commission at this meeting; also a proposed agreement with the Western Union Telegraph Company covering the temporary removal,

and reinstallation, of its facilities along this section. He pointed out that the Railroad Company estimates its expense in connection with this job at $33,920, and that the Western Union Company estimates its expense at $11,420, which amounts are recollectible from the state. He questioned certain items of expense included in the Railroad Company's estimate. In the discussion of this matter, the Engineer advised that he has carefully checked the costs as listed by the Company, and in his estimation they are satisfactory. He recommended award of the contract for the highway work and approval of the agreement with the Railroad Company on the basis of its cost estimate. The Commission unanimously approved the recommendation.

The Right of Way Engineer presented for the Commission's consideration a list of options obtained for real property that is needed in connection with highway improvements throughout the state, and requested authority to close them in the amounts mentioned therein. After careful consideration of each item, the Commission unanimously approved the request by the adoption of the attached resolution relative thereto, marked EXHIBIT "A," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In the discussion of right of way matters, the question arose as to the status of acquisition of right of way needed for the Ladd Canyon Section of the Old Oregon Trail. The Right of Way Engineer advised that good progress is being made and that he anticipates early completion of the negotiations, so, insofar as right of way is concerned, the project can be advertised for bids to be received at the next meeting of the Commission. He was instructed by the Commission to rush this project.

The Right of Way Engineer reported on the request of Mr. G. C Knodell of Albany to purchase certain state-owned property located near the north end of the Albany overpass, on US99E, which property consists of one-half of the vacated portion of Lafayette Street. He said that Mr. Knodell has offered to pay $300 for this property, which property he states is needed in connection with the construction of an office building for the Secretary of State, but an appraisal of the property indicates that it is worth at least $2,000. He further stated that Mr. Knodell when advised of this fact requested the privilege of leasing the property at the rate of $5 per month, the payments to apply on the purchase price should he decide to buy it. He pointed out that the taxes on the property would be about $55 annually, and recommended, if the Commission wants to dispose of the property, that it be advertised for sale and sold to the highest bidder therefor without access to the highway. The State Highway Engineer advised that the property is not needed for highway purposes, and he expressed his concurrence in the recommendation. The Commission unanimously approved the recommendation.

The Right of Way Engineer reported the results of receiving bids in Salem on February 1, 1950, for the purchase of two buildings on highway right of way at Dodson, as follows:

1. Building on Lot 8, Block 1, Bonnie Park

1. Otto A. Spicuzza, Bonneville	$ 150.00
2. C. B. Burt, Portland	115.00

(Cont.)

2. Building on Lot 1, Block 2, Bonnie Park

1.	Otto A. Spicuzza, Bonneville	$ 130.00
2.	C. B. Burt, Portland	115.00

He estimated the value of the buildings at $200 each, and recommended acceptance of the offers of Mr. Spicuzza. The State Highway Engineer and the Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Chief Counsel reported receipt of a request from Anderson, Sloan and Anderson, Attorneys, of Astoria, that the State Highway Commission consent to the vacation of that portion of Elmore Avenue which lies between 24th Street and 26th Street in Hustler's Addition to the City of Astoria. He stated that the request does not disclose the purpose of the vacation; also, that the street has not been constructed and that the vacation of the same would mean future requests for curb cuts and for direct access to the Nehalem State Highway. He recommended that the request be denied. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously.

The Commission discussed a letter from the Hon. J. H. Sturgis, County Judge of Umatilla County, urging that serious consideration be given to a request from the Pendleton Developing Company for the purchase of certain state-owned property adjacent to the Old Oregon Trail and the Umatilla River near the west highway approach into Pendleton. Judge Sturgis advised that the Pendleton Developing Company desires this property as the site for a field office for the Secretary of State. The Engineer explained that the tract in question is a long strip along the highway, containing about four acres of land, which property was acquired from the City of Pendleton with the restriction that it be landscaped. Federal funds in excess of $4,000 have been spent in connection with the landscaping work, he said, and if the property is now sold for the purpose intended it would be necessary to reimburse the federal government for the full amount of the federal funds involved. He also said that use of the property as intended would require traffic to cross the highway, since there is no street available to make turning movements, and would create a considerable hazard to highway traffic. He recommended that the property not be sold. The Chief Counsel stated that the property has been appraised at $18,000 to $20,000, and gave as his thought that if the Commission decides to dispose of the property it should be sold as a result of competitive bidding therefor. The Commission decided unanimously not to sell the property.

The Commission also discussed an offer from the Pendleton City Council to pay $135 per acre for a 7.2 acre tract of state highway property abutting the Pendleton Airport Road. The Chief Counsel advised that he has been negotiating the sale of this property not only with the city but also with the Mr. Smith of Pendleton who owns adjoining land. Mr. Smith, however, has gone east and is not expected to return until February 6. It was the Counsel's feeling that Mr. Smith would pay considerably more for the property than the city has offered. In the discussion of this matter it was brought out that previous discussions concerned not only the sale of this property, but other state-owned property in the same vicinity, and the abandonment of

the Airport Road as a State Secondary Highway. The Commission instructed the Chief Counsel to render a complete report on the entire matter at its next meeting so it can be definitely disposed of at that time.

The Engineer brought up for discussion matters pertaining to the re-establishment of the Southern Pacific Company's spur track adjacent to the Weyerhaeuser Timber Company's mill between North Bend and Coos Bay. The railroad company's final plans, he said, indicate that the right of way acquired by the Weyerhaeuser Timber Company for the new railroad alignment is insufficient. They have requested that the state grant them an easement to encroach upon a four-foot strip of highway right of way for a distance of about 1,000 feet to provide necessary impaired clearance limits; and that additional slope easement be granted as may be necessary for their cut-bank slopes, it being understood that in no place will the easement extend nearer than five feet outside of the curb along the easterly side of the highway. The company agrees, he said, if granted this privilege, to landscape and maintain the new slopes after their work is completed. He advised that the encroachment will not interfere in any way with future usage of the highway, and he recommended that the request be approved on the condition that the company will landscape and maintain the area. The Commission approved the recommendation unanimously and ordered that the matter be covered by appropriate easement agreement.

The Engineer reported the results of investigations for a maintenance site in the City of Fossil. He recalled that at the previous meeting of the Commission the Right of Way Engineer reported an option to purchase a site containing 1.67 acres from Mr. McConnel for the sum of $1,500; that the Commission did not approve the option and ordered further search for a suitable tract that would be less expensive. Such a search has been made, he said, and a number of alternate sites reviewed, but the concensus of opinion is that the McConnel site is the best and most suitable, considered from all standpoints. He recommended purchase of the McConnel property at the price stipulated, $1,500. The Commission approved the recommendation unanimously.

The Chief Counsel presented for the Commission's approval a form of agreement with the Port of Newport providing for the construction, maintenance and use of a temporary road across state park property at Depoe Bay, extending from the highway to a point near the mouth of the Bay where the U. S. Army Engineers plan to construct a breakwater. He also presented a form of easement granting to the Port of Newport the authority to construct and forever maintain a breakwater upon land owned by the State Highway Commission at this place. He explained that these papers have been prepared in conformity with the ideas of the Commission as expressed at the previous meeting, and he pointed out that both of them have been accepted and signed by the Port of Newport. He recommended approval of the same by the Commission. The Commission unanimously approved the permit agreement and the easement. (Both papers were signed by the Commission on the following day.)

The Chief Counsel also presented a form of resolution for adoption by the Commission, formally approving the form of application and permit which was adopted by the Commission at the previous meeting for use in connection with the issuance of permits covering construction of approach roads to state highways. The Commission unanimously adopted the resolution, a copy of which,

marked EXHIBIT "C," is attached hereto and by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed briefly, but took no action on the written report of the Chief Counsel, dated January 4, 1950, with respect to the legal obligation of the State Highway Commission to use state highway funds to match federal funds for the benefit of counties in the acquisition of right of way.

The Chief Counsel brought to the Commission's attention certain restrictions contained in a form of deed that has been submitted by the Union Pacific Railroad Company in connection with the state's purchase of a forty acre tract of railroad company land needed in connection with the improvement of the upper Columbia River Highway near Bonneville. He read aloud the restrictions, particularly pointing out that the Company reserves forever all minerals and all mineral rights of any form and character now existing, or hereafter to exist, including gas, and all rights thereto, and coupled with such reservation is reserved to the Company the sole, exclusive and perpetual right to explore for, remove and dispose of said materials by any means or method it may deem advisable. He also mentioned other reservations. (For complete list, see Chief Counsel's letter directed to the members of the State Highway Commission, dated January 9, 1950, in general files.) The State Highway Engineer expressed concern about the reservation that permits the Company to go upon the property and make excavations that might result in damage to the highway. He suggested an amendment to clarify the situation and to protect the highway from such activities. The Commission approved the suggestion and instructed the Chief Counsel to endeavor to get the Company to revise its form of deed accordingly.

The Chief Counsel reported negotiated settlements of certain condemnation cases, as follows:

1. State Highway Commission vs Mary Andree, File L-1540:
   He explained that this case involves the acquisition of 0.18 acre of land near New Era, for use in connection with the Pacific Highway. This owner, he said, originally demanded $1,000 for the property, and later demanded $3,000, but has finally agreed to settle for $500. The Commission approved the settlement.

2. The State Highway Commission vs Arthur C. Wright, File L-1556:
   This case involves the acquisition of 1.76 acres of land for use in connection with the Tolo Overcrossing Section in Jackson County. The Chief Counsel advised that the Defendants demanded the sum of $2,500 for their property, but he has been able to settle the case for $600, the amount of the original offer. The Commission approved the settlement.

3. State Highway Commission vs Letha O. Jacques, File L-1450:
   The Chief Counsel advised that this case involves acquisition of 22.53 acres of land needed for right of way in connection with the construction of the Glendale County Road No. 12 and necessary approaches, in Douglas County. The owners in this case, he said,

demanded $1,250. The case was settled, however, for $685 after the acreage was reduced to 13.69 acres. The Commission approved the settlement.

4. State Highway Commission vs Letha O. Jacques, File L-1529:
The Chief Counsel advised that this property consists of 7.4 acres, which is needed for gravel pit purposes in Douglas County. He stated that he originally offered $750 for the property, which the owner refused, so the property was reappraised by personnel in his office, who gave consideration to prices paid for similar properties in the same vicinity, and concluded that a compromise offer of $1 110 would constitute a fair settlement, which compromise offer has been accepted by the owner. The Commission approved the settlement unanimously.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. with the same persons present and participating.

The following persons, representing the Federal Government, were present and discussed with the Commission the programming of fiscal year 1951 Forest Highway Funds: Messrs. W. H. Lynch, Division Engineer, T. M. Davis, District Engineer, and R. N. Kellogg, Senior Highway Engineer, all of the Bureau of Public Roads; H. J. Andrews, Regional Forester, and W. L. McDonald, Assistant Regional Engineer, both of the U. S. Forest Service.

Mr. Lynch advised that there are available for allocation for construction purposes a total of $3,700,000 of Forest Highway Funds, including cooperative funds amounting to $211,000 from the State and $90,000 from the War Department. A list of the projects that are eligible for the proposed program was presented. After careful consideration of the list, it was mutually agreed by all concerned to recommend the projects listed in the following letter directed to the Chief, Forest Service, and Commissioner of Public Roads, Washington, D. C., which letter was signed by the Commission on the following day.

February 7, 1950

Chief, Forest Service
Commissioner of Public Roads
Washington, D. C.

Gentlemen:

In accordance with the Rules and Regulations for Administering Forest Highways, the State of Oregon, on December 27, 1949, submitted a list of projects, with an accompanying map showing their locations, proposed for construction out of Fiscal Year 1951 funds, and on February 6, 1950, a joint conference between representatives of the State Highway Commission, the Forest Service and the Bureau of Public Roads was held for the purpose of agreement on projects to be recommended for the construction program for the Fiscal Year 1951.

(Cont.)

Chief, Forest Service (Cont.)
Commissioner of Public Roads

The following is a statement of Forest Highway and other funds available and a list of projects as agreed upon in conference for recommendation for approval:

Funds Available

Apportionment of Forest Highway Funds for Fiscal Year 1951		$2,753,489.00
Available State Contingent and Indicated Project Surpluses		1,029,401.90
Total Funds Available		$3,782,890.90

Deductions

Washington Office Reserve for Bureau of Public Roads and Forest Service	$275,349.00	
Reserved for State Contingent	108,541.90	383,890.90
Allocation to Projects		$3,399,000.00

Cooperative Funds Available

Surplus State Funds from previous Project 15-A1,B2	136,000.00
Additional State Funds proffered for Project 15-A2	75,000.00
Cooperation by Corps of Engineers on Project 24-C4, Unit 2	90,000.00
Total Funds Available for Allocation	$3,700,000.00

(Cont.)

February 6, 1950

Oregon Program

RECOMMENDED PROJECT ALLOCATIONS

Project and Account No.	Project Name, Type of Work and Length		Estimated Cost	Present Allocation F. H. Fund	Recommended Increase or Decrease	Recommended F. H.	Allocation Coop.
6-A2,B2,F2,E9 Un.1 and 2 (7068-00)	Alsea Highway Un.1, Grading Un.2, Surf.& Bit.Surf.	10.46 Miles 10.46 "	$ 524,000	$400,000	$124,000	$ 524,000	
15-A2 (0336-00)	Pacific Highway Grad.,Surf.& Bit.Surf	2.4 Miles	1,011,000			800,000	$211,000 (State)
24-C4,Un.2 (0337-00)	North Santiam Highway Grading	2.88 Miles	425,000			335,000	90,000 (War Dept.)
27-A3,B4 (0338-00)	Ochoco Highway Surf. & Bit. Surf.	18.23 Miles	400,000			400,000	
34-B4,C (0339-00)	Pendleton-John Day Hwy. Grad.,Surf.& Bit.Surf.	3.56 Miles	340,000			340,000	
35-B4,C3 (0340-00)	John Day-Burns Hwy. Grading Surf. & Bit. Surf.	3.9 Miles 12.3 "	400.000			400,000	
46-D2,E1 (0343-00)	Cascade Lakes Hwy. Grading and Bridges	3.2 Miles	100,000			100,000	
47-B4 (0341-00)	North Umpqua Highway Grading	4.0 Miles	325,000			325,000	
47-B5 (0342-00)	North Umpqua Highway Grading	2.5 Miles	425,000			425,000	
	Total Construction		$3,950,000			$3,649,000	$301,000
	Maintenance (0345-00)		75,000			75,000	
	Location Survey (0344-00)		75,000			75,000	
	Total		$4,100,000			$3,799,000	$301,000

C0131

Chief, Forest Service (Cont.)
Commissioner of Public Roads

Project Description and Comment

ALSEA HIGHWAY, PROJECT 6-A2, B2, F2, E9, UNITS 1 AND 2

Under Project 6-A1, E8, 4.06 miles were graded, partially surfaced and a bituminous treatment applied. Under Project 6-A2, B2, F2, E9, Unit 1, an additional 6.38 miles to the east of Project 6-A1, E8, is now under contract for grading and subgrade stabilization. Unit 2 of the project contemplates additional surfacing over Project 6-A1, E8, the surfacing of the 6.38 miles graded under Unit 1 and the bituminous surfacing of the entire 10.46 miles at an estimated cost of $300,000. This project completes the improvement over the last remaining unstable and unoiled section of the route. The $400,000 as allocated under the 1950 Fiscal Year program was insufficient to finance both the going grading contract, estimated to cost $224,000, and the proposed surfacing and bituminous surfacing project, estimated to cost $300,000, and the proposed additional allocation of $124,000 is to increase the previous allotment to a total of $524,000.

PACIFIC HIGHWAY, PROJECT 15-A2

Project 15-A1, B2, programmed from 1950 Fiscal Year funds, will complete the grading, surfacing and bituminous surfacing of 6.47 miles of an 11 mile section at the north end of the route which is now substandard for this Interstate route. This proposed project will continue a similar improvement northerly for a distance of approximately 2.4 miles. Favorable bids on Project 15-A1, B2 effected a savings of $204,000 Forest Highway funds, which were returned to the State contingent, and $136,000 State funds, which latter the State agrees to apply to Project 15-A2 together with an additional $75,000. These State funds plus the $800,000 Forest Highway funds provide a total of $1,011,000 to finance the new project. There remains, to complete the reconstruction of the Forest Highway section, approximately 2.2 at the north end which the State contemplates to construct as a Federal-aid project.

NORTH SANTIAM HIGHWAY, PROJECT 24-C4, UNIT 2

Construction of the Detroit Dam necessitated the reconstruction of 15.6 miles of this route from Niagara, at the west end of the route, easterly to Idanha, Oregon. Under previous projects 12.7 miles have been graded and partial surfacing is underway. The proposed project is to complete the grading of the remaining 2.88 miles at the easterly end. Under agreement for reconstruction the Corps of Engineers is obligated to finance the cost of construction required solely for protection against "draw-down" stresses created by the reservoir, estimated to cost approximately $90,000. The balance of the cost, $335,000, is to be financed from Forest Highway funds. Surfacing of this section and additional surfacing, if required, of the 12.7 miles and the bituminous surfacing of the entire reconstructed portion is considered for future recommendation.

(Cont.)

OCHOCO HIGHWAY, PROJECT 27-A3, B4

This project completes the surfacing and bituminous surfacing of the entire 18.23 miles graded under previous projects. This project completes the reconstruction contemplated for the project at present. It connects on either end with improvements by the State and eliminates a section of very low standard road.

PENDLETON-JOHN DAY HIGHWAY, PROJECT 34-B4, C

The section proposed for improvement was originally constructed in 1928 and 1930 and has deteriorated to such extent that considerable failure occurs each spring. It is also below standard as to alignment and grade in comparison with other sections of the route. The project extends from previous Project 34-A3, B3 southerly 3.56 miles to the north end of an improvement by the State which is adequate for the time being.

JOHN DAY-BURNS HIGHWAY, PROJECT 35-B4, C3

Under previous Project 35-B3, C2, 8.4 miles at the southerly end of the so-called Poison Creek Section was graded and subgrade stabilization placed. There remains at the north, 3.9 miles yet to be reconstructed to connect with recent State reconstruction and this proposed construction contemplates the grading of the 3.9 miles and the surfacing and bituminous surfacing of the full 12.3 miles. This will complete reconstruction of that portion of the route south of the Grant-Harney County line.

CASCADE LAKES HIGHWAY, PROJECT 46-D2, E1

Under previous Project 46-C3, D1, E, 4.0 miles are now being graded and advance clearing and grubbing are being performed on an additional 8 miles. Under Project 46-D2, E1 it is contemplated to continue the grading for 3.2 miles of the 8 miles now being cleared and grubbed and construction of two bridges.

NORTH UMPQUA HIGHWAY, PROJECTS 47-B4 and B5

These two projects continue the grading easterly 6.5 miles from Project 47-B3. The Forest Service urges that reconstruction be advanced to Steamboat Creek, which is at the easterly end of the proposed projects, and which is a focal point for future timber operations which cannot be initiated effectively until the road is improved to that point. The work is divided into two projects to enable wider competition.

(Cont.)

Chief, Forest Service (Cont.)
Commissioner of Public Roads

LOCATION SURVEYS

An additional $75,000 is required to continue location surveys on projects approved in this and previous programs and on the following which are proposed for approval.

Oregon Coast Highway, Route 9. This section and the adjoining State highway sections are of very low standard as to curvature and gradients and are developing considerable maintenance costs to maintain stability under heavy logging traffic. The State Highway Department contemplates relocation both north and south of the Forest Highway section and it is desirable that the entire Forest Highway section be surveyed for relocation.

Oregon Coast Highway Route 10. Additional study and field survey is required to obtain information for further reconstruction south from Project 10-D3,E1.

North Umpqua Highway, Route 47. Construction under this program will complete the grading of the route to Steamboat Creek beyond which point location survey is required for future construction. It is proposed to advance the survey eastward toward the easterly terminus of the route.

Redwood Highway, Route 12. This route is subjected to heavy logging and tourist traffic and is now inadequate as to alignment, grades, width and stability. Reconstruction of the route is being urged and relocation survey over the entire route, 2 miles, will be required.

Mt. Hood Highway, Route 25. Additional study and survey is required of portions of this route which have developed to be substandard and hazardous. Completion of the Warm Springs Highway and the Timberline Highway is anticipated to so increase the traffic on this route that reconstruction of these sections will be imperative.

Mt. Hood Highway, Route 49. Portions of this route are so narrow and crooked that increased logging and tourist traffic have developed extreme hazard and the Forest Service has urged reconstruction of those sections. Survey of an aggregate of approximately 8 miles is necessary to prepare plans for reconstruction.

Wapinitia Highway, Route 26. With the completion of the Warm Springs cut-off travel over the Wapinitia Highway is anticipated to increase considerably and improvement to present standards is necessary for a short section westerly from its junction with the Warm Springs. Field survey was completed some time ago, but further study will now be required and P. S. and E. prepared.

Klamath Lake-West Side, Route 48. The Forest Service has requested this route be considered for improvement to serve the logging industry and to facilitate Forest Administration as well as provide a higher standard highway for the increased travel. Field survey was accomplished several years ago and review

(Cont.)

Chief, Forest Service (Cont.)
Commissioner of Public Roads

of this will be required with probably some additional field survey in addition to preparation of P. S. and E.

In addition to the above the Forest Service has requested that reconnaissance and such location survey be made on the following as is necessary to determine their eligibility for addition to the Forest Highway System.

Belknap-Clear Lake Cut-off - 19 Miles

This proposed route extends northerly from the McKenzie Highway, Forest Highway Route 22, near Belknap Springs, via Clear Lake, to a connection with the Santiam Highway, Forest Highway Route 23. The route will total approximately 19 miles and will serve as an alternate route to McKenzie Pass; is of importance for logging and will be of benefit in administering that portion of the Willamette National Forest. Field location survey has been completed with Forest Development Road Funds, for approximately 8 miles on the south end. Addition to the Forest Highway System has been urged by the Forest Service and local bodies and the contemplated further survey is primarily to determine eligibility of the route for inclusion into the system.

Ukiah-Starkey Highway, 33 Miles

This proposed route extends from Ukiah, Oregon, on the Pendleton-John Day Forest Highway Route 33, northeasterly, through Lehman to Starkey, Oregon, a point which is 17 miles from Hilgard on Federal Route 30, approximately 8 miles west of La Grande, Oregon. It extends through the Umatilla National Forest in Umatilla and Union Counties. It will improve the existing substandard forest development road, will facilitate logging and serve as an important cut-off between Federal Routes 395 and 30. The Forest Service has requested that such survey be made as will determine its eligibility for adoption into the Forest Highway System.

MAINTENANCE

With the completion of projects approved under the 1950 Fiscal Year program, the obligations for maintenance by the Bureau of Public Roads will be considerably increased and the $75,000 herein recommended, together with the unexpended balance, is to finance this work.

Very truly yours,
/s/ W. H. Lynch
W. H. LYNCH, Division Engineer

O. K.
/s/ R. H. Baldock

OREGON STATE HIGHWAY COMMISSION

/s/ T. H. Banfield
Chairman

/s/ Ben R. Chandler
Commissioner

/s/ Chas. H. Reynolds
Commissioner

U. S. FOREST SERVICE

/s/ H. J. Andrews
Regional Forester

At the conclusion of the conference for programming the Forest Highway funds, Mr. McDonald mentioned the following projects as desirable for future Forest Highway Programs: 1) Widening Mt. Hood Loop; 2) Survey for future re-alignment of the Mt. Hood Highway to by-pass Government Camp; 3) Survey with respect to proposed extension of the Starkey Secondary Highway in Union County to a connection with the Pendleton-John Day Highway near Ukiah, Umatilla County; 4) Re-alignment of the Hayes Hill Section of the Redwood Highway to eliminate excessive curvature.

Mr. Andrews suggested that the state take over the operation of Timberline Lodge. He was requested to present his suggestion in writing.

The Chief Counsel reported the status of the proposed highway-railroad grade separation project on the Oregon Coast Highway at Gardiner, involving a spur track of the Southern Pacific Company. He advised that he presented to the Railroad Company the Commission's offer to contribute $30,000 of state funds toward the cost of the structure, but was informed that the Railroad Company is not financing the project, that feature being the obligation of the lumber company which is to be served. Further, that the lumber company is of the feeling that the state should contribute $45,000 toward this expense, 50 percent of the estimated total cost. He further stated that a rehearing of the subject before the Public Utilities Commissioner has been requested, but the case will not be reopened unless mutual agreement can be reached by the parties concerned; and if such agreement cannot be reached, then the Railroad Company will probably proceed to construct its facilities across the highway at grade, pursuant to the original order of the Public Utilities Commission. As a result of discussion, the Commission ordered that the Company be informed that $30,000 is the maximum amount that the state will pay for the elimination of this grade crossing, and if such contribution is not acceptable, then the Commission will withdraw its offer entirely. In this connection the Engineer reported on the number of grade crossings that are in existence on state highways throughout the state. Careful investigation, he said, reveals that there are 252 such crossings. Action in this matter was deferred, pending a further report from the Commission's Chief Counsel

The Commission discussed a report from the Engineer concerning the need to control the parking of automobiles along the shoulders of the Pacific Highway in the southern part of Cottage Grove, particularly along the section in front of the Lorane Valley Lumber Company sawmill. He said that employes of the lumber company park their cars on the shoulders of the highway, which creates a traffic hazard to highway travel and interferes with proper maintenance of the highway shoulders. He gave as his belief that the lumber company should provide off-street parking for its employes, and he recommended the adoption of an order by the Commission establishing a "No Parking on Highway Shoulders" zone for a distance of about one-quarter mile, extending from the south city limits of Cottage Grove, (M.P. 145.51), to a point near the bridge over the Coast Fork, Willamette River, (M.P. 146.03). The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "D-1," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Chief Counsel reported that the City of Cottage Grove desires to prohibit the parking of vehicles on the easterly side of North Ninth Street (Route of the Pacific Highway) from the north line of Gibbs Avenue northerly to the south line of Thayer Avenue, in order to eliminate traffic hazards that now exist along this section by reason of the parking of vehicles along both sides of the street. The City Council has already prepared an appropriate ordinance covering the matter, which it will adopt if the Highway Commission will approve such restriction. He recommended approval of the city's request. The Engineer concurred therein. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "D-2," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and upon recommendation of the Chief Counsel, approved certain minor changes in its agreement with the Union Pacific Railroad Company relating to the construction of the Tillamook Street-Broadway Bridge Section of the Pacific Highway West, in Portland.

The Chief Counsel brought up for the Commission's approval a form of resolution amending a previous resolution adopted by the Commission on June 28, 1949, with respect to the signing of permits that are issued by the State Highway Department covering movements over state highways of material having a weight and/or dimension in excess of that specified by statute. He said that after studying the previous resolution he reached the conclusion that the language of the permits should follow more strictly the language of the statutes, because a violation of the regulations contained in the permits would constitute a criminal offense. He recommended adoption of the amendatory resolution. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "E," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion a controversy with the Southern Pacific Company arising out of the reestablishment of the Southern Pacific Company's tracks in connection with the improvement of the Oregon Coast Highway in the City of Coos Bay. The Engineer explained that this controversy arises out of the replacement of certain facilities -- the Company proposes to install new creosoted ties, which are estimated to cost $10,170; heavier type rails, costing $9,894; and a heavier type of switches costing $8,687, which three items total $28,751. He also said that the Company estimates the salvage value of the existing ties, rails and switches at $3,640, and wants the state to pay the difference amounting to $25,111. He gave as his feeling that this expense should be shared equally by the state and the Company, or $12,555.50 each, and on that basis the state would then agree to assume the balance of the cost of the project, which is estimated at $62,360. The total cost to the state in that event would amount to $49,804.50, and the total cost to the railroad company would be only $12,555.50. He gave as his feeling that the state's offer is fair, but it appears that the railroad company will not accept it, so if the project is to go forward the state will have to assume the extra $12,555.50. He recommended further negotiations with the railroad company and that the state assume payment of the entire cost in the event the railroad

company refuses to contribute. The Commission approved the recommendation unanimously and authorized the Engineer to advertise this project for bids to be received at the next meeting of the Commission, subject to clearance by the Chief Counsel, who requested more time to carry on the negotiations.

The Commission discussed and unanimously approved a form of agreement with the U. S. Bureau of Reclamation concerning the construction and operation of a highway on lands owned by the United States of America in Malheur County, particularly land needed as right of way for the construction of the Garrison Corner Section of the Nyssa-Adrian Secondary Highway. (The agreement was signed by the Commission on the following day.)

The Commission discussed with the Engineer the bids received at the morning session for highway construction projects, and at 3:00 p.m. Chairman Banfield publicly announced the Commission's decision with respect to each project, as follows, the Commission's action being by unanimous vote:

"Spruce Street (Myrtle Point) Bridge Section of the Coquille-Myrtle Point County Road in Coos County, involving construction of reinforced concrete and steel bridge over South Fork Coquille River, and roadway approaches thereto. The low bid for this work was submitted by VaDare Construction Company, Portland, at $154,182 based on the use of precast concrete beams, and $154,182 based on the construction of beams in place. There were five higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to VaDare Construction Company based on Alternate "B" when certain conditions have been satisfied.

"Grading, surfacing and bituminous macadam construction on the Barkley Springs-Algoma Section of The Dalles-California Highway. The low bid for this work was submitted by Peter Kiewit Sons' Co., Longview, Washington, at $853,882. There were eight higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Surfacing and bituminous macadam construction on the Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway, Linn County. E. C. Swaggart, Eugene, submitted the low bid for this work at $118,[illegible]5.25 based on the use of asphalt. He submitted no bid based on the use of tar. There were thirteen higher bids. The Commission has awarded this contract to the low bidder, E. C. Swaggart, at his bid price.

"Grading, surfacing and oiling on the Garrison Corner Section of the Nyssa-Adrian Secondary Highway in Malheur County. The low bid for this work was submitted by N. A. Toole Construction Co., Ontario, at $24,912.50. There was one higher bid. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Installation of traffic signals at two intersections on the Pacific Highway East in the City of Salem, Marion County. The low bid for this work was submitted by W. R. Grasle Company, Portland, at $5,652. Mill Electric Co., Salem, was the only other bidder, at $5,937.25. The Commission has awarded the contract to the low bidder, W. R. Grasle Co., at its bid price.

"Furnishing crushed rock in stockpile on the Heppner Junction-Lena Section of the Heppner Highway in Morrow and Gilliam Counties. Rush Construction Company, Enterprise, submitted the low bid for this work at $45,240. There were five higher bids. The Commission has awarded the contract to the low bidder, Rush Construction Company, at their bid price.

"Furnishing of crushed rock or crushed gravel in stockpile on the Biggs Section of the Columbia River and Sherman Highways in Sherman and Wasco Counties. Vernie Jarl, Gresham, submitted the low bid for this work at $29,220. There were six higher bids. This contract has been awarded to the low bidder, Vernie Jarl, at his bid price.

"Furnishing of crushed rock or crushed gravel in stockpile on the Boardman-Cold Springs Section of the Columbia River, Hermiston Secondary and Pendleton-Cold Springs Highways in Umatilla County. The low bid for this work was submitted by Newport Construction Co. and Kern & Kibbe, Portland, at $30,492. There were three higher bids. The Commission has awarded this contract to the low bidders at their bid price."

The Engineer reported on the status of the proposed traffic interchange between the Sunset Highway and the Hillsboro-Cornelius Pass County Road (Federal Aid Secondary Highway) west of Portland. He said that the plans for this improvement have been ready for several months, but the project is being held up because of right of way difficulties, the owner of the land that is needed for this improvement being unwilling to sell, so it appears necessary to condemn it. He was instructed to advertise the project for bids to be received at the next meeting of the Commission if the right of way matter is cleared by that time.

The Commission discussed a report from the Engineer on engineering survey parties that are now working on location surveys throughout the state. (See copy of Engineer's written report dated January 27, 1950, in general files.) The Engineer pointed out that under the present schedule of operations, practically all surveys, with the exception of the five that were authorized by the Commission at its last meeting, will be completed by early summer, insofar as field work is concerned, so it will be necessary for the Commission to authorize additional surveys if the survey crews, which are engaged full time on such work, are to be kept intact and busy. He suggested that the Commission authorize the making of surveys for three construction projects which he believed would be given early priority by the Commission in its construction program, as follows:

Section of Highway and Location	Length	Estimated Construction Cost	Estimated Survey Cost
1. Nyssa-Adrian Section of Nyssa-Adrian Secondary Highway, Malheur County	11 miles	$ 300,000.00	$ 11,000.00

(Cont.)

Surveys of construction projects (Cont.)

Section of Highway and Location	Length	Estimated Construction Cost	Estimated Survey Cost
2. Bend-Tumalo Section of US20 (McKenzie-Bend Hwy.), Deschutes County	5 miles	$ 450,000.00	$ 10,000.00
3. Woodburn-Mt. Angel Section incl. Mt. Angel City Section of Hillsboro-Silverton Secdy. Hwy., Marion County		170,000.00	8,000.00
Total cost of the three surveys			$ 29,000.00

As a result of discussion, the Commission unanimously authorized the Engineer to conduct such additional surveys.

The Engineer reported, as previously instructed by the Commission, on the cost to operate the Astoria-Megler Ferry, such report containing a comparison between the estimated traffic revenues and expense and the actual figures covering each of these items. The matter was discussed briefly, but no action was taken thereon. (See copy of Engineer's written report, dated February 3, 1950, for details.)

In this connection the Engineer advised that the present contract with Babbidge and Holt, Inc. for the operation of this ferry will expire on May 31, 1950. He requested authority to advertise for bids at the next meeting of the Commission for furnishing similar service for a two-year period, with an option on the part of the Highway Commission to extend the contract for an additional period of one year under the same terms and conditions if it so desires. He explained that he asked permission to receive bids at the next meeting in order to have time to readvertise the project before the present contract expires, in case a satisfactory bid is not received, and to allow time for the contractor to make his arrangements to start the service on June 1, 1950. The Commission unanimously approved the request.

Pursuant to previous instructions of the Commission, the Engineer presented his recommendation with respect to permitting log hauling on the upper Columbia River Highway between Dodson and the Cascade Locks Lumber Company mill about two miles east of Cascade Locks. The Engineer advised that the route over which it is proposed to haul logs, and the prospective entrances to and exits from the highway, have been carefully inspected and it has been found that the sight distance along the highway is adequate from both entrances, and the alignment of the highway is satisfactory. He recommended, in view thereof, that permits be granted for the transportation of logs over this section of highway, subject only to standard restrictions. The Commission unanimously approved the recommendation.

In this connection the Commission also considered the application of Mr. Harold Leach, Portland, for permission to transport logs over the Columbia River Highway (old route) from Springdale to Corbett, thence over county roads to the new Columbia River Highway, thence easterly to the Cascade

Locks Lumber Company mill. The Engineer recommended that the request be denied because of the hazards that would be created were logging trucks to enter the new highway at Corbett Junction, which intersection has been the subject of considerable discussion. The natural market for the timber from Mr. Leach's tracts, he said, is Portland, and he gave as his feeling that Mr. Leach should be required to deliver his logs to such place rather than Cascade Locks. The Commission approved the recommendation by unanimous vote.

Mr. August Uehlinger, President, Cascade Locks Lumber Company, appeared before the Commission regarding Mr. Leach's application. He stated that he discussed this matter with the State Highway Engineer, who pointed out to him the hazards that would be created were logging trucks permitted to enter the highway at Corbett Junction, so he is making a further investigation with the view in mind that possibly the logs could be delivered to Troutdale through Springdale, and will report his findings later.

The Commission discussed a report from the Engineer on the claim of the Northwest Cities Gas Company for reimbursement for the reestablishment of its gas pipes on the High Street-Walnut Street section of the Pacific Highway in Eugene, necessitated by reason of the construction of this section of highway. He recommended payment to the Gas Company of the sum of $5,781.24 as satisfaction in full of its claim, a careful review of the facts revealing that payment of such sum is a fair settlement of the claim. He explained the details. The Chief Counsel concurred in the recommendation, with the understanding, however, that $350 of such amount shall be deducted and paid direct to Del R. Beebe Construction Company as payment for certain structural excavation work that they performed for the Gas Company, which amount was included in the Gas Company's claim. The Commission approved the recommendation unanimously. (For details see Engineer's written report to the State Highway Commission dated February 1, 1950, in general files.)

The Engineer rendered a brief report on the drainage matter in Corvallis heretofore presented by a delegation from that city which appeared before the Commission at its December meeting. He said that consultation with the city officials revealed that plans are being made for a sewer system, including a disposal plant, in connection with which certain information is needed with respect to the proposed highway improvement north of the city limits so they can proceed without interfering with the development of the highway. The City Manager, he said, has been furnished with necessary highway plans and will design the sewer layout in conformity therewith, so there will be no conflict. The Commission approved the report.

The Commission discussed a status report from the Engineer on the proposed improvement of the Santiam Highway through the town of Sweet Home. He estimated the total cost of the improvement at $186,000, of which amount $69,000 is the estimated cost of right of way, including $18,000 for the purchase of land and $51,000 for the remodeling of certain buildings or payment of damages in lieu thereof. The City of Sweet Home, he said, is of the opinion that the land for the right of way can be acquired for $14,000, and has advised that it does not have such sum available to finance it. He suggested that the state might underwrite the land that is needed for right of way to a maximum of $14,000, otherwise it does not seem possible to proceed with the improvement.

As a result of discussion of this matter, the Commission decided unanimously that if the city will assure the Highway Commission that the right of way can be purchased for $14,000, and will obtain options within that limit, then the Commission will take up the options and will proceed to construct the project.

Pursuant to instructions previously given him by the Commission, the Engineer reported the results of a state-wide investigation to determine a solution for the control of noxious weeds on state highway rights of way. The investigation, he said, revealed that 23 of the 36 counties of the state have weed control districts, and 19 of these 23 have weed control inspectors, but the remaining 13 counties have no provisions for any manner of weed control. He further stated that during the past year requests were received from 16 counties for state control of noxious weeds on highway rights of way, and in each instance, the request was honored and the work performed either by state highway forces or by the counties on a reimbursable basis, the total expenditure for such purpose being $18,224. He recommended continuance of this practice during the year 1950, pointing out, however, that the estimated cost to perform such work this year is $37,000, since the demands for control of noxious weeds are becoming more numerous. The Commission approved the recommendation unanimously.

In this connection the Engineer advised that the State College is interested in noxious weed control to such an extent that the college officials have indicated a willingness to cooperate in a program of that nature by conducting a two-day seminar to give information to the highway maintenance superintendents about the whole problem, and to acquaint them with the values and methods of weed control. He recommended that authority be granted the district maintenance superintendents to attend such seminar at state expense. The Commission approved the recommendation.

The matter of transferring the sum of $40,000 heretofore budgeted to finance a landscaping project on the Denver-Union Avenue intersection of the Pacific Highway in Portland, from such project to a landscaping project on the Troutdale-Dodson Section of the Columbia River Highway, had the attention of the Commission. The Engineer advised that the Denver-Union Avenue landscaping project is not justified, due to lack of water for proper irrigation and the excessive cost to furnish it. He recommended in view thereof that the $40,000 set up for this work be used to augment a $10,000 landscaping project on the Columbia River Highway, inasmuch as the amount authorized for that work is far insufficient to complete it. He said the money would be used for seeding slopes on the section constructed by the Bureau of Public Roads between Multnomah Falls and Dodson; for completing the Multnomah Falls parking area, including water system and walks, and a pedestrian bridge on the old highway at Multnomah Falls; for developing a parking area at Crown Point; for constructing a parking area at Sand Island, and other minor plantings at bridge ends, et cetera, making up the total amount of $50,000. As a result of discussion, the Commission unanimously approved the transfer of funds to finance the work as outlined by the Engineer.

The Engineer reported the results of taking bids in Salem on January 23, 1950, for the sale of an accumulation of used equipment and scrap materials. He presented a tabulation showing the high bid for each item and

recommended acceptance of the high bid for all items except that received for the purchase of a Studebaker sedan, Department No. 40-177. He pointed out that identical high bids were submitted for the purchase of scrap heavy bronze, one being that of Sam Kline Junk Company, Salem, and the other being that of Morris Elbert, Portland. He stated that these bidders have expressed a willingness to accept the results of a flip of a coin to determine the successful bidder for this item, and he suggested that the coin be tossed in the presence of the Commission. The Commission approved the suggestion, whereupon the coin was tossed by the Secretary, resulting in sale of this material to Morris Elbert. The Commission unanimously approved the Engineer's recommendation with respect to this item and the remaining items. (For details see tabulation of bids in general files.)

A letter was presented from the City of Empire requesting reconsideration by the Commission of the City's request for the installation of traffic lights on Newmark Avenue (Cape Arago Secondary State Highway) at that avenue's intersection with Commercial Street and with Broadway Street. The Engineer recalled that this matter previously had the attention of the Commission and was denied. Further investigation has been made, he said, which reveals that the installation at the Broadway Street intersection is justified because it is at a point where the highway makes a 90 degree turn, and where intersectional traffic is heavy. He recommended that a flashing beacon be installed at this intersection at an estimated cost of $500 and that the request for the signal at the Commercial Street intersection be denied. The Commission approved the recommendation unanimously.

Pursuant to instructions from the Commission at the previous meeting, the Engineer rendered a supplemental report on the petition of residents of the Rasmussen Village Apartments, Portland, for some means of traffic control on Barbur Boulevard to safeguard pedestrians and vehicular movements crossing this thoroughfare in going to and from the apartment area. He advised that both the Traffic Engineer for the Highway Department and the Traffic Engineer for the City of Portland are of the opinion that a light at this intersection would seriously interfere with traffic on Barbur Boulevard and would create more of a hazard than now exists. Further, it has been ascertained that this condition was realized when a building permit was issued for the apartments in 1939, at which time a Portland City Planning Commission recommended the granting of the permit subject to the condition that access to the apartment units would be provided only from Southwest Slavin Road, and that a barrier would be placed in the center of Barbur Boulevard to prevent left turn movements from Barbur Boulevard into the apartment area. The Portland City Council, he said, passed an ordinance on September 20, 1939, it being ordinance No. 72922, to the effect that no building shall be erected on the apartment house site unless vehicular access to the property from S. W. Slavin Road is provided. This ordinance did not mention construction of a barrier on Barbur Boulevard. He recommended, in view of the circumstances, that the request for traffic signal on Barbur Boulevard at this point be denied and that the owners of the apartments be required to provide access to the apartments from Slavin Road as originally intended. In the discussion of this matter, Chairman Banfield suggested that the matter could be satisfactorily disposed of by construction of a traffic barrier which would prevent lefthand turns from Barbur Boulevard into the apartment area, but would allow vehicles to enter the highway at this

point. The Commission approved the Engineer's recommendation and also ordered the installation of a traffic barrier on Barbur Boulevard as suggested by Chairman Banfield.

The Engineer brought up for discussion matters pertaining to the improvement of Union Avenue in Portland, northerly from Columbia Boulevard to Gertz Road. He recalled that an amount of $450,000 was included in the Second Post War Program to finance the north unit of this section, extending from Columbia Slough northward to a point sufficiently beyond Gertz Road to permit traffic interchanges for Schmeer Road, Gertz Road and the outdoor theater and the midget race tract area, but no provision has been made for construction of the section from Columbia Slough southward to Columbia Boulevard, including a bridge, estimated to cost $275,000. The Bureau of Public Roads, he said, is concerned with the widening of the Columbia Slough Bridge and the construction of the south unit, and would like to be assured that the Highway Commission will make provision for this $275,000 improvement in its next program. He recommended a definite commitment by the Commission to that end, and advised that unless such commitment is made, the probabilities are that the Bureau of Public Roads will not approve construction of the north unit. Mr. T. M. Davis, District Engineer of the Bureau of Public Roads, was present and stated that their primary concern is the hazard of going from a four-lane highway to a two-lane highway. The Commission deferred a decision in this matter until its next meeting. In the meantime, the project is to be inspected by Chairman Banfield and Mr. Davis of the Bureau of Public Roads.

The Commission discussed briefly but took no action on a written report from the Engineer, dated January 20, 1950, on the results of a survey of signs on 1020 miles of representative Oregon Highways, which survey was made by two representatives of the Outdoor Advertising Association of America, Inc., accompanied by the Traffic Engineer and the Landscape Engineer of the Oregon State Highway Department.

The Engineer rendered a status report on the North Santiam Highway between Salem and Detroit, pointing out the following: that the distance from Salem to Mehama is 19.15 miles, for which no detailed survey has as yet been made, although a reconnaisance survey, made before the war and corrected to current prices, indicates that it will cost about $1,750,000 to build the highway on a permanent alignment. The existing highway between these points, he said, would probably be satisfactory to handle traffic for several years. The distance from Mehama to Gates is 9.02 miles, along a location on the north side of the Santiam River. The existing highway between Mehama and Gates, he said, is on the south side of the Santiam River and consists of an old county road which is being maintained as a State Secondary Highway. This road, he said, is not adequate for existing traffic and it would be quite desirable to construct the new highway on permanent alignment north of the river, which is estimated to cost $906,000. He pointed out that there are unprogrammed funds in the 1950-51 program amounting to $350,000, and he suggested the allocation of such sum to grade a portion of this section, particularly from Mill City westerly to the Little North Fork of the Santiam River, a distance of about six miles, which would leave for future construction the balance of the grading which is estimated to cost $187,000; a bridge over the Little North Fork, estimated to cost $140,000; and surfacing and bituminous macadam construction estimated at $229,000; a total of $556,000. The Engineer also

mentioned that the highway between Mill City and Niagara, a distance of 7.17 miles, has already been constructed to modern standards; that the section between Niagara and Detroit is now under contract as a Forest Highway Project under the jurisdiction of the Bureau of Public Roads; that the Bureau of Public Roads also has a tentative project in its 1950-51 program to construct a bituminous macadam wearing surface on the 2.42 mile section east from the town of Detroit. (For further details, see copy of Engineer's letter dated January 30, 1950, directed to the Oregon State Highway Commission, in general files.) In the discussion of this matter, it was brought out that the material and heavy equipment to be used in the construction of the Detroit Dam are to be delivered to the Dam by railroad, so the highway will be relieved of taking care of this heavy hauling, and costly repairs thereto avoided. As a result of this discussion, the Commission voted unanimously to proceed with the grading of the six-mile section extending westerly from Mill City to the Little North Fork of the Santiam River on the new alignment on the north side of the North Santiam River. The Engineer was authorized to advertise this project for bids as soon as plans can be prepared and right of way matters cleared.

In this connection, the Engineer pointed out that there is an unprogrammed reserve of $505,000 of Federal Aid Secondary Highway Funds in Division II, and in addition thereto a saving of approximately $170,000 of like funds realized on the Salem-Silverton Federal Aid Secondary Highway Project by reason of using the existing right of way and alignment, making a total reserve of funds in this district of $675,000. He suggested the early programming of these funds so approval of the Bureau of Public Roads may be obtained and the contracts awarded. He recommended that these funds be allocated to the following projects:

1. $160,000 for resurfacing with asphaltic concrete an eight mile section of the Alsea Highway extending from M.P.40.45 to a point eight miles east of the town of Alsea, M.P.48.45;

2. $165,000 for grading, surfacing and oiling a 3.52 mile section of the Albany-Lyons State Secondary Highway between Scio and Thomas Creek, which would provide an all-oiled road the entire distance from Albany to Lyons;

3. $350,000 for grading a six-mile section of the North Santiam Highway between Mill City and the Little North Fork, which project has just been approved by the Commission in this discussion.

The Commission unanimously approved the allocations as recommended by the Engineer and authorized him to advertise the projects for bids as soon as the plans can be prepared and necessary right of way acquired.

The Engineer reported the need to replace, at the earliest possible time, two bridges that are in extremely poor condition, and are in danger of total failure. One of the bridges is over the Umpqua River on the Pacific Highway at North Dillard, the replacement of which is estimated to cost $280,000. The other bridge is over the second crossing of the Wilson River on the Wilson River Highway, 11.53 miles east of the City of Tillamook, the replacement of which is estimated to cost $90,000, making a total of $370,000 for the replace-

ment of both bridges. He requested authority from the Commission to place these bridges under contract at the earliest possible time, and suggested that they could be financed with a portion of the savings which already have accrued in connection with the contracting of work in the Second Post War Construction Program, which underruns to date aggregate nearly $1,000 000. He also recommended the further allocation of $200,000 of such funds for surfacing and oiling a 15.91 mile section of the Baker-Unity Highway over Dooley Mountain in Baker County. As a result of discussion, the Commission unanimously approved the construction of both bridges and the Dooley Mountain oiling work as recommended by the Engineer, and the method suggested by him for financing the same.

The Engineer reported the results of his investigation of conditions at the intersection of the old Canyon Road with the Tualatin Valley Highway, near the Sunset Highway Junction, Portland, as previously ordered by the Commission.. He stated that the investigation reveals that the sight distance at this intersection is not sufficient to provide a safe entrance to the highway, it being on a curve where a highway cut-bank obstructs the view of approaching traffic. Due to the fact that traffic on the highway travels at a comparatively high speed along this highway, he said, a dangerous condition exists, which could be eliminated were the cut-bank on the west side of the intersection widened out to provide a sight distance of about 350 feet. He estimated the cost of such widening work at $1,360, and the cost of necessary right of way at about $2,000. or a total of $3,360, and recommended approval of the expenditure, the work to be done as a Minor Betterment Reserve Project in the 1950 program. The Commission approved the recommendation unanimously.

The Commission discussed a report from the Engineer dated February 1, 1950, on what is being done and what could be done to prevent motor vehicle traffic accidents and industrial accidents. He recalled his report rendered at the previous meeting, outlining an accident prevention program wherein he recommended the appointment of a safety director or a safety engineer. He also recalled that the Commission was not in favor of creating such a new position or a new sub-department, and that it ordered that the matter be worked out with present employes. Everything that was recommended by the committee, he said, is being done, insofar as possible, through the District Maintenance Superintendents under the general supervision of the Maintenance Engineer, Mr. E. A. Collier. There followed a general discussion and as a result thereof the Commission instructed the Engineer to render an additional report in about two months.

Pursuant to instructions from the Commission at the previous meeting, the Engineer reported on weight violation citations that are pending in various Justice Courts throughout the state. He said that there are 1038 such cases and he gave as his feeling that it would not be practical for the Commission to cancel the permits of the operators involved, and that about the only available method for disposing of the cases is through an appeal to the Attorney General to exercise the power and authority that he has over the District Attorneys. The Commission deferred a decision in the matter pending discussion with a delegation that was scheduled to appear on the following day concerning the commission's order with respect to hauling restrictions during inclement weather. (The matter was not discussed further

because the delegation did not appear; for details concerning the violations, see copy of Engineer's written report to the Commission dated February 1, 1950, in general files.)

The Engineer reported that pursuant to authority previously granted him by the Commission, he has posted a number of highways and highway sections for 50 percent reduced load limits in order to eliminate danger to road surfaces while frost is leaving the ground. He presented a list of the highways so posted and asked the Commission to confirm the postings. The Commission approved the action of the Engineer in this matter by the adoption of the attached resolution relative thereto, marked EXHIBIT "N," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection, the Engineer also reported that additional highways and highway sections were posted for reduced loads, but the signs subsequently were taken down and legal weights restored when conditions improved. (For a list of highways in this category, see records of the Maintenance Department.) He asked the Commission to confirm the postings. The Commission by unanimous vote approved the action of the Engineer in this matter.

The Commission discussed a request from the City of Garibaldi for the widening of the pavement full width between curbs on the Oregon Coast Highway through Garibaldi. The Engineer estimated the cost of the widening work, including construction of curbs, at $60,000. He recommended that the request be denied because of lack of funds to finance the improvement, and because there is need of the funds to finance more important improvements throughout the state. The Commission approved the recommendation.

A petition was presented from residents of Twin Rocks, Oregon, requesting the widening of the Oregon Coast Highway from Twin Rocks into the center of the Town of Rockaway, a distance of about one mile. The Engineer estimated the cost of this improvement at $75,000, and recommended that the request be denied for immediate undertaking. The Commission approved the recommendation.

The Commission discussed a resolution from the Lane County Court requesting an allotment of Federal Aid Funds to finance the reconstruction of the Marcola County Road (Federal Aid Secondary Highway No. 228). The Engineer stated that no survey has been made of this road, but its length is about 16 miles and in his estimation it would cost at least $500,000 to improve it as requested. He pointed out that there are no funds available to finance the project and he accordingly recommended that the request be denied. The Commission approved the recommendation and so ordered.

The Engineer brought up for discussion the matter of constructing guard fence along the new section of the Oregon Coast Highway between Coos Bay and Coquille. He stated that a recent inspection reveals that about 1640 lineal feet of guard fence is needed to protect traffic properly on high fills adjacent to the Southern Pacific Railroad tracks. He estimated the cost of such guard fence at $4,100 and recommended approval of the expenditure. The Commission approved the recommendation unanimously.

The Commission discussed requests from the Hood River County Court and John P. Litchfield, President of the Pacific Northwest Ski Association, for snow removal on the Cloud Cap Inn Road, Hood River County, for the benefit of winter sports enthusiasts. The Engineer estimated the cost of such operations at four to five thousand dollars annually, and recommended that the requests be denied because the State Highway Department does not have equipment available to assign to the project without handicapping other operations. The Commission approved the recommendation.

The Engineer requested authority to advertise for bids for the construction of six equipment storage buildings located at the following headquarters: Veneta; Parkdale; Brogan; Jewell; Milwaukie and Eugene. He stated that the plans for the buildings have been completed and that the total cost of all six buildings is estimated at $105,750. He further stated that provision has been made in the 1950 approved budget for this expenditure. Following discussion, the Commission unanimously approved the taking of bids for all six buildings.

There was presented for the Commission's consideration a letter from Frank B. Folsom, Assistant Regional Forester, U. S. Forest Service, urging improvements, including the installation of restrooms, at the site of a drinking fountain heretofore erected by the state on the Willamette Highway about 19 miles east of Oak Ridge. Mr. Folsom offers the assistance of his Department in the selection of sites for the restrooms and states a willingness to issue a special use permit covering their use in this national forest area. The Engineer advised that the drinking fountain mentioned by Mr. Folsom is a very popular one with the traveling public, and that the Highway Department Landscape Engineer, who has investigated the conditions at this point, concurs in Mr. Folsom's recommendation that restrooms, as well as tables, benches, garbage barrels, et cetera, should be provided. He estimated the cost to furnish these facilities at $500, and recommended approval of the expenditure. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion matters pertaining to the proposed improvement of the Oregon Coast Highway in the City of Port Orford. He stated that pursuant to the instructions given him by the Commission at the previous meeting, he personally investigated this project and discussed with the city officials their request for a modification of the city's agreement with the state to eliminate the closing of certain streets as a prerequisite for the project's going forward. The original agreement, he said, called for the closing of 7th Street, 15th Street, 17th Street and 18th Street on both sides of the highway, and the closing of 16th Street on the west side only. The city has been able to obtain waivers for the closing of only 7th Street on both sides of the highway, and of 15th Street and 17th Street on the east side only. He said that he has given this matter very careful attention, and that it is his considered opinion that the non-closure of 15th and 17th Streets on the west side of the highway, and 16th Street and 18th Street on both sides, will create no particular hazard or congestion to highway traffic. He recommended, in view thereof, approval of the city's request for modification of the original agreement in this respect so that this project, which has been held up for considerable length of time pending action by the city on the closing of the streets, can go forward. The Commission approved the recommendation by unanimous vote, on the condition that the city will adopt appropriate ordinances with respect to the closure of 7th, 15th and 17th Streets.

The Engineer requested instructions relative to the proposed surfacing of the Wasco-Heppner Secondary Highway from the John Day River westward toward the town of Wasco, for which an amount of $80,000 was considered in the preparation of the 1950-51 construction program. He said the project proposed at that time included the placing of fine crushed rock on a 3.2 mile section of this highway that was cleared and surfaced with base rock in 1948, and widening the grade and surfacing an additional two miles to a point where the road divides, one branch going to Wasco and the other to Moro; and were such projects carried through, it would result in a facility satisfactory for existing traffic for the entire section between the John Day River and Wasco. He suggested approval of the $80,000 allocation so the matter may be taken up with the Bureau of Public Roads, if it is the desire of the Commission to undertake the improvement this year. The Commission took the matter under advisement.

The Engineer reported that the Towns of Scotts Mills and Yamhill have complied with the statutory requirements with respect to the expenditure of 1948 State Tax Street Funds, which they received in 1949, and that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "F," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection, the Engineer also reported that the following cities and towns have fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds accruing to them during the first six months of 1949, and that the plans for the several improvements proposed to be financed with such funds have been examined and found satisfactory:

Arlington	Dayton	Island City	Phoenix
Athena	Donald	Jefferson	Port Orford
Aumsville	Florence	John Day	Richland
Aurora	Fossil	Joseph	Riddle
Banks	Gaston	Juntura	Rogue River
Bay City	Gearhart	Lexington	Scappoose
Boardman	Gold Beach	Lonerock	Scio
Bonanza	Gold Hill	Lostine	Scotts Mills
Brownsville	Granite	Malin	Sherwood
Canyon City	Grass Valley	Manzanita	Siletz
Cascade Locks	Halsey	Merrill	Sisters
Cave Junction	Hammond	Monroe	Sumpter
Clatskanie	Helix	Monument	Talent
Coburg	Hines	Myrtle Creek	Troutdale
Condon	Hubbard	Oakland	Wallowa
Creswell	Huntington	Philomath	Yamhill
			Yoncalla

He recommended approval of the plans by the Commission. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "G,", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion the distribution of highway revenues accruing to the cities and towns of the state during the last six months of the year 1949. The Engineer presented a tabulation showing the proposed distribution, which he stated is correct and meets the legal requirements. He recommended approval of the apportionment to the cities and towns as disclosed by the list. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "H," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a proposed project in the City of Salem, for the widening and flattening of two right-angle turns at street intersections on the route of the North Santiam and Silver Creek Falls Secondary Highways (ORE.222), such route being also the truck by-pass route through Salem. The Engineer explained that this highway makes two right-angle turns, one at the intersection of Capitol Street and Court Street, and the other at the intersection of Court Street and 12th Street; that both turns present a hazard, considering the large number of trucks and the heavy traffic which uses this route. To cut back the two corners and permit satisfactory movement of traffic, he said, is estimated to cost $1,100, of which amount the City of Salem has indicated a willingness to assume 50 percent. He recommended approval of the work as a Minor Betterment Project in 1950, provided the city will agree in writing to pay fifty percent of the cost, the work to be done by the city, and the state to reimburse the city for its share of the expense when the job is completed. The Commission approved the recommendation.

The Engineer reported that the actual cost to construct the parking area for state cars between the State Office Building and the Supreme Court Building in Salem exceeded the amount authorized for the work by $1,654.43, the overrun being due to the necessity to install new drain pipes, one new catch basin, and one new manhole; and to extra expense for engineering. He requested authority for an additional project authorization in the amount of the overrun, $1,654.43. The Commission approved the request unanimously and so ordered.

The Engineer also reported an overrun of $2,336.15 in connection with the contract for the construction of the South Myrtle Point Section of the Coos Bay-Roseburg Highway, State Highway Contract 3171, which overrun was occasioned by engineering costs on the project. He explained that the job was of a type that required a great amount of staking and engineering detail for the low cost of the construction work, and that the engineering costs were increased by reason of the fact that the engineering crew in charge was stationed in North Bend, taking care of other work, and had to drive long distances in order to handle the Myrtle Point Project. He requested approval of an additional authorization for this project in the amount stated. The Commission approved the recommendation unanimously.

The Engineer reported on the request of the City of Corvallis for the installation of traffic signals at several street intersections on the newly installed one-way traffic system on the route of US99W through Corvallis. He said that this matter has been investigated by the Traffic Engineer, who

recommends the installation of signals both on Third Street and on Fourth Street at the following intersections: "A" Street; Jefferson Street; Monroe Street, and Van Buren Street. He estimated the cost of the eight signals at $24,000 and recommended the installation in order to make the one-way street system function properly and to provide safety for cross traffic, on the condition that the City of Corvallis will pay fifty percent of the expense. The Commission approved the recommendation.

The Commission discussed and upon recommendation of the Engineer denied a request from John Selling, owner of the Red and White Store in the city of Gresham, for the installation of a flashing beacon in front of his store building, which fronts on the Mt. Hood Highway.

The Commission also discussed, and upon recommendation of the Engineer, denied the request of the City of Fairview for the installation of a traffic signal at the intersection of Fairview Road and Sandy Boulevard (Columbia River Highway) in Fairview.

A petition was presented from business and professional residents of Beaverton, Oregon, requesting the installation of an amber "blinker" light at the intersection of the Tualatin Valley Highway with Broadway Street in Beaverton. The Engineer advised that this matter has been investigated by the Traffic Engineer, who recommends against the installation because in would serve no useful purpose, particularly in view of the fact that a Benjamin light unit is now being maintained at this point, and in addition, the highway is zoned for a speed of 35 miles per hour. He pointed out that the new highway was completed only last summer, and since that time only one accident has occurred at this intersection, a rear-end collision of a minor nature. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed a letter from Mr. Thomas Boeke, Redmond, attorney for the Powell Butte School District, requesting the installation of an overhead warning light on the Ochoco Highway at Powell Butte School. Mr. Boeke requests that if the Highway Commission cannot see its way clear to install this light at state expense the residents of the school district be permitted to install the signal at their personal expense. The Engineer advised that a number of requests have been received for this installation and an investigation of the conditions has been made by the Traffic Engineer, who gives as his opinion that the signal is no more warranted at this location than at any other country school located in an isolated section along a state highway, and who considers that the oversize "SCHOOL ZONE-BE CAREFUL" signs now in place are sufficient. The people of Powell Butte, he said, were so informed, but were not satisfied and now request permission to install the signal at their own expense. He recommended that the request for the signal at state expense be denied; also that the people of Powell Butte not be permitted to install their own signal. The Commission approved the recommendations.

A request was presented from the City of Oregon City for the installation of traffic signals at the following locations on the route of the Cascade Highway in Oregon City: intersection of 7th Street and Molalla

Avenue; intersection of 7th Street and Washington Street; intersection of Washington Street and 14th Street. The Engineer advised that this matter has been investigated by the Traffic Engineer, who recommends approval of the signal installations at 7th Street and Washington Street, and 14th Street and Washington Street; and that the request for the signal at 7th Street and Molalla Avenue be denied. He estimated the total cost of these two signals at $850 and recommended approval of the expenditure on the condition that the city will furnish electrical energy to operate them and will maintain the signals after the installations are complete. The Commission approved the recommendation.

The Commission considered a request from people of West Portland who use the Capitol Highway (Bertha-Beaverton Highway) for the installation of a traffic signal at the intersection of this highway with Terwilliger Boulevard. It is alleged that a serious highway hazard exists at this intersection, referred to by them as the corner of S. W. Terwilliger Boulevard and S. W. Slavin Road. The Engineer advised that an extensive investigation has been made by the Traffic Engineer of conditions at this intersection, and it has been determined that a traffic light is not practical because the intersection is on a steep grade, and the stopping of heavy trucks at that point would create a worse hazard than now exists; however, the investigation does reveal that considerable improvement can be made by widening Capitol Highway west of Terwilliger Boulevard, which will give more traffic lane capacity, and better sight distance, and by sloping the cut bank between Capitol Highway and Terwilliger Boulevard west of the intersection. He estimated the cost of such improvement at $2,500, and recommended approval of the work as a 1950 Minor Betterment Project. The Commission approved the recommendation unanimously.

The Commission discussed a letter from the City of Scio requesting the installation of a flashing beacon on the Albany-Lyons Secondary Highway at the intersection of Main and Water Streets in this city. The Engineer advised that the highway makes a right angle turn at this intersection, and an investigation by the Traffic Engineer indicates that a flashing beacon is needed, both for the purpose of marking the angle point on the highway and as a supplement to the existing stop signs on the approaching streets. He recommended approval of the installation, which is estimated to cost $350, on the condition that the city of Scio will furnish electrical energy to operate the signal and will maintain it after the installation is complete. The Commission approved the recommendation.

A communication was presented from City Attorney Herbert Swift of the City of Newberg, requesting in behalf of the City Council the installation of traffic signals on the route of US99W at its intersections with College Street and Howard Street in Newberg. The Engineer advised that the Traffic Engineer's investigation of this matter reveals that a traffic signal is not warranted at either of these intersections, inasmuch as traffic counts show that the volume of traffic that enters the highway from the side streets is somewhat below the accepted standards for installations of this kind. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported on the suggestion offered by the State Speed Control Board that a traffic signal be installed on US99E at its intersection with Arlington Street in the City of Gladstone. He advised that this intersection is situate immediately north of the bridge over the Clackamas River, where an existing flashing beacon is now functioning. An investigation of conditions, he said, indicates that there is an average of 14,247 vehicles that enter this intersection daily, and that traffic passes this point at relatively high speed, in view of which a signal is warranted. He recommended the installation of a traffic signal at an estimated cost of $4,000 on the condition that the City of Gladstone will contribute 50 percent of the expense involved. The Commission approved the recommendation.

A letter from the City Recorder of the Town of Rainier requesting the installation of a "blinker light" on the lower Columbia River Highway in the wye approach to the Longview Bridge over the Columbia River had the attention of the Commission. The Engineer advised that this matter has been investigated by the Traffic Engineer, who states that the conditions at this intersection do not warrant a signal, the average daily traffic at the intersection being only 2,130 vehicles. Moreover, traffic at this junction is protected by traffic signs reading "LONGVIEW JUNCTION AHEAD," and by the section's being within the limits of a designated 25 mile per hour speed zone. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed a request from the City of Hood River by its City Attorney, Mr. John N. Mohr, requesting the following projects:

1. Installation of a traffic light or flashing beacon at junction of US30 with 13th Street,

2. Sidewalk construction along Hood River Secondary Highway between Oak Street and 12th Street

3. Designation of a school crossing lane at intersection of 13th Street and Oak Street.

The Engineer advised that these requests have been investigated by the Traffic Engineer, who recommends the installation of a flashing beacon at the intersection of US30 with 13th Street, at an estimated cost of $400, and who also recommends that the request for sidewalk construction be denied, because this street is within the city limits, it being contrary to the established policy of the Commission to construct sidewalks within the corporate limits of any city or town. He further stated that the Traffic Engineer recommends approval of the request for the school crossing on the condition that the school authorities will monitor the crossing with schoolboy patrols, otherwise that it be denied. The Engineer advised that he concurs in the recommendations. The Commission approved the recommendations unanimously.

The Commission discussed a request from School District 91C, Charleston, Coos County, for footpath construction along the Cape Arago Secondary Highway in Charleston, where this highway passes through a narrow cut and forces school children to walk on the paved roadway where they are subject to the hazards of vehicular traffic. The Engineer advised that the location of the proposed footpath is through a deep cut, which would have to

be widened for a distance of about 800 feet to provide room for the footpath, and would cost about $3,000. Investigation also reveals, he said, that a footpath could be built over the top of the cut on a steeper grade for about $930. He pointed out that a traffic count reveals that there are approximately 106 pedestrians, most of them school children, who walk through this cut daily, which is justification for the expense of constructing the path. The Commission deferred action in this matter pending further investigation by the Engineer to ascertain if possible whether or not the school children would use the footpath if it were constructed in the location over the top of the cut.

The Engineer reported the results of discussion with the city officials of the City of Milwaukie with respect to the construction of a service road on the east side of the Pacific Highway East between Milwaukie and Portland. He said that pursuant to previous instructions from the Commission, he has consulted with the city officials, who now agree that if the state will grade and pave such service road, extending from the roadway entrance to the Kellogg Housing Project, about midway between Milwaukie and Portland, to the northerly boundary line of the Scott Estate property in Milwaukie, it will forego its previous demand that such roadway be constructed to a connection with Main Street in their city, and they also will agree to the closing of the temporary access to McLoughlin Boulevard (Pacific Highway East) at the plant of the International Harvester Company. Moreover, the city will agree to furnish necessary right of way for this service road, and will maintain it after it is completed by the state. He estimated the cost for such an improvement at $27,300, and recommended approval of the expenditure as a satisfactory solution of this problem.

In this connection, the Engineer pointed out the need to provide some safe means for southbound traffic to enter the road leading to the Kellogg Housing Project at the north end of the proposed service road. He suggested a turn-off lane on the west side of the highway, which would permit utilization of the traffic signals at this intersection by traffic which is to enter the housing project at this point. He estimated the cost of such facility at $3,700, making a total cost of $31,000 for the entire improvement. He recommended approval of this project in connection with the service road construction. The Commission unanimously approved construction of the service road and the turnout as outlined and recommended by the Engineer, and ordered that the matter be covered by an appropriate agreement between the city and the state.

A letter was presented from the City of Hermiston, requesting state assistance in widening certain streets that are designated state highway routes in this town. The Engineer advised that one of the streets that the city wants to widen is First Street, route of the Old Oregon Trail, which street now has a minimum width of 38 feet through the area. He gave as his considered opinion that the widening would be of no particular benefit to the highway inasmuch as the present width is sufficient for two moving lanes of traffic, and to provide for curb parking.

The other street, he said, is Gladys Avenue, route of the Hermiston Secondary Highway, on which the request for widening is unmerited as the volume of traffic is very light. He estimated the cost of the improvements at $3,000, and recommended that the request be denied. The Commission approved the recommendation.

The Commission had under consideration a proposal from J. C. Denton, one of the partners in the contracting firm known as D & R Construction Company, to whom the Commission awarded state highway contract No. 3244 for the construction of guard rail fence on the Ashland-Klamath Falls Highway, to assign and release unto J. N. Rice and Son, the other partner in the firm, all of his right, title and interest in that contract. The Chief Counsel recommended disapproval of the assignment. The Commission approved the recommendation.

The Engineer reported that in conformity with authority previously granted him by the Commission, he has awarded contracts, as follows, bids for which were received at the meeting on December 19 and 20, 1949, the conditions of the awards having been satisfied:

Construction of Pumping Plant Hill-Ontario Section of Old Oregon Trail, Malheur County. Bids received December 20, contract awarded January 16, to C. E. Leseberg, low bidder.

Construction of Scott Canyon Section of the Scott Canyon County Road, Sherman County. Bids received December 20, contract awarded January 6, 1950, to George E. Corliss, low bidder.

The Commission by unanimous vote confirmed the contract awards as reported by the Engineer.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

1. J. S. Crepeau, Contract No. 3235, for construction of an office building on state highway property in Eugene, Lane County, requested an extension of time of 58 days from December 15, 1949, to February 11, 1950 within which to complete this job. Mr. Crepeau alleged that his failure to complete the project within the specified time limit was due to contingencies involved in relocating the building after he had commenced construction. The Engineer advised that after the contract was awarded, the City of Eugene requested that the location be changed to conform to the city's plans for the south entrance to the city, and in complying therewith, it was necessary to reverse the arrangement of the building, causing delays to the contractor. He recommended in view thereof that the extension of time requested be granted without penalty. The Commission approved the recommendation.

2. J. F. Johnston, Contract No. 3073, for the construction of the Flynn Bridge over Marys River on the Alsea Highway, Benton County, requested an additional extension of time from October 31, 1949 to November 19, 1949, within which to complete this job. He attributed his failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that the date specified for the completion of this job was July 31, 1949, but it was later extended to October 31, 1949, subject to the condition that the contractor would reimburse the state for engineering expenses incurred in connection with the job, subsequent to July 31. He recommended that the additional extension of time now requested be granted subject to the same penalty. The Commission approved the recommendation.

3. Knight Pearcy, Contract No. 3075, for roadside improvement on the North Bend-Coos Bay Section of the Oregon Coast Highway, Coos County, requested an extension of time of five days, from November 30, 1949 to December 5, 1949, within which to complete this job. He alleged that his failure to complete the project within the specified time limit was due to cancellation of a part of the work and later the re-authorization of the same. The Engineer advised that because of inability to obtain certain plants needed in connection with the project, it was decided to cancel that part of the contract, but later on these particular plants became available and the contractor was requested to incorporate them in the improvement in conformity with the original plan. He said that the delay was through no fault of the contractor, and in view thereof, he recommended that the extension of time requested be granted without penalty. The Commission approved the recommendation.

4. Babler Bros., Contract No. 3174, for grading and oil mat surfacing on the Terrebonne-Crook County Line Section of the Smith Rock Market Road, Deschutes County, requested an extension of time of 57 days from August 31, 1949 to October 27, 1949, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit:

> 1. Delays caused by the raising of the tracks of the Oregon Trunk Railroad Company that was involved, which work was not completed by the Company until September 12, 1949.
>
> 2. Oiling operations on this project were ordered suspended temporarily to allow the contractor to perform oiling work on the Warm Springs Highway while suitable weather obtained.

The Engineer advised that the raising of the tracks of the Oregon Trunk Railroad Company was performed by the Railroad Company's crews, and due to the fact that they failed to complete their work as soon as anticipated, the contractor was unable to complete the oiling operations within the specified time. He recommended, in view thereof, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. Leslie W. Stoker, Contract No. 3188, for construction of a bridge over the John Day River, and grading work on the Prairie City (Bridge Street) Section in the town of Prairie City, requested an extension of time of 151 days, from November 30, 1949, to April 30, 1950, within which to complete this job. Mr. Stoker stated that all work in connection with this job was completed within the specified time, except the surface finish of the concrete, and that weather conditions were such that an acceptable job of finishing could not be completed until weather conditions are satisfactory in the spring. The Engineer stated that the statements given by the contractor for overrunning the specified time limit are correct. He also said that the bridge is open to traffic. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. R. A. Heintz Construction Co., Contract No. 2938, for grading, macadam surfacing, and structures on the Pleasant Hill-Lost Creek Section of the Willamette Highway, Lane County, requested an additional extension of time of five days, from September 30, 1949 to October 5, 1949, within which to complete this job. The contractor stated that he purchased the old bridge and did not consider that it was necessary to remove it within the time limit specified for the completion of the main project. The Engineer advised that the old bridge was sold to the contractor under a price agreement and that the additional time now requested is simply to enable the contractor to tear down the old structure and remove it from the right of way. Failure of the contractor to remove this old structure within the previously extended time limit, he said, has caused no inconvenience to the traveling public, neither has it increased the state's expense for engineering supervision. He recommended, in view thereof, that the additional extension of time now requested, be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

7. Frank M. Parsons, Contract No. 2960, for grading and oil mat surfacing on the Carlton-Chehalem Creek Section of the Carlton-Chehalem Creek County Road in Yamhill County, requested an additional extension of time of 13 days, from July 31, 1949 to August 13, 1949, within which to complete this project. Mr. Parsons alleged that due to the moisture content in the ground, it was not until the latter part of May, 1949, that grading operations could start, which did not allow time enough to complete the surfacing and oiling during the period of the previously extended time limit. The Engineer advised that the contract specified that this job should be completed by October 31, 1948, but the work was not done according to schedule, which necessitated an extension of time. On January 24, 1949, he said, the Commission granted an extension of time from October 31, 1948 to July 31, 1949, subject to assessment of engineering costs incurred by the state from November 1, 1948, until the job is done. He recommended that the extension of time now requested be granted, subject to the same penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

8. Colonial Construction Company, Contract No. 3111, for rock production on the Mt. Hood and Wapinitia Highways, requested an additional extention of time of 176 days from December 20, 1949 to June 15, 1950, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to snow conditions which made it impossible to transport necessary materials. The Engineer advised that this contractor had another contract with the Bureau of Public Roads for surfacing the north section of the Warm Springs Highway, and in order to assure completion of the Warm Springs project at the earliest possible time, priority was given to that work. Subsequent to the completion of the Warm Springs Highway Project, he said, the contractor was unable to complete the rock production project before winter halted his operations. He recommended in view of the circumstances, and for the further reason that the rock materials being produced will not be needed until the summer oiling season, that the additional extension of time as now requested be granted without penalty. The Commission approved the recommendation.

9. T. W. Thomas, Contract No. 2955, for grading the Clear Creek-Forest Boundary Section of the Warm Springs Highway, Wasco County, requested an additional extension of time of ten days, from August 31, 1949 to September 10, 1949, within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to the programming of cleanup work so as not to interfere with the surfacing operations that were being conducted by the Colonial Construction Company under another contract. The Engineer advised that the work on the roadbed was completed by August 31, 1949, but due to the fact that the Colonial Construction Company was surfacing the project at the same time, Mr. Thomas was forced to take additional time to clean up the shoulders and the slopes under his contract, so as not to interfere with the surfacing operations. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. Rogers Construction Company, Contract No. 2936, for regrading and oil mat surfacing on the Forest Boundary-Agency Section of the Warm Springs Highway in Jefferson and Wasco Counties, requested an additional extension of time of twenty-five days from September 30, 1949 to October 25, 1949, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions in the fall of 1948, which necessitated closing down of operations for the winter season earlier than was anticipated, and delay in resumption of the work in the spring of 1949. The Engineer advised that the additional time requested by the contractor was required simply to perform cleanup work. He further stated that the overrun in time has not inconvenienced the public, because the road could not be used until the bridge over Mill Creek was completed. He recommended that the additional extension of time now requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

11. City Electric, Inc., Contract No. 3209, for installation of traffic signals at Main and Esplanade Streets, Klamath Falls, Klamath County, requested an extension of time of 60 days, from January 15, 1950, to March 15, 1950, within which to complete this job. They alleged that the overrun in time limit was caused by non-delivery of certain control equipment which was required for the project. The Engineer advised that this project was entirely completed with the exception of the installation of the control equipment mentioned by the contractor, which equipment was ordered shortly after the contract was awarded, but has not been delivered to date. Due to the fact that the delay was through no fault of the contractor, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

12. Roy L. Houck, Jr., Contract No. 3034, for grading and bituminous macadam surfacing on the Lost Creek-Lowell Section of the Willamette Highway, Lane County, requested an extension of time of 334 days, from

September 30, 1949 to August 30, 1950, within which to complete this job. He gave the following reasons for failure to complete the project within the specified time limit:

1. Critical labor shortage during 1948.
2. Right of way on one portion of contract not obtained until March, 1949.
3. Adverse weather conditions which severely shortened the construction period in 1948.
4. Delays in securing delivery of new equipment.

The Engineer advised that this project is approximately 90 percent complete, and that the contractor has only about 30 days' work left. Due to the fact that the subgrade in this locality dries out very slowly in the Spring, he said, a much better job of surfacing with bituminous macadam will be obtained if that work is not done until the subgrade is completely stable. He stated that the project was further delayed because of right of way difficulties and to some extent by inability to prosecute work pending a decision by the U. S. Army Engineers as to whether or not they intended to construct their dam at Dexter so as to inundate portions of the highway. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation unanimously.

The Commission in discussing the requests for extensions of time as listed above considered but did not necessarily adopt the recommendations of the Engineer, and/or the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that Contracts Nos. 2859, 2936, 2938, 2955, 2960, 3057, 3064, 3073, 3075, 3134, 3173, 3174, 3190, 3217, 3218 and 3237, for construction of state highway projects, have been completed according to the requirements of the contracts, or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "I," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that pursuant to instructions from the Commission at its November meeting, he has contacted the cities and towns of the state relative to projects that they wish financed with Special State Tax Street Funds during 1950. To date, he said, thirty requests have been received, fourteen of which were received within the last thirty days when weather conditions were such that a satisfactory inspection of the projects could not be made. Of the remaining sixteen requests, he said, six were for amounts in excess of $15,000, and have therefore been referred back to the cities to ascertain if they will contribute city funds to pay the costs over and above $15,000 which is the maximum amount of state funds that can be allocated to any city, according to the Commission's present policy. He submitted a list of the ten remaining requests, together with his recommendation in respect to each, as follows:

1950 SPECIAL CITY ALLOTMENT PROJECTS

No.	City	Previous Projects 1948	Previous Projects 1949	Estimated Cost of 1950 Proposed Projects State	City	Total	Recommended for Approval
Division I							
1	Brownsville	Yes	None	$15,000	$ 9,500	$24,500	Yes
2	Sherwood	None	None	$11,600	$ - - -	$11,600	Yes
3	Yamhill	None	None	$ 5,500	$ - - -	$ 5,500	Yes
Division II							
4	Dallas	Yes	Yes	$13,500	$ - - -	$13,500	Deferred
5	Harrisburg	None	Yes	$ 8,000	$ - - -	$ 8,000	Yes
Division III							
6	Junction City	None	None	$14,500	$ - - -	$14,500	No
7	Myrtle Point	Yes	None	$13,500	$ - - -	$13,500	Yes
Division IV							
Division V							
8	Enterprise	None	None	$14,500	$ - - -	$14,500	Yes
9	Helix	None	None	$14,500	$ - - -	$14,500	Yes
10	Nyssa	None	None	$15,000	$ - - -	$15,000	Yes

As a result of discussion, the Commission unanimously approved the Engineer's recommendation with respect to each of these ten projects.

The Engineer reported receipt of several requests for the improvement of the connection between N. E. Columbia Boulevard and N. E. Portland Secondary Highway, (Killingsworth Street - US30 by-pass) in N. E. Portland, so as to facilitate right-turn vehicular movements from Columbia Boulevard to Killingsworth Street. The main request, he said, was received from Mr. Ernest F. Huber, Principal of Whitaker School, who is fearful that accidents will occur because the school bus cannot make this turn without encroaching on the opposing traffic lane. This matter, he said, has been investigated and the findings reveal that vehicles cannot make this turn without traveling in the opposing traffic lane, which is particularly hazardous because of the large volume of traffic. He suggested that the condition can be corrected by constructing an additional turning lane which will cost about $750. He recommended approval of the expenditure, if an easement can be obtained for the use of a small parcel of land owned by the Union Pacific Railroad Company The Commission approved the recommendation, and authorized the Engineer to negotiate with the railroad company officials for the easement.

The Engineer brought up for discussion the matter of safeguarding the underground transcontinental cables of The Pacific Telephone and Telegraph Company during the construction of the Viento-Wygant Park Section of the upper Columbia River Highway, which work it is expected will be placed under contract

early in the spring of 1950. He said that a considerable portion of this cable occupies private right of way, which right of way has been purchased by the state for the new highway location, so re-establishment of that portion will have to be paid for by the state. The engineers for the Telephone Company and the Highway Commission have been studying this matter for several months, and have determined that the best manner for handling the cables is to place them temporarily along the Union Pacific Railroad, and then to re-lay the cables along the new highway after it is constructed. The state's share of the estimated cost, he said, is $15,000. He recommended approval of the expenditure and that he be authorized to arrange with the Telephone Company to start the work at once to assure its completion before the highway work gets underway. The Commission unanimously approved the expenditure, the actual amount of the state's participation to be determined when the work is completed, and authorized the Engineer to tell the Telephone Company to proceed with the re-establishment of its facilities.

The Commission discussed a request from the Timber Carnival Association, Albany, for permission to use Waverly Lake State Park and Waverly Lake for its Timber Festival which is to be held on July 2, 3 and 4, 1950. The Engineer advised that the Association has had the use of this property for its festival for several years under permit. He recommended approval of the request again this year, under the following conditions:

1) That the Association post a cash bond in the amount of $1,000 to guarantee that all state highway property used will be cleaned up to the satisfaction of the State Highway Engineer.

2) That the section of highway from Cox Creek Bridge northerly to the junction of the Albany Airport Secondary Highway, all of which is adjacent to the carnival activities, be posted with "No Parking on Shoulders" signs, at the expense of the Association.

3) That sufficient parking attendants be employed to keep the highway clear of all parked vehicles.

4) That pedestrians be permitted to cross the highway at a minimum number of adequately marked and police-patrolled crossings; that such crossings be temporarily fenced for a distance of 100 yards north and 100 yards south to confine pedestrians to the designated crossings.

5) That all cars be routed and directed to and from the car-parking area used in conjunction with this permit by means of side streets or back roads and not directly to and from the highway.

6) That, as a safety-precaution measure, the Association cut or burn all dried grass on the car-parking area immediately prior to the beginning of the festival.

The Commission approved the recommendation.

A letter was presented from Weyerhaeuser Timber Company requesting permission to deposit on state highway right of way beneath McCullough Bridge, Coos Bay, certain dredged materials which they must remove from the Bay in

connection with construction of a temporary bulkhead. The Engineer advised that the depositing of this material underneath the bridge will not in any manner affect the use of the state's property, but, on the other hand, would better its general appearance. He recommended approval of the request. The Commission approved the recommendation and ordered that the matter be covered by a written agreement between the company and the state, which agreement shall be prepared by the Commission's Chief Counsel and shall provide proper protection of the state's interests.

The Engineer reported receipt of a request from the Willamette National Lumber Company that "NO PARKING" signs be maintained along the Santiam Highway adjacent to the company's plant at Foster, Oregon, so that company employees will be forced to park their cars in a parking area that has been provided by the company, thus eliminating hazards that are now created by reason of employees' parking their cars on the highway shoulders. The Engineer advised that this matter has been investigated by the Traffic Engineer, who recommends that shoulder parking of cars on the highway right of way at this point be prohibited, particularly along the section between M.P. 30.70 and M.P. 31.31, because there is a great deal of truck movement into and out of the mill, and these vehicles need all possible maneuvering area. The Engineer stated his concurrence in the recommendation. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "J," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that in order to permit construction of the Coos Bay Section of US101, it will be necessary to relocate a considerable number of water mains owned by the Coos Bay-North Bend Water Board. He recalled the policy of the Commission in cases of this kind, particularly where water systems are municipally owned, to pay labor charges for such relocations as are necessary, and for the water boards to furnish necessary materials. In the present instance, he said, the Coos Bay-North Bend Water Board has agreed to furnish materials at an estimated cost of $5,502 if the state will pay the labor charges, estimated at $4,945. He recommended, in conformity with that policy, approval of the arrangement, the state's contribution to be approximately $4,945. The Commission approved the recommendation.

A letter was presented from Pine Forest Grange #632, Bend, Oregon, requesting the designation of a 35-mile-per-hour speed zone on The Dalles-California Highway, for a distance of 0.27 mile immediately south of the south city limits of Bend. The Engineer advised that an investigation of this matter reveals that there has been a substantial increase in roadside culture along this section -- in fact, there is almost a continuous line of roadside business establishments. The accident record during the past three years, he said, is not good and the investigation indicates that a speed zone is warranted. He pointed out that a 35-mile-per-hour speed zone now is in effect northerly from the city limits, and he recommended that this 35-mile-per-hour zone be extended southerly a distance of 0.27 mile to Hayes Avenue (M.P. 143.59). The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "K," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request from the Lincoln Parent-Teacher Association, Corvallis, for the designation of a reduced speed zone along US99W, in the vicinity of Lincoln School, south of Corvallis, had the attention of the Commission. The Engineer advised that the Traffic Engineer has investigated this matter and recommends the designation of a 40-mile-per-hour speed zone extending from the south city limits of Corvallis, M.P. 86.26, southerly to the Junction with Kiger Island Road, M.P. 88.57. The accident record on this section, he said, is very high, the record revealing that during the past three-year period there have been 126 accidents resulting in injuries to 33 persons. Also there is considerable roadside culture, consisting of a large number of residences and business establishments. He recommended approval of the request. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "L," which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer asked the Commission to confirm the oral authority heretofore given him to permit the U. S. Army Engineers to construct a temporary building on the right of way of the North Santiam Highway near Detroit Dam site, which building is to be used as a lookout for the public in observing progress of construction of the Detroit Dam. He recalled that the Commission's approval of this permit was given subject to the condition that the building shall not remain on the right of way for a period longer than five years, or until completion of the dam should the dam be completed before that time. The Commission unanimously confirmed the granting of the permit.

The Engineer brought up for discussion the question of paying a sewer assessment amounting to $1,002.65 against certain state highway property in the city of Baker, described as Lots 6, 7, 8, 9 and 10 of Block 15, Mix' Addition to the city of Baker. He advised that this property was acquired by the Commission in 1942 as a stockpile site for the total consideration of $75 and that no taxes have been paid on the property since that time. The westerly half of the block, he said, has been, and now is in use as a stockpile site, but the easterly half, consisting of Lots 6 to 10 inclusive, which property is now being assessed, is not required and could be sold if the Commission so desires. He added that the value of this property as recently appraised by the Right of Way Engineer, is $1,500. The Engineer further explained that the Highway Department also owns adjacent property described as Blocks 10 and 11, which were acquired in 1932, as gravel pits, but are now entirely exhausted. The value of these two blocks, as recently appraised by the Right of Way Engineer, he said, is $750. He recommended approval of the payment of the sewer assessment in the amount of $1,002.65, and that the easterly half of Block 15, and all of Blocks 10 and 11, which are of no value for state purposes and which are appraised at a total value of $2,250, be advertised for sale. The Chief Counsel concurred in the recommendation, suggesting, however, that the payment of the sewer assessment be deferred until the properties have been advertised and the high bidder therefor given an opportunity to pay the assessments. The Commission approved the recommendation unanimously, subject to the suggestion offered by the Chief Counsel.

The Engineer reported a proposed arrangement with the Bureau of Public Roads for a tentative exchange of maintenance on two highway sections, one being the Elk Creek-Jackson County Line Section of the Tiller-Trail

Highway in Douglas County, 6.48 miles in length, a state obligation, and the other being the North Unit of the Soda Mountain-Silvies Section of the John Day-Burns Highway, 4.13 miles in length, a federal obligation. He said that the state has no maintenance crew in the immediate vicinity of the Tiller-Trail Section, and the Bureau of Public Roads has no maintenance crew in the vicinity of the Soda Mountain-Silvies Section. The proposal, he said, is to let the Bureau of Public Roads maintain the Tiller-Trail Project where it has a maintenance crew available, the state to maintain the other where it has a maintenance crew available. He recommended approval of such arrangement in the interests of economy for both the Bureau of Public Roads and the state. The Commission approved the arrangement by unanimous vote. (An agreement covering the matter was signed by the Commission on the following day.)

The Commission considered and upon recommendation of the Engineer and Chief Counsel unanimously approved a form of contract with the Idaho Power Company providing for the lighting of the Ontario and Nyssa underpasses and the furnishing of electrical power to operate a sump pump at the Nyssa Underpass. (The contract agreement was signed by the Commission on the following day.)

The Commission had under discussion adoption of a resolution with respect to the relocation of the Old Oregon Trail through Ladd Canyon between La Grande and North Powder, including the redesignation of the present route of this highway between the same points, as a state secondary highway when the Ladd Canyon route has been constructed. This matter was discussed at some length and as a result thereof, the Commission decided to designate the present highway between La Grande and North Powder a state secondary highway when the new highway through Ladd Canyon has been completed. The attached resolution relative thereto, marked EXHIBIT "N," which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote

The Commission discussed a letter from Mr. Stuart B. Mockford, Secretary of the Community Improvement League, Oak Grove, Oregon, suggesting that US99E between Portland and Oregon City be officially named "McLoughlin Boulevard." The Chief Counsel advised that the Commission is without legal authority to adopt this suggestion because this highway already has been designated by number and by name. He read aloud the provisions of the statute pertaining thereto. In view of this information, the Commission denied the request and ordered that Mr. Mockford be informed accordingly.

There was presented to the Commission a resolution from the Master Pomona Grange No. 2, Wasco County, protesting the installation of "stop and go" lights at the Mosier Tunnel on the upper Columbia River Highway, and requesting the installation of "caution" lights until the hazardous condition at the west approach to the tunnel, caused by rocks falling from the adjacent cliff, has been taken care of in a safe manner. The Engineer advised that a rather difficult situation exists at this point, in that the tunnel is wide enough for the safe passage of two ordinary vehicles, but is not wide enough for the passage of two wide vehicles. He further stated that an attempt was made to control the situation by installation of a "caution" light and the designation of a 20-mile-per-hour speed limit, but that did not prove satisfactory. It was then decided to permit one-way travel only through the tunnel and appropriate signals were installed, and in order to provide additional protection, a wire netting was placed along

the adjacent steep hillside to prevent rocks' falling on the highway and endangering people who might be waiting there for the lights to change. Due to the protest that has now been filed by the Grange, he said, arrangements are being made to stop eastbound traffic about 800 feet west of the tunnel entrance, which is entirely beyond the point where there is danger of rocks' falling on the highway. To widen the tunnel sufficiently to allow traffic to pass through it continuously without interruption, he said, would cost a considerable sum of money, which eventually would have to be wasted because the plan is to locate the highway near the river at some future time, entirely away from the mountainside where the tunnel is situated. He further stated that the arrangements now being put into effect will be tried out to determine whether or not they will serve the purpose. The Commission approved the report and instructed the Engineer to render an additional report on the subject in about two months.

A letter was presented from John J. Besson, M. D., Portland, calling attention to a hazardous condition which he alleges exists at a grade crossing of the Milwaukie-Estacada Secondary Highway with the Southern Pacific Company's tracks near the town of Clackamas. Dr. Besson suggests the construction of an overpass to eliminate the dangers. The Engineer advised that a grade separation at this point would be desirable, but it would cost about $150,000 and there are no funds available to finance it; moreover, if funds were available there is greater need for them to finance highway improvements elsewhere. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed a report from the Engineer on traffic violations committed by F. H. Wolfenbarger, log hauler, McMinnville, in connection with his operations over state highways in the Grants Pass area. It appears that Mr. Wolfenbarger's log hauling permit was cancelled by the Public Utilities Commission on July 6, 1949, on which date his insurance was also cancelled, notwithstanding which, he continued the truck-hauling of logs without a valid permit, using his 1948 P.U.C. plates, which he did not surrender when his permit was previously cancelled in October, 1948. A careful review of the record indicated to the Commission that Mr. Wolfenbarger has been engaged in the truck-hauling of logs over state highways a sufficient length of time to familiarize himself with the requirements covering his operations, and for that reason and for the further fact that his violations are considerably in excess of the average, the Commission ordered that the Public Utilities Commissioner be requested to deny any request from Mr. Wolfenbarger for the reinstatement of his permit until such time as he appears before the Highway Commission with a written statement to the effect that he will abide by the Oregon Motor Vehicle Laws, the Motor Transportation Code, and the rules and regulations of any permit that may be issued to him, and that he will further agree to keep the weight of his loads within the limits of the legal weight requirements.

The Engineer brought up for discussion his written report of February 1, 1950, on the subject of minimum amounts of property damage and public liability insurance that the Public Utilities Commissioner requires in connection with the issuance of permits to "contractor carriers," which classification includes carriers of logs, poles and piling on public highways. It appears that the amount of insurance presently required by the Public Utilities Commissioner is the minimum amount which is required by law, viz: $5,000

bodily injury for each person; $10,000 liability for each accident; and $5,000 property damage liability for each accident. The Engineer gave as his feeling that such amount of insurance is entirely too low, and accordingly, he recommended that the Public Utilities Commissioner be advised that the Commission considers that the protection now offered to the highway users is inadequate and that the minimum amounts of such insurance should be increased to amounts at least double the present amounts. The Chief Counsel concurred in the recommendation. The Commission unanimously adopted the recommendation and thereupon approved a form of letter directed to the Public Utilities Commissioner, covering the subject, as prepared by the Chief Counsel. (The letter was signed by the Commission on the following day.)

The meeting adjourned at 5:00 p.m. to reconvene on the following morning in the same room.

Portland, Oregon
February 7, 1950

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room in the Imperial Hotel with the same persons present and participating. Bids as follows for highway construction projects were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room:

BAKER COUNTY

Black Bridge-Halfway Section of the Baker-Homestead and Halfway Highways. State Project. Rock Production. Requires approximately 8,900 cu.yds. crushed rock in stockpile.

Rush Constr. Co., Enterprise	$ 26,255.50
Barney B. Helser, Molalla	28,480.00
N. A. Toole Constr. Co., Ontario	32,485.00

COLUMBIA COUNTY

Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road. Federal Project No. S-77(2). 6.91 miles surfacing and oiling. Requires approximately 30,100 cu.yds. crushed rock or crushed gravel, 120 tons RC-3 asphalt or 140 tons RT-4 tar, and 360 tons 151-200 asphalt or 438 tons RT-9 tar.

	Using Asphalt	Using Tar
O. C. Yocom Co., McMinnville	$ 82,196.50	$ - - -
Rogers Constr. Co., Portland	83,221.50	- - -
Oregon Asphaltic Paving Co., Portland	87,020.00	- - -
J. N. & M. J. Conley, Portland	87,218.75	- - -
Vernie Jarl, Gresham	88,202.75	88,670.00
P. B. Doherty & Son, Portland	88,524.00	92,755.25
A. H. Saxton & Sons, Corvallis	92,947.25	94,687.00
E. C. Hall Co., Portland	94,541.00	- - -
Parker-Schram Co., Portland	98,649.25	

GILLIAM AND WHEELER COUNTIES

Rock Creek-Condon-Service Creek Section of the Wasco-Heppner Secondary and John Day Highways. State Project. Rock Production. Requires approximately 11,510 cu.yds. crushed rock in stockpile.

Oscar E. Joelson, Eugene	$ 28,079.50
Barney B. Helser, Molalla	31,307.20
Rush Constr. Co., Enterprise	31,652.50
E. H. Itchner, Molalla *	34,530.00
Arthur Gentemann, The Dalles	35,681.00
F. L. Somers, Klamath Falls	39,134.00

* Bidder will accept only one project

LANE COUNTY

Eugene Traffic Signals. State Project. Furnish and install traffic signal lights at three intersections on Pacific Highway in city of Eugene.

C. & S. Electric, Eugene	6,326.00
L. H. Morris Electric Co., Eugene	7,244.00
Mill Electric Co., Salem	7,503.00
City Electric Co., Salem	7,555.06

LINN COUNTY

Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway. Federal Project No. S-230(3). 9.3 miles of paving; also furnishing crushed material in stockpile. Requires approximately 48 tons emulsified asphalt; 15,800 tons asphaltic concrete pavement; 5,000 cu.yds. crushed or screened shoulder material; and 6,500 cu.yds. crushed rock or crushed gravel in stockpile.

Porter W. Yett, Portland	113,010.00
Warren Northwest Inc., Portland	117,420.00
Acme Constr. Co., Eugene	121,850.00
D-H Paving Co., Vancouver, Wn.	122,340.00
Babler Bros., Portland	124,100.00
Central Heating Co., Eugene	127,145.00

MORROW COUNTY

Hardman-Chapin Creek Section of the Heppner-Spray Secondary Highway. Federal Project No. S-218(4). 6.14 miles grading, surfacing and oiling; also furnishing crushed rock in stockpile. Requires approximately 39,000 cu.yds excavation, 29,000 cu.yds. talus topping material, 12,000 cu.yds. crushed rock, and 240 tons 151-200 asphalt.

Morrison & Fisher, Walla Walla, Wn.	90,605.00
D. F. McKenzie, Salem	95,052.10
Inter City Sand & Gravel Co., Eugene	97,659.90
Lindstrom Bros. Inc., Portland	97,856.00
Heavy Hauling Co., Astoria	98,358.70

(Cont.)

Hardman-Chapin Creek Section (Cont.)

F. L. Somers, Klamath Falls	$ 101,105.00
E. H. Itchner, Molalla *	106,526.00
Rogers Constr. Co., Portland	109,351.00
O. C. Yocom Co., McMinnville	111,750.00
Newport Constr. Co., & Kern & Kibbe, Portland	115,706.50
Spada Bros. & K. C. Dack, Portland	117,415.12
J. N. & M. J. Conley, Portland	126,237.00
G. D. Dennis & Sons, Portland	126,836.50
C. J. Eldon, Portland	131,701.90

* Bidder will accept only one project

UMATILLA AND GRANT COUNTIES

Ukiah-Long Creek Section of the Pendleton-John Day Highway. State Project. Rock Production. Requires approximately 10,600 cu.yds. crushed rock in stockpile

Rogers Constr. Co., Portland	30,740.00) *
Rush Constr. Co., Enterprise	30,740.00)
E. H. Itchner, Molalla **	33,390.00
F. L. Somers, Klamath Falls	36,570.00

* Tie Bids
** Bidder will accept only one project

The Engineer submitted for the Commission's consideration a revised Maintenance Budget for 1950. He recalled that the budget discussed at the previous meeting contained an amount of $11,138,000 for maintenance purposes but the Commission ordered the amount reduced to $10,138,000, which has been done. He pointed out the several items where reductions have been made to make up the total. The Commission unanimously approved the budget as revised.

The Engineer also reported on the office furniture and equipment requirements for the first quarter of the year 1950, for which an amount of $25,655 was included in the budget that was considered by the Commission at the previous meeting. He recalled that action on this feature of the budget was deferred at that time to allow a review of the figures submitted by the various department heads. Such review has been made, he said, and it is now estimated that an expenditure of $19,185 will meet the needs of the department for office equipment during the first quarterly period, which is a reduction of $6,470 from the original estimate. He recommended specific approval of purchases in such amount during the first quarter of 1950, and tentative approval of an expenditure of $44,200 for the entire year. It was the feeling of the Commission that the purchase of desks, chairs, tables, map cabinets, bookcases and similar furniture should be deferred, insofar as is possible, until the new highway building has been completed, so when the purchases are made the type of furnishings will conform and harmonize with

the finish in the new building. Accordingly, the Commission approved the budget with such items deleted, thus reducing the amount authorized for the first quarter of 1950, to $13,455.

The Engineer requested specific authority to purchase during the first quarter of 1950, engineering equipment which is estimated to cost $5,470; equipment for the Parks Department estimated to cost $2,468; and equipment for the Sign Shop which is estimated to cost $1,765, a total of $9,703. He said that provision was made in the 1950 budget for these purchases, but they were not included in the commitments for the first quarter; and due to the fact that the equipment is needed now, he would like authority to place the orders immediately. The Commission approved the request unanimously.

The Engineer brought up for discussion the removal of Primary Federal Aid Highway No. 36 from the Federal Aid Highway System. He stated that this highway, which extends northerly from the Stanfield-Boardman Highway at a point a short distance west of Pendleton, to a junction with the Columbia River Highway near Cold Springs, in Umatilla County, was placed on the Federal Aid System by action of a former Highway Commission in 1932 and in 1937, but has never been constructed. He also said that there is no apparent justification for the road now because the existing Pendleton-Cold Springs Highway has been designated a Federal Aid Secondary Highway, and a major portion of it has been improved to satisfactory standards. He exhibited a map showing the location of the road and recommended that it be removed from the Federal Aid System. The Commission approved the recommendation unanimously and thereupon signed a letter directed to the Bureau of Public Roads to that effect.

The Commission approved the payment of 1950 membership dues in the Western Association of State Highway Officials, amounting to $50, and also approved payment of 1950 membership dues in the American Association of State Highway Officials, amounting to $675.

The Commission confirmed verbal approval previously given for the Director of the Travel Department to attend, at state expense, a joint meeting of the Travel Departments of British Columbia, Washington and Oregon, which was held in Seattle on February 3 and 4, 1950

In this connection, the Commission also authorized the State Highway Engineer to go to Washington, D. C., at state expense, during the early part of March, 1950, to meet with the Transportation Committee of the American Association of State Highway Officials and to attend a hearing of the Congressional Committee on road matters.

There was presented for the Commission's consideration a request from Robert W. Sawyer of Bend for the erection of three historical testboards on state highways in Central Oregon, and a request from Mr. H. G. Smith, member of the Historical Committee of the Oregon Historical Society, for the erection of a textboard on the Old Oregon Trail near the City of Baker. The Engineer advised that the textboards are to memorialize historical places, and that all of them have been recommended by the Memorials Committee of the Oregon Historical Society. Moreover, the Committee has approved the text for each of the boards and the following headings: "Williamson River;" "Indian Trails;" "Peter Skene Ogden," and "Cattle Drives." He estimated the cost of

the textboards at approximately $200 each, or a total of $800, and recommended approval of the expenditure. The Commission approved the recommendation unanimously. (For complete wording of the textboards, as approved by the Memorials Committee of the Oregon Historical Society, see general files.)

The Commission had under discussion the setting of a date for its next regular meeting, and decided unanimously to hold such meeting on Monday and Tuesday, March 20 and 21, 1950. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel, Portland.

Consideration was given by the Commission to a request from the U. S. Army Engineers for permission to perform certain channelization and landscape work on the Right of Way of the Columbia River Highway at the entrance to McNary Dam Townsite. The Engineer advised that plans for this work have been examined and in his estimation, if the request is approved, a very worthy improvement, which will materially enhance the appearance of the highway at the entrance to this townsite, will result. Moreover, it will not be inimical to public usage of the highway. He recommended approval of the request. The Commission approved the recommendation and thereupon signed an agreement with the contracting officer of the United States of America, pertaining thereto.

The Engineer reported receipt of a request from the Evans Products Company, Coos Bay, for permission to construct a roadway across a state-owned stockpile site, adjacent to the Oregon Coast Highway near Delmar, to facilitate movements of their log hauling trucks which unload at this point. He explained that the Company operates an unloading dock at Delmar, which is on the newly improved section of the highway between Coos Bay and Coquille, and due to the large number of trucks that arrive at the dock simultaneously, it is impossible to scale logs and dump them without the trucks' backing up onto the highway shoulders, thus creating a hazard to highway travel. Were the company permitted to construct a roadway on the stockpile site, as it requests, the trucks could pull off onto this area for scaling purposes and then proceed to the unloading dump without being forced to park along the highway while waiting to unload. The construction of a roadway along the edge of the stockpile site, he said, will not interfere with the use of the site for stockpile purposes, and he recommended that a revocable easement be granted to the Company to construct and maintain such parking roadway on the state property. As a result of discussion, the Commission unanimously approved the recommendation and referred the matter to the Chief Counsel to prepare a form of agreement with the Company, that will protect the state's interests and will require vacation of the state's property should the use of the road become inimical to the state's interests.

The Commission had under discussion the adoption of a resolution giving the State Highway Engineer blanket authority to post state highways for reduced weight loads when he considers that necessary in order to properly protect these facilities from undue damage. The attached resolution relative thereto, marked EXHIBIT "O," which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission by unanimous vote.

The Commission had under discussion the appointment of a State Highway Engineer, a Chief Counsel, and a Secretary, in view of the fact that the terms of the present incumbents, Messrs. R. H. Baldock, J. M. Devers and H. B. Glaisyer, expire on February 28, 1950. Motion was made by Commissioner Chandler that each of these men be reappointed for a four-year term, ending February 28, 1954. The motion was duly seconded by Commissioner Reynolds. Chairman Banfield declared the motion carried by the unanimous vote of the Commission.

The Commission next had under discussion the selection of bonding companies and resident agents to participate in the new bond to be furnished by Mr. Baldock, as is required by law, covering his reappointment as State Highway Engineer. The Commission decided unanimously to renew the bond furnished by Mr. Baldock covering his previous appointment, in the amount of $350,000, in the same fifteen companies and with the same agents participating.

Commissioner Reynolds rendered a brief report on his inspection trip of state highways through Eastern Oregon, during the week starting Tuesday, January 24, in company with the State Highway Engineer, R. H. Baldock.

The Commission had under consideration the Chief Accountant's report on the Front Avenue Project in Portland, as rendered by him on September 19, 1949. In the discussion of this matter, the question arose whether or not the City of Portland would deed to the state its share of the properties acquired jointly by the city and the state. The Chief Accountant advised that the city is agreeable to do that, and is ready to close the matter by transferring to the state its interests in the unsold properties. He was instructed by Chairman Banfield to make sure that there is included in the list of properties in which the city's interest is to be deeded to the state, the property abutting Front Avenue that is being used by the Portland Chamber of Commerce as a Tourist Information Center. As a result of this discussion, the Commission unanimously approved the taking of whatever steps are necessary to conclude with the City of Portland the transactions that are pending on this project, including the deeding of certain parcels of property from the city to the state, the sale of certain parcels of property no longer required as right of way, and the final audit and settlement of accounts between the city and the state. The Chief Counsel was instructed to make certain that in concluding this transaction the state obtains all of the city's interests in the matter.

The Engineer reported that pursuant to previous instructions from the Commission he has carefully inspected the proposed location of the Ochoco Highway west from the town of Mitchell, particularly the section between Mitchell and Jones Ranch, about eleven miles in length, and in his estimation the location selected as a result of surveys several years ago, and which by-passes the main street in Mitchell, is the correct one. He exhibited a map showing the location as determined by the survey, and recommended adoption of the location as disclosed thereon. The Engineer also stated that the estimated cost to construct the highway on such location is $836,000, and he gave as his feeling that because of the importance of the road to traffic in the John Day Valley, the project should be given consideration by the Commission in the formulation of its next construction program. He pointed out that it would take nearly three years to complete the project, and recommended, in view thereof, that the existing road along this section be given a temporary oil treatment to allay the dust and keep the road in usable condition, which work he estimated would cost about $28,000. As a result of careful consideration

of this matter, the Commission approved the survey as reported by the Engineer by the adoption of the attached resolution relative thereto, marked EXHIBIT "P," which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Commission also unanimously approved an expenditure of $28,000 to provide a temporary oil surface on the existing road as recommended by the Engineer, and authorized him to advertise the project for bids as soon as the plans can be prepared.

A delegation representing the Common Council of the City of Florence was present in regard to the improvement of the Oregon Coast Highway through their city. The group was headed by H. F. Severy, City Recorder, and included Mayor Paul V. Womer and George Burbach, Street Commissioner. Mr. Severy stressed the need for better drainage of the highway right of way, advising that due to development of the properties adjacent to the highway, the drainage problem has increased many-fold. He pointed out that the right of way is 100 feet wide, and presented pictures showing many pools of standing water on the right of way. He also said that the city has an eight-inch sewer and storm drain on Hamlin Street, south of Fourth Street, which has adequately taken care of surplus water in the past, but this sewer is now overloaded because of new developments, and as a result, each heavy rain causes considerable damage to lawns, driveways and building foundations. He urged the Commission to authorize improvement of these conditions. Mr. Severy also asked the Commission to bear in mind, when planning additional improvements on the Oregon Coast Highway through their city, the need to provide protection for school children and bus passengers who are obliged to use the highway. He advised that the City Council is negotiating for a modern street lighting system, which includes the placing of some lights on the highway, but the type of lights to be used and the location of the same depends upon the type of construction on the highway.

The Engineer recalled that the city some months ago requested the widening of the pavement on this highway through their city, and investigation revealed that such an improvement, including drainage and curb construction, would cost about $100,000, which the Commission could not approve, because of lack of funds. The Commission took the drainage matter under advisement.

Following departure of the group, the matter was again discussed, at which time the Commission indicated that it has a responsibility with respect to the drainage matter because of the right of way width. Accordingly, the matter was referred to the Engineer for further investigation and report as to what might be done to improve the condition and the cost of doing it.

A delegation from Springfield, headed by Mr. W. S. Fort, Chairman of the City Planning Commission, and including the following members of the City Council, was present in regard to the proposed improvement of the McKenzie Highway through their city, and the routing of the highway in connection with the adoption of a one-way street plan through their business district: Hon. B. P. Larson, Mayor, Messrs. John W. Boeshans, Frank R. Bouck, and Ralph Nicholas, Councilmen; and Fred R. Cheatham, City Manager. Mr. Fort presented a resolution adopted by the City Council at a meeting held on February 2, 1950, in which, among other things, the Council expresses its

willingness to acquire sufficient right of way along the South "A" Street Route so that the remaining cost of the South "A" Street plan will be comparable to the estimated cost of the North "A" Street plan. (For details of the city's offer, see copy of City Council's resolution in general files.) Mr. Fort urged the Commission to adopt the South "A" Street route. In order to clarify the right of way feature, Chairman Banfield inquired if the Highway Commission is to understand that the City of Springfield will furnish right of way up to the amount of $142,000 if the State Highway Commission will approve the one-way street plan and will adopt South "A" Street as the route for eastbound McKenzie Highway traffic. He was informed by Mr. Fort that this understanding is correct. Chairman Banfield then advised that the Highway Commission has a certain amount of money reserved to finance the improvement of the McKenzie Highway through the town of Springfield, which amount is the absolute maximum that the Commission will allocate to this improvement. The Commission took the entire matter under advisement. The matter was reconsidered following the departure of the group, at which time the Commission ordered that the City of Springfield be informed that the State Highway Commission will adopt the South "A" Street route and will proceed with the improvement along that route if the city will guarantee to acquire necessary right of way up to the amount of $142,000 appraised value, and provided the State Highway Engineer recommends the South "A" Street route. The matter was referred to the Engineer and Chief Counsel to work out the details with the city on such basis.

Mr. J. H. Balzhiser, Mrs. Balzhiser and their son Robert B. Balzhiser, appeared before the Commission regarding the opening of the curb on Franklin Boulevard (Pacific Highway) a short distance south of Walnut Street in Eugene, as a driveway entrance into their property. The State Highway Engineer advised that pursuant to instructions from the Commission at the previous meeting, he has consulted further with Mr. Balzhiser concerning this matter and as a result thereof, Mr. Balzhiser has stated that he will be satisfied with one opening fifty feet wide, about midway on his highway frontage. He recommended approval of this one opening, the northerly edge of which is to be exactly 110 feet south of the south line of Walnut Street. He exhibited a map showing the location of the opening. Mr. Balzhiser confirmed the statements of the Engineer and stated that he would be satisfied with just one opening, as disclosed on the map. The Commission by unanimous vote approved such opening, subject to further approval by the City of Eugene. The Secretary was instructed to convey to Mr. Balzhiser the Commission's action in writing.

A delegation from Eugene, headed by Mr. Howard S. Merriam, Chairman, Highways Committee, and including Messrs. Earl McNutt; Hugh P. Ford; Edwin A. Peterson, Clif Culp and Bob Davis, all members of this committee, appeared before the Commission in the interests of the further improvement of the Pacific Highway South of Eugene, particularly between the end of the present improvement at Judkins Point, and Goshen. Mr. Merriam presented statistics in behalf of the proponents of this project, and urged the Commission to make provision for it in its next construction program. Chairman Banfield pointed out that the Highway Commission has spent a large sum of money in the Eugene area during the last few years, which in fairness to other localities must be considered in the distribution of future highway funds. The Commission, he said, is sympathetic with the Judkins Point-Goshen project, but is not in position to approve it today, because of other projects which it considers more critical, such as the one contemplated in the City of Springfield. This concluded the conference.

The following people composed a delegation from Condon and vicinity, which appeared before the Commission regarding the further improvement of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway: Hon. Stuart Hardie, State Senator; Hon. James D. Burns, Gilliam County Judge; Charles Quinn, County Commissioner; Frank Mercer, Chairman, Highway Committee, Condon Chamber of Commerce; Virgil Larsen, farmer; Robert Patching, farmer; C. K. Barker, stockman, all of Condon. Senator Hardie was spokesman for the group. He urged the Commission to authorize improvement of the ten-mile section of this highway extending westerly from a point about six miles west of Condon so that it can be used throughout all seasons of the year. He alleged that this ten-mile section has never been permanently located, graded or surfaced, and at certain times of the year is almost impassable, moreover, during the rainy season it is not maintained properly and water runs down the center of the road. He urged the improvement of this section and the balance of the highway between Condon and Wasco on the basis of creating a saving of some 80 miles of travel over the present route from Condon to Wasco via Biggs, which route, he said, has to be used extensively by traffic at certain times of the year because of conditions prevailing on the Condon-Wasco Highway. Senator Hardie endorsed the Commission's proposed program for constructing an oil surface on the West Cottonwood Grade Section of this Highway, and urged that the funds set up therefor be not transferred to any other project. In support of the oral arguments, Senator Hardie presented letters from the following: Condon Commercial Club; Gilliam County Court; Morrow County Court; Sherman County Court; Wheeler County Court; Moro Grain Growers' Association, and a joint resolution from the Wasco County Court, the Port of The Dalles, The Dalles Chamber of Commerce, and the City of The Dalles. Chairman Banfield advised that the Commission has ordered an economic survey of this road but the results of such survey have not yet been reported by the Engineer, so the Commission is not in position to take action today, but will do so when the report has been received and studied.

The Chief Counsel requested instructions relative to the offer of Mr. George A. Zwick to pay the sum of $225 for a small tract of land containing .6 acre, situate on the Newberg-McMinnville Section of the Pacific Highway West, near McMinnville, Yamhill County. He explained that the property is outside of the standard width highway right of way and was acquired in connection with a right of way transaction; further, that a small schoolhouse at one time occupied the premises, but the school district was consolidated with another one and the building was sold, leaving this small parcel of land which Mr. Zwick wishes to acquire because he owns the adjoining property. He recommended acceptance of the offer. The Commission approved the recommendation unanimously, and thereupon signed a bargain and sale deed conveying the property to Mr. Zwick.

The Engineer reported a communication from the County Court of Lane County requesting approval of a county road access to the newly constructed section of the Willamette Highway at Highway Engineer Station 442+82.25 in S.1, T.19S, R.1W, W.M. He said that the old highway was closed in order to permit relocation of the Southern Pacific Railroad tracks, and by reason thereof traffic approaching the highway from the county road and destined for eastbound points is now compelled to travel one and one-half miles west in order to reach the highway, and then to travel a like distance easterly,

resulting in an extra three miles of travel, whereas the distance between the old highway and the new highway is only 788.8 feet. The county road which the county court wishes to connect with the highway, he said, is an important road and the point of access desired is on a straight section of right of way, so no particular hazard will be created if the county is permitted to make the connection. He recommended approval of the request on the condition that the county will secure the right of way and construct the road without cost to the state. The Commission approved the recommendation unanimously.

The Secretary presented a letter from the Most Reverend Edward D. Howard, Archbishop of Portland in Oregon, who suggests that it would be proper for the State Highway Commission to erect an historical marker in the hamlet of St. Louis in memory of Marie Dorian, an untutored Indian woman who was prominently identified with the early history of this state, and who died on September 5, 1850, and was buried on the following day at this place. Reverend Howard suggests the placing of a memorial on about September 5, 1950, the centennial of her death. The Commission deferred action on this matter pending a report from the Engineer on suggestions previously offered by Mr. Walter Meacham, Secretary of the Old Oregon Trail Association, covering such matter and others of similar nature.

The Assistant Counsel, Mr. C. W. Enfield, presented to the Commission a request of Kuckenberg Construction Company that the Commission consent to an assignment of Contract 3094 by Kuckenberg Construction Company, a partnership, to Kuckenberg Construction Company, a corporation. The Commission consented to such assignment as set forth in the assignment instrument furnished by Kuckenberg Construction Company, wherein Kuckenberg Construction Company, a partnership, assigns all of its rights and interest in and to Contract No. 3094, and delegates all of its duties and obligations in said contract to Kuckenberg Construction Company, a corporation, and wherein Kuckenberg Construction Company, a corporation, agrees to perform all of said delegated duties and obligations, and wherein all of the individual partners of Kuckenberg Construction Company, a partnership, agree to remain personally liable under the contract and bond made a part of said contract to the same extent as they are and were liable prior to said assignment. The consent of the Commission to this assignment is further based upon the prequalification statement of Kuckenberg Construction Company, a corporation, as filed with the Highway Commission and as amplified by letter dated February 2, 1950, from Wilbur, Beckett, Oppenheimer, Mautz & Souther, attorneys for both Kuckenberg Construction Company, a partnership, and Kuckenberg Construction Company, a corporation.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. with the same persons present and participating.

A letter was presented from Mr. Robert Y. Thornton, Attorney, Tillamook, expressing appreciation for the splendid work done by Highway Department maintenance crews in keeping the Wilson River Highway free from snow and open to travel during the recent storm period. The Commission ordered the communication acknowledged with thanks.

The following persons, representing the Mill City Chamber of Commerce, appeared before the Commission and briefly expressed their appreciation for the action taken by the Commission at this meeting in the allocation of funds

to finance construction of a six-mile section of the North Santiam Highway from Mill City to the Little North Fork of the Santiam River: David M. Reid, W. R. Hutcheson, E. J. Richards, and Lee S. Ross.

The Hon. Albert G. Flegel, Mayor of Roseburg, and Percy Croft, City Councilman, appeared before the Commission regarding the improvement of the Pacific Highway in North Roseburg, and the establishment of a one-way traffic plan for Pacific Highway travel in this city. Mr. Croft presented the principal arguments in behalf of their project. He was informed by Chairman Banfield that the Highway Commission previously authorized a survey and the taking of options for right of way needed for the improvement of the highway in north Roseburg, but the Commission has never discussed the establishment of a one-way traffic system. Mayor Flegel requested authority for the State Highway Engineer to make an economic survey of the city's highway needs so people will know something of the contemplated highway improvements and can spend their money properly for property development. The Commission took the matter under advisement pending receipt from the Engineer of a report as to whether or not, from the time standpoint, the Engineering Department can make such a survey and if so, what it will cost. The delegation was informed that they would be given an answer when the Commission has passed on this report.

A delegation from Kernville representing Read Creek Grange, and composed of J. D. Steere, L. Ward and Frank Ketola, was present and urged the construction of the unimproved portion of the Siletz Secondary Highway between Kernville and Siletz, about 17 miles in length. Mr. Steere headed the group. He stated that this 17-mile section of highway is crooked, narrow and in very bad condition, and that at certain times of the year it is necessary for the people who use this road to drive to Toledo by way of Kernville and Newport rather than take the shorter route by the Siletz Highway. He presented letters from the Toledo Chamber of Commerce and Read Creek Grange No. 851, and resolutions from the Siletz Valley Grange No. 558 and Siletz Chamber of Commerce, endorsing their request. Mr. Ward, too, urged the improvement, from the standpoint of safety to traffic. Chairman Banfield pointed out that the Commission is under considerable pressure from people of Newport and Toledo for the reconstruction of the Toledo-Newport Highway, so the question is, if the Commission is able to finance only one project in this vicinity, should it be the reconstruction of the Toledo-Newport Road or the improvement of the Siletz Road. Mr. Steere granted that the Toledo-Newport road needs improvement. However, he said, it is passable, notwithstanding that it is crooked, and is in much better condition than the Siletz Highway. Chairman Banfield concluded the discussion by stating that the Commission would analyze the project along with others in the formulation of future construction projects, but no promise can be made at this time.

The Commission discussed with the Engineer the bids received at the morning session for highway contracts. The Engineer pointed out that identical bids were submitted by Rogers Construction Company and Rush Construction Company for rock production on the Ukiah-Long Creek Section of the Pendleton-John Day Highway. He said that both of these contractors were contacted with respect to their bids, and each stated a willingness to abide by the Commission's decision based on the flipping of a coin to determine the successful bidder. The Commission agreed to such disposition of the matter and a coin was thereupon

flipped by the Secretary in the presence of Mr. Lee Shannon, representing Rush Construction Company. The toss was won by Rogers Construction Company. As a result of discussion, the Commission unanimously approved the award of this contract to Rogers Construction Company. The Commission's decision with respect to the remaining projects was publicly announced by Chairman Banfield at 3:00 p.m., as follows:

"Rock Production on the Black Bridge-Halfway Section of the Baker Homestead and Halfway Highways in Baker County. Rush Construction Company, Enterprise, submitted the low bid on this project at $26,255.50. The Commission has referred to the Engineer the bids received for this project and has authorized him to award the contract to the low bidder, at the bid price, when certain conditions have been satisfied.

"Surfacing and oiling the Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road in Columbia County. The Commission has awarded this contract to O.C. Yocom Company, McMinnville, the low bidder, at its bid price of $82,196.50, based upon the use of asphalt.

"Rock Production on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner Secondary and John Day Highways in Gilliam and Wheeler Counties. The contract for this work has been awarded to Oscar E. Joelson, Eugene, the low bidder, at his bid price of $28,079.50.

"Furnishing and installing traffic signals at three street intersections on the Pacific Highway in the City of Eugene. The Commission has referred to the Engineer the bids received for this project, with authority to award the contract to the low bidder, C. & S. Electric, Eugene, at its bid price of $6,326 when certain conditions have been safisfied. (See footnote.)

"Paving and furnishing crushed materials in stockpile for the Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway in Linn County. Bids for this project have been referred by the Commission to the Engineer with authority to award the contract to the low bidder, Porter W. Yett, Portland, at his bid price of $113,010 when certain conditions have been satisfied.

"Grading, surfacing and oiling the Hardman-Chapin Creek Section of the Heppner-Spray Secondary Highway in Morrow County. Morrison & Fisher, Walla Walla, Washington, submitted the low bid for this work at $90,605. There were thirteen higher bids. The Commission has accepted the low bid and has awarded the contract to Morrison & Fisher at their bid price.

"Rock Production on the Ukiah-Long Creek Section of the Pendleton-John Day Highway in Umatilla and Grant Counties. Identical low bids were submitted for this project by Rogers Construction Company, Portland, and Rush Construction Company, Enterprise, at $30,740. The Commission has awarded the contract to the Rogers Construction Company as a result of a flip of a coin to decide the successful bidder."

(Footnote): In connection with the Eugene Traffic Signal Project, the Engineer advised that the city of Eugene desires a change in the plans. He suggested ap-

(Footnote - Cont.)
proval of the change, subject to the condition that if extra costs are involved, such expense shall be paid entirely by the City of Eugene. The Commission approved the suggestion.

The Chief Counsel brought up for discussion matters pertaining to the redecking of the upper portion of the Steel Bridge, Portland, which work is estimated to cost $175,000. He stated that he has contacted the railroad companies who own this structure, relative to participation in the cost of constructing the new deck, but they absolutely refuse to contribute toward the expense, because of their prior agreement with the State Highway Commission pertaining to the use of this upper deck for state highway purposes. He read aloud for the Commission's information, provisions of the agreements between the railroad companies and Multnomah County, and the state, and between Multnomah County and the state covering public use of this structure, and he particularly pointedout that the agreement between the companies and the state provides that the state may acquire the upper deck of this structure if it so desires, either by negotiation or by condemnation. The matter was discussed at considerable length and it appeared to the Commission, by reason of the state's agreement with the railroad companies, that the companies are not obligated to contribute railroad funds toward the cost of redecking the upper deck. Accordingly, the Engineer was authorized by the Commission to proceed with the contracting of such redecking work at state expense. The Chief Counsel was instructed to contact the railroad companies regarding the purchase of the upper deck of this structure and to report back to the Commission.

A delegation representing the John Day Chamber of Commerce, and including Director E. E. Smith, Secretary I. B. Hazeltine, Fred Lemke, and P. N. Thorn, appeared before the Commission regarding the improvement of an eleven-mile section of the Ochoco Highway, extending westerly from the town of Mitchell. Also present in behalf of this project were the following members of the Roads and Highways Committee of the Portland Chamber of Commerce: Chairman Floyd Martin, A.R. Trombly and J. M. Stewart.

Mr. Smith headed the group. He inquired as to the plans of the Commission with respect to this proposed improvement. He was informed by Chairman Banfield that the Commission had under discussion during the morning session a report from the State Highway Engineer on this subject, and as a result thereof, the Commission adopted the Engineer's survey of this section and authorized an expenditure of $28,000 for construction of an oiled surface on the existing road. He pointed out that the present road is not on permanent alignment, and the probabilities are that the eventual location will bypass the main street in Mitchell. Mr. Smith expressed the appreciation of his group for the action. He then requested improvement of the John Day Highway between the towns of John Day and Mt. Vernon. He gave as his understanding that this section of highway is the most costly section of road in the state to maintain. He was informed by the Commission that there are no funds available to finance this improvement at the present time.

Mr. Dudley Turnacliff, Newport, Director of the Oregon US20 Highway Association was present and submitted a resolution from the Association expressing its appreciation for the action of the Commission in authorizing a survey for the permanent location of the Corvallis-Newport Highway between Toledo and Newport. He read aloud a letter from Mr. E. K. Willer, President of the Association, with respect thereto. He asked the Commission to extend the survey as far east as possible. Chairman Banfield thanked Mr. Turnacliff for the letter and advised him that the Commission will not be in position to take any action on his request until it has a full report from the Engineer on the subject.

The Engineer reported that an employee of the State Highway Department in Eastern Oregon who maintains a high classification in the organization has acquired control, by lease, of two tracts of land in Union County which contain deposits of cinders that are of value to the State Highway Department for highway construction; and that there is some indication that this employee discovered these deposits and leased them in connection with his departmental duties. This employee, he said, originally agreed to relinquish his rights to the properties for a reasonable sum, but later reversed himself and now is demanding several thousand dollars for his interests. He said that the situation is rather embarrassing, and requested instructions from the Commission as to how it should be handled. He was instructed by the Commission to contact this employee again and ascertain the full facts in the case, and make a setttlement with him if possible.

The Commission signed agreements, etc. as follows:

Easement agreement with Kathryn Huling for private roadway across state-owned property near Myrtle Point, Coos County.

Agreement and easement with Port of Newport providing for use of state-owned property at Depoe Bay.

Agreement with Bureau of Reclamation re right of way on Nyssa-Adrian Highway.

Agreement with Idaho Power Company for lighting Ontario and Nyssa Underpasses

Letter to Bureau of Public Roads re removal of Federal Aid Highway No. 36 from Federal Aid Highway System.

Letter of complaint by Ed. E. Gaines re accident involving log truck operated by Cloyd A. Golden.

First modification of Cooperative Agreement for John Day-Burns National Forest Highway Route 35.

Deed conveying to Deschutes County eight lots in Block 32 of the Plat of Lapine

(Cont.)

Agreements signed by Commission (Cont.)

Third modification of Cooperative Agreement for Tiller-Trail National Forest Highway Route 16.

O. W. R. & N., Union Pacific and Western Union Telegraph Company agreement re easement for encroachment, Highway 99W, Portland. (This agreement initialed by Commission only -- previously signed on September 20, 1949.)

O. W. R. & N. and Union Pacific Agreement covering five easements on relocated Dodson-Bonneville Section of Columbia River Highway, in Multnomah County.

Bargain & Sale deed conveying unto George A. Zwick .6 acre of land situate on the Newberg-McMinnville Section of the Pacific Highway West, Yamhill County. $225.00 consideration.

The meeting adjourned at 4:00 p.m.

Chairman

Commissioner

State Highway Engineer

Secretary

Commissioner

February 7, 1950

This sheet numbered 1654O to correct omission in numbering. No minute date has been omitted.

EXHIBITS "A" THROUGH "P"

Minutes of February 6 and 7, 1950

EXHIBIT "A"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or basis of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #2 (Doernbecker Access Road)

15802- Compton, Silas H. (Witt)
Right of Way
Option expires June 13, 1950

4,530 sq.ft. at 25¢ less sq.ft.	$ 1,130.00	
Allowance- fencing (177 ft. wire)	88.20	
trees and shrubs	158.50	
Amount to be paid owner		$ 1,376.70
Amount chargeable to Right of Way		1,376.70

Access not controlled.

15803- Gustafson, John A. and Ruth R. Gustafson (Witt)
Right of Way
Option expires June 13, 1950

4,356 sq.ft. at 25¢ sq.ft.	1,089.00	
Allowance- fencing- (65 ft. wire)	32.50	
Amount to be paid owner		1,121.50
Amount chargeable to Right of Way		1,121.50

Access not controlled.

(Cont.)

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #2 (Cont.)

15804- Otto, Maudyne L. and B. W. Otto, and Reynold Miller (Witt)
Right of Way
Option expires June 18, 1950

4,081 sq.ft. at 25¢ plus sq.ft.	$ 1,020.50	
Amount to be paid owner		$ 1,020.50
Amount chargeable to Right of Way		1,020.50

Access not controlled.

15800- Dawson, Colin F. and Nellie H. Dawson (Witt)
Right of Way
Option expires June 20, 1950

8,450 sq.ft. at 25¢ less sq.ft.	2,105.50	
Allowance- fruit trees & berry bushes	165.00	
Amount to be paid owner		2,270.50
Amount chargeable to Right of Way		2,270.50

Access not controlled.

15801- Armstrong, Billy M. and Berdean M. Armstrong (Witt)
Right of Way
Option expires July 3, 1950

4,748 sq.ft. at 25¢ sq.ft.	1,187.00	
Allowance- fruit trees	50.00	
Amount to be paid owner		1,237.00
Amount chargeable to Right of Way		1,237.00

Access not controlled.

FRONT AVENUE, CITY OF PORTLAND SECTION, PACIFIC HIGHWAY

13971- Matis, Pauline and Charles Matis (Mayhew)
Slope easement and release damages

300 sq.ft. - slope easement and release of damages on account of grade change	900.00	
Amount to be paid owner		900.00
Amount chargeable to Right of Way		900.00

STATE to convey to owner 465 sq.ft. in Lot 7, Block 114, Caruthers Addition to Portland

Access not controlled.

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, TUALATIN VALLEY HIGHWAY

14192- Owen, Alice L. and Lenora G. Crabtree (Witt)
Right of Way
Option expires April 27, 1950

36,590 sq.ft. at 21¢ sq.ft. (plus)	$ 7,818.00	
1.86 acres at $500	930.00	
Allowance - 5-room log house & garage	10,240.00	
3-room frame house & garage	1,976.00	
Amount to be paid owner		$ 20,964.00
Amount chargeable to Right of Way		20,964.00

Takes all.

SOUTH COMMERCIAL-SOUTH LIBERTY STREETS, SALEM SECTION, PACIFIC HIGHWAY

15888- Dawson, Anna M. and D. J. Dawson (Benson)
Right of Way
Option expires July 2, 1950

2 lots (50x100) at $2,250.00 each	4,500.00	
Amount to be paid Owner		4,500.00
Amount chargeable to Right of Way		4,500.00

Takes all.

15889- Johnson, Rudolf and Esther C. Johnson (Benson)
Right of Way
Option expires June 29, 1950

105 sq.ft.	100.00	
Amount to be paid Owner		100.00
Amount chargeable to Right of Way		100.00

Access controlled

15910- Schuetz, Julius and Irene M. Schuetz (Benson)
Right of Way
Option expires July 17, 1950

1 lot (50x100) (takes all)	2,000.00	
Amount to be paid owner		2,000.00
Amount chargeable to Right of Way		2,000.00

Takes all.

THOMAS CREEK-LYONS SECTION, ALBANY-LYONS HIGHWAY

15916- Hargreave, John E. and Gladys Hargreave (Boone)
Quarry, stock pile site, and permanent easement
Option expires July 29, 1950

(Cont.)

THOMAS CREEK-LYONS SECTION, ALBANY-LYONS HIGHWAY (Cont.)

15916- Hargreave, John E. and Gladys Hargreave (Cont.)

5.95 acres (Quarry) at $330.00	$ 1,963.50	
1.29 acres (stockpile) at $330.00	425.70	
0.62 acre (permanent easement)	110.80	
Amount to be paid owner		$ 2,500.00
STATE to furnish to owner at plant 100 cu.yds. crushed rock (Estimated)	250.00	
Amount chargeable to quarry		250.00
GRAND TOTAL (Estimated)		2,750.00

SWEET HOME-FOSTER SECTION, SANTIAM HIGHWAY

15784- Bowser, Lowell and Grace Bowser (Witt)
Right of Way
Option expires May 21, 1950
(CORRECTION)

0.09 acre at $1,550.00 plus	140.00	
Private access allowed at Engr.Sta.1659+40		
Amount to be paid owner		140.00
Amount chargeable to Right of Way		140.00
STATE to provide private access, Engr.Sta.1659+40 (Estimated)	25.00	
Amount chargeable to Construction		25.00
GRAND TOTAL (Estimated)		165.00

Access controlled.

Previous report: (approved December 19, 1949)
The extension for the acreage was shown as $90.00 instead of $140.00, a difference of $50.00

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST

14618- Teeter, Will N. and Margaret Teeter (Haskin)
Right of Way
Have deed
(CORRECTION)

0.155 acre at $500.00	77.50	
Allowance- 16 rods fence at $2.50 per rod	40.00	
Moving wrecked cars (40)	150.00	
Waiver of access	32.50	
Amount to be paid owner		300.00
Amount chargeable to Right of Way		300.00

Access controlled.

(Cont.)

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST (Cont.)

14618- Teeter, Will N. and Margaret Teeter (Cont.)

Previous Report:

Allowance of $150.00 for moving approximately 40 wrecked cars not included.

CORVALLIS (SOUTH ENTRANCE) SECTION, PACIFIC HIGHWAY WEST

15674- Chapman Manufacturing Company (Boone)
Drainage ditch
Have easement

650 sq.ft. easement	$ 1.00	
Amount to be paid owner		$ 1.00
Amount chargeable to Right of Way		1.00

GOSHEN-WALKER SECTION, PACIFIC HIGHWAY

15572- Wright, Clyde E. and Mary Elizabeth Wright (Haskin)
Gravel pit
Option expires June 20, 1950

8.26 acres at $200.00	1,652.00	
Amount to be paid owner		1,652.00
Amount chargeable to Gravel Pit		1,652.00

CANYONVILLE SECTION, PACIFIC HIGHWAY

15553- Stanley, Manola and Elmer Stanley (Reeder)
Right of Way
Option expires July 24, 1950

(5,000 sq.ft.) 2 lots at $450 each	900.00	
Allowance- old 1-story frame house, garage & bldgs. (owner to have shed)	2,750.00	
Amount to be paid owner		3,650.00
Amount chargeable to Right of Way		3,650.00

Takes all.

15561- Sharpe, A. R. (Reeder/ Haskin)
Right of Way
Option expires July 24, 1950

4 lots (50x100) at $450 each	1,800.00	
Allowance- old 8-room frame house, garage, woodshed, pumphouse, smoke house	4,150.00	
Amount to be paid owner		5,950.00

(Cont.)

CANYONVILLE SECTION, PACIFIC HIGHWAY (Cont.)

15561- Sharpe, A. R. (Cont.)

Amount chargeable to Right of Way		$ 5,950.00

Takes all. (Owner may have wood-working shop.)

15975- Johnson, J. J. (Haskin)
Right of Way
Option expires July 29, 1950

3.53 acres at $1,500.00	$ 5,295.00	
Amount to be paid owner		5,295.00
Amount chargeable to Right of Way		5,295.00

Takes all.

15554- Brady, Eugene F. and Florence H. Brady (Reeder)
Right of Way
Option expires July 24, 1950

2 lots (50x100) at $450 each	900.00	
Allowance- new 4-room house, and garage	5,310.00	
- 125 lin.ft. fence at 75¢ less	90.00	
Amount to be paid owner		6,300.00
Amount chargeable to Right of Way		6,300.00

Takes all.

15562- Gray, I.N. and Dove Gray (Haskin)
Right of way and easement
Option expires July 24, 1950

5,000 sq.ft. at 13¢ sq.ft., including 30 feet of 30-inch drainage pipe	650.00	
Owner to give State permanent easement for drainage pipe, to carry water to creek		
Amount to be paid owner		650.00
Amount chargeable to Right of Way		650.00

Access controlled.

MIDDLE FORK, COQUILLE RIVER BRIDGE SECTION, COOS BAY-ROSEBURG HIGHWAY

15395- Russell, J. R. (Benfield)
Right of Way
Option expires February 9, 1950

0.07 acre at $700.00	49.00
Allowance- 10 rods fence at $3 per rod	30.00

(Cont.)

MIDDLE FORK, COQUILLE RIVER BRIDGE SECTION, COOS BAY-ROSEBURG HIGHWAY (Cont.)

15395- Russell, J. R. (Cont.)

Amount to be paid owner		$ 79.00
Amount chargeable to Right of Way		79.00

Access not controlled.

BAY PARK-DELMAR SECTION, OREGON COAST HIGHWAY

14945- Van Houte, William and R. S. Williams and R. M. Williams (Reeder)
Right of Way
Option expires June 5, 1950

1.02 acres at $298.03 per acre, including removal of small garage from r/w by owner	$ 304.00	
Amount to be paid owner		304.00
Amount chargeable to Right of Way		304.00

Access controlled.

STATE to reconstruct present private road approach not to exceed 25 ft. in width, Engr. Sta. 192+30, westerly side of highway (Estimated)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		504.00

14929- Chaney, Bertha C. and J. W. Chaney (Reeder)
Right of Way
Option expires June 19, 1950

14,800 sq.ft. at 22¢ less sq.ft. Allowance-	3,231.00	
7-room duplex and buildings (shed, garage)	10,664.00	
- fruit trees	105.00	
Amount to be paid owner		14,000.00
Amount chargeable to Right of Way		14,000.00

Takes all.

15206- Franz, Oscar and Cleta M. Franz (Reeder)
Right of Way
Option expires June 19, 1950

1.03 acres at $150.00	154.50	
Waiver of access, except private road approach, Engr. Sta. 197+90, westerly side		
Amount to be paid owner		154.50
Amount chargeable to Right of Way		154.50

(Cont.)

BAY PARK-DELMAR SECTION, OREGON COAST HIGHWAY (Cont.)

15206, Franz, Oscar and Cleta M. Franz (Cont.)

STATE to construct private road approach, Engr. Sta.197+90, westerly side (Estimated	$ 250.00	
Amount chargeable to Construction		$ 250.00
GRAND TOTAL (Estimated)		404.50

Access controlled.

JOHNSON CREEK-HUBBARD CREEK/BANDON-ROCK CREEK SECTIONS, OREGON COAST HIGHWAY

8694-A McKenzie, Donald R. and Hazel McKenzie (Reeder)
Stock pile and gravel site
Option expires June 30, 1950

3.46 acres at $450.00	1,557.00	
5.50 acres at $109.09 (gravel bar)	600.00	
Amount to be paid owner		2,157.00
Amount chargeable to stock pile and gravel		2,157.00

Access not controlled.

PROVOLT-WILLIAMS SECTION, WILLIAMS SECONDARY

15691- Trowbridge, E. George and Cecile I. Trowbridge (Norlin)
Hauling road
Option expires June 18, 1950

0.53 acre at $250.00	132.50	
Allowance- hand dug well	67.50	
Amount to be paid owner		200.00
STATE to re-establish fence along new property line (Estimated)	140.00	
Amount chargeable to quarry site		340.00

Access not controlled.

BIG EDDY-DUNE SECTION, COLUMBIA RIVER HIGHWAY

15359- Union Pacific Railroad Company (Devers)
Right of Way
Have deed

1.90 acres at $263.00	500.00	
Mineral rights reserved		
Amount to be paid owner		500.00
Amount chargeable to Right of Way		500.00

Access not controlled.

BIGGS-MORO SECTION, SHERMAN HIGHWAY

15298- Strong, Truman
Material storage site (Chandler)
Have Deed
(CORRECTION)

0.28 acre at $100.00 less	$ 25.00	
Amount to be paid owner		$ 25.00
Amount chargeable to Stock Pile		25.00

Previous report: (Approved April 11, 1949)
1.20 acres at $20.83, or $25.00

MODOC POINT-ALGOMA SECTION, THE DALLES-CALIFORNIA HIGHWAY

15748- Hagelstein, John and George Hagelstein
Right of Way (Witt)
Option expires April 21, 1950

1.065 acres at $100.00 **	106.50	
Amount to be paid owner		106.50
Amount chargeable to Right of Way		106.50

Access controlled.

STATE to provide entrance from mill pond to canal which shall be width of canal (Estimated)	00.00	
Amount chargeable to Construction		00.00
GRAND TOTAL		106.50

** Waiver of access

14413-A Uhrmann, Hans
Right of Way (Witt)
Option expires April 21, 1950

0.337 acre at $100.00 plus	35.00	
2.227 acres at $500.00 (County access road)	1,135.00	
Allowance- 240 rods 5-strand barbed wire fence at $2.50 per rod	600.00	
- moving small garage	500.00	
Amount to be paid owner		2,270.00
Amount chargeable to Right of Way		2,270.00

Owner has permission to place rafting anchors on fill.

STATE to re-establish water & sewer lines (Est.)	1,000.00	
Amount chargeable to Construction		1,000.00
GRAND TOTAL (Estimated)		3,270.00

BARCLAY SPRINGS-ALGOMA SECTION, THE DALLES-CALIFORNIA HIGHWAY

15893- Hagelstein, William G. and Hazel Hagelstein (Witt)
Right of Way
Option expires June 28, 1950

4.93 acres at $500.00	$ 2,465.00	
Amount to be paid owner		$ 2,465.00
Amount chargeable to Right of Way		2,465.00

Access controlled.

HARDMAN-CHAPIN CREEK SECTION, HEPPNER-SPRAY HIGHWAY

15875- Mankin, Fred (Cozad)
Quarry site
Option expires July 20, 1950

5.0 acres at $20.00	100.00	
Amount to be paid owner		100.00
Amount chargeable to Quarry		100.00

15877- Bechdolt, Archie S. (Cozad)
Talus borrow pit
Option expires June 19, 1950

3.25 acres at $10.00 State to protect water pipe	32.50	
Amount to be paid owner		32.50
STATE to: Provide stock guard to haul road entrance (Estimated) Borrow pit to be left unfenced, except present fence in place along r/w line Protect pipeline from spring - lies northerly and easterly from borrow pit	100.00	
Amount chargeable to Quarry		100.00
GRAND TOTAL (Estimated)		132.50

15878- Huston, Claud (Cozad)
Talus Borrow pit
Option expires June 20, 1950

1.83 acres at $10.00	18.30	
Allowance- pine trees - 10 at $5	50.00	
Amount to be paid owner		68.30
STATE to: Provide stock guard where haul road enters property through r/w fence (Est.) Site to remain unfenced, except present woven wire fence along r/w line which fence must be protected	100.00	
Amount chargeable to Quarry		168.30

FOREST BOUNDARY-JONES RANCH SECTION, OCHOCO HIGHWAY

15912- Simpson, Charley
Quarry and talus site
Option expires July 24, 1950 (Cozad)

8.73 acres at $25.00	$ 218.25	
Amount to be paid owner		$ 218.25
Amount chargeable to Quarry		218.25

Access not controlled.

FOSSIL-SERVICE CREEK SECTION, JOHN DAY HIGHWAY

15907- Lotze, Robert E.
Quarry site
Option expires July 22, 1950 (Cozad)

2.47 acres at $50.00	123.50	
Allowance- 30 rods fence at $3.00 rod	90.00	
Permission granted owner to remove 2 poplar trees from r/w, easterly side and south of buildings - also, to construct fence and remove juniper and pine trees from quarry site		
Amount to be paid owner		213.50
Amount chargeable to Quarry		213.50

15906- Wright, T. C.
Quarry site
Option expires July 22, 1950

1.83 acres at $50.00	91.50	
Amount to be paid owner		91.50
Amount chargeable to Quarry		91.50

LADD CANYON SECTION, OLD OREGON TRAIL HIGHWAY

15719- Shaw, John A. and Pearl L. Shaw
Right of Way
Option expires July 9, 1950 (Benfield)

3.83 acres at $220.00, including allowance for cultivating and seeding	842.60	
Allowance- 80 rods fence at $3 rod	240.00	
Amount to be paid owner		1,082.60
Amount chargeable to Right of Way		1,082.60

Access controlled.

(Cont.)

LADD CANYON SECTION, OLD OREGON TRAIL HIGHWAY (Cont.)

15721- Bertelsen, Carroll (Benfield)
Right of Way
Option expires July 13, 1950

13.12 acres at $200.00	$ 2,624.00	
5.88 acres at $25.00	147.00	
Allowance- 424.5 rods fence at $3 rod, plus 3 gates at $25 each	1,348.50	
- cultivating, seeding 8.43 acres, & building new access road ($50)	218.60	
- damages to irrigation land	575.00	
- restriction of access with private access Engr.Sta.1125, west side	300.00	
Amount to be paid owner		$ 5,213.10
Amount chargeable to Right of Way		5,213.10
STATE to provide private access, Engr.Sta. 1125+00, west side (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		5,263.10

Access controlled.

15720- Craig, Harold L. and Olive G. Craig (Landon)
Right of Way
Option expires July 9, 1950

17.53 acres at $217.00 plus	3,806.00	
Allowance- moving 500 rods of fence at $3 per rod	1,500.00	
Waiver of access, except private access at Engr.Sta. 1058+80, both sides		
Amount to be paid owner		5,306.00
Amount chargeable to Right of Way		5,306.00
STATE to: Construct road approaches, both sides, at or near Engr.Sta.1058+80 (Est.)	75.00	
Irrigation facilities where disturbed to be taken care of (Est.)	700.00	
Grantor to be given permission to use proposed 72-inch culvert pipe as cattlepass, Engr.Sta.1067+00 (Est.)	2,000.00	
Amount chargeable to Construction		2,775.00
GRAND TOTAL (Estimated)		8,081.00

Access controlled.

(Cont.)

LADD CANYON SECTION, OLD OREGON TRAIL HIGHWAY (Cont.)

15726- North Powder M. & M. Company
Right of Way
Option expires July 10, 1950 (Benfield)

1.798 acres at $200.00	$ 359.60	
Allowance- 19 rods fence at $3 rod	57.00	
Amount to be paid owner		$ 416.60
Amount chargeable to Right of Way		416.60

Access controlled

15708- Griggs, E. R.
Right of Way and Quarry
Option expires July 17, 1950 (Landon)

33.06 acres at $40.00	1,322.40	
Allowance- 710 rods fence at $3 rod	2,130.00	
- 1-story house (12x20)	960.00	
- barn, 6-horse, incl. loft	1,008.00	
- corrals: (100 rods wire) & 782 lin.ft. board, with loading chute	1,282.00	
- restriction of access	404.10	
Amount to be paid owner		7,106.50
Amount chargeable to Right of Way		7,106.50
STATE to: Construct road approaches, east side, Engr.Sta.372+00 & 485+80 (Est.)	100.00	
Set r/w stakes when owner ready to construct fences		
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		7,206.50

Access controlled.

15729- Lee, Alma B.
Right of Way
Option expires July 6, 1950

9.34 acres at $200.00	1,868.00	
Allowance- 212 rods fence at $3 rod, incl. 3 gates at $10 each	666.00	
- severance damages	1,250.00	
Waiver of access, except private access, Engr.Sta.1245+90; farm crossing 1234+50		
Amount to be paid owner		3,784.00
Amount chargeable to Right of Way		3,784.00

(Cont.)

LADD CANYON SECTION, OLD OREGON TRAIL HIGHWAY (Cont.)

15729- Lee, Alma B. (Cont.)

STATE to: Construct farm crossing Engr.Sta. 1234+50 (Estimated)	$ 300.00	
Provide private access, Engr.Sta. 1245+90 (Estimated)	150.00	
Construct stock pass Engr.Sta.1231+00 using 84" steel pipe (Estimated)	2,500.00	
Amount chargeable to Construction		$ 2,950.00
GRAND TOTAL (Estimated)		6,734.00

Access controlled.

15730- Hill, W. E. (Haskin)
Right of Way
Option expires July 5, 1950

2.90 acres at $200.00	580.00	
Allowance- 78 rods fence at $3 per rod, and gate ($20)	254.00	
Amount to be paid owner		834.00
Amount chargeable to Right of Way		834.00
STATE to reconstruct irrigation ditches (Est.)	300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		1,134.00

Access controlled.

15722- Wicks, Clarence (Haskin)
Right of Way
Option expires July 5, 1950

12.44 acres at $200.00	2,488.00	
Allowance- 263 rods fence at $3 per rod, incl. 4 gates at $10 each	829.00	
- severance damage	300.00	
Amount to be paid owner		3,617.00
Amount chargeable to Right of Way		3,617.00
STATE to: Reconstruct irrigation system (replace ditches) (Est.)	500.00	
Construct farm crossings at Engr.Sta. 1138+00 and 1143+00 (Est.)	500.00	
Amount chargeable to Construction		1,000.00
GRAND TOTAL (Estimated)		4,617.00

Access controlled

(Cont.)

LADD CANYON SECTION, OLD OREGON TRAIL HIGHWAY (Cont.)

15732- Wilson, James A. and Margaret S. Wilson
Right of Way (Haskin)
Option expires July 8, 1950

13,940 sq.ft. at 1½¢ plus sq.ft.	$ 250.00	
Allowance- 5 rods fence at $4 rod	20.00	
Amount to be paid owner		$ 270.00
Amount chargeable to Right of Way		270.00

Access not controlled.

15731- Lindley, Farrell E. and Hildreth Lindley
Right of Way (Haskin)
Option expires July 5, 1950

872 sq.ft. at 5¢ plus	50.00	
Allowance- 5 rods fence at $4 rod	20.00	
Amount to be paid owner		70.00
Amount chargeable to Right of Way		70.00

Access not controlled

15709- McCall, Estate W. A.
Right of Way (Landon)
Option expires July 11, 1950

7.50 acres at $25.00	187.50	
Amount to be paid owner		187.50
Amount chargeable to Right of Way		187.50

Takes all.

15733- Taylor, R. E.
Gravel pit site (Haskin)
Option expires July 8, 1950

9.0 acre at $200.00	1,800.00	
4.40 acres at $25.00	110.00	
Allowance- 70 rods fence at $3 per rod	210.00	
Amount to be paid owner		2,120.00
STATE to construct gate at entrance to property on highway (Estimated)	25.00	
Amount chargeable to Gravel Pit Site (Est.)		2,145.00

Site to revert to owner when abandoned by State.

(Cont.)

LADD CANYON SECTION, OLD OREGON TRAIL (Cont.)

15724- Dalton, Allie
Borrow Lease
Lease expires January 9, 1955 (Haskin)

17.3 acres at $100.00 (5-year lease)	$ 1,730.00	
Allowance- 52 rods fence at $3 rod	156.00	
Amount to be paid owner		$ 1,886.00
Amount chargeable to quarry		1,886.00

PUMPING PLANT HILL-ONTARIO SECTION, OLD OREGON TRAIL HIGHWAY

15817- White, Joseph L. and William M. White
Right of Way
Option expires June 6, 1950 (Cozad/ Benfield)

0.23 acre at $400.00	92.00	
0.45 acre at $22.00 plus	10.00	
Allowance- 85 rods fence to be built by owner	255.00	
- drilling well	262.50	
Amount to be paid owner		619.50
Amount chargeable to Right of Way		619.50

Access controlled.

STATE to: Construct cattle trail to water, Engr. Sta. 1413+50 (Estimated)	100.00	
Provide private entrances at Engr.Sta. 1414+80 & 1426+44, west side (Est.)	100.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		819.50

15816- Crabb, Charlie A. and Marthy E. Crabb
Right of Way
Option expires June 5, 1950 (Cozad/ Benfield)

0.30 acre at $400.00	120.00	
0.59 acre at $22.00 plus	13.50	
Allowance- 35 rods fence at $3 per rod	105.00	
Waiver of access except private access at Engr.Sta.1418+41, east side		
Amount to be paid owner		238.50
Amount chargeable to Right of Way		238.50

STATE to: Replace irrigation ditch inside fence from Engr.Sta.1419+75, to south end of property (Estimated)	200.00	
Provide private access, east side, Engr. Sta.1418+41 (Estimated)	50.00	

(Cont.)

PUMPING PLANT HILL-ONTARIO SECTION, OLD OREGON TRAIL HIGHWAY (Cont.)

15816- Crabb, Charlie A. and Marthy E. Crabb (Cont.)

Amount chargeable to Construction		$ 250.00
GRAND TOTAL (Estimated)		488.50

Access controlled.

15814- Travis, Cecil B. and Ruth A. Travis
Right of Way
Option expires June 21, 1950 (Benfield/Cozad)

4.0 acres at $575.00	$ 2,300.00	
Allowance- 80 rods fence at $2 per rod	160.00	
- House	2,625.00	
- Pumphouse, well, wood, storage shed	615.00	
- fruit and shade trees	375.00	
Amount to be paid owner		6,075.00
Amount chargeable to Right of Way		6,075.00

Takes all.

15815- Davis, Ina and James H. Davis
Right of Way
Option expires June 14, 1950 (Cozad/Benfield)

0.11 acre at $400.00	44.00	
Allowance- fencing, 18.18 rods at $3 rod	54.54	
Amount to be paid owner		98.54
Amount chargeable to Right of Way		98.54

Access controlled.

15898- Griffin, Tully J., Gail A. and George M. Griffin
Gravel pit
Option expires June 30, 1950 (Benfield/Cozad)

9.84 acres at $100.00	984.00	
Amount to be paid owner		984.00
STATE to construct fence around site (Est.) 120 rods at $3.00 rod	360.00	
Amount chargeable to Gravel Pit		360.00
GRAND TOTAL (Estimated)		1,344.00

15749- Forsman, Robert
Gravel Pit site
Option expires June 26, 1950 (Cozad)

14.51 acres at $175.00	2,539.25	

(Cont.)

PUMPING PLANT HILL-ONTARIO SECTION, OLD OREGON TRAIL HIGHWAY (Cont.)

15749- Forsman, Robert (Cont.)

Amount to be paid owner		$ 2,539.25
Amount chargeable to Gravel Pit		2,529.25

STATE to grant owner permission to have a private road through gravel pit site.

15819- McDaniel, Oscar E. and Lois B. McDaniel (Cozad/Benfield)
Lease Borrow Pit
Option expires June 6, 1950

Lease (for period of construction) not to exceed period 1 yr. on 5.75 acres at $100.00	$ 575.00	
Amount to be paid owner		575.00
STATE to construct new fence around south and west sides borrow pit, using portion of fence on north side (Estimated)	166.65	
Amount chargeable to Gravel site		741.65
GRAND TOTAL (Estimated)		741.65

15842- Davis, Ina and James H. Davis (Cozad/Benfield)
Stock pile site
Option expires June 14, 1950

0.99 acre at $400.00	396.00	
Amount to be paid owner		396.00
STATE to fence stockpile site (Estimated)	204.00	
Amount chargeable to Stock Pile site		600.00

15899- Mosso, John (Cozad/Benfield)
Gravel pit
Option expires June 20, 1950

5.16 acres (quarry) and 0.14 acre (haul road) at $100.00	530.00	
Amount to be paid owner		530.00
STATE to fence quarry, and haul road, south side only (Estimated) (70 rods)	210.00	
Amount chargeable to Gravel Pit (Estimated)		740.00

Access not controlled.

(Cont.)

PUMPING PLANT HILL-ONTARIO SECTION, OLD OREGON TRAIL (Cont.)

15749-A Ellis, Wayne, Leo J. Ellis and Ruth B. Ellis
Gravel pit
Option expires June 28, 1950 (Cozad)

3.30 acres at $175.00 plus	$ 584.50	
Amount to be paid owner		584.50
Amount chargeable to Gravel Pit		584.50

VALE-JAMIESON SECTION, JOHN DAY HIGHWAY

15639- Mittlestead, John
Stock pile site
Option expires June 20, 1950 (Cozad)

1.26 acres at $40.00 less	50.00	
Amount to be paid owner		50.00
STATE to fence north end of stock pile site (Est.)	60.00	
Amount chargeable to stock pile (Est.)		110.00

GARRISON CORNER SECTION, NYSSA-ADRIAN HIGHWAY

15692- Ward, Ida B.
Right of Way
Option expires June 8, 1950 (Cozad/ Benfield)

0.25 acre at $940.00	235.00	
Allowance- 31 rods fence at $3 rod	93.00	
Amount to be paid owner		328.00
Amount chargeable to Right of Way		328.00

Access not controlled.

15694- Garrison, Dale F. and Claudine N. Garrison
Right of Way
Option expires July 25, 1950 (Landon)

1.72 acres at $500.00	860.00	
Allowance- moving stock scales, rebuilding stock corrals, pens, stock loading chute (Estimated)	1,000.00	
- 91 rods fence at $3 rod	273.00	
Amount to be paid owner		2,133.00
Amount chargeable to Right of Way		2,133.00
STATE to replace private entrances to property at Engr.Sta.166+50 & 167+50, and replace all drainage & irrigation ditches (Estimated)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		2,283.00

Access not controlled.

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY

15016- Dunn, Robert U. (Cozad)
Right of Way
Option expires January 4, 1950

0.60 acre at $10.00	$ 6.00	
Amount to be paid owner		$ 6.00
Amount chargeable to Right of Way		6.00

Access controlled

STATE to construct private access at Engr.Sta. 1054+50, south side (Estimated)	25.00	
Amount chargeable to Construction		25.00
GRAND TOTAL (Estimated)		31.00

15265- Stearns, Estate Harry A. (Cozad)
Right of Way
Have deed

0.89 acre at $11.00 plus	10.00	
Waiver of access except private access, south side, Engr.Sta.949+00		
Amount to be paid owner		10.00
Amount chargeable to Right of Way		10.00
STATE to construct private access, south side, at Engr.Sta.949+00 (Estimated)	25.00	
Amount chargeable to Construction		25.00
GRAND TOTAL (Estimated)		35.00

Access controlled.

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

15091- Cross, Herbert J. (Landon/Haskin)
Right of Way
Option expires March 12, 1950

7.55 acres at $33.00 plus	250.00	
Grantor reserves title to all water rights and existing facilities, such as dam & ditch, and if disturbed by State to be restored		
Amount to be paid owner		250.00
Amount chargeable to Right of Way		250.00

Takes all.

RICHLAND-HALFWAY SECTION, BAKER-HOMESTEAD HIGHWAY

15886- Stagg, Ira D. and J. S. Weber (Benfield)
Quarry and stock pile site
Option expires July 26, 1950

1.0 acre at $10.00	$ 10.00	
Amount to be paid owner		$ 10.00
STATE to fence stock pile site (Estimated)	262.00	
Amount chargeable to quarry (total)		272.00

BOARDMAN-COLD SPRINGS SECTION, COLUMBIA RIVER HIGHWAY

15974- West Extension Irrigation District (Smitten)
Stock pile lease
Lease expires February 3, 1950

10-year lease on 1.43 acres at $5.00 per year	50.00	
Amount to be paid owner		50.00
Amount chargeable to stock pile		50.00

FLORENCE SECTION, SIUSLAW HIGHWAY

15979- Neher, Ira J. (Cooper)
Road materials
x

Full settlement for road materials taken from owner's property	25.00	
Amount to be paid owner		25.00
Amount chargeable to quarry		25.00

EXHIBIT "B-1"

Minutes of February 6 and 7, 1950

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate and construct the South Commercial Street- South Liberty Street Section of the Pacific Highway East within the City of Salem, Oregon, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Pacific Highway East is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the South Commercial Street-South Liberty Street Section of the Pacific Highway East, a parcel of real property located in Marion County, Oregon, and described as follows, to-wit:

A parcel of land lying in Block 21, Nob Hill, George H. Jones, Addition to the City of Salem, Marion County, Oregon, the said parcel being all of Lots 2, 5, and 12 of said Block 21.

Also all that portion of Lots 3 and 4 of Block 21 described as follows:

Beginning at a point on the south line of Lot 4 which is 22.37 feet easterly from the southwest corner of Lot 4; thence easterly to the

(Cont.)

southeast corner of Lot 3; thence northerly 25.7 feet along the easterly line of Lot 3; thence southwesterly on a straight line to the point of beginning.

The parcel of land to which this description applies contains 16.000 square feet.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to acquisition of fee simple title to the aforesaid described property, it is necessary that there be acquired and extinguished such interest, if any there be, by which a right of access or any right in the nature of a right of access may accrue by virtue of the adjacency of the South Commercial Street-South Liberty Street Section of the Pacific Highway East when constructed to the remaining land of the larger tract of which the above-described property is a part.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the sixth day of February, 1950.

EXHIBIT "B-2"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Old Oregon Trail Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of the federal highway system; and

WHEREAS for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and straighten the section of the said highway as hereinafter set forth, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Old Oregon Trail Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, straightening, construction, and maintenance of the Pumping Plant Hill-Ontario Section of the Old Oregon Trail Highway a parcel of real property located in Malheur County, Oregon, and described as follows, to-wit:

A parcel of land lying in Lot 2, Lot 3, and the Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 16, Township 17 South, Range 47 East, W. M., Malheur County, Oregon; and said parcel being all that portion of said Lot 2, said Lot 3, and said Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 16 included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Old Oregon Trail Highway as said highway has been relocated over and across or adjacent to said Section 16, which center line is described as follows:

(Cont.)

EXHIBIT "B-2" (Cont.)

Beginning at a point which is Engineer's center line Station 1368+00; said point being approximately 90 feet north and 225 feet east of the northwest corner of Lot 2, Section 16, Township 17 South, Range 47 East, W. M.; thence South 40° 02' West 114.39 feet to Station 1369+14.39 equals Station 1368+93.74; thence continuing South 40° 02' West 1559.25 feet; thence on a spiral curve left (the long chord of which bears South 37° 02' West) 300 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 21° 41' 25" West 311.44 feet; thence on a spiral curve left (the long chord of which bears South 6° 20' 50" West) 300 feet; thence South 3° 20' 50" West 635.57 feet to Station 1400+00, said center line crossing the south line of said Lot 3 approximately at Station 1399+70.

The parcel of land to which this description applies contains 6.64 acres, of which 3.34 acres lie within the existing right of way, title to which hereby is alleged to be in the public, and 3.30 acres lie outside of the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to acquisition of fee simple title to the aforesaid described property, it is necessary that there be acquired all easements and rights of access, and all rights of ingress, egress, and regress from and to the remaining land of the larger tract of which the above-described property is a part, and the above-described property and any highway now or hereafter constructed thereon, except that there shall be reserved unto the owners of said remaining property rights of private access for six approaches to the said Old Oregon Trail Highway of the following widths and at the following locations:

a. An approach not to exceed 25 feet in width on the east side of the Old Oregon Trail Highway opposite Engineer's center line Station 1369+00.

b. An approach not to exceed 25 feet in width on the east side of the Old Oregon Trail Highway opposite Engineer's center line Station 1376+00.

c. An approach not to exceed 25 feet in width on the east side of the Old Oregon Trail Highway opposite Engineer's center line Station 1384+00.

d. An approach not to exceed 25 feet in width on the east side of the Old Oregon Trail Highway opposite Engineer's center line Station 1393+00.

e. An approach not to exceed 25 feet in width on the west side of the Old Oregon Trail Highway opposite Engineer's center line Station 1370+00.

(Cont.)

EXHIBIT "B-2" (Cont.)

f. An approach not to exceed 25 feet in width on the west side of the Old Oregon Trail Highway opposite Engineer's center line Station 1393+00.

Private access as hereinabove referred to is defined as a right of access from and to land abutting the highway; said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property, which, in any manner caters to, invites, solicits from or is dependent upon the users of said highway.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the sixth day of February, 1950.

EXHIBIT "B-3"

Minutes of February 6 and 7, 1950

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Halsey-Sweet Home Highway, State Secondary Highway No. 212, is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and straighten the Halsey-Crawfordsville Section of said Halsey-Sweet Home Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, straightening, construction, and maintenance of the Halsey-Crawfordsville Section of the Halsey-Sweet Home Highway, State Secondary Highway No. 212, the parcel of real property located in Linn County and described as follows, to-wit:

A parcel of land lying in the D. L. C. of Hugh L. Brown, Claim No. 60, also in Section 5, Township 14 South, Range 2 West, W. M., Linn County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Verdis Burke and Francis R. Wright, recorded in Book 52, Page 450 of Linn County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land of variable width, lying on the northerly side of the center line of the Halsey-Sweet Home Highway as said highway has been relocated over and across or adjacent to the said property; which center line is described as follows:

Beginning at a point which is Engineer's center line Station 728+66.84; said point being approximately 1750 feet south and 2635 feet east of the northwest corner of Hugh L. Brown, Claim No. 60, Township 14 South, Range 2 West, W. M.; thence on a 572.96 foot radius curve right (the long chord of which bears North 71° 40' 45"

(Cont.)

EXHIBIT "B-3" (Cont.)

West) 491.47 feet; thence North 47° 06' 20" West 15.41 feet; thence on a 358.09 foot radius curve left (the long chord of which bears North 74° 18' West) 339.93 feet to Station 737+13.65 equals Station 737+34.54; thence South 78° 30' 20" West 564.39 feet; thence on a 572.96 foot radius curve right (the long chord of which bears North 89° 44' 40" West) 235 feet; thence North 77° 59' 40" West 1031.7 feet; thence North 79° 38' 55" West 134.37 feet to Station 757, said center line crossing the extended easterly and westerly lines of said property approximately at Stations 732+00 and 756+27 respectively.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line
728+66.84		733+58.31	60
733+58.31		757+00	40

The parcel of land to which this description applies contains 2.28 acres, of which 1.67 acres lie within the existing right or way, title to which hereby is alleged to be in the public, and 0.61 acre lies outside of the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the sixth day of February, 1950.

EXHIBIT "B-4"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Sullivan Gulch Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation of motor vehicles promoted, and highway travel in general safeguarded, the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Sullivan Gulch Highway, for the purpose of establishing, constructing, and maintaining a throughway, the following described property, to-wit:

Lot 7, Block 38, Sullivan's Addition to the City of East Portland, containing 5,000 square feet.

2. That the highway facility for which the aforesaid property is required and is being taken, has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

(Cont.)

February 6, 1950

EXHIBIT "B-4" (Cont.)

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said property.

4. That upon the trial of any suit or action instituted to acquire the said property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the 6th day of February, 1950.

EXHIBIT "B-5"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Sunset Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of the federal highway system; and

WHEREAS, for the purpose of providing highway facilities appurtenant to and as a part of said Sunset Highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct approach or connecting roads between said highway and the Hillsboro-Cornelius Pass County Road, Market Road No. 22, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way of Sunset Highway for use in connection with the construction and maintenance of approach or connecting roads between said highway and the Hillsboro-Cornelius Pass County Road, Market Road No. 22, parcels of real property located in Washington County, Oregon, and described as follows, to-wit:

Parcel No. 1:

A parcel of land lying in the John S. White D. L. C. No. 51, also lying in Section 23, Township 1 North, Range 2 West, W. M., Washington County, Oregon; the said parcel being described as follows:

Beginning at a point in the center of the Hillsboro-Cornelius Pass County Road, which point is a distance of 100 feet northeasterly from (when measured at right angles to) the located center line of the Sunset Highway (formerly Wolf Creek Highway) at Engineer's Station 2836+24.2; said point being south 950.6 feet and east 1274 feet from the northwest corner of said John S. White D. L. C. No. 51; thence North 4° 49' West along the said center of the County Road a distance of 182.51 feet to the true point of beginning; thence North 4° 49' West along the

(Cont.)

center of the County Road, a distance of 82.5 feet; thence South 89° 44' East a distance of 301.77 feet to the west line of the Oregon Electric Company right of way; thence South 1° 14' West along the west line of the Oregon Electric right of way, a distance of 408.01 feet to the north line of the Sunset Highway; thence North 61° 47' West along the north line of the Sunset Highway a distance of 259.53 feet to the east line of the Hillsboro-Cornelius Pass County Road; thence North 4° 49' West along the east line of the County Road a distance of 208.5 feet; thence South 85° 11' West a distance of 40 feet to the point of beginning.

The parcel of land to which this description applies contains 2.02 acres, of which 0.06 acre lies within the existing right of way, title to which hereby is alleged to be in the public, and 1.96 acres lie outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the John S. White D. L. C. No. 51, also lying in Section 23, Township 1 North, Range 2 West, W. M., Washington County, Oregon; the said parcel being described as follows:

Beginning at a point in the center of the Hillsboro-Cornelius Pass County Road, which point is a distance of 170 feet southwesterly from (when measured at right angles to) the located center line of the Sunset Highway (formerly Wolf Creek Highway) at Engineer's Station 2837+99.8, said point being south 1271.6 feet and east 1301 feet from the northwest corner of said John S. White D. L. C. No. 51; thence parallel to said highway center line North 61° 47' West a distance of 59.6 feet to a point 50 feet westerly from (when measured at right angles to) the center of said County Road, said point being the true point of beginning; thence South 4° 49' East along the west line of the County Road a distance of 230 feet; thence North 85° 11' East a distance of 50 feet to the center line of the County Road; thence South 4° 49' East along the center of the County Road a distance of 160 feet; thence North 61° 47' West a distance of 424.5 feet; thence North 28° 13' East a distance of 299.7 feet to a point on the south line of the Sunset Highway; thence South 61° 47' East along the south line of the Sunset Highway, a distance of 170.0 feet to the point of beginning.

The parcel of land to which this description applies contains 2.00 acres, of which 0.10 acre lies within the existing right of way, title to which hereby is alleged to be in the public, and 1.90 acres lie outside of the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

(Cont.)

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the sixth day of February, 1950.

EXHIBIT "B-6"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Old Oregon Trail Highway and the Payette Spur of the Old Oregon Trail Highway are under the jurisdiction and control of the State and are, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing highways which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and straighten the Pumping Plant Hill-Ontario Section of the Old Oregon Trail Highway and to reconstruct the Payette Spur Bridge and approaches to said bridge over the Snake River on the Payette Spur of the Old Oregon Trail Highway and for such purposes and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for quarry site and hauling road and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for quarry site and hauling road, for use in connection with the widening, straightening, construction and maintenance of the Pumping Plant Hill-Ontario Section of the Old Oregon Trail Highway and for use in connection with the construction and maintenance of the Payette Spur Bridge and approaches to said bridge over the Snake River on the Payette Spur of the Old Oregon Trail Highway, a parcel of real property located in Malheur County, Oregon, and described as follows, to-wit:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) and in Lot 2 of Section 16, Township 17 South, Range 47 East, W. M., Malheur County, Oregon; the said parcel being described as follows:

Beginning at a point on the north line of the Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of said Section 16, which point is 198.34 feet west of the northeast corner of said Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 16; thence running South 2° 23' 50" East 79.78 feet; thence South 21° 06' 10" West 75.28 feet; thence South 45° 58' 10" West 101 feet; thence South 62° 30' 10" West 215.50 feet; thence South 82° 40' 10" West 244.10 feet; thence North 46° 44' 50" West 513.75 feet to a point on the north line of

(Cont.)

the Southeast quarter (SE¼) of the Northwest quarter (NW¼) of said Section 16; thence along the north line of said Southeast quarter (SE¼) of the Northwest quarter (NW¼) South 89° 55' 50" East 903.50 feet to the point of beginning.

Also a strip of land 20 feet in width extending from the northeast corner of the foregoing described parcel easterly to the Old Oregon Trail Highway, the north line of said strip of land beginning at the northeast corner of above-described parcel and running thence along the north lines of said Southwest quarter (SW¼) of the Northwest quarter (NW¼) and said Lot 2, Section 16, South 89° 55' 50" East 289.52 feet to the westerly right of way line of the Old Oregon Trail Highway.

The parcel of land to which this description applies contains 5.06 acres.

2. That the highway facilities for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the sixth day of February, 1950.

EXHIBIT "C"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, the Oregon legislature, during the session held in 1949, declared by law a procedure by which the construction, maintenance and use of approach roads on or within the right of way of a state highway may be accomplished, which procedure and legal enactment are embodied in Chapter 308, Oregon Laws 1949; and

WHEREAS, said law provides for and authorizes the issuance of permits by the State Highway Commission with respect to state highways, and provides for and vests in the State Highway Commission authority to adopt reasonable rules and regulations and vests in the State Highway Commission authority to issue permits for the construction of an approach road facility, thing, or appurtenance upon the rights of way of state highways; and

WHEREAS, the issuance of permits under said law is lodged in the discretion of the Commission with the single limitation that the Commission shall not deny any property adjoining such road or highway reasonable access thereto; and

WHEREAS, within the meaning and scope of said law and for the purpose of facilitating its administration it is deemed by the Highway Commission advisable that there be prepared, approved, and adopted by the Commission a combined form of application and permit in which there shall be set forth such rules and regulations as the Commission deems appropriate for the control and regulation of the construction, use, and maintenance of such approach road; and

WHEREAS, pursuant to instructions given by this Commission there has been prepared by the Chief Counsel and approved by the State Highway Engineer a form of application and permit, which form has been submitted to and is now before this Commission for consideration, approval, and adoption:

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by this Commission, all members being present and voting affirmatively, as follows:

1. That the form of combined application and permit, which for identification bears the date of February 6, 1950, and the signatures of R. H. Baldock as State Highway Engineer, and J. M. Devers, as Chief Counsel, a copy of which application and permit is attached hereto and made a part of this resolution, hereby is approved and adopted as the form of application and permit which shall be used and employed in all instances where applications for road approaches are filed and approaches are located and constructed under the provisions and terms of said Chapter 308, Oregon Laws 1949.

2. Said form of application and permit shall remain in full force and effect until modified, amended, or voided by the official act of this Commission, duly recorded in its minutes and records.

(Cont)

Form E 307—1056—1-50

Road Approach Permit No. .....
(To be assigned by Salem Office)

OREGON STATE HIGHWAY COMMISSION

Application and Permit to Construct Approach Road

....., Applicant,
(Name of person, firm or corporation)

of ..... Oregon, under the provisions of chapter 308, Oregon Laws 1949, hereby declares and represents to the State of Oregon, by and through its State Highway Commission, that he is the owner/lessee* of certain real property abutting upon a state highway at the following described location, and that he has lawful authority to apply for this permit and to request and authorize the State of Oregon to construct such approach road, and makes application for a permit to construct and maintain a temporary/permanent* approach road connecting said property on the ..... side of ..... Highway, No. ....., Route No. U.S./Ore.*

....., in ..... County, Oregon, between/at/near* ..... and

....., and more particularly described as being at Mile Post ..... , Highway Engineer's Station ..... as indicated by the dimensions, figures and sketch map or plan contained herein.

The applicant hereby agrees, that if such permit is granted, to fully and faithfully comply with all the provisions and regulations hereinafter set forth and such other reasonable rules or regulations as may hereafter be promulgated by the Oregon State Highway Commission governing the construction, maintenance, and operation or use of such approach road, and further agrees to bear all expense of construction and maintenance of said approach road.

Date .....

.....
(Signature of applicant or name of company)

By .....

GENERAL PROVISIONS

1. No approach road or other facility shall be constructed upon the highway right of way until a signed copy of this permit is returned to the applicant.

2. The word Engineer as used herein shall mean the State Highway Engineer or his duly authorized representative.

3. This permit is granted with the specific understanding that the applicant shall be responsible and liable for all accidents, damage or injury to any person or property resulting from the construction, maintenance, repair, operation or use of said approach road for which the applicant may be legally liable, and that the applicant shall hold blameless and harmless and shall indemnify the State of Oregon, its State Highway Commission and members thereof, its officers, agents and employees against any and all claims, demands, loss, injury, damage, actions and costs of actions whatsoever, which they or any of them may sustain by reasons of the acts, conduct or operations of the applicant, his agents or employees in connection with the construction, maintenance, repair, operation or use of said approach road.

4. The construction, maintenance, operation and use of said approach road is subject to the paramount control of the legislature over said highway, and no right or privilege herein granted shall be deemed or construed to be beyond the reach or authority of the legislature to control the said highway, and the applicant in accepting this permit accepts it knowing that the rights and privileges herein granted may at any time be defeated and abrogated by legislative act.

5. The stopping or parking of vehicles upon the state highway right of way for the servicing of such vehicles or in furtherance of any business transaction or commercial establishment is strictly prohibited. Minimum set back distances as shown by dimensions on the sketch map or plan herein for buildings, pump islands, or any other structure now existing on or hereafter placed on applicant's property, shall be strictly observed. NO APPROACH WILL BE CONSTRUCTED FOR OR BY ANY APPLICANT FAILING TO CONFORM.

6. The number of approaches to a single property shall be limited to a minimum that will allow the property to accommodate and service such traffic as may be reasonably anticipated. NO APPROACH ROAD WILL BE CONSTRUCTED TO OR PERMITTED ON A HIGHWAY OR SECTION THEREOF WHERE RIGHTS OF ACCESS OF THE ABUTTING PROPERTY HAVE BEEN ACQUIRED BY THE STATE THROUGH PURCHASE OR GRANT.

For identification purposes:

* Strike out word or words not applicable.

State Highway Engineer

Chief Counsel

February 6, 1950

7. In the construction of an approach road under this permit, either by the applicant or by the State at the expense of the applicant, the State recognizes the applicant's ownership of the materials entering into said construction. If, for any reason (other than reconstruction or widening of the highway), it later becomes necessary or desirable for the State to remove such approach road, it shall be removed by the State at the expense of the applicant, and credit will be allowed for such materials, if any, as are salvaged for re-use by the State.

8. If in the event of the reconstruction or widening of any highway, it becomes necessary to remove, alter or reconstruct the approach road constructed under authority of this permit, the cost of such removal or replacement to a like width and condition will be borne by the State. Any widening or other improvement of the approach road at the applicant's request shall be done only under authority of a new permit and at the expense of the applicant.

9. The construction of the approach road by the applicant, his agent or contractor, (if authorized by the Special Provisions of this permit), will be permitted only when the applicant furnishes evidence of having at his disposal adequate and suitable equipment for doing the work and furnishes satisfactory plans and specifications.

10. Unless permission for construction of the approach road in whole or in part by the applicant, his agent or contractor, is specifically granted in the Special Provisions of this permit, the construction of said approach road will be done by the State, including the furnishing and placing of all materials necessary for the completion of such portion of the approach road that occupies the highway right of way; specifically: drainage facilities, dirt, rock, surfacing, and curbs or other materials listed in Special Provisions or shown on the sketch map herein.

11. No materials will be ordered by the State until this application, completed and accompanied by cash, money order, or certified check, payable to the Oregon State Highway Commission, in the amount hereafter stated in the Special Provisions, is approved by the District Maintenance Superintendent. No construction will be undertaken by the State until this permit is executed and returned to the applicant and all conditions specified herein have been complied with.

12. If the actual final cost of work done or materials furnished by the State in construction of all or any part of the approach road is more or less than the estimated cost thereof, the difference between the actual cost and the estimated cost will be refunded to the applicant or will be paid to the State by the applicant within 10 days after receiving a bill therefor, as the case may be.

13. Upon completion of said approach road, the applicant may perform additional minor work, such as seeding or planting of island, working or cutting edges of said approach, etc., provided that such work is done in a manner so as to cause no interference to traffic upon the highway and is performed at the applicant's sole expense.

14. The entire expense of maintaining said approach road shall be borne by the applicant, who is hereby permitted to make minor repairs, such as the correction of irregularities in the surfacing of the approach road, repair of curbs or walks, etc., provided that the maintenance work does not interfere with or interrupt traffic upon and along the highway. No work shall be done and no equipment shall be used by the applicant on the shoulder of the highway at any time, unless applicant shall have first secured approval from the Superintendent of Maintenance of the district in which the approach road is located.

15. No unauthorized signs shall be placed, permitted or maintained by the applicant upon any portion of the right of way, nor shall any signs not conforming to law be placed, permitted or maintained on property adjacent to the right of way (O. C. L. A., §§ 100-2901 to 100-2908, incl.). Where standard warnings signs, such as "Look Out for Log Trucks," are required by this permit or other regulations, or are ordered by the Engineer to provide warning of the approach road, such signs shall be furnished and placed by the State at the expense of the applicant.

16. The planting or placing of other adornments not prohibited by law on the island or any portion of the right of way by the applicant shall be limited to low growing shrubs, grass, or flowers that do not attain sufficient height to obstruct clear vision in any direction. No curbs, posts or other structures shall be placed on the highway right of way within ten (10) feet of the edge of pavement.

17. The applicant hereby authorizes officers, employees, agents, representatives and contractors of the State Highway Commission to enter upon property owned or leased by said applicant for the purpose of constructing the said approach road.

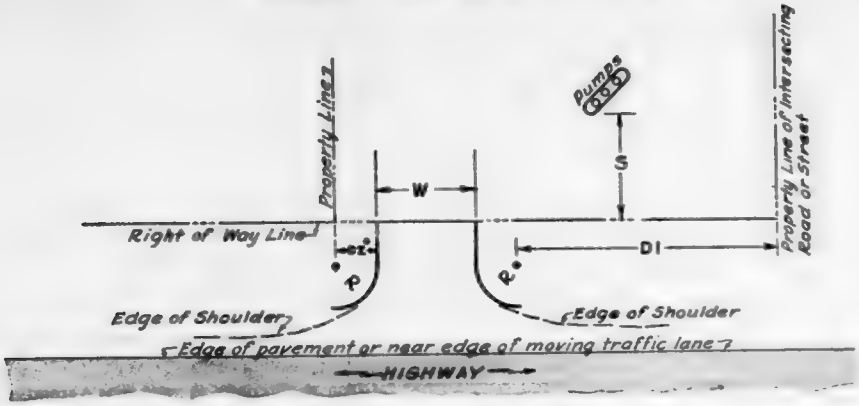
18. The word "applicant" and all references to the applicant contained herein shall include the plural when appropriate.

SPECIAL PROVISIONS

1. The approach road covered by this permit shall be single/dual,† and shall conform to the dimensions and figures indicated on the following or attached sketch map, cross-section and schedule of dimensions, and shall be constructed to the grade established by the Engineer.

SINGLE APPROACH ROAD

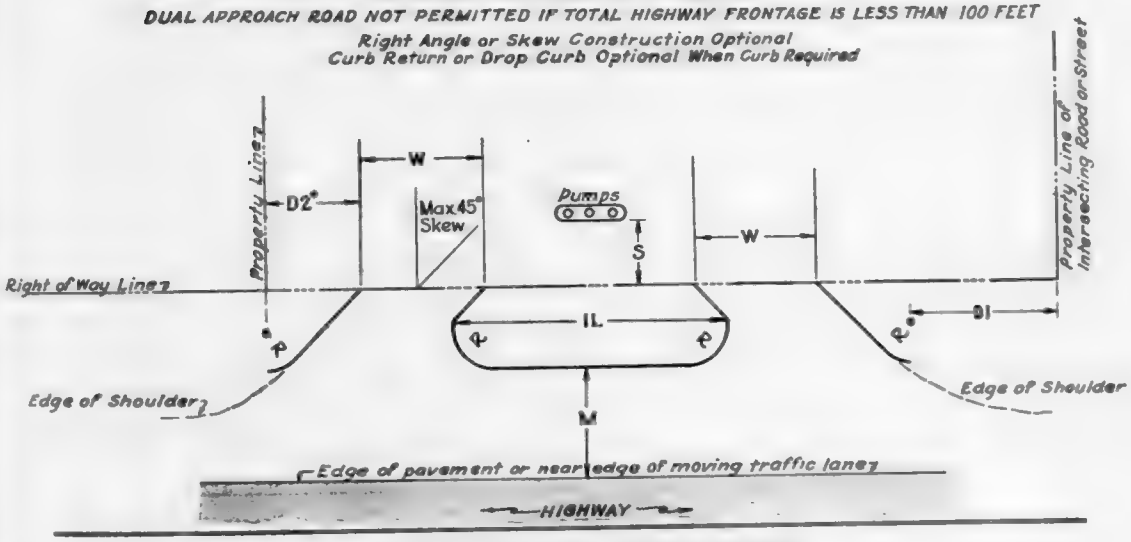
Right Angle or Skew Construction Optional
Curb Return or Drop Curb Optional When Curb Required



DUAL APPROACH ROAD

DUAL APPROACH ROAD NOT PERMITTED IF TOTAL HIGHWAY FRONTAGE IS LESS THAN 100 FEET

Right Angle or Skew Construction Optional
Curb Return or Drop Curb Optional When Curb Required



SCHEDULE OF DIMENSIONS

Applicable to Single or Dual Type Access

Dimension	Minimum	Maximum	Approved
D1	10'	None	
D2*	5'	None	
R	5'	15'	
M	10'	None	
W	15'	50'	
S	10'	None	
IL	30'	None	
Angle of Skew	90°	45°	

*One common approach to adjacent property may be permitted provided W does not exceed 50'

† Strike out word not applicable.

2. APPROACH ROAD: Type of surface ..... Top width .....

Surface thickness ..... in. Pipe required? ..... Diam. ..... Length .....

Kind ..... Min. depth cover .....

Bridge, catch basin or other unusual drainage facility required? .....

(If so, explain on attached sheet and submit sketch or specify Std. Plan No. .....)

Treatment of island, if any .....

Kind and amount of fill required ..... Exc. .....

Materials to be furnished or items of work to be done by applicant .....

.....

(List specifically, or if none, state "none")

.....

.....

Materials to be furnished or items of work to be done by State .....

.....

(List specifically, or if none, state "none")

.....

.....

Estimated cost of State work ..... Check, M. O. or cash? .....

3. HIGHWAY SURFACE: Type ..... Width ..... Curbs? .....
(If so, show type)

Shoulder-width ..... Oiled? ..... R/W-Width of this side .....

Alignment at approach road .....
(On tangent, or approx. degree curve left or right)

Sight distance (from point 6 feet back of shoulder or curb) ..... ahead ..... back

Right of access purchased or otherwise obtained by State? .....

Nature of business to be served by this approach .....

Is adequate space provided for parking vehicles off the R/W? .....

Permit recommended ..... Date .....
(District Maintenance Superintendent)

Permit recommended ..... Date .....
(Division Engineer)

AUTHORIZATION OF PERMIT

In consideration of the applicant's agreement to comply in all respects with the regulations of the State Highway Commission covering such operations, permission is hereby granted for the construction of the approach road or driveway as described in the above application and Special Provisions, said approach road or driveway to be in accordance with the regulations herein set forth. It is expressly understood that this permit is conditioned upon replacement or restoration of the highway to its original or to a satisfactory condition. It is further understood that this permit is issued subject to the approval of local, city or town authorities having joint supervision over said street or highway.

OREGON STATE HIGHWAY COMMISSION

Dated .....

By .....

.....

.....

State Printing Dept. 37189

EXHIBIT "C" (Cont.)

3. When application by an owner of land abutting a state highway is filed with the Commission, the State Highway Engineer shall, and he hereby is instructed to, make or cause to be made a full, thorough, and complete investigation of all facts attending the construction of said proposed approach road, together with all the conditions or circumstances which in any manner affect public safety or public welfare or the construction or maintenance of the highway involved, and said Engineer shall file with the Highway Commission at its office in Salem, Oregon, a complete record of such investigation, which shall include his recommendation for or against the granting of said application.

4. If the report and recommendation of said Engineer shows and establishes that said application in all respects conforms with the rules, regulations, and findings set forth in said adopted form of application and permit, then a permit may be issued to said applicant, employing for such purpose the said form which by this resolution has been approved and adopted.

5. Whenever a permit is issued pursuant to this resolution and within the meaning and reach of said law, such permit may, whenever convenient, be signed by the members of the Highway Commission or by a majority of the members of the Commission, or may be signed for the Commission by R. H. Baldock, as State Highway Engineer; W. C. Williams, as Assistant State Highway Engineer; W. W. Stiffler, as Assistant State Highway Engineer; R. B. Sipprell, as Director of Permits, or by W. C. Crews, as Assistant Director of Permits; and when so signed such permit shall be deemed in full force and effect until the same is changed, modified, amended, or terminated by the official action of this Commission.

6. The rules, regulations, and conditions set forth in said application and permit shall be observed in all respects by the applicant, and should the applicant violate any of said terms, rules, regulations, or conditions then said permit may be terminated by the official action of the Commission and the facilities constituting or constructed with and as a part of said approach road shall, without liability on the part of the State, its Highway Department, officers, agents, or employees, be promptly removed.

7. This resolution shall be entered in the minutes and records of the Commission as of the 6th day of February, 1950.

EXHIBIT "D-1"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, the Pacific Highway is one of the major state highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that at the southerly edge of Cottage Grove a large sawmill is maintained by the Lorane Valley Lumber Company on real property abutting on said highway and employees of said mill together with other persons park their cars within the right of way limits of said highway and leave said cars so parked for extended periods of time; and

WHEREAS, the parking of cars on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard not only to through traffic but to the owners and drivers of said parked cars is created; and

WHEREAS, in the opinion of this Commission public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of cars should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations by members of its staff, that the parking of motor vehicles along the Pacific Highway between M.P. 145.51 at the southerly limits of Cottage Grove, which is Engineer's Station 797+95, and M.P. 146.03, which is Engineer's Station 831+00, covering a distance of 0.52 mile in Lane County, Oregon, creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking facilities for large numbers of cars and at the same time provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the parking of cars for long periods of time on the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be, and he hereby is, instructed to erect signs at said termini, and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as here declared, on which signs shall be printed in plain legible type the words, "NO PARKING ON HIGHWAY SHOULDERS."

5. That a certified copy of this resolution be sent to the owner and operator of said sawmill, and that a like copy be mailed to the Superintendent of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the sixth day of February, 1950.

February 6, 1950

EXHIBIT "D-2"

Minutes of February 6 and 7, 1950

RESOLUTION

WHEREAS, pursuant to the provisions of O. C. L. A., S100-122, the Commission is authorized and directed, whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this State, to select and designate the street or streets of such incorporated city or town over which the state highway shall be routed; and

WHEREAS, the highway known and identified as Pacific Highway, which is also identified as State Highway No. 1 and U. S. Route No. 99, is a state highway and is therefore under the jurisdiction and control of the State Highway Commission; and

WHEREAS, said highway as now located and routed passes through the corporate limits of the City of Cottage Grove, and pursuant to the provisions of O. C. L. A., S100-122, the Highway Commission has heretofore, by order made and entered in its official records, selected and designated North Ninth Street from the north line of Gibbs Avenue northerly to the south side of Thayer Avenue as a portion of a street of said city over which to route said highway traffic; and

WHEREAS, it has been found and declared by the municipal authorities of said city that the parking of vehicles on the easterly side of said portion of North Ninth Street restricts and impairs the free flow of traffic using said street, and said city has found and declared that the parking of vehicles on the easterly side of said portion of North Ninth Street tends to and does create traffic hazards; and

WHEREAS, based on studies and inspections of matters related to the parking of vehicles on said portion of North Ninth Street, the city plans and proposes to adopt and make a part of its official records an ordinance, a copy of which is attached hereto and marked "Exhibit A," by which it shall be unlawful to park any vehicle on the east side of North Ninth Street extending from the north line of Gibbs Avenue northerly to the south side of Thayer Avenue; and

WHEREAS, in response to instructions given by this Commission, the State Highway Engineer and the Traffic Engineer have investigated traffic conditions which obtain and exist with respect to the volume and character of traffic using said portion of North Ninth Street, and said State Highway Engineer and Traffic Engineer have made and filed their report and recommendation concerning said matter; and

(Cont.)

EXHIBIT "D-2" (Cont.)

WHEREAS, the Commission having given due and careful consideration to said report and recommendation, and based thereon and based also on knowledge of existing traffic conditions, is of the opinion that the planned and proposed action to be taken by said city officials is in the interest of the general public and therefore is entitled to the approval and support of this Commission;

NOW, THEREFORE, based upon the foregoing recitals of existing facts, it is hereby resolved by this Commission, all members being present and affirmatively voting as follows:

1. That it is hereby found and declared that the promiscuous and unregulated parking of vehicles on the east side of North Ninth Street extending from the north line of Gibbs Avenue northerly to the south side of Thayer Avenue in the City of Cottage Grove impairs the free and safe flow of traffic using said street and tends to and does create traffic hazards.

2. That the action planned and proposed to be taken by the municipal authorities of said city in and by the passage and adoption of said ordinance attached hereto and marked "Exhibit A" is hereby approved and the Commission hereby pledges full cooperation in the enforcement of the foregoing city ordinance when the same is lawfully passed and adopted, to the end that public welfare may be preserved and promoted.

3. That the Secretary be and he hereby is instructed to furnish said city officials with a duly certified copy of this resolution, and he likewise is instructed to furnish to the Superintendent of State Police a like certified copy.

4. That this resolution be entered in the minutes and records of the Commission as of the sixth day of February, 1950.

(See next page for "Exhibit A" mentioned in the above resolution.)

February 6, 1950

EXHIBIT "D-2" (Cont.)

Exhibit A

ORDINANCE NO.___

AN ORDINANCE ESTABLISHING A RESTRICTED PARKING AREA ON THE EAST SIDE OF NORTH NINTH STREET EXTENDING FROM THE NORTH LINE OF GIBBS AVENUE NORTHERLY TO THE SOUTH SIDE OF THAYER AVENUE, AND DECLARING AN EMERGENCY.

The Common Council of the City of Cottage Grove does ordain as follows:

Section 1. That it shall be unlawful for any person, firm or corporation to park a vehicle on the East side of North Ninth Street extending from the North line of Gibbs Avenue northerly to the South side of Thayer Avenue.

Section 2. The Street Committee of said City of Cottage Grove is hereby directed to mark said area mentioned in Section 1 with appropriate signs.

Section 3. Any person, firm or corporation violating the provisions of this ordinance shall be guilty of a misdemeanor, and upon conviction thereof before the City Recorder shall be fined in a sum not more than One Hundred and no/100($100.00) Dollars, and in addition thereto shall pay the costs of the action, and in default of the payment of such fine and costs shall be confined in the City Jail not to exceed one day for each Two and no/100($2.00) Dollars of such fine and costs.

Section 4. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed.

Section 5. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Cottage Grove, Oregon, in that it is necessary to have uniform regulation of traffic within the corporate limits of the City of Cottage Grove, Oregon, an emergency therefore is declared to exist, and this ordinance shall be in full force and effect from and after its passage by the Common Council and its approval by the Mayor.

Passed by the Common Council this ___ day of _____, 1950.

Approved by the Mayor this ___ day of _____, 1950

Filed with the Recorder approved this ___ day of _____, 1950.

_____

EXHIBIT "E"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, in the resolution adopted by the Highway Commission and made a part of its records as of the 28th day of June, 1949, there are the following provisions identified as paragraph 2 on page 2, and paragraph 3 on pages 2 and 3:

"2. That permits on said forms marked 'Exhibit A' or 'Exhibit B' may be issued for and in the name of the State Highway Commission by the State Highway Engineer, within the meaning, purpose and scope of this resolution, and said permits when so issued either shall be signed by the State Highway Engineer or shall bear a rubber-stamped facsimile of the signature of the State Highway Engineer, and be countersigned by either the Director of Permits or the Supervisor of Transportation Permits, and when so signed, said permit shall be valid and in full force and effect until revoked by the State Highway Commission.

"3. That permits on said form marked 'Exhibit C' may be issued for and in the name of the State Highway Commission by the State Highway Engineer, within the meaning, purpose and scope of this resolution, and said permits when so issued shall bear the printed signature of the State Highway Engineer, and shall be countersigned either by the State Highway Engineer or the Director of Permits or the Supervisor of Transportation Permits, or his assistants, or, when issued from a field office only upon prior approval of the Director of Permits or the Supervisor of Transportation Permits, said permits shall be countersigned by any one of the following designated persons: Division Engineer, Acting Division Engineer, Assistant Division Engineer, Division Office Engineer, District Maintenance Superintendent, or District Maintenance Officeman; and when so signed, said permits shall be valid and in full force and effect until their expiration or earlier revocation by the State Highway Commission. All said permits shall bear an expiration date, and in no event shall said permits be valid for more than a period of one (1) year."; and

WHEREAS, as a result of further and subsequent consideration and upon advice of Counsel, it is the judgment of the Commission that said provisions and paragraphs should be deleted and new or revised paragraphs and provisions substituted.

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission, all members being present and voting affirmatively, as follows:

1. That the foregoing quoted paragraphs and provisions of the resolution and order made, adopted, and passed by the Commission on the 28th day of June, 1949, be and the same are hereby deleted.

2. That in lieu of the foregoing deleted paragraph No. 2 there shall be and hereby is substituted the following:

(Cont.)

"2. That permits issued on forms 'Exhibit A' or 'Exhibit B' may be issued for and by the State Highway Commission within the meaning, purpose and scope of said law and of this resolution and order, and any permit or permits so issued shall be valid and in full force and effect when signed by the members of the Commission or when signed by any one of the following persons: R. H. Baldock, State Highway Engineer; W. W. Stiffler, Assistant State Highway Engineer; R. B. Sipprell, Director of Permits; or R. B. Hill, Transportation Permit Supervisor."

That in lieu of the foregoing deleted paragraph No. 3 there shall be and hereby is substituted the following:

"3. That permits within the meaning, purpose and scope of said law and of this resolution and order may be issued by the Commission using for such purpose form 'Exhibit C'. Any permit or permits so issued shall be valid and in full force and effect if and when signed by the members of the Commission or by a majority of said members, or when signed by any one of the following persons: R H. Baldock, State Highway Engineer; W. C. Williams, Assistant State Highway Engineer; W. W. Stiffler, Assistant State Highway Engineer; R. B. Sipprell, Director of Permits, or R. B. Hill, Transportation Permit Supervisor; provided, however, that in case of emergency, permits using said form 'Exhibit C' may be issued out of a field office, but only when the issuance of such permit or permits has or have been first approved by the Director of Permits or by the Supervisor of Transportation Permits. A permit issued out of a field office may be signed by the Division Engineer or the Acting Division Engineer of the District in which the field office is located, or may be signed by the District Maintenance Superintendents or District Maintenance Officemen."

Any permit issued and signed as above provided shall be valid and in full force and effect until date of expiration, which date shall not extend beyond one year from date of issuance. Any permit so issued may be cancelled by the Commission upon thirty days' notice.

3. All permits heretofore issued under said law and under said resolution are hereby validated and confirmed, notwithstanding the form of execution or by whom executed.

4. Except as herein modified or changed said original resolution shall remain and continue in full force and effect.

5. This resolution shall be entered in the minutes and records of the Commission as of February 6, 1950.

FOOTNOTE:

A statement signed by The Honorable Douglas McKay, Governor of Oregon, consenting to and approving the action of the Commission as disclosed in the above resolution is attached to the original resolution on file in the office of the Commission as Special Matters File No. 6.

EXHIBIT "F"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1949 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Scotts Mills	$ 1,012.20
Yamhill	1,863.88

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 6th day of February, 1950.

February 6, 1950

EXHIBIT "G"

Minutes of February 6 and 7, 1950

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Arlington	$ 1,292.71	Jefferson	$ 1,466.76
Athena	1,600.49	John Day	2,042.01
Aumsville	517.93	Joseph	1,258.74
Aurora	515.81	Juntura	354.49
Banks	713.22	Lexington	473.36
Bay City	1,142.00	Lonerock	97.64
Boardman	233.49	Lostine	433.02
Bonanza	494.58	Malin	1,135.63
Brownsville	2,037.76	Manzanita	464.86
Canyon City	662.27	Merrill	1,375.49
Cascade Locks	1,492.24	Monroe	660.15
Cave Junction	515.81	Monument	250.48
Clatskanie	1,938.00	Myrtle Creek	1,515.59
Coburg	1,388.23	Oakland	1,258.74
Condon	1,948.61	Philomath	1,859.46
Creswell	1,320.30	Phoenix	1,360.63
Dayton	1,347.90	Port Orford	1,602.61
Donald	394.82	Richland	539.16
Florence	1,284.22	Riddle	1,320.30
Fossil	1,313.93	Rogue River	1,006.15
Gaston	706.85	Scappoose	1,065.58
Gearhart	1,303.32	Scio	929.73
Gold Beach	1,207.80	Scotts Mills	481.85
Gold Hill	1,354.26	Sherwood	1,195.06
Granite	182.55	Siletz	1,235.39
Grass Valley	433.02	Sisters	1,392.47
Halsey	647.41	Sumpter	891.52
Hammond	895.77	Talent	1,519.83
Helix	388.45	Troutdale	1,142.00
Hines	1,437.05	Wallowa	2,105.69
Hubbard	1,063.46	Yamhill	887.28
Huntington	2,014.41	Yoncalla	802.37
Island City	375.71		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

(Cont.)

EXHIBIT "G" (Cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 6th day of February, 1950.

EXHIBIT "H"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, by the enactment of Chapter 149, Oregon Laws 1949, it is provided as follows:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

AND, WHEREAS, by said law it is further provided that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administrated by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, by section 3 of said act it is provided that:

"Funds accrued and payable to cities under this act shall be remitted semiannually by the secretary of state to the financial officer of each city. The funds appropriated by this act shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the state highway commission who shall certify such apportionment to the secretary of state. Upon receipt of such certificate the secretary of state shall issue his warrants therefor payable to the cities in the amounts set out."

(Cont.)

AND, WHEREAS, the moneys which have been credited to the state highway fund by the State Treasurer covering the period of July 1 to December 31, inclusive, of the year 1949, which funds have accrued from sources designated in said legislative act, amount to $17,327,878.03 and are derived from funds accruing from the following sources:

Section 115-135, O. C. L. A. (motor vehicle license fees)	$ 372,682.65
Section 15, Chapter 413, Oregon Laws 1945, as amended by Section 4, Chapter 114, Oregon Laws 1947 (gasoline tax)	13,988,099.84
Section 29, Chapter 467, Oregon Laws 1947 (motor carrier fees)	2,830,256.93
From fines and penalties collected for violations of the motor vehicle and transportation laws	136,838.61
	$ 17,327,878.03

AND, WHEREAS, the ten per cent of the $17,327,878.03, which is available for distribution among the cities amounts to $1,732,787.80; and

WHEREAS, after withdrawing the sum of $125,000 (one-half of $250,000) as provided in said act, which sum is to be administered by the State Highway Commission within the meaning of section 2 of said chapter 149, Oregon Laws 1949, there remains a balance of $1,607,787.80, which balance is, in response to the command of said statute, to be distributed among the cities of the state, each city being entitled to receive such share of said balance as its population bears to the total population of the cities; and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 149, Oregon Laws 1949, the State Highway Commission has determined upon an apportionment of said balance among the cities of the State as shown in the tabulation given below;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting, as follows:

1. That the Commission does hereby find and declare that the funds made available for distribution among the cities of the State pursuant to said law should be and are allocated and apportioned to the cities named below in the amounts set opposite the names of the respective cities:

(cont.)

EXHIBIT "H" (Cont.)

I. Cities of Populations 1,000 or More

City	Population	Amount	City	Population	Amount
Albany	5,654	$15,973.35	Monmouth	1,072*	$ 3,028.55
Ashland	4,744	13,402.47	Mount Angel	1,279*	3,613.35
Astoria	10,389	29,350.39	Myrtle Point	1,613*	4,556.95
Baker	9,342	26,392.47	Newberg	2,960	8,362.42
Bandon	1,004	2,836.44	Newport	2,019	5,703.96
Beaverton	1,492*	4,215.11	North Bend	4,262	12,040.75
Bend	10,021	28,310.74	Nyssa	2,448	6,915.94
Burns	2,566	7,249.31	Ontario	3,551	10,032.08
Canby	1,236*	3,491.87	Oregon City	6,124	17,301.16
Central Point	1,156*	3,265.86	Oswego	2,445*	6,907.47
Coos Bay	5,259	14,857.42	Pendleton	8,847	24,994.02
Coquille	3,327	9,399.24	Portland	203,596**	575,187.43
Corvallis	8,392	23,708.58	Prineville	2,358	6,661.68
Cottage Grove	2,626	7,418.92	Rainier	1,183	3,342.14
Dallas	3,579	10,111.18	Redmond	2,164*	6,113.60
Elgin	1,175*	3,319.54	Reedsport	1,979*	5,590.95
Enterprise	1,787*	5,048.53	Roseburg	4,924	13,910.99
Eugene	20,838	58,870.29	St. Helens	4,304	12,159.41
Forest Grove	2,449	6,918.77	Salem	30,908	87,319.46
Freewater	1,041*	2,940.97	Seaside	2,902	8,198.56
Gladstone	1,910*	5,396.02	Sheridan	1,504*	4,249.01
Grants Pass	6,028	17,029.95	Silverton	2,925	8,263.54
Gresham	2,724*	7,695.68	Springfield	3,805	10,749.66
Heppner	1,419*	4,008.87	Stayton	1,353*	3,822.41
Hermiston	2,107*	5,952.57	Sutherlin	1,300*	3,672.68
Hillsboro	3,747	10,585.80	Sweet Home	2,141*	6,048.63
Hood River	3,280	9,266.46	The Dalles	6,266	17,702.33
Independence	1,608*	4,542.83	Tillamook	2,751	7,771.96
Jacksonville	1,011*	2,856.22	Toledo	2,288	6,463.92
Junction City	1,415*	3,997.57	Union	1,398	3,949.55
Klamath Falls	16,497	46,606.35	Vale	1,374*	3,881.74
La Grande	7,747	21,886.37	Vernonia	1,420*	4,011.70
Lakeview	2,466	6,966.80	Warrenton	1,916*	5,412.97
Lebanon	2,729	7,709.81	West Linn	2,165	6,116.43
McMinnville	3,706	10,469.97	West Salem	2,005*	5,664.41
Medford	11,281	31,870.41	Woodburn	2,200*	6,215.31
Mill City	1,223*	3,455.15			
Milton	1,849*	5,223.68	TOTALS:	504,955	
Milwaukie	5,146*	14,538.17			$1,426,569.12
Molalla	1,236*	3,491.87			

* Population as determined by actual count made under supervision of Secretary of State

** 2/3 of 1940 census, as provided in Chapter 425, Oregon Laws 1947

EXHIBIT "H" (Cont.)

II. Cities of Populations Less than 1,000

City	Population	Amount	City	Population	Amount
Adams	169	$ 477.45	Estacada	673*	$1,901.32
Amity	709*	2,003.02	Fairview	463*	1,308.04
Antelope	90	254.26	Falls City	715	2,019.98
Arlington	609	1,720.51	Florence	605*	1,709.21
Athena	754*	2,130.16	Fossil	619*	1,748.76
Aumsville	244*	689.33	Garibaldi	899*	2,539.80
Aurora	243*	686.51	Gaston	333	940.77
Banks	336*	949.25	Gearhart	614*	1,734.64
Barlow	52	146.91	Gervais	442*	1,248.71
Bay City	538*	1,519.93	Glendale	557	1,573.60
Boardman	110	310.77	Gold Beach	569*	1,607.50
Bonanza	233	658.26	Gold Hill	638*	1,802.44
Brownsville	960*	2,712.14	Granite	86	242.96
Butte Falls	339	957.72	Grass Valley	204	576.33
Canyon City	312	881.44	Haines	377	1,065.08
Canyonville	787*	2,223.39	Halfway	416	1,175.26
Carlton	964*	2,723.44	Halsey	305	861.67
Cascade Locks	703	1,986.07	Hammond	422	1,192.21
Cave Junction	243*	686.51	Harrisburg	860*	2,429.62
Chiloquin	741	2,093.43	Helix	183*	517.00
Clatskanie	913*	2,579.35	Hines	677	1,912.62
Coburg	654*	1,847.64	Hubbard	501*	1,415.40
Columbia City	327	923.82	Huntington	949*	2,681.06
Condon	918*	2,593.48	Imbler	182	514.18
Cornelius	781*	2,206.44	Ione	262	740.19
Cove	321	906.87	Island City	177	500.05
Creswell	622*	1,757.24	Jefferson	691*	1,952.17
Culver	181*	511.35	John Day	962*	2.717.79
Dayton	635*	1,793.96	Jordan Valley	274	774.09
Dayville	136	384.22	Joseph	593	1,675.31
Delake	638*	1,802.44	Juntura	167	471.80
Donald	186*	525.48	Lafayette	560*	1,582.08
Drain	986*	2,785.59	Lexington	223	630.01
Dufur	392	1,107.45	Lonerock	46	129.96
Dundee	209	590.45	Long Creek	238	672.38
Eagle Point	451*	1,274.14	Lostine	204	576.33
Eastside	887*	2,505.90	Madras	795*	2,245.99
Echo	454*	1,282.61	Malin	535	1,511.45
Elkton	214*	604.58	Manzanita	219*	618.71
Empire	707*	1,997.37	Maupin	267	754.31

(Cont.)

EXHIBIT "H" (Cont.)

City	Population	Amount	City	Population	Amount
Merrill	648	$1,830.69	Scotts Mills	227	$ 641.31
Metolius	40	113.01	Shaniko	55	155.38
Mitchell	219	618.71	Sherwood	563*	1,590.55
Monroe	311	878.62	Siletz	582*	1,644.23
Monument	118	333.37	Sisters	656*	1,853.29
Moro	309	872.97	Sodaville	99	279.69
Mosier	216	610.23	Stanfield	566*	1,599.03
Mount Vernon	447*	1,262.84	Sublimity	280	791.04
Myrtle Creek	714*	2,017.15	Summerville	80	226.01
Nehalem	291*	822.12	Sumpter	420	1,186.56
North Powder	376	1,062.25	Taft	489*	1,381.49
Oakland	593*	1,675.31	Talent	716*	2,022.80
Oakridge	991*	2,799.71	Troutdale	538*	1,519.93
Oceanlake	557*	1,573.60	Tualatin	238*	672.38
Paisley	237	669.56	Turner	554*	1,565.13
Philomath	876*	2,474.82	Umatilla	743*	2,099.08
Phoenix	641*	1,810.92	Waldport	630	1,779.84
Pilot Rock	478*	1,350.42	Wallowa	992*	2,802.54
Port Orford	755	2,132.98	Wasco	303	856.02
Powers	762*	2,152.76	Weston	705*	1,991.72
Prairie City	701*	1,980.42	Wheeler	259	731.71
Prescott	153*	432.25	Willamina	886*	2,503.07
Richland	254	717.59	Yamhill	418	1,180.91
Riddle	622*	1,757.24	Yoncalla	378*	1,067.90
Rockaway	952*	2,689.53			
Rogue River	474*	1,339.12	TOTALS:	64,145	
St. Paul	183	517.00			$181,218.68
Sandy	660*	1,864.59			
Scappoose	502*	1,418.22			
Scio	438*	1,237.41			

* Population as determined by actual count made under supervision of Secretary of State

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of February 6, 1950.

EXHIBIT "I"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2859 with Struss & McCoy for furnishing crushed material in stockpiles on the John Day Section of four state highways in Grant County, completed April 27, 1949.

Contract No. 2936 with Rogers Construction Co., for regrading and oil mat surfacing on the Forest Boundary-Agency Section of the Warm Springs Highway in Jefferson and Wasco Counties, completed October 25, 1949.

Contract No. 2938 with R. A. Heintz-Construction for grading, bituminous macadam surfacing and structures on the Pleasant Hill-Lost Creek Section of the Willamette Highway in Lane County, completed October 5, 1949.

Contract No. 2955 with T. W. Thomas for grading on the Clear Creek-Forest Boundary Section of the Warm Springs Highway in Wasco County, completed September 10, 1949.

Contract No. 2960 with Frank M. Parsons for grading and oil mat surfacing on the Carlton-Chehalem Creek Section of the Carlton-Chehalem Creek County Road in Yamhill County, completed August 13, 1949.

Contract No. 3057 with Del R. Beebe Construction Co., for grading and paving on the Delmar-Coaledo Section of the Oregon Coast Highway in Coos County, completed December 5, 1949.

Contract No. 3064 with Oscar E. Joelson, for furnishing crushed material in stockpiles on the Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway, in Coos and Douglas Counties, completed October 10, 1949.

Contract No. 3073 with J. F. Johnston for constructing the Flynn Bridge over Mary's River on the Alsea Highway in Benton County, completed November 19, 1949.

Contract No. 3075 with Knight Pearcy for roadside improvement on the North Bend-Coos Bay Section of the Oregon Coast Highway in Coos County, completed December 3, 1949.

(Cont.)

EXHIBIT "I" (Cont.)

Contract No. 3134 with Hamilton and Thoms, for constructing the Cottage Grove and Latham Bridges on the Pacific Highway in Lane County, completed December 13, 1949.

Contract No. 3173 with J. C. Compton Co., for recoiling on the Pedee-Kings Valley Section of the Kings Valley Secondary Highway in Benton and Polk Counties, completed September 13, 1949.

Contract No. 3174 with Babler Bros., for grading and oil mat surfacing on the Terrebonne-Crook County Line Section of the Smiths Rock Market Road in Deschutes County, completed October 27, 1949.

Contract No. 3190 with Knight Pearcy and Parkrose Nursery, for planting on the Front Avenue (Alder St.-Bancroft St.) Section of the Pacific Highway West in Multnomah County, completed December 20, 1949.

Contract No. 3217 with Enoch I. Maers, for constructing the Fort Klamath Maintenance Building in Klamath County, completed December 12, 1949.

Contract No. 3218 with Leland J. Plank, for constructing caretaker's house in Armitage Park in Lane County, completed January 7, 1950.

Contract No. 3237 with Cascade Construction Co., for constructing median islands and paving on the Ochoco Avenue-Milwaukie Section of the Pacific Highway East in Clackamas County, completed December 13, 1949.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "J"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, the Santiam Highway is one of the major state highways of the State and is likewise a part of the federal highway system, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that in the vicinity of the Town of Foster a lumber plant is maintained by the Willamette National Lumber Company on real property abutting on said highway, and that employees of said lumber plant and other persons park their cars within the right of way limits of said highway and leave said cars so parked for extended periods of time; and

WHEREAS, the parking of said cars on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and occupants of parked cars; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of cars should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations made by and under the supervision of the State Highway Engineer, that the parking of motor vehicles along the Santiam Highway between M.P. 30.70 (Highway Engineer's Station 1681+80) and M.P. 31.31 (Highway Engineer's Station 1002+15), a distance of 0.61 mile in Linn County, Oregon, creates a hazard not only to through traffic but to persons owning and using said parked cars.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking facilities for large numbers of cars and at the same time to provide the degree of safety and convenience which, in the opinion of this Commission, should be provided the motoring public.

3. That this Commission does further find and declare that the parking of cars for long periods of time on the right of way of said highway within said termini should be prohibited.

(Cont.)

4. That the State Highway Engineer be, and he hereby is, instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs at said termini, and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the owner and operator of said lumber plant, and that a like copy be mailed to the Superintendent of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the sixth day of February, 1950.

EXHIBIT "K"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: The Dalles-California Highway

Highway number: No. 4 Route number: U. S. 97

Location of Termini			Established Speed
M.P. 143.32 (south city limits of Bend)	to	M.P. 143.59 (Hayes Ave.)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

February 6, 1950

EXHIBIT "L"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway West

Highway number: No. 1W Route number: U. S. 99 W

Location of Termini			Established Speed
M.P. 86.26 (south city limits of Corvallis)	to M.P. 88.57 (Intersection with Kiger Island County Road)		40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

February 6, 1950

EXHIBIT "M"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, by the enactment of Section 100-114, O. C. L. A., the legislature, as a part of a highway system, selected and designated as a state highway, to be known as the "Old Oregon Trail," a highway and route which is described and fixed by the legislature in the following language:

> "From a junction with the Columbia River Highway east of Umatilla, southeasterly via Pendleton, La Grande, Baker, Huntington and Ontario to the Oregon-Idaho state line at Nyssa, including connecting routes to the Oregon-Idaho state line from Weiser, Payette and Ontario; provided, however, that nothing herein shall be deemed to in any way repeal, amend or change the provisions of sections 100-1101 and 100-1102, but said sections shall remain in full force and effect."

and

WHEREAS, there is, by the provisions of Section 100-115, O. C. L. A., vested in the Highway Commission power and authority to:

> "Make such changes in the location of highways named or designated by the legislature, or such highways as may have been heretofore or may hereafter be designated and adopted by the highway commission, as in the judgment and discretion of the highway commission will result in better alignment, more advantageous and more economical highway operation and maintenance, or as will contribute to and afford a more serviceable system of state highways than is possible under the present statutory location."

and

WHEREAS, after due consideration of all pertinent facts and consideration of the report and recommendation of the Highway Engineer, the Commission has found and declared that public welfare will be best served by a relocation of the section of said Old Oregon Trail which begins at Mile Point 291.17 on the original route or location and ends at Mile Point 318.78 of said original route, which proposed relocation involves a distance of approximately 21.38 miles; and

WHEREAS, there is attached hereto, marked Exhibit A and by this reference made a part hereof, a map or print on which there is shown colored in red the highway as originally located and there is likewise shown, colored in black, the route of said highway as relocated; and *

WHEREAS, the section of said highway which by reason of said relocation is eliminated as a part or section of the Old Oregon Trail proper cannot

(Cont.)

February 6, 1950

be abandoned as a public highway for the reason that there are people living thereon and communities which must be served thereby; and

WHEREAS, the Commission on the 21st day of September, 1949, by resolution and order duly and regularly adopted and entered in its official records, adopted said relocated route and location and thereby made the same the route and location of the Old Oregon Trail between Mile Point 291.17 and Mile Point 318.78 on the old route, which is common with Mile Point 312.55 on the new route; and

WHEREAS, said old route and location shown colored in red on said Exhibit A lies partly within Baker County and partly within Union County, and the county courts of the respective counties have, as a result of conference with the Highway Commission, agreed that public welfare will be best served by selecting and designating said old route of the Old Oregon Trail as a secondary state highway; and *

WHEREAS, in compliance with the provisions of Section 100-115, O. C. L. A., the County Court of Union County and the County Court of Baker County have, by appropriate resolution made, adopted, and entered in the records of the respective counties, joined with the Highway Commission and each other with respect to the section of said old route within the respective counties and have requested that said old state highway route be selected and designated as a secondary state highway; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the section of said highway eliminated by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, all members being present and voting affirmatively, as follows:

1. That the following described road or highway, which is shown colored in red on the attached map, Exhibit A, hereby is selected, designated, established, and adopted as a secondary state highway and shall thereby become a part of the secondary state highway system of the State, to wit: *

La Grande-North Powder Secondary State Highway No. 343

Beginning at the intersection of the formerly located, constructed and traveled Old Oregon Trail Highway with the relocated Old Oregon Trail Highway approximately 3 miles southeast of La Grande; thence in a southerly and easterly direction to Union; thence in a southerly and westerly direction to an intersection of the formerly located, constructed, and traveled Old Oregon Trail Highway with the relocated Old Oregon Trail Highway approximately 0.6 mile south of North Powder, including a connection with the relocated Old Oregon Trail Highway in the City of North Powder, for a total distance of approximately 28.1 miles.

2. That when the highway as planned and contemplated by this resolution and order is constructed over said new route and made available for public traffic the section of the route of the Old Oregon Trail as described above, comprising approximately 28.1 miles, shall no longer be a part of the Old Oregon Trail, but shall for all purposes be eliminated therefrom.

3. That the resolution adopted by Union County and the resolution adopted by Baker County, a copy of each of which resolutions has been furnished the Commission, shall be accepted as the request and consent of each of said counties that said route and section of the Old Oregon Trail as originally located shall be made a part of the state secondary highway system.

4. That this resolution shall be entered in the minutes and records of the Commission as of the 6th day of February, 1950, and the Secretary hereby is instructed to deliver to the County Judge of Union County and to the County Judge of Baker County a duly certified copy of this resolution, and said Secretary is likewise instructed to deliver to the Bureau of Public Roads a like certified copy.

FOOTNOTE: *

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 15, under the heading "Resolutions Adopting Secondary Highways," and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N"

Minutes of February 6 and 7, 1950

ORDER REDUCING MAXIMUM LOAD LIMITS
ON CERTAIN STATE HIGHWAYS

WHEREAS, the highways and sections of highways hereinafter set forth or described have been duly designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways; and

WHEREAS, said highways and sections of highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways and sections of highways during the present period of freezing and thawing, and in order to protect said highways and sections of highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highways that the maximum weights permitted and authorized by law be reduced during such period; and

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highways and sections of highways during said period shall be reduced and fixed as in this order provided;

NOW THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said highways and sections of highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways and sections of highways that the maximum total weight of load and vehicle which shall be permitted upon said highways and sections of highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon any of the following listed highways or sections of highways shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tander axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles:

(Cont.)

February 6, 1950

EXHIBIT "N" (Cont.)

Name of Highway	Hwy. No.	Section Restricted (by milepoint & location)	Effective Date
			1950
Oregon Coast	9	364.0 to 387.0 - Pistol River to Brookings	Feb. 4
McKenzie	15	10.3 to 55.0 - Hendricks Bridge to Belknap Springs Road	Feb. 4
Crater Lake	22	39.5 to 69.7 - Cascade Gorge to 2.8 mi. east of Jackson County Line	Jan. 6
Crater Lake	22	17.0 to 39.50 - 17 mi. north of Medford to Cascade Gorge	Feb. 4
Alsea	27	Entire length	Feb. 6
Three Rivers	32	Entire length	Jan. 21
Corvallis-Newport	33	7.95 to 51.0 - Toledo to Philomath Jct.	Jan. 6
Wilson River	37	0.0 to 27.5 - Tillamook to McNamars	Feb. 6
Oregon Caves	38	Entire length	Feb. 4
Necanicum	46	Entire length	Jan. 6
Nehalem	102	9.17 to 75.91 - Olney to Buxton	Jan. 6
Fishhawk Falls	103	Entire length	Jan. 6
Mist-Clatskanie	110	Entire length	Jan. 6
Netarts	131	1.81 to 9.15 - Rd. to Bayocean to Oceanside	Jan. 6
Hillsboro-Silverton	140	0.0 to 19.97 - Hillsboro to Newberg	Jan. 6
Beaverton-Aurora	141	4.92 to 15.24 - Jct. Pacific West to Wilsonville	Jan. 6
Farmington	142	Entire length	Jan. 6
Scholls	143	0.0 to 9.60 - Jct. Hillsboro-Silverton Hwy. to Progress	Jan. 6
Salem-Dayton	150	0.0 to 18.05 - Dayton to Spring Valley Rd.	Jan. 21
Yamhill-Newberg	151	Entire length	Jan. 6
Bellevue-Hopewell	153	Entire length	Jan. 6
Lafayette	154	Entire length	Jan. 6
Amity-Dayton	155	Entire length	Jan. 6
Cascade	160	16.77 to 44.0 - Oregon City to Silverton	Jan. 21
Woodburn-Estacada	161	0.0 to 11.34 - Jct. Pacific Hwy. at Woodburn to Jct. Cascade Hwy.	Jan. 21
Woodburn-Estacada	161	13.08 to 34.19 - Molalla to Estacada	Jan. 6
North Santiam	162	18.25 to 30.0 - Mehama to Gates	Feb. 6
Silver Creek Falls	163	8.64 to 39.0 - Jct. with North Santiam Hwy. to Silverton	Jan. 21
Eagle Creek-Sandy	172	Entire length	Jan. 6
Eddyville-Blodgett	180	11.72 to 19.29 - Nashville to Blodgett	Jan. 6
Siletz	181	Entire length	Feb. 6
Kings Valley	191	Entire length	Jan. 6
Dallas-Coast	192	Entire length	Jan. 6
Monmouth Secondary	194	Entire length	Jan. 6
Territorial	200	24.34 to 38.22 - Crow to Lorane	Jan. 6
Territorial	200	38.32 to 47.45 - Lorane to Jct. Pac. Hwy.	Jan. 6
Deadwood (S.Sec.)	201	0.0 to 10.5 - Deadwood Jct. to Alpha School	Jan. 6
Deadwood (N.Sec.)	210	Entire length	Jan. 6

(Cont.)

EXHIBIT "N" (Cont.)

Name of Highway	Hwy. No.	Section Restricted (by milepoint & location)	Effective Date
Corvallis-Eastside	210	Entire length	Jan. 6
Albany-Lyons	211	Entire length	Jan. 6
Halsey-Sweet Home	212	Entire length	Feb. 6
Mehama-Mill City	213	Entire length	Feb. 6
Albany Airport Road	214	Entire length	Feb. 6
Richardson-Eugene	220	11.94 to 36.57 - Richardson to Elmira	Feb. 4
Springfield-Creswell	222	0.0 to 8.3 - Jct. McKenzie Hwy. to Jct. Willamette Hwy.	Feb. 4
Tiller-Trail	230	Entire length	Feb. 4
Elkton-Sutherlin	231	Entire length	Jan. 6
Rogue River Loop	260	Entire length	Feb. 4
Williams	261	Entire length	Feb. 4
Little Butte	270	Entire length	Feb. 4
Sams Valley	271	Entire length	Jan. 6
Medford-Provolt	272	Entire length	Feb. 4

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394, O. C. L. A., shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above highways and/or sections of highways and at the important crossroads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 6th day of February, 1950.

EXHIBIT "O"

Minutes of February 6 and 7, 1950

R E S O L U T I O N

WHEREAS, by the enactment of Section 115-394, O. C. L. A., it is provided that whenever with respect to any state highway or section thereof, the Commission shall find that such highway or section thereof is being damaged by reason of being subjected to any particular kind or character of traffic, or when said Commission shall find that in its judgment it would be for the best interests of the State or the highways of the State, or any section or sections of said highways, to reduce the maximum weight and speed permitted by law for vehicles moving over or upon said highways, or shall find that it would be for the best interests of the State and for the protection from undue damage to close such highway or highways, or any section thereof, for any or all traffic or for any particular class of traffic, or for the moving thereon of any kind, size or weight of vehicle, or any kind of commodity, freight or thing, the Highway Commission is authorized and empowered to determine and fix the reduced weights and speeds which shall be the maximum weights and speeds for vehicles or things moving over such highway or section of highway, or the Commission may prohibit the use of such highway or section of highway for the moving thereon of any kind, size or weight of vehicle, or any kind of commodity, freight or thing for such period or periods of time as in the judgment of the Highway Commission will be for the best interests of the State, and

WHEREAS, the State Highway Engineer, under instructions from the Commission, has made an investigation with respect to the highways and sections of highways hereinafter named, and has filed with the Commission his report and recommendation concerning said highways or sections of highways, and

WHEREAS, upon consideration of said report, and in consideration of the conditions and facts set out therein, and upon consideration of other matters and conditions respecting said highways, the Commission does now find and declare that said highways and sections of highways are being seriously damaged by reason of the kind, character and volume of traffic moving thereover, and

WHEREAS, the Commission does so find and declare that by reason of severe and unusual weather conditions the surfaces of said highways are being rendered incapable of sustaining and withstanding the volume and character of traffic to which they are being subjected, and

WHEREAS, upon consideration of all of the facts, conditions and circumstances it is the judgment of the Commission that it is and will be in the interest of the State of Oregon and will result in the prevention of undue

(Cont.)

damage to said highways that the character and kind of traffic moving over the highways hereinafter named shall be restricted and regulated in the manner and to the extent hereinafter specified,

NOW, THEREFORE, be it and it hereby is resolved and ordered by the Commission, all members being present and affirmatively voting as follows:

1. The Commission does hereby order and declare that upon the passage and adoption of this resolution and order, all traffic moving over the highways or sections of highways herein named and defined on Exhibit "A" and Exhibit "B," which Exhibits are hereto attached and by this reference made a part hereof, shall be restricted, limited and controlled as hereinafter provided.

2. Upon the adoption and passage of this resolution and order, no vehicle shall move over or upon any of said highways or sections of highways having a gross weight in excess of 36,000 pounds, or a single axle weight in excess of 11,000 pounds, or a dual axle weight in excess of 20,000 pounds, or a speed in excess of 35 miles per hour.

3. The Engineer hereby is instructed to place or cause to be placed or posted a notice in a conspicuous manner and placed at each end on the edge of said highways or sections of highways where the same can be readily seen and read, on which notice shall be instructions to traffic with respect to the limitations fixed in this resolution and order, and said notices after being so placed shall be maintained while this resolution and order is in effect.

4. This resolution shall remain in full force and effect until rescinded, modified or otherwise altered, as the case may be.

5. The Engineer hereby is instructed, whenever any highway or section of highway not named in the highways listed as a part of this resolution, is in such condition of repair or other physical condition that it can not sustain or accommodate the kind and character of traffic now moving thereover, to erect on said highway or section of highway a notice similar to the notice provided in this resolution, and thereafter, said highway or section of highway shall be deemed and considered as within the protection and scope of this resolution and order.

6. Whenever the State Highway Engineer shall find that the structural status of any one of said highways or sections of highways is again in condition to withstand and sustain normal traffic, the said Engineer shall report said fact and condition to this Commission so that appropriate action may be taken.

7. Notwithstanding the provisions and restrictions set out in paragraph 2 on pages 2 and 3 of this resolution and order, the State Highway

Engineer hereby is instructed and authorized to make constant or continuing inspection and examination of all highways and sections of highways covered by this resolution and order, and if, as a result of such inspection and examination, any of said highways or sections of said highways are found to be in such condition of repair or structural status as to not need the protection hereby provided, the said Engineer need not limit or restrict the use of such highways or sections of highways by the posting thereof.

This resolution shall be entered in the minutes and records of the Commission as of February 7, 1950.

Exhibit A

Following is a list of primary State highways or sections thereof on which the Commission anticipates the necessity for reducing the weights of vehicles and loads from those authorized by the statutes, due to damage or potential damage by frost, floods, or intensive rains:

Highway No.	Name	Highway No.	Name
4	The Dalles-California	28	Pendleton-John Day
5	John Day	32	Three Rivers
6	Old Oregon Trail	33	Corvallis-Newport
7	Central Oregon	34	Siuslaw
8	Oregon-Washington	35	Coos Bay-Roseburg
9	Coast	36	Pendleton-Cold Springs
15	McKenzie	37	Wilson River
16	Santiam	38	Oregon Caves
17	McKenzie-Bend	42	Sherman
19	Fremont	44	Wapinitia
22	Crater Lake	46	Necanicum
23	Dairy-Bonanza	48	John Day-Burns
25	Redwood	49	Lakeview-Burns
26	Mt. Hood	52	Heppner
27	Alsea	53	Warm Springs

(Cont.)

EXHIBIT "O" (Cont.)

Exhibit B

Following is a list of secondary State highways or sections thereof on which the Commission anticipates the necessity for reducing the weights of vehicles and loads from those authorized by the statutes, due to damage or potential damage by frost, floods, or intensive rains:

Highway No.	Name	Highway No.	Name
102	Nehalem	210	Corvallis-Eastside
103	Fishhawk Falls	211	Albany-Lyons
110	Mist-Clatskanie	212	Halsey-Sweet Home
130	Little Nestucca	213	North Santiam
131	Netarts	220	Richardson-Eugene
140	Hillsboro-Silverton	222	Springfield-Creswell
141	Beaverton-Aurora	230	Tiller-Trail
142	Farmington	231	Elkton-Sutherlin
143	Scholls	241	Coos River Secondary
150	Salem-Dayton	260	Rogue River Loop
151	Yamhill-Newberg	261	Williams
153	Bellevue-Hopewell	270	Little Butte
154	Lafayette	271	Sams Valley
155	Amity-Dayton	272	Medford-Provolt
160	Cascade	281	Hood River Secondary
161	Woodburn-Estacada	321	Heppner-Spray
162	North Santiam	330	Weston-Elgin
163	Silver Creek Falls	332	Sunnyside-Umapine
172	Eagle Creek-Sandy	334	Athena-Holdman
180	Eddyville-Blodgett	335	Havana-Helix
181	Siletz	340	Medical Springs
191	Kings Valley	360	Madras-Prineville
192	Dallas-Coast	401	Beech Creek
194	Monmouth	420	Midland
200	Territorial	422	Chiloquin
201	Alsea-Deadwood	456	I. O. N.

EXHIBIT "P"

Minutes of February 6 and 7, 1950

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

> OCHOCO HIGHWAY from the easterly corporate limits of the town of Mitchell to a point 9.8 miles westerly thereof, known as Jones Ranch, in Wheeler County,

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the above mentioned section of state highway, particularly between Engineer's Station 228+50 and Engineer's Station 746+50, together with the maps, field notes and other engineering data submitted by the Engineer, hereby is approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. It is further ordered that the said route and the survey of the same hereby are adopted as the route and location of the OCHOCO HIGHWAY between the above described points.

3. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

4. That this resolution be entered in the minutes and records of the Commission as of the 7th day of February, 1950.

February 7, 1950

Portland, Oregon
March 20, 1950

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Agent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

Mr. Milo K. McIver, recently appointed by the Honorable Douglas McKay, Governor of the State of Oregon, as a member of the State Highway Commission, effective April 1, 1950, to fill the vacancy created by the resignation of Mr. T. H. Banfield, was also present.

Chairman Banfield called the meeting to order at 9:00 a.m. and publicly made the following announcement:

"Subsequent to the furnishing of plans to bidders on the Ladd Canyon-North Powder Project, a change was made in the bid item, 'General Excavation, Unclassified.' All bidders were notified of this change by telegram on March 17th, but because of the short notice, we have decided to open the bids for this job tomorrow morning instead of this morning so bidders may withdraw their bids and submit new ones tomorrow if they wish."

Bids, as follows, for highway construction and for operation of the state-owned ferry at Astoria were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Banfield announced that the award of contracts would be made at 3:00 p.m. in the same room:

CLATSOP COUNTY

Astoria-Megler Ferry Service. Provide 16-hour ferry service across Columbia River at Astoria for a period of 2 years. State furnishes ferry boats and terminals.

Astoria Navigation Co., Astoria	$ 134,655.60
Knappton Towboat Co., Portland	140,658.00
Babbidge & Holt, Portland	152,096.16

(Cont.)

HOOD RIVER COUNTY

Parkdale Maintenance Building. State Project. Construct 32' x 78' masonry block building on Mt. Hood Highway at Parkdale.

Bemis & Co., Portland	$ 9,283.72
Gilbert Roberts, Hood River	10,533.00
Robt. L. Forster, Salem	11,190.98
R. H. Jones, Hillsboro	12,229.32
T. J. Patzer, Salem	12,461.28
H. A. Starr Concrete, Portland	12,829.00
Carroll Constr. Co., Tacoma, Wn.	12,929.00
O. N. Pierce, Portland	13,640.00
Howard Halvorson Co., Portland	14,698.00

LANE COUNTY

Veneta Maintenance Building. State Project. Construct 28' x 92' masonry block building on the Territorial Highway at Veneta.

Bemis & Co., Portland	9,384.56
Carroll Constr. Co., Tacoma, Wn.	11,945.00
Robt. L. Forster, Salem	12,000.00
Gilbert Roberts, Hood River	12,044.00
H. L. Shields & Sons, Eugene	12,322.00
T. J. Patzer, Salem	12,482.00
R. H. Jones, Hillsboro	12,561.65
W. H. Shields Co., Eugene	12,603.00
H. A. Starr Concrete, Portland	13,299.00
Howard Halvorson Co., Portland	15,045.00
O. N. Pierce, Portland	15,940.00
Tauf Charneski, Eugene	18,810.00

LINCOLN COUNTY

Yaquina Bay Bridge Painting. State Project. Paint two 350 ft. deck arch spans of Yaquina Bay Bridge at Newport.

F. O. Repine Co., Salem	28,749.00
Antonsen Painting Co., Tacoma, Wn.	30,000.00

MALHEUR COUNTY

Rome-Crooked Creek Section on the I.O.N. and Rome-Princeton Highways. State Project. Rock Production. Requires approximately 6,900 cu.yds. crushed rock in stockpile.

Barney B. Helser, Molalla	18,216.00
N. A. Toole Constr. Co., Ontario	20,493.00
J. A. Struss, Redmond	21,459.00

UMATILLA AND UNION COUNTIES

Pendleton-Hilgard Section of the Old Oregon Trail Highway. State Project. Rock Production. Requires approximately 20,700 cu.yds. crushed rock in stockpile.

(Cont.)

Pendleton-Hilgard Section (Cont.)

M. C. Lininger & Sons, Medford	$ 43,754.00
A. H. Saxton & Sons, Rufus	47,820.00
Newport Constr. Co. & Kern & Kibbe, Portland	48,645.00
F. L. Somers, Klamath Falls	50,390.00
E. H. Itchner, Molalla	53,030.00
Rush Constr. Co., Enterprise	53,683.00
P. B. Doherty, Portland *	64,385.00
Rogers Constr. Co., Portland	77,447.50

* Bidder will accept only one project.

WHEELER COUNTY

Forest Boundary-Jones Ranch Section of the Ochoco Highway. Federal Project No. F-175(7). 3.86 miles of surfacing and oiling; furnishing material in stockpile and installing guardrail. Requires approximately 4,800 lin.ft. metal guardrail; 31,900 cu.yds. crushed rock; and 260 tons 151-200 asphalt. This project may be bid in combination with the Jones Ranch-Mitchell Oiling Project in Wheeler County.

A. H. Saxton & Sons, Rufus			82,487.00
O. C. Yocom Co., McMinnville	(3)		91,352.00
Newport Constr. Co. & Kern & Kibbe, Portland			92,124.20
Rogers Constr. Co., Portland	(1)		93,614.00
J. N. & M. J. Conley, Portland			94,928.00
E. H. Itchner Co., Molalla	(1)	(2)	96,383.00
E. C. Hall Co., Portland	(1)		97,016.00
P. B. Doherty & Sons, Portland	(3)	(6)	99,568.60
F. L. Somers, Klamath Falls	(5)		99,999.00
McNutt Bros., Eugene	(1)		105,828.00
C. J. Eldon, Portland	(4)		120,031.00

(1) Bidder will accept this project only in combination with Jones Ranch-Mitchell Project.
(2) Bidder will not accept projects totaling over $140,000.00.
(3) Bidder will make lump sum reduction of $2,000.00 if also awarded Jones Ranch-Mitchell Project.
(4) Bidder will make lump sum reduction of $1,000.00 if also awarded Jones Ranch-Mitchell Project.
(5) Bidder will make lump sum reduction of $2,500.00 if also awarded Jones Ranch-Mitchell Project.
(6) Bidder will accept only one project.

WHEELER COUNTY

Jones Ranch-Mitchell Section of the Ochoco Highway. State Project. 9.94 miles of oiling; also furnishing material in stockpile. Requires approximately 7,000 cu.yds. crushed rock; 1,230 cu.yds. reject cover material; 140 tons SC-1 liquid asphalt; and 170 tons 200-300 asphalt.

March 20, 1950

Jones Ranch-Mitchell Section (Cont.)

A. H. Saxton & Sons, Rufus	*		$ 33,503.00
J. N. & M. J. Conley, Portland	*		34,022.50
Rogers Constr. Co., Portland	*		34,734.00
O. C. Yocom Co., McMinnville	*		34,960.00
F. L. Somers, Klamath Falls			36,177.00
Newport Const. Co. & Kern & Kibbe, Portland		*	36,593.50
E. H. Itchner Co., Molalla **	*		37,678.50
P. B. Doherty & Sons, Portland	*	***	38,209.00
E. C. Hall Co., Portland	*		38,578.20
McNutt Bros., Eugene	*		40,393.00
C. J. Eldon, Portland	*		46,825.50

* Bidder will accept this project only in combination with the Forest Boundary-Jones Ranch Project.
** Bidder will not accept projects totaling more than $140,000.00
*** Bidder will accept only one project.

Mr. C. H. Armstrong, Assistant State Parks Superintendent, reported on the following State Parks matters in behalf of Mr. S. H. Boardman, State Parks Superintendent, who was absent on account of illness.

1. Boat concession at Sunset Bay State Park, Coos County: The Commission's Chief Counsel reported on this matter for Mr. Armstrong. He advised that on March 9, he inspected this property in company with Mr. Walter Alvin, representing the State Land Board; Mr. Cecil Quesseth, representing the Attorney General's Office; Mr. C. H. Armstrong, representing the State Parks Department, and Mr. C. W. Enfield, Assistant Counsel; and that a careful examination of all the pertinent facts was obtained. The site selected by Mr. L. A. Smith, who proposes to operate a boat service at this location, he said, is untidy in appearance; driftwood litters the area and there is no well-defined pathway or approach leading either from the park property or from the highway to the selected site. Moreover, Mr. Smith maintains a small, unattractive shack on the premises, which is not at all in keeping with the dignity of the park. He further advised that there are some problems connected with the granting of a concession at this place, involving the State Highway Commission and the State Land Board, which must be disposed of before a decision relative to Mr. Smith's application can be made, viz: a) The power or authority as possessed by the State Land Board over the body of water which constitutes Sunset Bay; b) The method, extent and by whom the activities of Mr. Smith can be adequately policed and supervised if he is given permission to conduct the service he proposes, and c) The extent, if any, of liability which the members of the State Highway Commission or of the State Land Board will assume, either personally or officially, if the privileges requested by Mr. Smith are granted.

The Chief Counsel advised that as a result of the inspection and discussion of the facts on the grounds, it was mutually agreed to recommend to the State Highway Commission and to the State Land Board

that no permit be given Mr. Smith authorizing the operation of a boat service, such recommendation being based on the uncertainty which exists with respect to the authority of the State Land Board over the body of water involved; the total absence of authority that the State Highway Commission has over the water which constitutes the Bay; the difficulty that would be encountered with respect to a proper policing of activities; the uncertainties with respect to revenues that would be required to make the project attractive or to warrant a required investment by the applicant, or compensate the state for necessary supervision; and the uncertainties with respect to liabilities which will involve the members of the State Highway Commission and the members of the State Land Board. He gave as his feeling that the boat service proposed by Mr. Smith will not prove satisfactory in any respect, and recommended, in view thereof, that Mr. Smith be granted no concession, and that the general public be allowed to launch boats in the Bay if they wish to do so, at any convenient location. This matter was discussed at some length and as a result thereof, the Commission adopted the report unanimously.

2. Restaurant concession at Silver Falls State Park: Mr. Armstrong advised that there is no concession presently operating in this park, the previous concession heretofore granted Mr. Ralph S. Nohlgren, Salem, having been cancelled some months ago. He gave as the feeling of the State Parks Superintendent that the operation of a concession in this park is a public necessity and he requested authority to negotiate arrangements with Mr. Nohlgren on the basis of his last year's concession, and if he is unsuccessful in such negotiations, that he be given authority to advertise the concession for sale. He recalled that Mr. Nohlgren operated the concession last year in a very satisfactory manner. The Commission unanimously approved the request.

3. In the discussion of this matter, the Assistant Parks Superintendent pointed out that the electric power line which now serves the park is in bad condition, and since it is owned by the State Highway Department, it is up the the state to finance the repairs and to extend the service about two miles to the Silver Creek Recreational area. He estimated the cost of the repairs at $3,500. However, he said the Portland General Electric Company has evidenced an interest in taking over the service, and if that materializes, then the state will be relieved of maintenance expense. He requested authority to negotiate with the Power Company officials with respect thereto. The Commission approved the request, but decided against the extension of service to the other recreational area.

4. Acquisition of property from Menasha Woodenware Company as an addition to Umpqua Lighthouse State Park: The Assistant Parks Superintendent stated that Mr. Boardman has been endeavoring for a long time to acquire this property, but without success. He requested instructions, in view of the fact that proposed development of the existing park is being held up until this additional land has been obtained. Commissioner Chandler stated that he has consulted with the local representative of the owners of the property, also without much success, although he gathered from the information given him that the Company is willing to give to the

state right of way as may be required, but no additional land. He gave as his feeling that the property should be condemned and so recommended. The Commission approved the recommendation unanimously and authorized the Chief Counsel to proceed on such basis.

5. Construction of an access road on the ocean waysides between Newport and Waldport, and between Waldport and Yachats: Mr. Armstrong advised that Mr. Boardman has in mind the utilization of the grade of the old Spruce Production Railroad which is owned by the State Highway Department. The Engineer estimated the cost to construct such roadway at between $60,000 and $70,000, and advised that no provision for financing it is contained in the 1950 budget. It was the feeling of the Commission that a roadway paralleling the Oregon Coast Highway at this location would be of no particular benefit at the present time, in view of which the Commission decided unanimously not to authorize it.

6. Proposed addition to The Cove-Palisades State Park: The Assistant Parks Superintendent presented for the Commission's approval and execution an amendment to the cooperative agreement with the U.S. Soil Conservation Service, supplementing acreage described in the Commission's original agreement with the Federal Government, dated December 20, 1939. He exhibited a map showing the properties now owned or controlled by the state, and the additional lands now desired and covered by the supplemental agreement. He further stated that this property can be acquired at no cost to the state, and recommended approval and execution of the amendatory agreement. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously. (The amendatory agreement was signed by the Commission on the following day.)

7. Removal of cinders from Round Butte in The Cove-Palisades State Park: The Assistant Parks Superintendent advised that pursuant to instructions of the Commission at the previous meeting, several sources of materials have been investigated with a view to their being used by local people, thus avoiding removal of material from Round Butte. Three of these, he said, are possible cinder pits, two of which have been partially prospected and one merely slightly uncovered. In addition, there are two sand spits available: one a large one immediately west of Madras which was the source of materials used in surfacing the Madras airbase and contains an immense supply of excellent sand suitable for construction of sand-clay roads and for use around ranches; the other a pit located along the road leading to The Cove State Park, such sand being very similar to that in the pit west of Madras. He recommended, in view of the investigation, that the local people not be allowed to remove cinders from Round Butte until the other sources have proven unsatisfactory. It was the Commission's decision, reached after discussion, not to permit removal of cinders from Round Butte until the other sources mentioned by the Assistant Parks Superintendent have been investigated and found unsatisfactory. The Assistant Parks Superintendent was instructed to render an additional report when this has been determined. Should investigation reveal that these sources are not suitable for the purpose intended, the Commission will then reconsider the matter.

8. Proposed recreational development of Rooster Rock on the upper Columbia River Highway: The Assistant Parks Superintendent exhibited a map showing the proposed development for this location as planned by Mr. S. H. Boardman, State Parks Superintendent, and explained the details thereof. He estimated the cost of providing such a development at $100,000 and advised that the matter is being brought to the Commission's attention at this time simply to point out what Mr. Boardman has in mind. Construction, he said, is proposed for some time in the future. It was the feeling of the Commission that this project and others of similar nature should not be approved until instructions have been received from the Legislature as to how far the Commission can go in spending the motorists' money for such purposes.

9. Proposed sale of fallen timber and snags in Van Duzer Corridor on the Salmon River Highway: The Assistant Parks Superintendent advised that the Denny Logging Company, which is now operating on private property adjacent to Van Duzer Corridor, has offered to pay the state $4 per M-FBM for the fallen trees and snags on the south side of the Salmon River Highway westerly from the summit of the Coast Range, a distance of about one mile. The Company, he said, proposes to drag the logs from the state's property to the Company's property, so there will be no occasion to truck-haul the logs on the state highway. He estimated about 100,000 M-FBM on the state's property, which will net about $400 to the state, and recommended accepting the offer, thus affording an opportunity to clean up the premises and get rid of undesirable windfalls which constitute a fire hazard. The Commission approved the recommendation unanimously.

10. Report on proposed purchase of Delmer Colegrove property for State Park purposes, in Curry County: The Chief Counsel advised that pursuant to instructions from the Commission, Mr. Colegrove was again contacted regarding this purchase, particularly with respect to his demand for commercial access to the highway when the proposed highway is constructed at this location, and Mr. Colegrove stated his unwillingness to deed his property to the state on the basis of the option previously secured from him, unless he is permitted to remove timber standing on the property during the next fifteen years and to graze sheep on the property for a like period; unless he is given access to the highway for a private road, and unless the state will agree to construct fences along his frontage when the proposed highway is built. The Chief Counsel said that it is quite evident that Mr. Colegrove will not settle on any other basis, and if the terms are not satisfactory to the Commission, then it will be necessary to condemn the property. This matter was discussed at considerable length It appeared to the Commission that the settlement as reported by the Chief Counsel is the best that can be made with Mr. Colegrove, and in view thereof the Commission by unanimous vote authorized purchase of the property at the price mentioned in the option, subject to the conditions detailed by the Chief Counsel.

The Commission discussed a letter from the Oregon Society of Landscape Architects relative to the appointment of a State Parks Superintendent upon retirement of the present Superintendent, Mr. S. H. Boardman, said letter being dated March 3, 1950, and being directed to Mr. T. H. Banfield, Chairman of the

State Highway Commission: Chairman Banfield read aloud his reply to this communication, in which he points out that the Commission some two years ago, upon recommendation of the State Parks Superintendent, appointed Mr. C. H. Armstrong as Assistant Parks Superintendent; that Mr. Armstrong is well qualified to succeed Mr. Boardman, and that the Commission feels satisfied the parks of the state will be in good hands and will be developed and supervised properly. He points out also that the Highway Commission has had in its employ for a number of years a competent Landscape Architect to care for more formal plantings, roadside beautification, park planting, et cetera, and his services are available at all times for counsel, so it is the feeling of the Commission that the State Parks will be in the hands of competent personnel. Commissioners Chandler and Reynolds approved the reply. The Secretary was instructed to notify Mr. Cuthbert, President of the Society of Landscape Architects, of the action taken.

The Right of Way Engineer presented for the Commission's consideration options obtained for the purchase of real property that is needed for various highway improvements throughout the state. Each item in the list was given careful consideration by the Commission, and as the result thereof, the Commission authorized the purchase of the properties at the prices mentioned in the options. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

In the consideration of the above mentioned options, particularly Item 15312, purchase of right of way from Wm. G. Huard for the Viento-Hood River Section of the Columbia River Highway, the Chief Counsel advised that since signing the option, Mr. Huard has consulted with some of his relatives and now is demanding retention of a portion of the property, consisting of about one acre of land, and access to the highway from such one-acre tract. In fact, he has retained the services of an attorney to protect his interests. The Chief Counsel advised that the amount being paid to Mr. Huard for his property includes payment for his access rights, and he gave as his feeling that settlement should be effected with him exactly on the basis of the terms of the option, and he so recommended. The Commission decided unanimously to exercise the option as executed and instructed the Chief Counsel to bring suit, if necessary, for specific performance of the provisions of the option.

The Assistant Counsel, C. W. Enfield, reported the necessity to acquire by condemnation certain properties that are needed as right of way for state highway improvements. He presented a list of such properties, together with the offers that he recommended in condemnation, as follows, and requested authority to institute the condemnation proceedings:

			Recommended Offer
Unit #2 Section of Sullivan Gulch Highway			
R 14703	Superbilt Mfg. Co., Inc., an Oregon corporation		
	(Right of Way)		
	Land: .52 acres or 22,651 sq.ft. at $.50 per foot	$ 11,325.00	
	Buildings and Improvements	134,496.00	
	Total	$ 145,821.00	$ 150,000.00
R 14879	Simica Milich		
	(Right of Way)		
	Land: 5,000 sq.ft. at 20¢ per sq.ft.	$ 1,000.00	
	House: 864 sq.ft. at $5.00 per sq.ft.	4,320.00	
	Basement: 864 sq.ft. at $1.50 sq.ft.	1,296.00	
	Garage: 180 sq.ft. at $1.50 per sq.ft.	270.00	
	Trees, flowers and shrubs	71.00	
		$ 6,957.00	7,000.00
R 14728	Dan Noren and Myrtle Noren		
	(Right of Way)		
	Land: 5,000 sq.ft. at 30¢	$ 1,500.00	
	House: 684 sq.ft. at $4.50 sq.ft.	3,078.00	
	Basement: Approx. 464 sq.ft. at 50¢	232.00	
	Garage: 180 sq.ft. at $1.00 sq.ft.	180.00	
		$ 4,990.00	5,000.00
R 14705	Milton D. Tarlow, et ux.		
	(Right of Way)		
	Land: .32 acres or 13,939 sq.ft.at 50¢	$ 6,969.00	
	Improvements:	9,500.00	
		$16,469.00	16,500.00
Goshen-Creswell Section of Pacific Highway			
R 16051	Bradford T. Bowles		
	(Right of Way)		
	Land, improvement, and damages		12,000.00
Sylvan Section of the Sunset Highway			
R 15113	Mary E. Baker		
	(Right of Way)		
	Land: .5 acre at $5,000.00 per acre	$ 2,500.00	3,500.00

After careful consideration, the Commission unanimously approved the recommended offers and authorized the Chief Counsel to condemn the properties. The attached resolutions relative thereto, marked EXHIBIT "B-1", "B-2", and "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

March 30, 1950

In connection with the condemnation of the Bradford T. Bowles property listed above, Item R-16051, which property is needed as right of way for the Goshen-Creswell Section of the Pacific Highway, the Assistant Counsel pointed out that bids would be received on the following day for the grading and paving of this section, and if the contract is awarded, the successful bidder should be furnished unencumbered right of way, which means that the fences along the Bowles property should be moved back to the right of way line immediately. He estimated the cost to re-establish such fences, consisting of about 280 rods, to be $980, and requested authority to proceed with the work at once with the understanding that the actual cost would be deducted from the $12,000 which is to be offered to Mr. Bowles for his property. The Commission approved the request unanimously.

The Chief Counsel rendered a report with respect to the settlement of pending law suits, as follows:

1. State Highway Commission v. Percy F. Philips, et al, File 1606. The Chief Counsel advised that this case involves the acquisition of two parcels of property in the City of Coos Bay, which property is needed as right of way for the relocation of the Oregon Coast Highway. The owners, he said, were offered the sum of $6,400 for their property but they demanded $8,000. However, subsequent to the filing of the complaint, the owners secured independent appraisals and upon the advice of their attorney, agreed to accept the sum of $7,170.13 for their land, of which amount, $7,000 represents value of the property and $170.13 the expense incurred by the property owners for appraisals and attorney's fees. He recommended approval of this settlement. The Commission approved the recommendation.

2. State Highway Commission v. Victoria Ford, File L-1702. The Chief Counsel stated that this case is an action in specific performance to enforce compliance with and performance of an option heretofore given by Victoria Ford to the State of Oregon for the purchase of 1.582 acres of land needed as right of way for the Dodson-Bonneville Section of the Columbia River Highway. The consideration set forth in the option was $6,580, but Miss Ford refused to execute a deed on such basis, and demanded the sum of $10,000. Subsequently she agreed to convey the property to the state for the sum of $7,500, plus $150 attorney's fees, or a total of $7,650. He recommended approval of the settlement. The Commission approved the recommendation.

3. State Highway Commission v. Harold C. Bayley, et ux, File L-1604. The Chief Counsel advised that this case involves the acquisition of right of way for the Sullivan Gulch Highway in Portland. That an offer of $1,300 was made to Mr. Bayley for his property, which he refused, giving as his reason that he did not wish to sell the property at any price. Subsequent to the filing of the complaint in the case, he said, several conferences were held with Mr. Bayley's attorney, and as a result thereof, it was agreed that the state should pay the sum of 25¢ per squar foot for the 6,000 square feet involved, making a total sum of $1,500, which amount has been paid to the owner. He recommended approval of the settlement. The Commission approved the recommendation.

4. State Highway Commission v. Walter B. McElroy, et ux, File L-1596. The Chief Counsel advised that complaint in this case was filed August 31, 1949, after he had offered to pay $3,800 for the purchase of 0.67 acre of land needed as right of way for the Dodson-Bonneville Section of the Columbia River Highway. The property owner, he said, demanded the sum of $12,000, but it was finally agreed to abide by an appraisal made by Mr. Horace Dryer, and for the state to pay the amount of Mr. Dryer's appraisal, plus the cost and expense which the owners had been forced to incur by reason of this acquisition. On such basis, he said, settlement was made for the total sum of $4,960, of which amount $460 represents appraisal fees, attorney's fees and other miscellaneous expense. He recommended approval of this settlement. The Commission approved the recommendation.

5. The State Highway Commission v. Leonard E. Thornbrough, et ux, File L-1482. The Chief Counsel advised that this case concerns right of way needed for the improvement of the Foster-Kent-Bend Section of the Santiam Highway, and that he offered the owners $550 for their property but they demanded $3,000 for it. The items entered in the state's offer, he said, have been carefully reviewed since the offer was made, and as a result thereof, the value, as appraised by the state, has been raised to $1,100, which sum properly reflects the value of the property, including out-of-pocket expense incurred by the owners as attorney's fees, et cetera. He recommended approval of the payment of $1,100 as settlement with the owners. The Commission approved the recommendation.

The Commission discussed and upon recommendation of the Engineer and Chief Counsel, approved an agreement with a partnership, consisting of J. L. Wooden, Harry E. Wooden, and G. M. Hall, providing for the lease of a section maintenance headquarters building in the city of Clatskanie, Columbia County, covering the period April 1, 1950 to April 1, 1952, with an option on the part of the state to extend the lease for an additional two years for a consideration of $25 per month. (The agreement was signed on the following day.)

The Right of Way Engineer presented a request from Charlotte E. Brown for permission to continue the use of certain state-owned property along the Brooks-Hubbard Section of the Pacific Highway, Marion County. He stated that Mrs. Brown has had the use of this property since the state acquired it in April, 1944, but it is now desirable to revise the provisions of the original permit in order to have it conform to existing conditions, particularly as to the duration of the permit and the fencing of the property. He pointed out that the revised permit provides for lease of the property for a five-year period dating from execution of the agreement by the Highway Commission, and also provides that the state shall erect alignment markers indicating the right of way boundary, and also indicating the alignment of the fence, which Mrs. Brown proposes to construct. He presented a form of agreement covering the matter bearing endorsements by J. M. Devers, Chief Counsel, and by W. C. Williams, Assistant State Highway Engineer. He recommended approval of the arrangement by the Commission. The Commission approved the recommendation unanimously. (The agreement was signed the following day.)

The Right of Way Engineer rendered a brief report on the estimated cost to acquire right of way for the improvement of the Old Oregon Trail between La Grande and North Powder via Ladd Canyon, which report indicated that the right of way will cost more than was originally estimated. The Commission took no action on this matter.

The Right of Way Engineer also brought up for discussion the matter of deeding to Mr. Dale Compton, et ux, a small parcel of state highway property on the Pacific Highway West, just west of the city of Newberg. He explained that this transaction, together with a smaller one with Mr. Henry A. Kellas, completes an arrangement whereby two streets which entered the highway from the north at this point were closed and a single new approach road was constructed to serve the owners of abutting properties. He exhibited a map showing the situation, and advised that the Commission at its meeting on June 27, 1949, approved the arrangement insofar as it pertains to the Kellas property. He recommended approval of the arrangement now effected with Mr. Compton. The State Highway Engineer concurred. The Commission approved the recommendation unanimously. (Bargain and Sale deeds conveying the properties to Mr. Kellas and Mr. Compton were signed by the Commission on the following day.)

The Commission had under consideration execution of a form of lease granting to the Civil Aeronautics Administration permission to maintain an airplane beacon on certain state highway property located along the upper Columbia River Highway in Section 20, T. 1 N., R. 5 E., W. M., Multnomah County. The Commission approved the request upon recommendation of the Engineer and Chief Counsel. (The lease agreement was executed by the Commission on the following day.)

The Right of Way Engineer brought up for discussion the construction of right of way fences along the Warm Springs Highway across the Warm Springs Indian Agency, in Jefferson and Wasco Counties. He advised that this right of way was negotiated in 1940 and acquired in 1941, one of the conditions of the acquisition being that the state would build fences along the right of way when the highway was constructed. The road is now built, he said, and the Indian Agency is demanding that the fences be constructed in order to protect grazing cattle. He estimated the cost of such fences at between $36,000 and $40,000. He said, however, that the Agency will build the fences and take full responsibility with respect to them for $30,180 including cattle guards, which is at the rate of about $3 per rod, compared with the $4 per rod that the state is to pay for similar fence construction under a recent contract. He recommended approval of the project and acceptance of the offer of the Indian Agency. The Engineer and Chief Counsel concurred therein. The Commission unanimously approved construction of the fences and ordered that the arrangement be covered by written agreement which is to provide that the Indian Agency shall maintain the fences after they are built.

The Commission had under consideration the sale to the Union Pacific Railroad Company of a small tract of land containing about 2.25 acres, situate near Hermiston, Umatilla County. The Right of Way Engineer explained that this small area is on the new location of the railroad company, which is acquiring additional property from the adjacent property owner, Mr. Henry Kopacz, who alleges ownership of the state's property. The state-owned tract, he said, is

of no particular value for highway purposes, and he recommended in view thereof that the property be deeded to the railroad company without charge. The Engineer and Chief Counsel concurred in the recommendation, although the Chief Counsel suggested, in view of Mr. Kopacz' attitude, that the property be deeded to him and he in turn deed it to the railroad company. The Commission unanimously approved the transaction, on the condition that the deed is to be prepared in favor of Mr. Kopacz, without consideration, but delivered to the railroad company to make its own settlement with Mr. Kopacz.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Messrs. Joe D. Thomison, Secretary, Prineville Chamber of Commerce; A. R. Bowman, former County Judge, Crook County, and State Representative W. B. Morse, all of Prineville, were present and expressed appreciation for the action of the Highway Commission in authorizing the improvement of the Ochoco Highway westerly from the town of Mitchell. They also extended an invitation for the members of the Commission to attend a picnic celebration on August 27, 1950, in connection with the dedication of Painted Hills State Park, when the State Parks Superintendent, Mr. S. H. Boardman, is to be honored. Mr. Thomison was spokesman for the group. The Committee was thanked for its invitation.

The matter of sale to the City of Athena of an abandoned gravel pit adjacent to the Pendleton-Adams Section of the Oregon-Washington Highway had the attention of the Commission. The Right of Way Engineer advised that the city desires to use this property as a city dump. Also, that the owners of the surrounding property have no objection to the use of the property for such purposes. He recommended sale of the property to the city. The Commission approved the recommendation. (The deed was signed on the following day.)

The Commission also had under consideration the proposed sale to Mr. Otto Dieckoff of 1.6 acres of state-owned property along the Alsea Highway near the Benton-Lincoln County Line. The Right of Way Engineer stated that the property consists of a portion of right of way of the old route on the Alsea Highway, which has been abandoned, and Mr. Dieckoff has offered to pay $150 for it in order to fill out his holdings. He recommended acceptance of the offer. The Engineer and Chief Counsel concurred. The Commission approved the recommendation. (The deed was signed on the following day.)

The Assistant Counsel, Mr. J. W. DeSouza, brought up for discussion a proposed settlement with Mr. A. G. Walker, Gold Beach, covering loss of business incurred by him and his tenants during the period of the reestablishment of buildings in connection with the improvement of the Oregon Coast Highway in Gold Beach. He recited losses totaling $659.69, explaining details, and recommended that the several amounts be paid in order to complete commitments contained in the original option under which the right of way was acquired from Mr. Walker. The Commission approved the recommendation.

The Right of Way Engineer brought up for consideration the claim of Mr. Harold Cork, Monument, Oregon, who alleges that his property, situate on the Dry Canyon-Monument Section of the Kimberly-Long Creek Highway in Grant County, was damaged to the extent of $500 by stream erosion caused by the state's removing gravel from the North Fork of the John Day River in this vicinity. Mr. Cork has offered to perform the work necessary to restore his property, and will release the state from liability or responsibility for any future damage that might occur thereto, if paid the sum of $500. The Right of Way Engineer gave as his opinion that the state is obligated and recommended settlement of the claim on the basis outlined. The Commission approved the recommendation unanimously, on the condition that the release secured from Mr. Cork shall be in writing.

The Right of Way Engineer also presented a claim from Chas. M. Kelley for loss of a spring during construction of the Rainier-Goble Section of the lower Columbia River Highway. He said that Mr. Kelley's property is about one mile south of the town of Rainier, and the spring, which was used by Mr. Kelley for domestic purposes, was destroyed during construction of the highway. In negotiating the right of way from Mr. Kelley, he said, it was agreed that the state would develop another spring a short distance off the highway right of way, and it was further agreed that if this spring did not prove satisfactory, then the state would develop a third spring located at some distance from Mr. Kelley's house. The spring near the highway right of way, he said, has not proven satisfactory, and Mr. Kelley is now demanding development of the third spring, which will require about 1,600 feet of pipe, and is estimated to cost about $800. Mr. Kelley has offered to purchase the necessary materials, to install the same, and to give the state a full and complete release of responsibility if paid the sum of $1,000. He recommended acceptance of the offer. He also recommended payment of $125.00 to Mr. Osterman, present owner of a portion of the Kelley property, who was required to purchase a pump for such sum because of the destruction of the spring. The Commission approved both recommendations unanimously.

The Commission discussed the claim of Mr. Pearl Etzwiler for the destruction of a well on his property, resulting from the construction of the Pacific Highway West, just south of the town of Dundee. The Right of Way Engineer stated that in the improvement of this highway extra right of way was required from Mr. Etzwiler, and in the negotiations it was agreed that the state would move his house onto adjacent property, back off the right of way, and would provide a new well if the existing well was damaged by the highway construction. The existing well is not satisfactory, he said, and Mr. Etzwiler is demanding a new one, which he has offered to dig if the state will pay him the sum of $500. Moreover, his offer includes release of the state from future responsibility. He recommended approval of the settlement. The Commission approved the recommendation.

The Commission unanimously confirmed the sale of the following miscellaneous properties, representing salvage from right of way purchases, upon recommendation of the Right of Way Engineer and Chief Counsel:

Item	Former Owner	Location	Purchaser	High Bid or Sale Price
Gas Refrigerator, Gas Range, Bedding	Pioneer Auto Ct. & Garriott Auto Ct.	Canyonville-Johns Section	School for Blind, Salem	$160.00
Stove & Oil Heater	Pioneer Auto Ct.	Canyonville-Johns Section	R.L. Byrum	15.00
Roll-away double bed	Coyote Auto Ct.	Canyonville-Johns Section	V.L. Pade	15.00
Misc. furniture & equipment	C.H. Inman Auto Ct.	Canyonville-Johns Section	Pop Green	175.00
Building at 200 E. Central St.	City of Marshfield	Coos Bay	The Hunt Organization	50.00
Building at 346 N. First St.	City of Marshfield	Coos Bay	Grace Hall	75.00
Building at 352 N. First St.	City of Marshfield	Coos Bay	Grace Hall	75.00
Building at 340 N. First St.	City of Marshfield	Coos Bay	W. McAninch	50.00
One used door	Pioneer Auto Ct.	Canyonville-Johns Section	Chris Neilson	2.00
Misc. Household furniture	Pioneer Auto Ct.	Canyonville-Johns Section	C. Slabough	11.00
20 M-FBM old planking	Santa Cruz Cement	Coos Bay	C. Richert	40.00
Building at 210 N. Front St.	Butler-Dodge	Coos Bay	E. Dodge	500.00
Building on Dodson-Bonneville Section	Wegley	upper Columbia River Hwy.	Peter Kiewit Sons Co.	50.00

The Right of Way Engineer brought up for discussion the application of Arvin Sabey, Seaside, for permission to use a spring located within the right of way of the Oregon Coast Highway just south of Tolovana Park, near Seaside. He recommended approval of the request on a revocable basis, because it is merely giving an adjacent property owner the right to use domestic water from a spring located on state land. The Commission approved the recommendation.

The Commission discussed a request from H.T. and Ethel Beach, owners of the property abutting the Sunset Highway, for a change in the location of

the driveway entrance into their property. The Right of Way Engineer advised that these people now have access to the highway at a certain specified point, but want it moved about 2,100 feet westerly. He recommended approval of the change as being in the best interests of the state and the Beach family. The State Highway Engineer concurred. The Commission approved the recommendation.

The Commission also discussed the application of Miss Mina Foltz for modification of the point of access from her property to the Sunset Highway. The Right of Way Engineer stated that when the Commission acquired right of way for the Sunset Highway at this location it also acquired access rights, granting Miss Foltz a private access, which she now wishes changed to a commercial access with entrance to the highway from Barnes Road. He recommended approval of the request. The Commission approved the recommendation.

The Chief Counsel requested authority to pay the sum of $200 to Luis and Irma Whispell for the termination of a ground lease and the immediate vacation of property that is required in connection with the construction of the Dodson-Bonneville Section of the Upper Columbia River Highway, and for the release of all claims for damages. He explained that the Whispells are tenants on the property that the Commission acquired from Mr. Enquist, but they were not made a party in the condemnation action against Mr. Enquist and up to the present tire have refused to vacate the premises. The contractor's construction, he said, has reached the Enquist property, so it is necessary for the Whispells to leave, which they have agreed to do on payment of the $200. He recommended approval of this settlement. The Commission approved the recommendation.

The Commission discussed and approved an agreement with the City of Eugene, with respect to the use of certain state highway property in that city for recreational purposes, said property being located at the top of the bluff overlooking Judkins Point. (The agreement was signed by the Commission on the following day)

The Chief Counsel presented a form of petition for the vacation of a public street in the city of Reedsport. He explained that in making certain improvements, a private citizen encroached upon a street area, and now wants the street vacated so as to avoid the confusion and inconvenience of moving his buildings. He further stated that the vacation of the street will in no wise affect the state highway or state highway property. He recommended that the Commission join in the petition The Engineer concurred. The Commission approved the recommendation unanimously. (The petition was signed on the following day.)

The Commission had under discussion the application of the U. S. Army Engineers for a permanent easement and use of a state-owned gravel pit which they need in connection with the construction of a flood control project on the Walla Walla River near Freewater, Oregon. The Engineer advised that this flood control project will be of material benefit to the state, since the highway in this locality is now subject to extensive damage during extreme floods in the Walla Walla River. The gravel pit, he said, was acquired for use in construction of a new highway between Milton and the Washington State Line and while there is still some gravel available in the pit, the amount is not

great, and the control of the floods is of much more importance than the value of the remaining gravel. He exhibited a map showing the area desired by the Army Engineers, and recommended that the Army Engineers be permitted to use the property, and that the matter be covered by an easement deed. The Commission approved the recommendation unanimously, subject to approval of the form of deed by the Chief Counsel.

The Engineer brought up for discussion the results of negotiations with Mr. Keith Cobo, Klamath Falls, for the purchase of right of way needed for the proposed westside by-pass of US97 in Klamath Falls. He recalled that the Commission at its December meeting authorized negotiations with Mr. Cobo since he had started construction of a motel and had advised that he was willing to adjust his buildings in harmony with the proposed highway. It appears now, he said, that Mr. Cobo is demanding $15,000 for the area needed as right of way, which amount is approximately twice the appraised value of the property, so if the Commission still wishes to acquire the right of way it will be necessary to resort to condemnation. He pointed out that construction of this proposed highway is a project for several years in the future, and that the Commission previously authorized the survey for it principally upon request of the city and county in order that city and county owned land might be withheld from sale and made available to the state for right of way purposes. He suggested that before any improved properties are acquired or condemnation proceedings instituted, that the survey for the project be completed and the appraised value of right of way determined. He estimated the total cost of the right of way, based on Mr. Cobo's demands, at an amount in excess of $250,000. The Commission decided unanimously, in view of the fact that this project is only in the prospective stage, not to acquire the Cobo property nor any other privately owned property. The Engineer and Chief Counsel were instructed to let this entire project rest until further instructed by the Commission.

The Commission considered and approved the renewal of a previous agreement with the Klamath Falls City Park Commission for the lease of a stockpile site situate in Moore Park on the Klamath Lake Secondary Highway, about two miles north of Klamath Falls — consideration $1. (The agreement was signed by the Commission on the following day.)

The Commission discussed a written report from the Chief Counsel with respect to the proposed improvement of the Santiam Highway through the town of Sweet Home. In his report, the Chief Counsel recalled that the Highway Commission previously agreed to make this improvement and to pay the cost of moving the buildings if the City of Sweet Home would acquire the land needed for extra right of way. It appears now that the City cannot raise necessary funds and some of the property owners who were willing to donate right of way are not now willing to do so because others are demanding payment for their land. The Chief Counsel estimated the cost of right of way at $36,000 and the cost to move buildings at $50,000, making a total of $86,000. The Engineer exhibited a map showing the right of way situation. It appeared to the Commission that if this project is to go forward, it will be necessary for the state to finance it entirely with state funds, including

purchase of right of way, because of the inability of the city to contribute. After considerable discussion, the Commission voted unanimously to proceed with the improvement on such basis. The Chief Counsel was thereupon authorized and instructed to negotiate the purchase of the right of way.

The Chief Counsel reported numerous requests from people in Salem relative to the location of the proposed Pacific Highway by-pass through the city of Salem. These people, he said, are property owners who want to develop their holdings in harmony with the highway location, which they cannot do until they know where the highway is to be located and the limits of the right of way. He said that three or four of these property owners want to sub-divide their properties, extending about two or three miles along the route, and he gave as his feeling that it would be helpful to them if the right of way were staked, particularly because these people have acted in good faith and want to cooperate with the Commission. The Engineer estimated the cost to stake the right of way limits at $5,000. The Commission approved the expenditure by unanimous vote, upon the condition that no commitment is being made as to when the highway will be constructed.

The Commission had under discussion the appointment of an Auditor, pursuant to the provisions of Section 100-113 O.C.L.A., as amended by Chapter 359, Oregon Laws, 1947. The appointment of Malcolm H. Hawke, presently acting in this capacity, was approved by the Commission, effective March 1, 1950, at the same salary that he is now receiving. The attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The matter of a bond to be furnished by Mr. Hawke covering his appointment as Auditor was referred by the Commission to Commissioner Reynolds and the Secretary to work out.

The Chief Counsel requested instructions with respect to the procedure to be followed in cases where public bodies maintain directional signs upon state highway rights of way. He pointed out that the law prohibits maintenance of advertising signs on state highways; nevertheless, occasionally a public body such as Chambers of Commerce, et cetera, erect signs without permission, and the question arises whether or not the Commission wants these cases handled in the same manner as signs of private parties are handled. It was the opinion of the Commission that no favoritism should be shown, and that private parties, and Chambers of Commerce and other public bodies, should be treated alike. However, they should be given an opportunity to correct their mistakes before action is taken against them. Accordingly, the Chief Counsel was instructed to point out the law to the owners of the sign, when a case arises, and endeavor to secure their cooperation. If this procedure does not prove satisfactory, then the case should be brought to the attention of the Commission for further instructions.

The Commission discussed with the Engineer the bids received in the morning session for the furnishing of ferry service across the Columbia River at Astoria, and for construction projects. In the consideration of the bids received for the ferry service the question arose whether or not the low bidder would agree to the changing of the dock in Astoria from the foot of 14th Street, as presently located, to the proposed location at the foot of 17th Street,

without extra compensation. The Commission decided to defer the award of this contract until such information could be obtained. The Engineer was instructed to contact the low bidder relative thereto. The decision of the Commission with respect to the remaining projects was publicly announced by Chairman Banfield at 3:00 p.m. as follows, the action of the Commission in each instance being by unanimous vote:

"Astoria-Megler Ferry Service, Clatsop County. The low bidder for furnishing this service was Astoria Navigation Company, Astoria, at $10,383.10 per month, basic ferry service using the motor vessel "M. R. Chessman;" $7,773 per month basic service with one ferry, either "Tourist No. 3" or "Tourist No. 2;" and $3,886.50 per month additional ferry service by one vessel, either "Tourist No. 3" or "Tourist No. 2;" and $200 per month for furnishing and operating the light plant at the Megler Ferry Terminal. There were two higher bids. The Commission has deferred the award of this contract for the time being.

"Construction of maintenance building at Parkdale on the Mt. Hood Highway in Hood River County. There were nine bidders for this project. The Commission has awarded the contract to the low bidder, Bemis & Co., Portland, at $9,283.72.

"Maintenance building at Veneta on the Territorial Highway in Lane County. The Commission received twelve bids for this project, the low one being that of Bemis & Co., Portland, at $9,384.56. The contract was awarded to the low bidder, Bemis & Co., at its bid price.

"Painting Yaquina Bay Bridge on the Oregon Coast Highway at Newport in Lincoln County. Two bids were received by the Commission for this project. Both were rejected, being too high.

"Rock Production on the Rome-Crooked Creek Section of the I. O. N. and Rome-Princeton Highways in Malheur County. Three bids were submitted for this work. The Contract has been awarded to the low bidder, Barney B. Helser, Molalla, at $18,216.

"Rock production on the Pendleton-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties. The contract for this work has been awarded to the low bidder, M. C. Lininger & Sons, Medford, at $43,754. There were seven higher bids received.

"Grading and roadbed topping on the Ladd Canyon-North Powder Section of the Old Oregon Trail Highway in Union County. The Commission received twenty-two bids for this project, the low one being that of M. L. and C. R. O'Neil, Creswell, at $460,296.50. The contract has been awarded to the low bidder at his bid price.

"Surfacing and oiling the Forest Boundary-Jones Ranch Section of the Ochoco Highway in Wheeler County. A. H. Saxton & Sons, Rufus, submitted the low bid for this work at $82,487. There were ten higher bids. The Commission has awarded the contract to the low bidder, A. H. Saxton & Sons.

"Oiling Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County. The low bid for this work was submitted by A. H. Saxton & Sons, Rufus, at $33,503. There were ten higher bids. The Commission has awarded the contract to the low bidder, A. H. Saxton & Sons, at their low bid."

The Chief Counsel reported that pursuant to instructions from the Commission at the previous meeting, he has written the district attorneys throughout the state with respect to over-loading cases pending in justice courts, and that he has received very favorable response from them. He expressed approval of the way in which the district attorneys are handling the cases in which they are involved. He was instructed by the Commission to write the District Attorneys thanking them for their cooperation.

The Chief Counsel brought up for discussion the following: (1) Disposal of State Highway Department land situate adjacent to the Pendleton Airport Secondary Highway; (2) Sale to the Pendleton Developing Company of a strip of Highway Department land fronting on US30 in the western part of the city of Pendleton, as a site for an office building for the Secretary of State. With respect to the first item, the Chief Counsel recalled the previous offer of the City of Pendleton to pay $1,080 for the 7.2 acre tract adjacent to the Airport Highway, and the County's offer to take over the Airport Secondary Highway as a county road if the Highway Commission will deed to the City of Pendleton the State's property adjacent to this road, consisting of about 108.33 acres, less 6.3 acres abutting on the Old Oregon Trail, which are needed by the State for proposed future widening of this highway and for stockpile purposes. He also recalled the city's offer to convey to the state as part consideration, a strip of city-owned land 120 feet wide along the north side of the Old Oregon Trail, and extending westerly about three quarters of a mile from the state's property, which strip will be needed in connection with said future widening of this highway. The city and the county, he reported, have stated a willingness to abide by these offers, although he advised that he has received an offer from Mr. R. E. Smith of Pendleton to purchase the 7.2 acre tract at $1,000 per acre. He gave as his understanding that it will cost about $4,000 to put the Airport Road in condition, and about $500 annually to maintain it.

In the discussion of this matter, it developed that the City of Pendleton and Mr. Smith have some sort of understanding with respect to the 7.2 acre tract. The question arose whether or not the Commission should deed this tract to the city at $1080 if the city intends to sell it to Mr. Smith at a much higher figure. The legality of the proceedings was brought into the discussion. The following prodecure was suggested by the Chief Counsel as being legal: Secure a copy of the arrangement or agreement between the city and Mr. Smith, and if satisfactory, then deed to the city the 7.2-acre tract for $1,080; deed to the city the balance of the acreage less a strip 210 feet wide bordering the Old Oregon Trail, which is needed for future widening of this highway and for stockpile purposes; relinquish jurisdiction and control of the Airport Secondary Highway to the county to be maintained as a county road; and secure a deed from the city to a strip of city-owned land 120 feet wide along the north side of the Old Oregon Trail westerly from the west line of the state's property. This matter was discussed by the Commission in considerable detail, but action thereon was deferred until the following day. (For final action, see additional paragraph ahead.)

With respect to Item No. 2, the Chief Counsel read aloud letters from the Pendleton City Council and the Pendleton Chamber of Commerce recommending to the Commission that the state deed back to the City of Pendleton the tract which the city deeded to the state without charge, so as to make this property available as a site for a proposed office building for the Secretary of State. He also read aloud a letter from the Pendleton City Planning Commission recommending that this property be retained by the state for park purposes, otherwise that it be returned to the city. The Engineer recalled that the city deeded this property to the state for park purposes, and that about $4,600 has been spent for development, although the property still is in poor condition. He pointed out that the tract is narrow and about one quarter mile long. He also said that access to the highway presently is controlled at this point, which would not be the case if the property were sold for the purpose intended. He pointed out that there are no cross streets available for traffic, and were the property commercialized, traffic entering the highway would create a very dangerous condition for highway traffic. This matter, too, was discussed at considerable length, but action thereon was deferred by the Commission until the following day. (For final action, see additional paragraph ahead.)

The Engineer reported a request from the Lincoln County Public Utilities District for permission to maintain a transformer on the right of way of the Corvallis-Newport Highway about one mile east of Toledo as a temporary proposition in order to supply this town with Bonneville power during a strike by employees of the Johnson Lumber Company, which now furnishes power to this community. The transformer, he said, will be placed on a wide section of the right of way about 50 feet from the center of the traveled roadway so will not be a hazard to highway traffic. He recommended approval of the request as a temporary expedient in order to help out the people of this town who will suffer unless an additional source of electrical energy is provided. The Commission approved the recommendation and instructed the Chief Counsel to prepare an appropriate form of permit covering the matter.

The Engineer reported on the request of the County Court of Tillamook County that consideration be given by the Commission to the designation of the Pacific City-Sand Lake Loop County Road as a state secondary highway in exchange for the Little Nestucca Secondary Highway. He said that the Pacific City-Sand Lake Loop Road is about 18 miles in length, whereas the Little Nestucca Highway is only 9.4 miles long; that the county road has been oiled throughout its length except a .7-mile section near its north end. He estimated the cost to complete the Little Nestucca Highway, which he said is practically unimproved, at $420,000. He pointed out, however, that the current construction program contains an item of $130,000 for the replacement of three bridges which the County Court insists must be constructed as a condition of the exchange. He estimated the cost to complete the Pacific City-Sand Lake Loop Road at approximately $100,000, and the annual cost to maintain it at $700 per mile. The matter was discussed at some length, but decision was deferred by the Commission until its next meeting. The Engineer was instructed to furnish additional information at that time.

The Engineer reported on the following requests heretofore presented to the Commission by Walter Meacham, Secretary of the Old Oregon Trail, Inc.:

1. That a text board be erected at the old Barlow home at Barlow.
2. That a text board be erected relative to Madame Dorion on US99 near Gervais.
3. That the bridge over the Sandy River at Troutdale be named the Lewis and Clark Bridge.
4. That the Mill Creek bridge on the Warm Springs Highway be named for someone identified with the history of the region, preferably a member of the Warm Springs Indian tribe.
5. That adequate turnouts be provided at historical markers.
6. That advance signs be placed ahead of the markers.
7. That all pioneer trails be shown on the state highway maps.

These requests, he said, were referred to the Memorials Committee of the Oregon Historical Society pursuant to established policy, and the following recommendations have been received:

1. The Committee feels that Barlow has been sufficiently commemorated by inscriptions along the Barlow road; also, the Barlow site is not appropriate, since the town of Barlow is named after Sam Barlow's son, William, and the home is on the original donation land claim of Thomas McKay, who already has a text board near Scappoose.

2. The Memorials Committee feels that, since there is already one text board erected to the memory of Madame Dorion near North Powder, another text board should be denied.

3. The Committee feels that the commemoration of Lewis and Clark should be reserved for more historical points of interest and does not recommend naming the Sandy River bridge for them.

4. The Memorials Committee feels that it should be guided by the policy of the Highway Commission as to whether the Mill Creek bridge should be named. If the Commission feels it would be appropriate to name the bridge, the Memorials Committee will make an investigation to determine if there is any member of the Warm Springs tribe of sufficient importance to be worthy of commemoration.

5. The State Highway Department does construct such turnouts as are reasonable and practical, and the Committee believes they are adequate.

6. The State Highway Department also erects advance warning signs of the approach to historical markers.

7. The Memorials Committee does not think it practical to combine a road map of the State of Oregon with a historical map.

The members of the Commission individually expressed their approval and acceptance of the recommendations of the Memorials Committee, and instructed the Secretary to convey to Mr. Meacham the action taken.

March 20, 1950

The Commission discussed briefly, without action, the report of the Engineer on the status, as of March 1, 1950, of surveys for projects contained in the Second Post War Construction Program (1950-51) as approved by the Commission on September 21, 1949. The Engineer was instructed hereafter to render such reports monthly, prior to Commission meetings.

The Commission also discussed a report from the Engineer, said report being based on the reconnaissance survey made in 1934 and revised as to current costs and traffic, on a proposed highway connecting the Pendleton-John Day Highway at Ukiah, Umatilla County, with the Starkey Secondary Highway near Starkey in Union County. According to the report, the length of the project is 35.7 miles and the estimated cost to construct it is approximately $1,075,000, exclusive of right of way, which the report indicates should be nominal because the entire route is through terrain where property values are low. The report also recites that an economic analysis of the project indicates that the benefits to the road users warrants construction of the road. In the discussion of this matter the question arose whether or not the U. S. Forest Service is interested in the project from the financial standpoint. Commissioner Reynolds recalled that at the previous meeting when the program for Forest Highway Funds was decided, officials of the U. S. Forestry Department at that time indicated that they were interested in this highway, and as a result thereof, $75,000 of Forest Highway Funds was allocated to finance a survey of the road. The Commission deferred action on this matter pending the results of the survey and advice from the federal officials.

In this connection the Engineer reported receipt of a request from the U. S. Bureau of Reclamation that the Highway Commission consider the proposed reconstruction of the Hilgard-Starkey Secondary Highway above the level proposed for a future dam on the Grande Ronde River rather than the improvement of this highway in its present location. He stated that investigations reveal that the cost to raise the highway above the level of the pool of the proposed dam would be about $330,000 more than the cost to improve the highway as planned, for which an amount of $80,000 has been provided in the Second Post War Program. No information has been received, he said, as to when the dam is to be constructed, if ever, and he gave as his opinion, in view thereof, that the expenditure of the additional $330,000 is not justified, particularly in view of the uncertainties as to construction of the dam and to the fact that the alignment of the highway at the higher elevation is not comparable to that which can be obtained along the existing route. The Commission decided unanimously to make no change in the present plans for the improvement of this road.

The Engineer requested authority to advertise for bids for the construction of approaches to the Sauvies Island Bridge, Multnomah County, at the next meeting of the Commission, so as to assure completion of the approaches when the bridge construction, now underway, is completed in September or October of this year. He estimated the cost of approach construction at $100,000 and advised that provision has been made for the expenditure in the current budget. The Commission approved the request unanimously.

A request was presented from residents of Hillsboro, Cornelius, Forest Grove and vicinity, that consideration be given by the Commission to the construction of a new highway extending due east from Hillsboro, along

Baseline, to a connection with the Sunset Highway, in lieu of the widening of the present Tualatin Valley Highway for four lanes of traffic between Hillsboro and Beaverton. The Engineer gave as his opinion that the construction of this road would not eliminate the need for widening the present Tualatin Valley Highway. He suggested that it might be advisable to make a reconnaissance survey to determine all the facts, in view of the possibility that such a highway would have merit. He estimated the cost of such survey at $1,000. The Commission deferred action on the matter pending a conference with a delegation from Hillsboro and vicinity scheduled to be present on the following day. (The Commission later referred the matter back to the Engineer for additional information as to the probable cost of a thorough survey of the project.) (See additional paragraph ahead.)

A petition was presented, signed by 148 residents of Creswell and vicinity, requesting the improvement of the Springfield-Creswell Secondary Highway No. 222 from its junction with the Willamette Highway to the end of the existing oiled surface, approximately one mile east of Creswell. The Engineeer advised that the section referred to is 6.28 miles in length and that while no detailed survey or estimate of cost has been prepared, he would judge that the improvement of the road would cost about $150,000. The average daily traffic on the road, he said, is 200 vehicles, which does not give it a very high priority, although it does merit consideration in a future construction program. As a result of discussion, the Commission denied the request for immediate undertaking, indicating, however, that it would consider the project in the programming of future funds.

The Commission discussed a written report from the Engineer dated March 15, 1950, on a request from people of Malheur County, particularly of the city of Ontario, for the widening of US30 between Ontario and the Snake River Bridge. The Engineer points out in his report that it would cost about $100,000 to widen the existing highway to a modern four-lane facility. He recommended against such an improvement because the present bridge over the Snake River is narrow, only wide enough to accommodate two lanes of travel. He also pointed out that the volume of traffic that uses this road is now approximately 5,000 vehicles daily, which indicates that the pavement should be widened in the not too distant future. He recommended consideration in the next Construction Program of a widening project estimated to cost $50,000 for the purchase of right of way adequate for four traffic lanes, and for future widening and resurfacing of the present highway to a 24-foot width with a 5-foot shoulder on each side. The matter was discussed briefly by the Commission, but a decision thereon was deferred pending discussion with a delegation from Malheur County scheduled for the following day. (As a result of the conference the Engineer was authorized to make a survey of the project. See ahead for additional paragraph.)

The Engineer requested authority to advertise for bids for the construction of a standard equipment storage building in the city of Fossil. He estimated the cost of the building at $14,920 and advised that provision for this building was anticipated in the 1950 budget, which the Commission approved in principal. The Commission approved the request unanimously.

The Engineer reported that there is now being constructed adjacent to the Pacific Highway East at Naef Road, between Milwaukie and Oregon City, an outdoor theater with parking space provided for some 600 cars. The theater's patronage, he said, will come largely from the north and will involve lefthand turning movements across the northbound traffic lanes of this heavily travelled four-lane highway. He further stated that the owner of the theater realizes that traffic congestion will result, and accordingly has tentatively indicated that he will bear the entire cost of constructing a left-turn lane and of installing a traffic signal at this point if the Highway Commission has no objections to the installation of these facilities on the highway. The Engineer also said that he knows of no way to avoid this situation, and he suggested that the Commission give its approval to the installation of the left-turn lane and the traffic signal on the condition that the owner of the theater pay the entire cost involved, which he estimated would amount to about $7,000. The Commission approved the recommendation unanimously on the condition that the owner of the theater will advance to the State the estimated cost of the project. The Engineer was authorized to negotiate with the theater owner on such basis and ordered that the final arrangement be covered by written agreement by the theater owner and the state.

The Commission had under discussion the matter of contributing state highway funds to help defray the cost of constructing two 36"-diameter culverts across The Dalles-California Highway north of Madras. The Engineer advised that the U. S. Bureau of Reclamation intends to construct these culverts, which are located partially on property that was patented after the year 1890 and over which the United States government has reserved right of way for irrigation ditches under provisions of the Act of August 30, 1890. According to this Act of Congress, he said, the Reclamation Service could require the state to pay the entire cost of the structures, but according to an agreement between the Commission and the Bureau, dated September 18, 1947, the cost of such structures is to be shared equally by the state and federal government. In this particular instance, he said, it appears that the center line of the highway is common to the section line which is the dividing line between the patented reserve and the unpatented reserve, in view of which the Bureau of Reclamation is asking the state to contribute only one quarter of the entire cost instead of 50% of the cost. He estimated the cost of the two culverts at $2,400, of which amount the state's share on such basis would be $600, or 25% of the total. He recommended approval of the payment of such amount and that the expense be charged to the reserve fund set up for minor betterments in the 1950 budget. The Commission approved the recommendation.

The Commission had under discussion the advisability of extending the proposed improvement of the Imbler-Summerville Federal Aid Secondary County Road improvement in Union County a distance of 2.4 miles to a place known as Dry Creek. The Engineer recalled that the Commission previously approved, in its 1950-51 construction program, an expenditure of $120,000 for the improvement of a 3.4-mile section of this road between Imbler and Summerville, which leaves an unimproved gap, 2.4 miles long, on this federal aid secondary highway. He estimated the cost to construct this extra 2.4-mile section at $20,000 and recommended approval of the expenditure, making a total estimated cost of $140,000 for the entire 5.8-mile section. The Commission approved the recommendation unanimously.

The Engineer reported completion of the survey for the re-alignment of the Oregon Coast Highway between Chrome Plant and Cedar Point, near Coquille, Coos County. He exhibited a map showing the proposed location and physical features along the route. He asked the Commission to approve the survey so the right of way may be acquired and the project placed in line for contracting. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Chief Counsel was authorized and instructed to proceed with negotiations for necessary right of way and the Engineer was authorized to advertise the project for bids to be received when the right of way matters have been clarified.

The Commission discussed a resolution adopted by Coquille Grange #396 protesting a two-lane highway between Chrome Plant and Coquille on the Oregon Coast Highway, and urging construction of a four-lane facility. The Engineer advised that extensive investigations reveal that to provide a four-lane facility over this 3.5-mile section will cost about $1,729,000, exclusive of right of way; and that the cost to construct a four-lane facility along the section between Chrome Plant and Cedar Point, 2.7 miles in length, is estimated at $934,000, compared with an estimated cost of $450,000 for a two-lane facility along the same section. A two-lane highway facility, he said, with a paved roadway 24 feet side, will amply handle traffic for many years to come without congestion, the records revealing that the average daily traffic at the present time is approximately 2,400 vehicles. He recommended that the Grange's request be denied and that the Commission adhere to the proposed plan for a two-lane facility. The Commission approved the recommendation unanimously and ordered that the Grange be informed that the Commission has made no promise as to the width of the facility that is to be provided, and considers that a two-lane facility is adequate for some time to come.

The Engineer reported a request from the State Board of Higher Education for the loan of the services of the State Highway Engineering Department to make surveys and to prepare plans and cost estimates for the construction of a roadway and parking area at the University of Oregon Medical School in Portland. He advised that he has engineering personnel available to do the work and recommended approval of the request inasmuch as the Board of Higher Education will reimburse the Highway Department for expense involved. The Commission approved the recommendation subject to the condition that the State Highway Department will be reimbursed for its costs.

The Engineer brought up for discussion a request from the Director of Highways of the State of Washington that the Oregon Highway Department cooperate with the Washington Highway Department in a study to determine the proper site for an additional bridge across the Columbia River between Portland and Vancouver when such a facility is needed. He advised that present traffic studies indicate that an additional bridge facility will be required by 1960. However, the Washington Highway Department, which is planning extensive road improvements on the Washington side of the River needs now the information that will be derived from the bridge study, because their plans will be affected by the ultimate location of the new bridge. He estimated that it will cost

about $15,000 to make the survey, which expense would be shared equally by the two states. He recommended approval of the request on such basis. It was the feeling of the Commission that it should not approve such cooperative survey project because of the possibilities that it would commit this Commission or its successors in the selection of a site for a new bridge that, insofar as Oregon is concerned, will not be needed for ten years or more. Conditions then may be such that a different site might prove to be to the best interests of this state. However, the Commission authorized the Engineer to make an economic study of each of the routes on the Oregon side of the river at the sole expense of the Oregon Highway Department and to furnish to the Washington highway authorities the information that he assembles, leaving to the Washington Highway Department the responsibility for securing needed information on the Washington side of the river, provided such an arrangement meets with the approval of the Director of Highways of the State of Washington. The Engineer was authorized to convey the information to the Washington highway authorities.

The Commission discussed requests from J. R. Frum, Chairman of the Recreational and Natural Resources Committee of the Portland Chamber of Commerce and from Mr. Marshall Dana of the Oregon Journal, Portland, that a parking area for automobiles be constructed adjacent to the Indian fishing grounds at Celilo so tourists can get a close-up view of the fishing activities of the Indians at this place. The Engineer exhibited a map showing a tentative plan for such proposed project and estimated the cost to provide such a facility at about $25,000, which amount includes widening of the existing highway adjacent to the parking area to permit a left-turn refuge for vehicles. The estimated cost without such left-turn refuge, he said, is $19,500, which would have to be paid 100% by the state. In the discussion of this matter the question arose as to what provision should be made for the removal of the Indian buildings along the highway at this point, particularly the buildings located east of the proposed parking area. In view of this question the Commission deferred action in the matter until its next meeting. The Engineer was instructed to inform Mr. Dana of the action taken and the reasons therefor.

The attached resolution marked EXHIBIT "E" honoring Mr. T. H. Banfield, who has refused reappointment as a member of the State Highway Commission after serving as its Chairman for the past seven years, was read aloud by Commissioner Chandler at a testimonial dinner in behalf of Mr. Banfield held later in the evening, is entered into the records of this meeting at this time pursuant to the request of Commissioners Ben. R. Chandler and Chas. H. Reynolds. The resolution by this reference is made a part hereof with like effect as though extended in full herein.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning in the same room.

Portland, Oregon
March 21, 1950

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, the following being present:

T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Agent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which Chairman Banfield announced that the award of contracts would be made at 3:00 p.m. in the same room:

UNION COUNTY (Held over from first day)

Ladd Canyon-North Powder Section of the Old Oregon Trail Highway. Federal Project No. FI-321(1). 13.58 miles of grading and roadbed topping. Requires approximately 599,000 cu.yds. excavation; 300 cu.yds. concrete in end basins and box culverts; 38,000 lbs. metal reinforcement; 310 lin.ft. 102-inch sectional plate culvert; 274,700 cu.yds. cinder topping; and 50,700 cu.yds gravel topping.

M. L. & C. R. O'Neil, Creswell	$ 460,296.50
Allen E. Sackett & D. F. McKenzie, Hood River	464,847.50
Cosmo Gilo, Prineville	471,043.00
R. A. Heintz Constr. Co., Portland	473,102.50
Roy L. Houck & Son, Salem	476,692.50
J. C. Papin & Durbin Bros., Baker	481,508.00
Stevenson Constr. Co., Salem	483,010.00
Morrison Knudson Co., Boise, Idaho	527,170.90
Parker-Schram Co., Portland	534,537.00
C. H. Grimstad & T. Vanderveldt, and Heavy Hauling Co., Astoria	545,512.80
Roy L. Blair & Co., Spokane, Wn.	564,952.50
K. F. Jacobsen & Co., Inc., Portland	569,175.00
Leonard & Slate, Oregon Ltd.,& E.C.Hall Co.,Portland	659,840.00
McNutt Bros., Eugene	575,376.00
Natt McDougall Co., Portland	578,176.50
Smith Bros. & John Havlik, Jr., Vancouver, Wn.	603,555.00
J. N. & M. J. Conley, Portland	603,779.00
Peter Kiewit Sons' Co., Longview, Wn.	620,311.00
Tom Marrazzo, Boise, Idaho	630,561.00
Quinn Robbins,Inc.,& Quinn Bros.& Robbins, Boise	739,394.00
F. R. Hewitt Co., Parkwater, Wn.	769,785.00
C. J. Eldon, Portland	871,230.50

CLACKAMAS COUNTY

Milwaukie Maintenance Storage Shed. State Project. Construct 28' x 121' masonry block building at Milwaukie.

Serge R. Perrin, Oregon City	$ 7,916.00
Gilbert Roberts, Hood River	8,937.00
James & Yost, Portland	9,431.00
Birkemeier & Saremal, Portland	9,642.00
R. L. Forster, Salem	9,740.47
Bemis & Co., Portland	10,174.77
H. A. Starr Concrete, Portland	10,267.00
Carroll Constr. Co., Tacoma, Wn.	14,419.00
T. J. Patzer, Salem	16,088.00

CLATSOP COUNTY

Jewell Maintenance Building. State Project. Construct 28' x 65' masonry block building on Nehalem Highway at Jewell.

Bemis & Co., Portland	7,292.03
R. A. Duoos, Astoria	7,979.00
John Helstrom, Astoria	8,888.00
Carroll Constr. Co., Tacoma, Wn.	8,951.00
T. J. Patzer, Salem	9,224.48
Gilbert Roberts, Hood River	9,880.00
Burgess Constr. Co., Gearhart	9,955.00
James & Yost, Portland	10,012.00
F. L. Forster, Salem	10,278.61
R. H. Jones, Hillsboro	10,334.00
H. A. Starr Concrete, Portland	10,810.00
Geo. L. Anderson, Astoria	11,166.00
Neuman Co., Salem	12,465.00

CURRY COUNTY

Port Orford Section of the Oregon Coast Highway. State Project. 1.02 miles of grading and paving. Requires approximately 25,000 cu.yds. excavation; 370 cu.yds. concrete in curbs, driveways and walks; 10,500 cu.yds. pit-run gravel topping; placing 4,500 cu.yds. state-furnished crushed materials; and 250 tons 151-200 asphalt.

Inter-City Sand & Gravel Co., Eugene	77,310.00
O. C. Yocom Co., McMinnville	77,707.00
T. W. Thomas, Portland	79,961.00
Parker-Schram Co., Portland	80,753.50
Gerald R. Allen & Sons Constr. Co., McMinnville	81,334.50
F. L. Somers, Klamath Falls	84,544.50
Johnson & Amens, McMinnville	92,219.00

March 21, 1950

GRANT COUNTY

Canyon Creek Summit-Soda Mountain Section of the John Day-Burns Highway. State Project. Rock Production. Requires approximately 7,800 cu.yds. crushed rock in stockpile.

J. A. Struss, Redmond	$ 20,046.00
M. L. Lininger & Sons, Medford	21,280.00
Barney B. Helser, Molalla	21,762.00
F. L. Somers, Klamath Falls	24,960.00

LANE COUNTY

Goshen-Creswell Section of the Pacific Highway. Federal Project No. F-161(15). 3.63 miles of grading and paving. Requires approximately 42,800 cu. yds. excavation; 12 cu.yds. concrete; 1,400 lin.ft. metal reinforcement; 380 lin.ft. metal guardrail; 22,500 cu.yds. pit-run gravel topping; 3,740 cu.yds. crushed gravel; 13,000 tons asphaltic concrete; 46 tons emulsified asphalt; and 22 tons RC-3 asphalt or 26 tons RT-4 tar.

	Using Asphalt	Using Tar
Porter W. Yett, Portland	$ 133,973.00	$ - - -
Central Heating Co., Eugene	135,896.25	- - -
Inter-City Sand & Gravel Co., Eugene	138,176.00	138,116.00
Acme Constr. Co., Eugene	140,090.00	140,030.00
Warren Northwest Inc., Portland	145,356.25	145,344.25
J. N. & M. J. Conley, Portland	155,082.00	- - -
K. F. Jacobsen & Co., Inc., Portland	164,688.00	- - -

MALHEUR COUNTY

Brogan Maintenance Building. State Project. Construct 32' x 78' masonry block building on John Day Highway at Brogan.

R. H. Jones, Hillsboro	$ 11,267.00
Bemis & Co., Portland	11,366.72
Gilbert Roberts, Hood River	11,783.00
Bechtel Bros., Elgin	11,907.00
Johnson Constr. Co., Ontario	11,923.00
H. A. Starr Concrete, Portland	12,687.00
Carroll Constr. Co., Tacoma, Wn.	14,528.00
Neuman Co., Salem	14,905.00
Howard Halvorson Co., Portland	15,590.00

MULTNOMAH COUNTY

South Unit, Denver Avenue-Columbia Slough Section of the Pacific Highway East (N.E. Union Avenue). Federal Project No. U-130(3). 0.50 mile of main highway grading and paving; construction of two reinforced concrete grade separation structures; landscaping; and roadway lighting. Requires approximately 1,500 cu.yds. excavation for culverts and structures; 1,600 cu.yds. topsoil; 108,000 cu.yds. embankment in place; 1,546 cu.yds. concrete in curbs, islands and structures; 158,000 lbs. metal reinforcement; 6,900 lin.ft. treated piling; electrical work; 20,400 cu.yds. crushed or uncrushed base materials; 4,140 cu.yds. crushed gravel, 12,000 tons asphaltic concrete; 120 tons liquid asphaltic materials; fertilizer, grass seed, mulch and planting 10,800 plants.

(Cont.)

South Unit, Denver Avenue-Columbia Slough Section (Cont.)

	Using Asphalt	Using Tar
R. A. Heintz Constr. Co., Portland	$ 329,489.60	$ - - -
K. F. Jacobsen & Co., Portland	334,064.60	- - -
C. J. Montag & Son, Portland	339.850.00	- - -
Porter W. Yett, Portland	356,734.00	- - -
Parker-Schram Co., Portland	379,505.10	- - -
Kuckenberg Constr. Co., Portland	394,044.00	394,544.00
C. T. Malcom & Co., Portland	415,483.50	- - -
Logan Taylor & Co., Portland	448,439.30	448,681.30

The Engineer reported that pursuant to instructions from the Commission, he consulted with officials of the Astoria Navigation Company, which submitted the low bid on the previous day for the Astoria ferry operation, and secured from the company a written statement to the effect that if the State Highway Commission should construct a new dock at the foot of 17th Street in Astoria, the company would agree to use such dock in lieu of the present dock at the foot of 14th Street, and would not expect to receive extra compensation from the state by reason thereof. He presented the letter to the Commission and recommended award of the contract. The Commission accepted the statement as meeting its requirements and thereupon by unanimous vote awarded the contract to the Astoria Navigation Company, Astoria, at its bid price.

The following persons representing the communities of Hillsboro and Forest Grove came before the Commission regarding the construction of the new highway extending due east from the city of Hillsboro, on Baseline, to a connection with the Sunset Highway: A. J. McAlear, Hillsboro, Chairman of the City Planning Commission, J. W. Barney, City Manager, Hillsboro, and M. O. Gardiner, City Manager, Forest Grove. Mr. McAlear was spokesman. He urged the Commission to make a full investigation of the possibilities of such a highway in lieu of widening the present Tualatin Valley Highway between Beaverton and Hillsboro. Mr. Barney explained details of their plan for such a new road. Mr. Gardiner endorsed the remarks of the other speakers in behalf of the people of Forest Grove and vicinity. The matter was discussed at some length and as a result thereof the Commission referred it to the Engineer for report as to how much it will cost to make an economic analysis of the project.

Mr. William Niskanen, Bend, appeared before the Commission in behalf of the Central Oregon Chamber of Commerce and requested the following:

1. Improvement of The Dalles-California Highway between Crooked River Bridge and Terrebonne, a distance of about six miles. He gave as his understanding that surveys have already been made for improvement of thie section.

2. Improvement of the connection between the old and the new routes of The Dalles-California Highway at Culver. Mr. Niskanen stated that this connection is on a steep grade and that existing signs require traffic from the old highway to stop before entering the new highway,

which is rather difficult, particularly for trucks, and as a result, traffic pays no attention to the STOP signs. He suggested construction of a third traffic lane at this point to permit traffic from the old road to merge with traffic in the new highway without stopping. He stated his feeling that such an arrangement would not be hazardous and would eliminate the necessity for the STOP signs, which, he said, are not respected.

3. Reconstruction of the Bend-Sisters Highway on revised alignment between Tumalo and Bend. Mr. Niskanen alleged that the present bridge over the Deschutes River on this section is obsolete and presently is posted for a reduced load limit. He was informed by the Engineer that a survey for the permanent location of this section is now underway.

4. Replacement of two bridges on the McKenzie Highway between Sisters and Redmond. Mr. Niskanen stated that these two bridges are very weak and badly in need of replacement.

5. Early completion of the reconstruction of the Ochoco Highway between Prineville and Mitchell. Mr. Niskanen urged that funds be provided at an early date to finance the standard improvement of this section of highway.

6. Modernization of The Dalles-California Highway between Bend and Chemult. Mr. Niskanen urged the Commission to provide for such improvement in future construction programs.

7. Mr. Niskanen urged the Commission to do what is necessary to relieve the traffic congestion that occurs on the Mt. Hood Highway at Government Camp, expecially that which occurs during the wintertime due to the parking of cars along the highway by winter sports enthusiasts, which interferes greatly with through travel. He suggested the rerouting of the highway somewhat south of the present road.

He was informed by the Commission that the projects mentioned by him will be given consideration in the formulation of future construction programs, but no commitments or promises can be made with respect to any of them at the present time.

A delegation from Benton County, consisting of George Hendrix, farmer, Norman Sapp, sawmill operator, John Orr, farmer, and Clare Taylor, sawmill operator, all of Lobster Valley; Hon. George McBee, County Judge; and Francis Ziegler and B. N. Woods, representing the Businessmen's Club of Corvallis, appeared before the Commission and requested the extension of the Alsea-Deadwood Secondary Highway into Lobster Valley. Mr. Hendrix headed the group. He made an urgent plea for the Highway Commission to extend the Alsea-Deadwood Secondary Highway from its present terminus in Benton County to the floor of Lobster Valley so as to facilitate the marketing of farm produce. He declared the present road into Lobster Valley utterly inadequate to serve this growing community. As a solution to their problem he suggested use of a privately owned logging road which is available and will afford a much shorter and better highway than any other route. He exhibited a map showing the location of this road and the existing county road, and pointed out the saving in distance that can be realized by use of the private logging road. Mr. Hendrix gave the follow-

ing statistics pertinent to their request: that farm produce valued at $3 million was moved out of Lobster Valley in 1949; that there are 26 productive farms in this Valley, 53 dwellings of industrial workers, and seven sawmills, all of which will be accommodated by the proposed facility.

The Engineer advised that when this road was originally placed on the State Secondary Highway System it extended about five miles further than it does at the present time, but about twelve years ago at the request of the County Court a five-mile section was eliminated and in lieu thereof the Highway Commission placed the Tampico-Lewisville County Road on the Secondary Highway System. The County Court, he said, is now asking that it be replaced and the Tampico Secondary Highway taken off because of the importance of Lobster Valley. The private logging road mentioned by Mr. Hendrix, he said, is the shortest and most feasible route into Lobster Valley, being about 2.39 miles in length. He estimated the cost to improve such road to secondary state highway standards at $66,000, plus the cost to acquire it from the owners. It was his thought that it could be purchased for about $25,000, which would then make the total cost of improving the 2.39-mile section to reach Lobster Valley at about $91,000. He advised that the Tampico-Lewisville Secondary Highway which the County wishes to take back is gravel surfaced throughout, and no immediate improvements are required for existing traffic; also, it is 3.07 miles longer than the private logging road into Lobster Valley, so if the Commission approves the exchange the state would save about $600 a mile maintenance cost each year, or approximately $1,842 annually.

Mr. Orr spoke in behalf of the improvement from the standpoint of school children and the operation of school buses, declaring that the operation of school buses on the present road is dangerous. Judge McBee endorsed the remarks of the other speakers and advised that Benton County is ready and willing to assume jurisdiction over the Tampico-Lewisville Road if the State Highway Commission will extend the Alsea-Deadwood Highway as requested, but the County is not in financial position to improve the present road into this Valley.

The matter was discussed at considerable length but the Commission deferred action pending advice as to how much the owners of the private logging road want for their facility. The matter was referred to the Engineer and Chief Counsel to ascertain such information.

Mr. C. H. Baynard, Dundee, was present and requested permission to maintain on state-owned property at the junction of a county road with US99W, about one mile north of Dayton Junction, a private sign directing traffic to a golf course and a recreational area. He said that the sign has been maintained at this point for many years by permission of the former owner of the property, but since the property was acquired by the state as right of way, he has been ordered to remove it. Chairman Banfield explained that the Commission cannot grant his request without deviating from its established policy. During the last few years, he said, the Commission has, in the purchase of its rights of way, also purchased the right to prohibit signs, excepting directional signs which are placed by the Highway Department, and if the Commission should permit the sign in this instance a precedent would be established that would be difficult to avoid in passing on other requests

of like nature. Mr. Baynard then asked permission to leave the sign in its present location until the highway has been widened at this point for four lanes of travel, at which time, he said, he would move it to privately owned property on the opposite side of the highway. This request, also, was denied by the Commission.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. with the same persons present and participating.

Mr. Rex Ellis, State Senator, Pendleton, came before the Commission relative to the purchase of a small tract of state-owned land lying adjacent to the Old Oregon Trail in the western part of the city of Pendleton, on which tract he proposes to erect a building for use by the Secretary of State. He urged the Commission to advertise the property for sale, and filed with the Commission letters from the Secretary of State, the Pendleton City Council, and Umatilla County Court, all of which recommended sale of the property for the purpose intended. He exhibited pictures of the property to show that it has not been developed for landscaping as was intended when the City of Pendleton deeded it to the state, and he urged the sale of the property so it can be placed back on the tax rolls. Senator Ellis was informed by Chairman Banfield that the sale of this property would place the Commission in a difficult position because in the acquisition of rights of way the Commission is presently purchasing access rights. He pointed out that the property under discussion fronts for a distance of 1200 feet on the highway and for this distance there are no entrances whatsoever. He also said that if the Commission should sell this property now it would be placed in an embarrassing position in passing on other matters of similar nature, because the Commission could not justify the purchase of access rights in other parts of the state if access to the highway were allowed in Pendleton. To allow such access, he said, would deviate from the Commission's standard policy and the Commission could not defend its action. In the event the Highway Commission should see fit to sell the property, he added, it would demand a minimum price from the purchaser, and that price would be quite high because of the value of the property as appraised by the City Planning Commission. Chairman Banfield also mentioned the hazards that would be created were access privileges granted at this location. He gave as his feeling that the Commission will wish to consider the disposition to be made of this property jointly with the disposition of the property adjacent to the Airport Secondary Highway, which the City of Pendleton is desirous of acquiring. He concluded the discussion by stating that the Commission would give the matter careful consideration.

The County Court of Malheur County, represented by County Commissioner A. P. Goodell, and County Engineer Walter Sandquist, was present regarding: 1. The improvement of US30 from the east city limits of Ontario to and including the Snake River Bridge; 2. The improvement of Secondary Highway 201 from Nyssa south to Adrian. Mr. Sandquist was principal spokesman. He urged the widening of the Ontario-Snake River Section to a minimum of 24 feet width, and the acquisition of right of way for an additional width roadbed when traffic justifies it. He pointed out that the present highway is only 16 feet wide, with two feet of oiled shoulder on each side, and he alleged that such width roadway is entirely too narrow for the large volume of traffic that uses the road. As to the Nyssa-Adrian Section, Mr. Sandquist urged resurfacing and widening, and in certain places a change in the highway location. He declared that this

road serves a highly productive farming area, consisting principally of sugar beets, and that records show a total of 201,287 tons of such produce, with by-products, transported over this road by truck during 1949, and in addition the records of the Union Pacific Railroad Company show that 5,339 carloads of agricultural products were shipped from Nyssa during 1949, much of which material was trucked over the Nyssa-Adrian Highway to the railroad company's loading dock. He presented a letter from the County Court in support of his oral arguments. The State Highway Engineer advised that a survey of the Nyssa-Adrian Highway is now underway to determine what is needed to put it in proper condition. Chairman Banfield advised that the Commission now has over $1 million allocated for expenditure in Malheur County during the next two-year period, in view of which it can promise nothing more at the present time; that the projects now presented will be analyzed but no guarantee can be given as to when they will be constructed. In reply to further inquiry of Mr. Sandquist as to whether or not the Commission has made any provision for modernization of the Snake River Bridge east of Ontario, Chairman Banfield replied in the negative; however, he added, provision has been made by the Oregon State Highway Commission for the replacement of the Snake River Bridges at Weiser and Payette when the State of Idaho has provided the funds to pay its share of the costs. Mr. Goodell also spoke for the improvement of the Nyssa-Adrian Highway, confirming Mr. Sandquist's remarks that it is a very heavily traveled highway and dangerous to travel because of the numerous right-angle turns. Chairman Banfield concluded the discussion by reiterating that the Commission will give these projects consideration in arranging future highway construction programs, but can make no promises with respect to them. Following departure of the group, discussion of this matter was resumed, at which time the Commission unanimously authorized the Engineer to conduct a location survey of the section between Ontario and the Snake River Bridge, on the basis of a four-lane highway facility.

A delegation from Klamath Falls was present representing the City Highway Committee and composed of the following people: Dr. C. J. Cox, Chairman, Planning Commission; Ed Bell, Merchants' Association, and Planning Commission; Harry Boivin, City Highway Committee; and Fred Hoagland, Chamber of Commerce. Dr. Cox presented a letter from the Hon. Robert A. Thompson, Mayor of the City of Klamath Falls, advising that this Committee represents the City of Klamath Falls in all matters within its city limits, and is authorized to act in that capacity. He introduced the members of the Committee and stated their main purpose in appearing before the Commission, to request construction of the proposed westside by-pass for US97 through Klamath Falls. He requested information as to whether or not the Commission intends to proceed with this project. He was informed by Chairman Banfield that this proposed highway has never been designated a state highway route, and that the only reason the Commission authorized negotiations for the right of way was the urging of the city and the county, by whom a portion of the right of way is owned, it being represented to the Commission that the city and county will retain ownership of the properties until the state requires them, if informed of the approximate line that the highway will follow. Recently, he said, Mr. Cobo, who is constructing a motel at the southern end of the proposed location, represented to the Commission that he wanted to adjust his facilities to fit the proposed highway and indicated a willingness to sell to the state such of his property as the state needs, but negotiations with Mr. Cobo

indicate that the price he wants for his property is twice its appraised value, which offer the Commission refused. Under the circumstances, he added, the Highway Commission has no plans whatsoever for this westside by-pass and it is a matter strictly up to the city and the county whether or not they wish to continue to hold the right of way for prospective use by the state at some future time. At the rate of the amount that Mr. Cobo is asking for his property, he added, the balance of the right of way for this proposed route would cost about $350,000, which is entirely too much for the Commission to consider. He pointed out the large amount of state highway funds that the Commission has expended in the vicinity of Klamath Falls during the past few years, aggregating between $4,000,000 and $5,000,000. Commissioners Chandler and Reynolds endorsed the remarks of Chairman Banfield.

Dr. Cox then brought up for discussion conditions prevailing at the Esplanade Underpass, advising that this underpass is not properly drained and a dangerous condition exists. The Engineer was instructed by the Commission to investigate the matter immediately. Mr. Hoagland inquired as to the status of the proposed South 6th Street viaduct and was informed by Chairman Banfield that the Commission is doing nothing with this project except to acquire right of way, with absolutely no commitment as to when the project will be constructed. He gave as his opinion that it will be several years before the work will go forward. Mr. Hoagland also brought up for discussion the establishment of a proposed traffic grid system in Klamath Falls and was informed by Chairman Banfield that the Commission at one time allocated funds to finance the survey of such system, but re-allocated the money to other projects in the Klamath Falls area after it was learned that the city had employed the services of an engineer from Los Angeles. Dr. Cox solicited aid from the Commission in the repair and maintenance of Klamath Avenue, which has been designated by the City of Klamath Falls as a truck route. It was pointed out that this street is not a state highway route and for that reason does not qualify for state highway funds. This concluded the conference.

The Commission discussed with the Engineer the bids received at the morning session for highway construction work, and by unanimous vote approved the award of contracts as was publicly announced by Chairman Banfield at 3:00 p.m., as follows:

"Astoria-Megler Ferry Service across the Columbia River at Astoria, Clatsop County. Three bids for providing this service were received by the Commission on the previous day. The Commission has awarded the contract to the Astoria Navigation Company, the low bidder, at its bid price.

"Grading and roadbed topping on the Ladd Canyon-North Powder Section of the Old Oregon Trail, Union County. M. L. & C. R. O'Neil, Creswell, submitted the low bid for this work at $460,296.50. There were 21 higher bids. The Commission has awarded the contract to the low bidder, M. L. & C. R. O'Neil, at their bid price.

"Milwaukie maintenance storage shed, Clackamas County. Serge R. Perrin, Oregon City, submitted the low bid for this project in the amount of $7,916. There were eight higher bids. The Commission has awarded the contract to Mr. Perrin at his bid price.

"Jewell maintenance building on the Nehalem Highway at Jewell, Clatsop County. The Commission received thirteen bids for this project, the low one being that of Bemis and Company, Portland, at $7,292.03. The Commission has awarded the contract to this company at its bid price.

"Grading and paving the Port Orford Section of the Oregon Coast Highway in Curry County. Inter-City Sand and Gravel Co., Eugene, submitted the low bid for this work at $77,310. There were six higher bids. The Commission has accepted the bid of the Inter-City Sand and Gravel Co. and has awarded the contract to this company at its bid price.

"Rock production on the Canyon Creek Summit-Soda Mountain Section of the John Day-Burns Highway in Grant County. J. A. Struss, Redmond, submitted the low bid for this work, at $20,046. There were three higher bids. The Commission has awarded the contract to the low bidder, J. A. Struss at his bid price.

"Grading and paving the Goshen-Creswell Section of the Pacific Highway in Lane County. The Commission received seven bids for this work, the low one being that of Porter W. Yett, Portland, at $133,973 based on the use of asphalt. He did not submit a bid based on the use of tar. The Commission has referred the bids to the Engineer with authority to award the contract to Mr. Yett at his bid price, when certain conditions have been satisfied.

"Brogan maintenance building, on the John Day Highway at Brogan, Malheur County. R. H. Jones, Hillsboro, submitted the low bid for this work at $11,267. There were eight higher bids. The Commission has awarded the contract to Mr. Jones at his bid price.

"Grading and paving, and construction of bridges on the South Unit, Denver Avenue-Columbia Slough Section of the Pacific Highway East (N.E. Union Avenue) Portland, Multnomah County. R. A. Heintz Construction Co., Portland, submitted the low bid for this work at $329,489.60 based on the use of asphalt. He submitted no bid based on the use of tar. There were seven higher bids. The Commission has awarded the contract to the low bidder, R. A. Heintz Construction Company, at its bid price.

Senator Angus Gibson headed a delegation from Junction City which requested the improvement of the Siuslaw Highway between Junction City and Triangle Lake. Those present besides Senator Gibson were Julius Hult, lumberman; Gus Johnson, lumberman; and Melvin Clark, representing the Clark Trucking Company. Senator Gibson urged re-alignment of this section to eliminate numerous curves, and the lowering of the grade over the low pass summit, as an accommodation to the logging industry. He read aloud and presented to the Commission a brief in support of his oral arguments, which brief particularly concerned the marketing of timber attributive to the low pass district along this highway. The Engineer advised that the section of highway referred to by Senator Gibson is approximately eight miles in length. He also said that the Siuslaw Highway is an important Federal Aid Secondary Highway and that its improvement is quite high on the priority list. He roughly estimated

the cost to improve it at from $750,000 to $1,000,000, which estimate, he said, is based on rough reconnaissance, and construction of the highway on entirely new alignment to meet modern standards. He estimated the cost to make a reconnaissance survey of the section at about $1,000. As a result of discussion, the Commission authorized the Engineer to make such reconnaissance survey and to report his findings within the next sixty days, if possible.

Mr. Harry Campbell, representing Jaymar Lumber Company, Hood River, came before the Commission and requested permission to truck-haul logs over the Columbia River Highway to the town of Hood River from a point one and one-half miles west of the town. He said that this Company has about 600,000 board feet of timber to move, which will take about one month's time to complete. The Engineer advised that this matter has been investigated and it has been determined that the truck-hauling of logs over this section of highway will cause no particular interference or hazard to other highway travel, provided the loads do not exceed 50 feet overall in length. He recommended, in view thereof, approval of the request on such basis subject to the standard requirements covering such operations. The Commission approved the recommendation unanimously.

The following persons representing the Battin Parent-Teachers' Association appeared before the Commission regarding their previous request for the installation of traffic signals on S. E. 82nd Avenue, Portland, (Cascade Secondary Highway) at the following intersections: Johnson Creek Boulevard; Cornwell Street; King Road; and Fuller Road. They also requested the marking and maintaining of safety lanes across S. E. 82nd Avenue at Luther Road, Lamphere Street, Otti Road, Monterey Avenue, and Sunnyside Road. The delegation was headed by Mr. Harold F. Juedes, Principal of Battin School, and included C. E. Ingham, representing Kendall Community Church; Mrs. Ralph Schamel, representing the Enterprise-Courier, Kendall Presbyterian Church and Battin Garden Club; Mrs. E. L. James, Member P. T. A., also representing the Townsend Club; and Wade T. Slabey, representing the Garden Gate Village. Mr. Juedes strongly urged the Commission to reconsider its previous denial of their request for the signals, and stated that the information previously given to the Commission was based upon results of an investigation that was made during a period of extremely inclement weather and therefore did not correctly represent the actual conditions. He alleged that an extremely hazardous condition exists for school children who are obliged to cross the highway, six of whom, he said, were severely injured during the past year. He presented petitions signed by 324 people, requesting installation of the signals and the marking of safety lanes, and he offered the services of the Parent Teachers' Association in any way that they can be of help. He inquired whether or not the Commission has any objections to the use of a portable stop light by the P. T. A. if the final decision of the Commission with respect to their request for standard signals is to deny it.

Chairman Banfield pointed out that the Highway Commission does not have police power to control highway traffic, its authority being limited to the establishment of a speed limit, and power of enforcement being in the hands of the State Police. He suggested that the delegation present its problem to the Superintendent of the Department of State Police. He went on to explain that the State Highway Commission, when requested, causes an

investigation of conditions to be made, and if the results thereof meet established standards as set up by the National Safety Council, then the Commission will install appropriate signals, provided financial cooperation is rendered by city or county, whichever is involved. In the present instance, he said, the investigations do not reveal conditions that meet the nationally accepted standards for signals. The other members of the delegation endorsed Mr. Juedes' remarks and personally urged approval of their project. As a result of the discussion, the Commission instructed the Engineer to make another investigation to determine whether or not there has been any change in conditions since the previous investigation.

The Engineer reported that plans and specifications for the construction of the Coos Bay Section of the Oregon Coast Highway are completed and the project is ready to advertise for bids as soon as right of way features have been cleared. He advised that the construction cost as presently estimated is $13,500 more than originally estimated, and that the present estimated cost of right of way will exceed that originally estimated by about $25,000, making the current total estimated cost of the project $458,500, compared with the previous estimated cost of $420,000. He requested authority for an increased authorization of $38,500, and permission to advertise the project for bids. The Commission approved both requests unanimously, subject to clearance of right of way.

The Engineer reported a request from the Bureau of Public Roads that the state maintain in behalf of the Bureau, the recently graded 8.4-mile section of the John Day-Burns Highway between Crow Flat and Poison Creek in Harney County. He said that the Bureau of Public Roads proposes to construct an oiled surface on this section during the current year, but would like to have the grade properly maintained in the meantime, and in view of the fact that the Bureau has no maintenance force in that vicinity, it is asking the state to do the work with the understanding that the Federal Government will reimburse the state later. He recommended approval of the arrangement. The Commission approved the recommendation. (An agreement covering the matter was executed by the Commission later in the session.)

The Commission discussed a resolution from the City Council of Grants Pass requesting the widening of Sixth Street and Orchard Avenue (route of the Pacific Highway) in Grants Pass, northerly from "A" Street to the north city limits of Grants Pass, so as to provide a traveled roadway 56 feet wide between curb lines. The Engineer advised that the existing surface on this section is only 20 feet wide, and that considerable traffic congestion occurs by reason thereof. He further stated that the improvement is worthy of serious consideration in an early construction program, and requested authority to make a preliminary survey of the project, which he estimated would cost not to exceed $500. The Commission approved the request unanimously.

A request was presented from the City of Beaverton for the widening of the Beaverton-Hillsdale Highway (ORE10) between Short Street and Cedar Street in this town. The Engineer advised that this matter had the attention of the Commission at a previous meeting, and the request was denied. The city, however, is very anxious for the improvement, and has requested reconsideration by the Commission. The Commission referred the matter back to the Engineer to inspect personally and report his findings.

The Commission discussed a report from the Engineer on traffic conditions on the Pacific Highway in North Roseburg, particularly at the intersection of Garden Valley Road. According to the report there is considerable congestion of traffic at this intersection caused by heavy left-turn movements, and as a result cars back up for several blocks during peak hours. A study of conditions, he said, reveals that to remedy the situation will require the widening of the pavement at the intersection to provide for a left-turn refuge. He estimated the cost of such improvement at $4,350 and recommended the expenditure, the funds to be taken from the 1950 Minor Betterment Budget for channelization projects. The Commission approved the recommendation unanimously.

There was presented to the Commission a request from the City of Prineville for the designation of a truck by-pass around this city for logging trucks. The Engineer brought to the Commission's attention a map showing the proposed location of such by-pass, which he said is about five miles in length. He estimated the cost to construct it to standards necessary for the carrying of truck traffic at a minimum of $30,000 per mile, or a total of about $150,000. He further stated that investigation reveals that there is no apparent congestion on the existing highway in Prineville by reason of truck traffic, and he recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported that the towns of Cove and Imbler have fulfilled the legal requirements with respect to the expenditure of 1947 State Tax Street Funds which they received in 1948, and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission.

The Engineer also reported that the cities of Drain, Haines, Imbler, Long Creek and Prairie City have fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the first six months of 1949, and that the plans for the projects which they propose to finance with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission.

The Engineer further advised that the cities of Barlow, Helix, Long Creek, Paisley, Taft, Umatilla and Wheeler have fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds which accrued to them during the second six months' period of 1949, and plans for projects they propose to finance with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission unanimously approved the Engineer's recommendation in each instance by the adoption of the attached resolutions relative thereto, marked EXHIBITS "F", "G", and "H", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration four projects which he recommended for inclusion in the 1950 Special State Tax Street Fund program, as follows:

No.	City	Previous Projects 1948	Previous Projects 1949	Estimated Cost of 1950 Proposed Projects State	City	Total	Recommended for Approval
Division II							
11	Amity	None	None	$11,000	$11,600	$22,600	Yes
Division III							
12	Eagle Point	None	None	$15,000	$ - -	$15,000	Yes
13	Oakland	Yes	None	$15,00	$ 2,000	$17,000	Yes
14	Yoncalla	None	Yes	$14,000	$ - -	$14,000	Yes

He advised that if these four projects are approved by the Commission, there will remain in the 1950 Special State Tax Street Fund account a balance of $97,400, of which amount $25,000 will be kept in reserve tentatively, the balance to be programmed as soon as additional projects can be cleared. In the discussion of this matter, the Secretary reported receipt of a communication from the City of Amity requesting a loan of $8,000 of state highway funds to assist the city in financing its share of the cost of the Amity project listed above, the city to reimburse the state in four equal annual payments of $2,000 each. As the result of discussion, the Commission unanimously approved all four projects on the condition, however, that the cities concerned will advance payment of their share of the costs involved. The request of the City of Amity for a loan of funds was denied as a matter of policy.

The Engineer presented for the Commission's approval two Special State Tax Street Fund Projects in the amount of $15,000 each, to take up the balance of $30,000 remaining unspent of the $250,000 allotment for 1949. One was a cooperative project with the City of Seaside for the construction of a bridge over the Necanicum River on 12th Avenue in Seaside. the estimated total cost of which is $47,500, of which amount the City of Seaside is assuming payment of $32,500 and the State the balance. The other is a bridge project in the city of Silverton, for the replacement of the bridge over Silver Creek on James Avenue in Silverton. The estimated total cost of this project is $29,700, of which amount the City is to pay $14.700 and the State the balance. The Commission questioned the legal qualification of these projects for the funds available, and accordingly deferred action with respect to both projects pending clarification of this feature. The Engineer and Chief Counsel were instructed to analyze the projects further and render an additional report at the next meeting.

The Commission discussed a request from the City of Toledo for the installation of a flashing beacon at the intersection of the Corvallis-Newport Highway with Main Street in Toledo. The Engineer advised that this request has been investigated by the Traffic Engineer, whose report indicates that a flashing beacon at this location is not warranted. He recommended that the request be denied. The Commission approved the recommendation.

The Commission also discussed, and upon recommendation of the Engineer, denied a request from the City of Umatilla for the installation of lights on Umatilla Bridge on the Old Oregon Trail in the City of Umatilla,

which bridge is now being rebuilt. The Commission also refused approval of the installation of conduits and pole bases on this bridge, which the Engineer estimated would cost about $800, for use in the event that the City of Umatilla should elect to proceed with the illumination of this structure on its own account.

The Engineer reported that in conformity with authority previously given him by the Commission, he has awarded contracts as follows, bids for which were received by the Commission on February 6 and 7, 1950, and asked confirmation of the awards, which was unanimously given by the Commission:

Black Bridge-Halfway Section of the Baker Homestead and Halfway Highways in Baker County. Contract awarded February 16, 1950, to the low bidder, Rush Construction Company.

Spruce Street (Myrtle Point) Bridge Section on the Coquille-Myrtle Point County Road, Coos County. Contract awarded February 17 to VaDare Construction Company, low bidder.

Installation of traffic signals in the city of Eugene. Contract awarded to C. & S. Electric Company, Eugene, on February 23.

Halsey-Crawfordsville Section of the Halsey-Sweet Home Secondary Highway in Linn County. Contract awarded March 6, 1950, to Porter W. Yett, low bidder.

Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County. Contract awarded March 7, 1950, to Peter Kiewit Sons Company, low bidder.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

1. Lindstrom Bros., Contract 3095 for construction of a bridge over the Trask River on the Oregon Coast Highway, Tillamook County, requested an extension of time of 120 days, from December 31, 1949 to April 30, 1950, within which to complete this job. They stated that the bridge structure itself has been completed, and the only work remaining to be done is completion of the handrail painting and a small amount of cement finishing, which work they have been prevented from performing because of adverse weather conditions. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is correct -- in fact, the contractor was ordered to postpone the painting work until suitable weather prevails in the spring. He recommended in view thereof that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. Babler Bros., Contract 3093 for grading and bituminous macadam surfacing on the Rosedale Section of The Dalles-California Highway, requested an additional extension of time of 28 days from October 31, 1949 to November 28, 1949, within which to complete this job. They stated that this project was completed within the specified time limit with the exception of burning operations, which the U. S. Forest Service would not permit because of dry weather conditions, this project being within the limits of the National Forest. The Engineer stated that the reason given by the contractor for overrunning the time limit is correct. He also said that failure of the contractor to complete the project within the specified time has not interfered in any way with traffic, nor has it increased the state's expense for engineering supervision. He recommended in view thereof that the additional extension of time requested be granted without penalty. The Commission approved the recommendation.

3. L. R. Kauffman, Contract 2792-A for rock production on the Waldport Section of the Oregon Coast and Alsea Highways, requested an extension of time from June 30, 1949 to November 25, 1949, within which to complete this work. He alleged that his failure to complete the project within the specified time limit was due to the fact that the commercial plant from which he obtained his materials was engaged in other work which slowed down deliveries. The Engineer advised that the delay of the contractor in completing this project has involved no loss to the state. He further stated the job was completed on October 31, 1949, in view of which it is unnecessary to grant an extension of time beyond that date. He recommended the granting of the extension of time without penalty to October 31, 1949, the actual date of completion of the project, rather than to November 25, as requested. The Commission approved the recommendation.

4. J. S. Crepeau, Contract 3235 for construction of an office building in Eugene, requested an additional extension of time from February 11, 1950 to April 13, 1950, within which to complete this job. He gave the following reasons for failure to complete the project within the previously extended time: 1) Arrangement with the Resident Engineer on the job to postpone plastering work because of extremely adverse weather conditions; 2) Extreme cold weather and snow conditions which interfered greatly with all phases of the work; 3) Necessity for the heating subcontractors to reorder specified furnace and sewer tank because of delivery in the first instance of inferior material. The Engineer advised that the reasons given by the contractor for failure to complete the contract within the previously extended time limit are substantially correct. He recommended, therefore, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. Perkins Bros., Contract 3016 for construction of three bridges over Sprague River on the Sprague River County Road, Klamath County, requested an additional extension of time of 150 days from December 31, 1949 to May 30, 1950, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to adverse weather conditions. The Engineer advised that the contractor was ordered to discontinue work during the winter season because

of unfavorable working conditions and the possibility that damage would occur in the placement of concrete. He further stated that two of the structures are substantially complete and can be used at such time as the approach roadways are passable. As to the third structure, he said that some work remains to be done and the approach embankment, which is being constructed by the Indian Service, has not been completed. He recommended, in view of the circumstances, that the additional extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. Porter W. Yett, Contract 2768 for grading and paving the North Bend-Coos Bay Section of the Oregon Coast Highway, Coos County, requested an additional extension of time of 426 days, from September 1, 1948 to October 31, 1949, within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to failure of the cement manufacturer to furnish sufficient cement to carry on paving operations during the operating season in the coast area. In addition thereto, he alleged that there were also shortages of labor and materials, shortage of railroad cars for transportation of materials, and critical delays due to failure of the Power Company to readjust its facilities and the inability of the Water Company to reestablish its water lines. The Engineer advised that this contract was actually completed in December, 1948, but subsequent to that time it was found necessary to refinish a concrete wall at the Standard Oil Company's plant, and due to the fact that Mr. Yett could find no one to do this work until the Fall of 1949, the work was delayed until completion on October 31, 1949. For the further information of the Commission, the Engineer stated that this section of highway has been open for full traffic use since the first week in November, 1948, since which time the State Highway Department has expended very little for engineering expense. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

The Engineer reported that Contracts Nos. 2768, 2792-A, 2982, 2997, 3093, 3180, 3189, 3198, 3229, and 3242, for construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the Gardiner Lumber Company is dredging an area to be used as a storage yard, adjacent to right of way that has been acquired by the Commission for future reconstruction of the Oregon Coast Highway just north of Gardiner, and that the Company proposes to fill its property up to the highway right of way line, and if that is done the slopes from the filled area will extend approximately 24 feet onto the state's right of way. The Company, he said, has requested an easement authorizing such encroachment. The

occupancy of the right of way by the fill slopes, he said, will not interfere with the highway construction or use -- in fact, the fill will be of benefit to the highway in that it will obviate the necessity to borrow as much material to construct the highway roadbed than if the fill were not there. He recommended, in view thereof, approval of the Company's request. The Commission approved the recommendation unanimously and referred the matter to the Chief Counsel to prepare an appropriate form of easement.

Consideration was given by the Commission to a request from Martin Peterson, Florence, Oregon, for a one-year extension of time on a previous agreement with the Commission authorizing him to remove excess or reject road materials from a state-owned quarry at Cape Creek on the Oregon Coast Highway, north of Florence. Mr. Peterson agrees to pay the sum of 3¢ per cubic yard for materials removed. The Commission unanimously approved the request upon recommendation of the Engineer. (An extension agreement continuing in effect the previous agreement up to and including February 28, 1951, was signed by the Commission later in the session.)

The Commission discussed a request from the Coos Bay Dredging Company for permission to open up the center dividing strip on the Oregon Coast Highway between North Bend and Coos Bay so as to permit entrance to and exit from the Company's premises at this location. The Engineer exhibited a map showing what the Company has in mind and explained details. He said that while as a general rule he is opposed to the cutting of medial islands where such cutting can be avoided, in this particular instance, investigation indicates that unless the Commission permits the center median to be cut, the only means of exit and entrance to the Company's property would be at the driveway entrance to the abutting property of the Standard Oil Company, where sight distance along the highway is very restricted. He gave as his feeling that the company should be allowed to have access to its property as desired in this instance, and he so recommended in the interests of safety to highway traffic. The Commission approved the recommendation unanimously, subject to the condition that the Coos Bay Dredging Company will pay all costs involved.

The Commission discussed the disposition to be made of the right of way on the former route of the John Day Highway between Prairie City and Dixie Summit, Grant County, where the highway has been reconstructed on revised alignment. The Engineer recommended that a portion of the old right of way that is valueless for state highway purposes be turned over to the County Court of Grant County for future maintenance as a county road, and that other portions be retained by the state. He exhibited a map showing in color the areas to be disposed of. Following discussion, the Commission approved the recommendation and by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to a request from the Coos County Court that an old bridge over Sandy Creek on the Coos Bay-Roseburg Highway, be left standing for pedestrian use and as an historical landmark, rather than removed as was originally intended when the new bridge replacing it has been constructed on revised alignment. The Engineer advised that when the Commission entered into its agreement with Coos County in January, 1949, relative to the improvement of the highway at this location, it was contemplated

that the old bridge would be destroyed, and the agreement so provides. However, the bridge has not been removed and the county is now asking that it be left standing as an historical landmark. He recommended approval of the county's request. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously with the strict understanding that hereafter Coos County assumes all jurisdiction and control over the said bridge as a part of its county road system and also assumes future maintenance of the structure and all obligations, liabilities and responsibilities relative to the use of the bridge by pedestrians and others. (Agreement signed later.)

The Secretary reported receipt of a communication from the Allen Press Clipping Bureau to the effect that hereafter their charge for service rendered to the State Highway Commission will be 7¢ per clipping, with a minimum charge of $7 per month. He stated that the former charge was only 4¢ a clipping, with no minimum charge stated, and on the basis of the new rate the charge for the month of January, 1950, would be $67.62, compared with $38.64 under the old rate. He inquired as to the Commission's wishes in the matter. After discussion, the Commission decided unanimously to cancel the service.

The Engineer reported that the State Highway Department has been asked to join with a group consisting of Oregon State College, the League of Oregon Cities, Western Section of the Institute of Traffic Engineers, and the Association of County Engineers of Oregon, which is sponsoring the Third Annual Northwest Traffic Engineering Conference, to be held this year at Oregon State College. He recalled that the first conference was held in 1948 at Oregon State College, and the State Highway Department joined in the sponsorship of such meeting; the second conference was held in 1949 at the University of Washington in Seattle and was sponsored by a comparable group from that state. Much good was accomplished, he said, at both of these conferences, and it is anticipated that considerable benefits will accrue from the conference this year. He requested permission for the Highway Department to join with the other sponsors, and advised that the expense thereof will be negligible, probably not exceeding $25 for printing and the expense of Highway Department employees attending the conference. The Commission approved the request unanimously.

The Engineer presented the application of Mr. J. E. Crayne, Portland, to truck-haul logs 18 to 24 feet long on a solo truck, over the new Columbia River Highway from Bridal Veil overcrossing to Parkrose; and the application of Mr. S. C. Harman, Troutdale, to truck-haul logs 18 feet in length on a solo truck, over this same highway from Dodson, westerly, to the present end of construction at Troutdale, thence over the old highway to Fairview Road and Gresham. He said that the operations contemplated are of short duration, and that each of these operators will use only one truck. Moreover, the hauling will consist of only about two loads per day. He recommended approval of the requests. The Commission approved the recommendation.

The Engineer reported that since the last meeting of the Commission he has ordered certain sections of highways posted for reduced weight loads, and that in certain instances he has ordered the lifting of reduced load limits heretofore in effect. He presented a list of the highways which have been newly posted and a list of those where the reduced limits have been lifted, and asked the Commission to confirm his action. (For a complete list of the highways affected, see attached resolutions, marked EXHIBITS "M-1" and "M-2.) The Commission approved the Engineer's request unanimously by the adoption of

the attached resolutions relative thereto, marked EXHIBITS "M-1" and "M-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered an offer from the City of Prineville to purchase two obsolete pieces of road maintenance equipment at $500 each, or a total of $1,000. The Engineer advised that this equipment consists of one 1929 model 750-gallon oiler which was built in the Highway Department Shops, and one 1927 retort. He further stated that in 1948 two similar units were advertised for sale but no bids were received, and they were again advertised on January 23, 1949, and were sold to the high bidders at $159.05 and $113.76 respectively. He recommended acceptance of the offer of the City of Prineville. The Commission approved the recommendation.

The Engineer requested authority to purchase office furniture and equipment totaling $8,985; also miscellaneous and service station equipment totaling $6,480; repair shop equipment totaling $12,500; and road maintenance equipment (on rental) totaling $247,150, as outlined in his letters to the Commission dated March 7 and March 14, 1950. He advised that provision for these expenditures is contained in the 1950 budget and if they are allowed by the Commission, there will remain unexpended balances as follows in the several accounts: repair shop equipment account, $12,350; miscellaneous and service station equipment account, $2,225; office furniture and equipment account, $21,760; and road maintenance equipment account, (on rental) $110,500. As the result of careful consideration of this matter, the Commission by unanimous vote approved immediate purchase of all the materials, as requested.

The Engineer requested authority for Mr. Malcolm H. Hawke, Auditor, to go to San Francisco at state expense to examine the records of the Western Union Telegraph Company with respect to work performed in connection with the Bridal Veil Overcrossing Project, for the cost of which the Company expects to be reimbursed. He estimated the out-of-state travel expense at $80.45.

He also requested authority for Mr. Manley Robison, Director of the Travel Department, to attend the Third Annual Northwest Resort Conference at Washington State College on April 2 to 4, estimated out-of-state travel expense, $65; and authority for Mr. Carl Jordan, Assistant Travel Director, to attend a Sportsmen and Vacation Show in Los Angeles during April 6 to 18, 1950, at an estimated out-of-state travel expense of $210. He said that the Advisory Committee on Travel Matters has recommended that Mr. Robison and Mr. Jordan attend these two functions. The Commission unanimously approved all three requests on the condition that they are also approved by Governor Douglas McKay.

The Commission confirmed out-of-state travel expenditures by the following persons, as authorized at a previous time by telephone:

W. C. Williams, Assistant State Highway Engineer, and Forrest Cooper, Right of Way Engineer, to travel to Los Angeles for conference on February 28, with Ralph B. Lloyd, re Sullivan Gulch right of way. Total estimated cost - $256.

Mark H. Astrup, Landscape Engineer, travel to attend Third Annual Roadside Development Coordinators' Conference in Columbus, Ohio, March 22 to 25. Estimated cost - $300.

George W. Hester, Assistant Office Engineer, in attendance at meeting of Oregon State Legislative Interim Committee for study of roads and streets, in Boise, Idaho, February 20 and 21. Estimated cost - $59.

The Chief Counsel reported that the City of Port Orford has fulfilled the requirements of the Commission with respect to the closing of certain streets as a condition precedent to the improvement of the Oregon Coast Highway through this town, and he recalled that the Commission, on the strength of the city's action, awarded a contract at this meeting for the construction of the project. In order fully to satisfy the legal requirements, he said, it is now necessary for the Commission to declare itself formally with respect to the street closures. He presented a form of resolution with respect thereto. The Commission by unanimous vote approved and adopted such resolution as recommended. A copy of the resolution is attached hereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel also presented for the Commission's approval an agreement with the Western Union Telegraph Company providing for the temporary and permanent reestablishment of its facilities along the Barkley Springs-Algoma Section of The Dalles-California Highway during and after the reconstruction of this section of highway by the State Highway Department. He pointed out that the agreement has been executed by the Western Union Telegraph Company and has been approved as to engineering features by Assistant State Highway Engineer W. C. Williams, and as to legal features by himself. He recommended approval by the Commission. The Commission approved and signed the agreement as submitted.

The Chief Counsel also presented a form of tri-party agreement among the State of Washington (by its Department of Highways), the State of Oregon (by its State Highway Commission), and The Pacific Telephone and Telegraph Company, with respect to use by the telephone company of the Interstate Bridge between Portland and Vancouver in connection with the operation of its telephone facilities between these two cities. He pointed out that the agreement provides for payment of $420 annually by the telephone company for the use of this structure, and that the agreement is retroactive to January 1, 1947, the retroactive feature being inserted because it has taken so long to reach a mutual agreement. The Commission approved and signed the agreement as prepared.

The Chief Counsel presented a form of resolution with respect to acquisition from the Federal Government of a tract containing 2.88 acres of land situate adjacent to the Pacific Highway West, at Camp Adair, Benton County. He recalled that the Commission previously authorized and directed him to acquire this property, which he has done, and he has received the deed, but according to the requirements of the Federal authorities, it is necessary that the Commission accept the deed by formal resolution. He presented a form of resolution for this purpose and recommended adoption of the same. The Commission approved the recommendation and by unanimous vote adopted the attached resolution covering the subject, which resolution is marked EXHIBIT "L", and by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel again brought up for discussion the question of the disposal of two tracts of land at Pendleton, one being state highway property adjacent to the Airport Road, and the other a small tract fronting on the old Oregon Trail within the city limits of Pendleton, which has been proposed as the site for an office building for the Secretary of State. He suggested that the Commission might wish to give some thought to the disposal of both tracts on a combination basis, and he offered the following plan. Accept the offer of the City of Pendleton to pay $1080 for the 7.2 acre tract adjacent to the Airport Road on the condition that the city deed to the state a strip of city-owned land 120 feet wide, containing about 20 acres, abutting the north right of way line of the Old Oregon Trail, westerly from the west line of the state's property near the Airport Road, which property is valued at about $100 per acre. Secure from the city, if possible, an instrument in writing to waive or surrender any claim that the city may have to the tract located within the city limits if that property is not used for park purposes, so as to release the Commission from any obligation to maintain it or develop it as a park. He suggested further that the Commission deal with the County with respect to the remaining property along the Airport Road, and deed that property to the county, provided the county will take over future maintenance and responsibility for the road, which would place the county and the city in a position to negotiate any arrangements they desire with respect to such property. He assured the Commission that such procedure is strictly legal and that the Commission can proceed on that basis without fear of unjust criticism. Commissioner Reynolds gave as his feeling that the solution suggested by the Chief Counsel is as satisfactory as is possible to obtain. Commissioner Chandler expressed himself in like manner, as did Chairman Banfield, whereupon the Chief Counsel was instructed to prepare a form of agreement in accordance therewith and submit it to the three parties for study.

The Chief Counsel, Mr. J. M. Devers, requested two weeks' time off to spend a much-needed vacation in the Hawaiian Islands. He stated that during his absence, work in his office would be attended to by his Assistants, Messrs. C. W. Enfield and Samuel Hall. The Commission unanimously approved the request.

The Chief Counsel rendered a brief progress report on the results of a conference with attorneys representing the Railroad Companies that own the Steel Bridge in Portland, regarding purchase by the state of the upper deck of this bridge. He said that these attorneys have received authority from their principals to discuss the matter with the Highway Commission and to consider any offer or proposition that the Highway Commission has to make, following which they are to submit the offer to their principals. He stated that upon his return from his vacation he will follow through with this matter and render an additional report.

The Commission had under discussion the setting of a date for its next regular meeting, and decided to hold such meeting in Portland on Monday and Tuesday, April 24 and 25, 1950. The Commission also set Monday, April 3, 1950, as the date for a special meeting to elect a new Chairman of the Commission and to pass on routine matters that accumulate in the meantime. The Secretary was instructed to arrange to hold both meetings in the Imperial Hotel, pursuant to the usual practice.

The Commission approved and signed agreements, etc. as follows:

Lease agreement between Hall & Wooden, a partnership, and the State Highway Commission covering section headquarters building in Clatskanie, Columbia County, for two year period, with option on the part of the state to extend it for additional two years at $25 per month.

Permit in favor of Charlotte E. Brown for use of land on the Brooks-Hubbard Section of the Pacific Highway.

Deed conveying small triangular tract of land just west of Newberg, on the Pacific Highway, to Dale Compton, et ux.

Lease to Civil Aeronautics Administration covering property on the Columbia River Highway, for the erection of an air beacon.

Agreement with the City of Eugene re use of state highway property in Eugene for recreational purposes.

Petition covering the vacation of a public street in the city of Reedsport.

Renewal lease with Klamath Falls City Park Commission covering stockpile site in Moore Park on Klamath Lake Secondary Highway, two miles north of Klamath Falls.

Agreement with Bureau of Public Roads for maintenance of Crow Flat-Poison Creek Section of John Day-Burns Highway, Harney County.

Extension agreement with Martin Peterson, Florence, Oregon, granting authority to take excess or reject road materials from state-owned quarry at Cape Creek on Oregon Coast Highway north of Florence.

Agreement with the City of Portland, providing for signalization of S.E. Powell Boulevard, (route of the Mt. Hood Highway). (Authorized by the Commission on December 19, 1949.)

Agreement with Lois B. and Oscar E. McDaniel, providing for lease of a borrow pit on the Pumping Plant Hill-Ontario Section of the Old Oregon Trail. Consideration $575. (Authorized by Commission February 6, 1950.)

Agreement with the City of Port Orford, amending previous agreement dated June 14, 1949, relative to closure of certain streets in connection with improvement of Oregon Coast Highway through the city. (Authorized by the Commission on February 6, 1950.)

Bargain and sale deed conveying unto Henry A. Kellas and wife, small parcel of land on US99W just west of the city of Newberg. (Authorized by Commission on June 27, 1949.)

Resolution amending previous resolution with respect to the abandonment of the Sandy Creek Section of the Coos Bay-Roseburg Highway, so as to preserve an existing covered bridge as an historical landmark. Recommended by Engineer and Chief Counsel.

March 21, 1950

Agreement between the State and Western Union covering the temporary and permanent revision of Western Union lines on the Barclay Springs-Algoma Section of The Dalles-California Highway in Klamath County.

Agreement with U. S. Secretary of Agriculture whereby there was made available to the State certain real property acquired or to be acquired by the United States in connection with the Central Oregon Grazing Project OR-LU-2, is hereby further amended and supplemented by adding to "Exhibit A" certain additional lands situated within the aforesaid project.

Agreement with The Pacific Telephone and Telegraph Company granting permission to install, fasten and suspend to and from the Interstate Bridge the Company's cables and other facilities used in connection with its lines communication.

The meeting adjourned at 5:00 p.m.

T. H. Banfield
Chairman

Rex Putnam
State Highway Engineer

Commissioner

Secretary

Chas. H. Reynolds
Commissioner

March 21, 1950

EXHIBITS "A" through "M-2"

Minutes of March 20 and 21, 1950

EXHIBIT "A"

Minutes of March 20 and 21, 1950

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

NORTHEAST UNION AVENUE SECTION, PACIFIC HIGHWAY EAST

14767- Pacific First Federal Savings and Loan Association, and Wesley Grant
Right of Way (Boone)
Option expires September 8, 1950

2.167 acres at $1,000.00	$ 2,167.00	
2.0 acres at $2,500.00	5,000.00	
Allowance- loss trailer space, concrete slab, curbing, lawn, utility connections	1,100.00	
- abandoned sewer and water lines (800 feet)	580.00	
- 4 electric light poles $7 each and moving trailer court electric sign	328.00	
- service station, fixtures, equipment	16,908.00	
- moving shop building	1,000.00	
- 800 feet sewer drain-off line left in ground at $1.50 ft.	1,200.00	
- damages - for severance, taking access, loss business, etc.	3,142.00	
Amount to be paid owner		$ 31,425.00
Amount chargeable to Right of Way		31,425.00

Access controlled.

(Cont.)

March 20, 1950

NORTHEAST UNION AVENUE SECTION, PACIFIC HIGHWAY EAST (Cont.)

STATE to: Construct access road from Union Ave. to grantor's remaining property, Engr.Sta. 105+30 (Estimated)	$ 2,500.00	
Extend present sewer drain-off line into Columbia Slough (Estimated)	250.00	
Amount chargeable to Construction		$ 2,750.00
GRAND TOTAL (Estimated)		34,175.00

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY- UNIT #2

15810- Meaney, Mary E. (Boone)
Right of Way
Option expires August 4, 1950

5,000 sq.ft. at 25¢ sq.ft.	1,250.00	
Amount to be paid owner		1,250.00
Amount chargeable to Right of Way		1,250.00

Takes all.

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY (DOERNBECHER ACCESS ROAD) - UNIT #2

15799- Kenney, Walter A. (Witt)
Right of Way
Option expires August 20, 1950

13,785 sq.ft. at 25¢ plus sq.ft.	3,500.00	
Amount to be paid owner		3,500.00
Amount chargeable to Right of Way		3,500.00

Takes all.

15796- M & M Woodworking Company (Witt)
Right of Way
Option expires August 26, 1950

6,880 sq.ft. at 25¢ sq.ft.	1,720.00	
Allowance- moving small house and garage with lean-to	1,000.00	
Amount to be paid owner		2,720.00
Amount chargeable to Right of Way		2,720.00

Access not controlled

STATE to construct an adequate connection at grade between Doernbecher access road and the M & M Woodworking Company access road, for freight hauling (Estimated)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		2,870.00

VIENTA-HOOD RIVER SECTION, COLUMBIA RIVER HIGHWAY

15312- Huard, Wm. G. ⊕ (See Footnote) (Benson)
Right of way
Option expires May 23, 1950

7.0 acres at $1,000.00 **	$ 7,000.00	
108.0 acres at $20.00	2,160.00	
Allowance- buildings and service station	18,500.00	
- concrete fish ponds and fish	3,500.00	
- outdoor fireplaces, drinking fountain, gasoline pumps, etc.	1,340.00	
- water system	2,500.00	
Amount to be paid owner		$ 35,000.00
Amount chargeable to Right of Way		35,000.00

Access controlled.

** Owners reserve water from spring for domestic use, 1-inch pipeline under highway, Engr. Sta. 787+90

NEHALEM HILL SECTION, OREGON COAST HIGHWAY

15915- R. C. Rasmussen, and Loretta Rasmussen (Boone)
Right of Way
Option expires August 15, 1950

0.10 acre	25.00	
Allowance- 8 rods fence at $4.00 per rod	32.00	
Amount to be paid owner		57.00
Amount chargeable to Right of Way		57.00

Access not controlled.

15867- Mead, Lee and Helena Mead (Boone)
Right of Way
Option expires August 15, 1950

1,050 sq.ft.	25.00	
Amount to be paid owner		25.00
Amount chargeable to Right of Way		25.00

Access not controlled.

15866- Adams, Cleve and Clara Adams (Boone)
Right of Way
Option expires September 1, 1950

192 sq.ft.	15.00	
Amount to be paid owner		15.00
Amount chargeable to Right of Way		15.00

Access not controlled.

(Cont.)

NEHALEM HILL SECTION, OREGON COAST HIGHWAY (Cont.)

15868- Johns, Robert A. (Boone)
Right of Way
Option expires September 1, 1950

5,000 sq.ft. at 4¢ sq.ft.	$ 200.00	
Amount to be paid owner		$ 200.00
Amount chargeable to Right of Way		200.00

Access not controlled (takes all).

15869- Johns, Raymond L. (Boone)
Right of Way
Option expires September 1, 1950

9,800 sq.ft. at 4¢ sq.ft.	392.00	
Allowance- damages	47.40	
Amount to be paid owner		439.40
Amount chargeable to Right of Way		439.40

Access not controlled.

SOUTH COMMERCIAL - SOUTH LIBERTY STREETS (SALEM) SECTION, PACIFIC HIGHWAY

15909- Randall, Benjamin M. and Edna F. Randall (Benson)
Right of Way
Option expires September 5, 1950

1 lot (50x100')	1,500.00	
Amount to be paid owner		1,500.00
Amount chargeable to Right of Way		1,500.00

Takes all.

15891- Snider, Fred M. and Beulah K. Snider (Benson)
Right of Way
Option expires June 29, 1950

2,535 sq.ft. plus 3,330 sq.ft. Lot 2, Blk. 21, Nob Hill, to be conveyed by the State (value $990.00)	500.00	
Amount to be paid owner		500.00
Amount chargeable to Right of Way		500.00

Access controlled.

SWEET HOME-FOSTER SECTION, SANTIAM HIGHWAY

15783- Nye, Alta and Lynn Nye and Leora Miller (Witt)
Right of Way
Option expires June 4, 1950

(Cont.)

SWEET HOME-FOSTER SECTION, SANTIAM HIGHWAY (Cont.)

15783- Nye, Alta and Lynn Nye and Leora Miller (Cont.)

0.13 acre at $500.00	$ 65.00	
Waiver of access, except private access at Engr. Sta. 1657+20		
Amount to be paid owner		$ 65.00
Amount chargeable to Right of Way		65.00
STATE to Construct private access at Engr. Sta. 1657+20 (Estimated)	25.00	
Amount chargeable to Construction		25.00
GRAND TOTAL (Estimated)		90.00

Access controlled.

HALSEY-CRAWFORDSVILLE SECTION, HALSEY-SWEET HOME HIGHWAY

15972- Stark, Herbert and Lydia Agnes Stark (Boone)
Right of Way
Option expires August 1, 1950

0.34 acre at $300.00	102.00	
Allowance- 42 rods wire fence to move at $3.00 per rod	126.00	
- 30x50 barn and shed to move	372.00	
Amount to be paid owner		600.00
Amount chargeable to Right of Way		600.00

Access not controlled.

15971- Thornton, O. E. and Lillian M. Thornton
Right of Way
Option expires August 1, 1950

1.05 acres at $433.50 less, including loss shade trees, lawn, reduction barnyard area	455.00	
Allowance- 110 rods fence to move at $2.50 rd.	275.00	
- 54 rods fence at $5 rod (move)	270.00	
Amount to be paid owner		1,000.00
Amount chargeable to Right of Way		1,000.00
STATE to re-establish access points (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		1,100.00

Access not controlled.

(Cont.)

HALSEY-CRAWFORDSVILLE SECTION, HALSEY-SWEET HOME HIGHWAY (Cont.)

15973- Wright, Frances, and Verdis Burke (Boone)
Right of Way
No option taken

0.61 acre	$ 152.50	
2 maple trees on right of way to be preserved		
Amount to be paid owner		$ 152.50
STATE to move and reconstruct approximately 147 rods of fence (Estimated)	441.00	
Amount chargeable to Right of Way		593.50

Access not controlled.

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST

14608- Brandt, Ethel and Elvin Roy Brandt (Haskin)
Right of Way
Option expires July 29, 1950

12,400 sq.ft. at 10¢ sq.ft.	1,240.00	
Allowance- 5-room house and garage	3,510.00	
- well, pressure water system and electric pump	250.00	
Amount to be paid owner		5,000.00
Amount chargeable to Right of Way		5,000.00

Access controlled.

15189-A Starker, T. J. and Margaret O. Starker, and C. J. Cunningham and Etta M. Cunningham (Haskin)
Right of Way
Option expires June 13, 1950

1.047 acres at $1,800.00	1,880.00	
Allowance- 2 septic tanks, sewer line, drilled well, pump, pipe and connections	720.00	
- grade and gravel driveway	200.00	
- replace laundry room	500.00	
- waiver of access	100.00	
- move and rebuild 10 rods fence at $3	30.00	
- moving 4 small buildings	1,000.00	
Amount to be paid owner		4,430.00
Amount chargeable to Right of Way		4,430.00

Access controlled.

BROADWAY-7th STREET (CITY OF EUGENE) SECTION, PACIFIC HIGHWAY

13626- MacDonald, Anna (Haskin)
Right of Way
Option expires June 20, 1950

6,840 sq.ft. at $1.00 sq.ft.	$ 6,840.00	
Allowance- 24'x 60' frame building	1,545.50	
- damages loss 123 feet trackage, waiver of access, and irregular taking of right of way	1,644.50	
Amount to be paid owner		$ 10,030.00
STATE to grade and gravel driveway from High Street to railroad spur (Estimated)	300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		10,330.00

Access controlled.

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

11190- Furuset, Norman (Landon)
Right of Way
Option expires August 2, 1950

2.17 acres at $1,500.00	3,255.00	
2.25 acres at $450.00	1,012.50	
Allowance- waiver of access	120.00	
Amount to be paid owner		4,387.50
Amount chargeable to Right of Way		4,387.50

Access controlled.

STATE to take care of private waterpipe near Engr. Sta. 238+75 if disturbed (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		4,487.50

GOSHEN-CRESWELL SECTION, PACIFIC HIGHWAY

16053- Vaughn, B. and Estelle Vaughn (Landon)
Right of Way
Option expires September 6, 1950

0.84 acre at $500.00	420.00	
Allowance- move 59 rods fence at $2 per rod	118.00	
Amount to be paid owner		538.00
Amount chargeable to Right of Way		538.00

Access controlled.

(Cont.)

GOSHEN-CRESWELL SECTION, PACIFIC HIGHWAY (Cont.)

16106- Clark, Dorothy L. and Harry P. Clark (Landon)
Right of Way
Option expires September 6, 1950

1.09 acres at $500.00	$ 545.00	
Allowance- small house $2,280 and chicken house $200.00	2,480.00	
- 100-foot well, and water system including deep well pump, tank, pipe and fittings	975.00	
Amount to be paid owner		4,000.00
Amount chargeable to Right of Way		4,000.00

Access controlled.

16057- Melton, Katherine B. (Landon)
Right of Way
Option expires September 6, 1950

5.9 acres at $100.00 per acre	590.00	
Move fence, 105 rods at $3.00 per rod	315.00	
Amount to be paid owner		905.00
Amount chargeable to Right of Way		905.00

Access controlled.

16058- Devin, Thos. Roy and Lovetts Devin, and Charles G. Galey and Dan N. Giddings (Landon)
Slope easement for right of way
Option expires September 10, 1950

0.07 acre	10.00	
Waiver of access, except commercial access, Engr. Stas. 184+00 & 188+50, east side, reserved		
Amount to be paid owner		10.00
Amount chargeable to Right of Way		10.00

Access controlled.

STATE to construct road approaches, east side, Engr. Sta. 188+50 & 184+00, and driveway connecting same (Estimated) 250.00

Amount chargeable to Construction	250.00
GRAND TOTAL (Estimated)	260.00

(Cont.)

GOSHEN-WALKER SECTION, PACIFIC HIGHWAY (Cont.)

15570- O'Neil, C. R. and Eileen L. O'Neil
Gravel pit
Option expires August 6, 1950 (Haskin)

9.19 acres at $252.00 plus	$ 2,317.50	
Amount to be paid owner		2,317.50
(Grantor may set up irrigation pump on above land provided such installation causes no interference with the state's operations)		
STATE to fence gravel pit (Estimated)	620.00	
Amount chargeable to Quarry		2,937.50

CANYONVILLE SECTION, PACIFIC HIGHWAY

15558- Walker, Joseph Z. and Nina
Right of Way
Option expires August 15, 1950 (Haskin)

20,000 sq.ft. (4 lots, each 50x100) at 11½ cents per sq.ft.	2,300.00	
Low bid for moving house	2,212.50	
Amount to be paid owner		4,512.50
Amount chargeable to Right of Way		4,512.50

Access controlled.

15564- Looney, Henry Peter and Gertrude Ann and Gray, I. N.
Right of Way
Option expires August 8, 1950 (Haskin)

10,000 sq.ft. (100x100) at 5¢ sq.ft.	500.00	
Lot 2, Block 14, Canyonville (being purchased from I.N. Gray to be conveyed to Looney)	800.00	
Low bid on moving house	1,767.55	
Amount to be paid Looney	2,267.55	
Amount to be paid Gray	800.00	
Amount to be paid owners		3,067.55
Amount chargeable to Right of Way		3,067.55

Takes all.

(Cont.)

CANYONVILLE SECTION, PACIFIC HIGHWAY (Cont.)

15563- Wheeler, Charles E. and Alice Wheeler (Norlin)
Right of Way
Option expires
September 9, 1950

5,000 sq.ft. (lot), septic tank, etc.	$ 765.00	
Allowance- 38' x 32' building	4,560.00	
Amount to be paid owner		$ 5,325.00
Amount chargeable to Right of Way		5,325.00

Access controlled (takes all).

15549- Reed, J. W. and Rose Reed (Norlin)
Right of Way
Option expires September 9, 1950

1.70 acres at $1,760.00 plus	3,000.00	
Owner to salvage such fencing as desired. Any new fencing to be done by owner, at his expense		
Amount to be paid owner		3,000.00
Amount chargeable to Right of Way		3,000.00

Access controlled.

15544- Phillips, Claude C. and Vera Phillips (Norlin)
Right of Way
Option expires August 9, 1950

1.67 acres at $2,000.00	3,340.00	
Allowance- damages on account severance, restriction of access	160.00	
Amount to be paid owner		3,500.00
Amount chargeable to Right of Way		3,500.00

Access controlled.

STATE to construct approach to existing lane, Engr. Sta. 492+70, west side (Estimated)	300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		3,800.00

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

14273- McFadden, T. W. and Marjorie L. McFadden (Haskin)
Right of Way
Option expired February 3, 1950
(CORRECTION)

59.80 acres at $50.00	2,990.00	
Allowance- restricted access	310.00	
- small cabin on skids	225.00	
		3,525.00

(Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY (Cont.)

14273- McFadden, T. W. and Marjorie L. McFadden (Cont.)

STATE to remove approximately 200 rods fence at $4.00 per rod	$ 800.00	
Amount to be paid owner		$ 4,325.00
OTHER ITEMS: Allowance- moving logging camp (Est.)	500.00	
- partial release of lease	300.00	800.00**
** To be paid logging company.		
Amount chargeable to Right of Way		5,125.00
B.P.R. to construct private access, Engr.Sta. 462+00, 483+90, 508+74, east side, and at Engr. Sta. 484+00, 513+50, 528+70, west side (Estimated)	4,500.00	
Amount chargeable to Construction		4,500.00
GRAND TOTAL (Estimated)		9,625.00

Previous report: (approved Dec.19,1949) $9,600.00

The State was to have removed from the r/w a small cabin on skids (Estimated cost $200.00). The owners will accept the sum of $225.00 and release the State from this obligation.

Access controlled.

MYRTLE POINT SECTION, COOS BAY-ROSEBURG HIGHWAY

15957- Dietz, G. E. and Zelia (Haskin)
Right of Way
Option expires September 8, 1950

871 sq.ft. at 5¢ plus per sq.ft.	50.00	
Amount to be paid owner		50.00
Amount chargeable to Right of Way		50.00

Access not controlled.

CHROME-COQUILLE SECTION, OREGON COAST HIGHWAY

15608- Garrett, Rose (Reeder)
Right of Way
Option expires September 2, 1950

2.49 acres at $100.00	249.00	
Allowance- 57 rods fence at $3.00 per rod	171.00	
Amount to be paid owner		420.00
Amount chargeable to Right of Way		420.00

Access controlled.

(Cont.)

CHROME-COQUILLE SECTION, OREGON COAST HIGHWAY (Cont.)

15617- Arnold, Sam T. and Pearl Arnold, and Scott A. Haddix and Myrna T. Haddix (Reeder)
Right of Way
Option expires August 5, 1950

0.44 acre at $50.00	$ 22.00	
Amount to be paid owner		$ 22.00
Amount chargeable to Right of Way		22.00

Access controlled.

REDMOND SECTION, BEND-REDMOND SECONDARY HIGHWAY

15953- Jarret, Sarah (Cozad)
Quarry site
Option expires August 20, 1950

4.06 acres at $20.00 per acre	81.20	
Amount to be paid owner		81.20
Amount chargeable to Quarry		81.20

PELICAN CITY-SOUTH 6th STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

15671- Wilcher, George W. (Cozad)
Right of Way
Option expires April 26, 1950

1.30 acres at $1,000.00	1,300.00	
Allowance- small shack, stables, corrals	700.00	
(Owner may remove shrubbery and bushes, as well as buildings)		
Amount to be paid owner		2,000.00
Amount chargeable to Right of Way		2,000.00

Takes all.

FOREST BOUNDARY-JONES RANCH SECTION, OCHOCO HIGHWAY

15911- Stephenson, Thomas C. (Cozad)
Quarry site
Option expires September 5, 1950

10.0 acres at $25.00 per acre	250.00	
Allowance- 42 rods fence at $3.00 per rod	126.00	
Amount to be paid owner		376.00
Amount chargeable to Quarry		376.00

(Cont.)

FOREST BOUNDARY-JONES RANCH SECTION, OCHOCO HIGHWAY (Cont.)

16043- Simpson, C. L.
Quarry site (Cozad)
Option expires September 6, 1950

1.0 acre at $100.00	$ 100.00	
10.45 acres at $40.00	418.00	
Amount to be paid owner		$ 518.00
Amount chargeable to Quarry		518.00
STATE to install stock guard in r/w fence (location to be determined at time of construction) (Estimated)	300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		818.00

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY

15051-A Oregon and Western Colonization Company, and George E. Mefford et al
Quarry site (Cozad)
Option expires August 6, 1950

10.0 acres at $15.00	150.00	
Amount to be paid owner		150.00
Amount chargeable to Quarry		150.00

15037- Duncan, B. E.
Right of Way
No option taken

0.09 acre	5.00	
Amount to be paid owner		5.00
Amount chargeable to Right of Way		5.00

Access controlled.

LADD CANYON SECTION, OLD OREGON TRAIL

15712- Conaway, Arthur
Right of Way (Benfield)
Option expires August 9, 1950

15.0 acres at $200.00	3,000.00	
15.30 acres at $25.00	376.50	
Allowance- 643.5 rods fence at $3 rod	1,930.50	
Amount to be paid owner		5,307.00
Amount chargeable to Right of Way		5,307.00

(Cont.)

LADD CANYON SECTION, OLD OREGON TRAIL (Cont.)

15712- Conaway, Arthur (Cont.)

STATE to: Construct cattlepass under highway at Engr. Sta. 485+80 (Estimated)	$ 5,000.00	
Construct farm crossing at Engr. Sta. 485+80 (Estimated)	50.00	
Construct private access, west side, Engr. Sta. 485+80 (Estimated)	75.00	
Amount chargeable to Construction		5,125.00
GRAND TOTAL (Estimated)		10,432.00

Access controlled.

15724- Dalton, Allie (Benfield)
Right of Way
Option expires August 27, 1950

16.80 acres at $200.00	3,360.00	
Allowance- 118 rods fence to move at $3 per rod	354.00	
Amount to be paid owner		3,714.00
Amount chargeable to Right of Way		3,714.00

Access controlled.

15713- Stockhoff, Henry G. and Cordelia Stockhoff (Benfield)
Right of Way
Option expires July 19, 1950

47.5 acres at $200.00	9,500.00	
9.84 acres at $25.00	246.00	
Allowance- 1345.32 rods fence at $3 rod, construct 4 gates at $25 each	4,135.96	
- cultivating and seeding 20.0 acres at $20 per acre	400.00	
- irrigation damage	500.00	
- severance - 35 acres at $200 per acre at 30%	2,100.00	
- waiver of access	500.00	
Amount to be paid owner		17,381.96
Amount chargeable to Right of Way		17,381.96
STATE to: Construct farm crossings, Engr.Sta. 554+15 and 624+60 (Estimated)	100.00	
Provide private access, Engr.Sta. 554+15, both north & south sides (Estimated)	100.00	
Construct cattle pass under highway at Engr. Sta. 554+30 (Estimated)	4,000.00	
Amount chargeable to Construction		4,200.00
GRAND TOTAL (Estimated)		21,581.96

Access controlled.

(Cont.)

LADD CANYON SECTION, OLD OREGON TRAIL (Cont.)

15714- Frost, Earl and Dora M. Frost, and Heber P. and Edythe Glenn (Benfield)
Right of Way
Option expires July 12, 1950

69.0 acres at $200.00	$ 13,800.00	
28.54 acres at $25.00	713.50	
Allowance- 2338.5 rods fence at $3.00 rod, and 8 gates at $25 each	7,215.50	
- cultivating and seeding 60 acres at $20 acre	1,200.00	
- severance damages to 200 acres at $200 per acre (10%)	4,000.00	
- irrigation damages	1,000.00	
Amount to be paid owner		27,929.00
Amount chargeable to Right of Way		27,929.00
STATE to: Construct farm crossings, Engr.Sta. 794+80, 704+00, 654+75 (Estimated)	300.00	
Provide private access, Engr. Sta. 676+80, east, and 841+00 west (Estimated)	200.00	
Install 12' cattle guard in farm crossing, east side of highway, Engr.Sta.794+80(Est.)	1,000.00	
Construct cattle pass under highway at Engr.Sta.744+35 (Estimated)	5,000.00	
Pipe water from spring on west side of highway to trough on east side, Engr.Sta. 724+00 (Estimated)	700.00	
Amount chargeable to Construction		7,200.00
GRAND TOTAL (Estimated)		35,129.00

Access controlled.

15715- Campbell, Brooks and Verdie Campbell (Benfield)
Right of Way
Option expires September 10, 1950

3.0 acres at $25.00	75.00	
Allowance- 110.5 rods fence at $3.00 rod	331.50	
Amount to be paid owner		406.50
Amount chargeable to Right of Way		406.50
STATE to: Construct private access at Engr.Sta. 709+70, west side (Estimated)	50.00	
Provide concrete watering trough for stock purposes, opposite Engr.Sta.723+00 (Est.)	150.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		606.50

Access controlled.

(Cont.)

LADD CANYON SECTION, OLD OREGON TRAIL (Cont.)

15716-18- McCanse, Edson R. and Lydia B. McCanse (Benfield)
Right of Way
Option expires August 23, 1950

99.33 acres at $200.00	$ 19,866.00	
Allowance- 2430 rods fence at $3.00 rod	7,290.00	
- seeding & cultivating 49.33 acres at $20 per acre	986.60	
- irrigation damages	100.00	
- severance damages	1,600.00	
	29,842.60	
less 4.36 acres at $200 per acre, purchased from Ben Blais, file #15717, to be transferred to Edson R. McCanse	872.00	
Amount to be paid owner		$ 28,970.60
Amount chargeable to Right of Way		28,970.60
** STATE to: Provide farm crossings at Engr.Sta. 882+00, 923+50, 1032+50 & 1192+00 (Est.)	400.00	
Construct private entrances, Engr.Sta. 852+50 and 883+00, west side (Estimated)	100.00	
Construct culverts; Engr.Sta.1177+50, 1170+40; 1202+00 with 4" concrete drainpipe	1,275.00	
Provide cattle pass, Engr.Sta.1007+00 (Estimated)	3,200.00	
Amount chargeable to Construction		4,975.00
GRAND TOTAL (Estimated)		33,945.60

Access controlled.

** At later date negotiate for moving and rebuilding existing cattle pens at Engr.Sta. 1202+00.

15716-A McCanse, Edson R. and Lydia B. McCanse (Benfield)
Cinder pit
Option expires August 19, 1950

15.20 acres at $357.88 plus	5,440.00	
Amount to be paid owner		5,440.00
STATE to fence south and west boundaries of cinder pit (Estimated)	386.00	
Amount chargeable to Quarry (Estimated)		5,826.00

15717- Blais, Ben and Dorothy Blais (Benfield)
Right of Way
Option expires August 22, 1950

(Cont.)

LADD CANYON SECTION, OLD OREGON TRAIL (Cont.)

15717- Blais, Ben and Dorothy Blais (Cont.)

25.91 acres at $200.00	$ 5,182.00	
Allowance- 574 rods fence to construct at $3.00 per rod	1,722.00	
- seed and cultivating 6.10 acres at $20 per acre	122.00	
Amount to be paid owner		$ 7,026.00
Amount chargeable to Right of Way		7,026.00
STATE to: Provide farm crossing, Engr.Sta.978+70 Provide private access, Engr.Sta.910+50, 950+00, east side, & 964+70, west side (Est.)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		7,176.00

Access controlled.

15725- Joint Union High School #1
Right of Way (Benfield)
Option expires July 26, 1950

1.655 sq.ft. at 5¢ less sq.ft.	80.00	
Amount to be paid owner		80.00
STATE to move 8 rods woven wire fence with steel posts at $4 per rod	32.00	
Amount chargeable to Right of Way		32.00
GRAND TOTAL (Estimated)		112.00

Access controlled.

16044- Wicks, Clarence
Right of Way (Benfield)
Option expites September 10, 1950

8.80 acres at $225.00 ***	1,980.00	
Amount to be paid owner		1,980.00
Amount chargeable to Right of Way		1,980.00

Access controlled.

*** Title to go to Ross Jones, File #15723.

15723- Jones, Ross and Thelma M. Jones
Right of Way (Benfield)
Option expires September 10, 1950

3.16 acres at $200.00 *	632.00	
Allowance- 320 rods fence at $3 per rod	960.00	
- severance to 50.0 acres at $200 per acre (10%)	1,000.00	

LADD CANYON SECTION, OLD OREGON TRAIL (Cont.)

15723- Jones, Ross and Thelma M. Jones (Cont.)

Amount to be paid owner		$ 2,592.00
Amount chargeable to Right of Way		2,592.00
STATE to: Provide farm crossing, Engr.Sta.1153+00 (Estimated)	50.00	
Provide private access, east and west sides, Engr.Sta.1153+00 (Estimated)	50.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		2,692.00

Access controlled.

* 8.8 acres in trade, File #16044, Wicks - $1,980.00.

15728- White, Stellina M. (Benfield)
Right of Way
Option expires July 8, 1950

5.68 acres at $200.00	1,136.00	
Allowance- 177 rods woven wire fence at $3.50 per rod	619.50	
- severance damages to 36.0 acres at $200 acre (5%)	360.00	
- water pipe to barn	100.00	
- low bid for moving barn	245.00	
Amount to be paid owner **		2,460.50
Amount chargeable to Right of Way		2,460.50
STATE to: Construct underpass through fill, Engr.Sta. 1225+50 (Estimated)	14,000.00	
Construct road on grantor's property, east side r/w from RR r/w south to underpass (Estimated)	300.00	
Amount chargeable to Construction		14,300.00
GRAND TOTAL (Estimated)		16,760.50

Access controlled.

** Owner to have easement for cattle trail under south end of railroad overhead.

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

15101- M.I. Winn Byman, Loson Winn, Naoma Arzner (MEXIA'S PIE SHOP) (Haskin)
Right of Way
Option expires March 22, 1950

(Cont.)

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

15101- M.I. Winn Byman, Loson Winn, Naoma Arzner (MEXIA'S PIE SHOP) (Cont.)

7.0 acres at $500.00	$ 3,500.00	
9.26 acres at $56.00 plus	520.00	
Allowance- moving and re-establishing 160 rods fence at $3 rod	480.00	
- spring	400.00	
- removing sawmill and generator	500.00	
- replacing irrigation ditches and flumes	2,000.00	
- restriction of access	500.00	
- loss of business (estimated)	750.00	
Amount to be paid owner (Estimated)		$ 8,650.00
STATE to move buildings (low bid)	3,566.00	
Amount chargeable to Right of Way		12,216.00
OTHER ITEMS: Construct bridge (Estimated)	2,600.00	
Provide private access at Engr.Sta. 204+80 and commercial access at Engr.Sta. 217+80 (Estimated)	500.00	
3" waterpipe under highway (Est.)	675.00	
Amount chargeable to Construction (Est.)		3,775.00
GRAND TOTAL (Estimated)		15,991.00

Access controlled.

NORTHEAST UNION AVENUE SECTION, PACIFIC HIGHWAY EAST

10679- Fazio, Tony and Mary B. Fazio (Mayhew)
Permit for materials
Permit expires December 31, 1950

1,600 cu.yds. top soil for Union Ave. (Est.)	160.00	
5,800 cu.yds. top soil for Broadway Bridge (Estimated)	580.00	
Amount to be paid owner (Estimated)		740.00
Amount chargeable to Right of Way		740.00

GOSHEN-CRESWELL SECTION, PACIFIC HIGHWAY

16056- Oregon State Game Commission (Porter)
Right of Way
No option taken

7.75 acres at $100.00	775.00	
Amount to be paid owner		775.00

(Cont.)

GOSHEN-CRESWELL SECTION, PACIFIC HIGHWAY (Cont.)

16056- Oregon State Game Commission (Cont.)

STATE to move 164 rods fence at own expense (Estimated)	$ 492.00	
Amount chargeable to Right of Way		1,267.00
OTHER ITEMS: Construct access points at Engr. Sta. 199+82 and 201+20, west side (Estimated)	200.00	
Construct access, east side, location to be mutually agreed upon later (Estimated)	100.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		1,567.00

Access controlled.

FOOTNOTE: (#)

File #15,312, purchase of right of way from Wm. G. Huard for the Vento-Hood River Section of the Columbia River Highway:

The Chief Counsel reported that Mr. Huard has changed his mind since signing the option and is demanding redemption of a small portion of the property and access to the highway from such parcel, so it may be that he will not accept settlement on the basis of the option. The Commission decided unanimously not to grant the access and instructed the Chief Counsel to settle with Mr. Huard exactly on the basis of the option, otherwise to bring suit for specific performance thereof.

EXHIBIT "B-1"

Minutes of March 20 and 21, 1950

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Sullivan Gulch Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation of motor vehicles promoted, and highway travel in general safeguarded, the parcels of real property hereinafter described are necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there are needed and required, and are being appropriated for right of way of the Sullivan Gulch Highway, for the purpose of establishing, constructing and maintaining a throughway, the following-described parcels of real property, to-wit:

File No. R 14703
Owner: Superbilt Manufacturing Co., Inc., a corporation of Oregon

A parcel of land in Section 36, Township 1 North, Range 1 East of Willamette Meridian, Multnomah County, Oregon, being more particularly bounded and described as follows:

(Cont.)

EXHIBIT "B-1" (Cont.)

Beginning at a point on the north line of N. E. Holladay Street, 650 feet west of the intersection of the north line of N. E. Holladay Street and the west line of N. E. 28th Avenue as said street and avenue are now laid out in the City of Portland; running thence west along the north line of N. E. Holladay Street 200 feet; thence north along a line parallel to the west line of N. E. 28th Avenue to the southerly right of way line of the Oregon-Washington Railroad and Navigation Company; thence easterly along said southerly right of way line to a point 650 feet west of the west line of N. E. 28th Avenue; thence south to the place of beginning.

The parcel of land to which this description applies contains 0.52 acre.

File No. R 14705
Owner: Milton D. Tarlow

A parcel of land lying in Section 36, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and being all of the following described property: That tract of land which was conveyed by that certain deed to Milton D. Tarlow, recorded in Book 735, Page 147 of Multnomah County Record of Deeds; the said parcel being described as follows:

Beginning at a point in the north line of N. E. Holladay Street 350 feet west of the west line of N. E. 28th Avenue in the City of Portland; running thence westerly along the north line of N. E. Holladay Street 100 feet; thence northerly on a line parallel with the west line of N. E. 28th Avenue to the southerly line of the right of way of the Oregon-Washington Railroad & Navigation Company; thence easterly along the southerly line of said right of way to the point of intersection of the southerly line of said right of way with a line drawn northerly from the place of beginning and parallel with the westerly line of N. E. 28th Avenue; thence southerly on a line parallel with the westerly line of N. E. 28th Avenue to the place of beginning.

The parcel of land to which this description applies contains 0.32 acre.

File No. R 14728
Owners: Dan Noren and Myrtle Noren, husband and wife

A parcel of land lying in Section 35, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon; the said parcel being Lot 8, Block 38, Sullivan's Addition to the City of East Portland, Oregon, containing 5,000 square feet.

(Cont.)

EXHIBIT "B-1" (Cont.)

File No. R 14879
Owner: Simica Milich

A parcel of land lying in Block 38 of Sullivan's Addition to the City of Portland, Oregon, situated in Section 35, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon; the said parcel being Lot 2, Block 38, Sullivan's Addition to the City of East Portland, Oregon, containing 5,000 square feet.

2. That the highway facility for which the aforesaid parcels of real property are required and are being taken, has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcels of property, as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

4. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twentieth day of March, 1950.

EXHIBIT "B-2"

Minutes of March 20 and 21, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part and to widen the Goshen-Creswell Section of said highway, and for such purposes, and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Pacific Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocating in part and the widening, construction, and maintenance of the Goshen-Creswell Section of the Pacific Highway a parcel of real property located in Lane County, Oregon, and described as follows, to-wit:

> A parcel of land lying in the East half ($E\frac{1}{2}$) of Section 26, Township 18 South, Range 3 West, W. M., Lane County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Bradford T. Bowles, recorded in Book 273, Page 317 of Lane County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land variable feet in width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:
>
> Beginning at a point which is Engineer's center line Station 58+48.73 opposite and 75 feet distant from which point the westerly line of the said strip of land intersects the northerly line of

(Cont.)

EXHIBIT "B-2" (Cont.)

said property; said point being 2274.9 feet south and 246.5 feet east of the southeast corner of the Silas Severin D. L. C. #41, Township 18 South, Range 3 West, W. M.; thence South 10° 44' 30" West 4188.6 feet; thence on the arc of a spiral curve to the left (the long chord of which bears South 10° 04' 30" West) 400 feet; thence on the arc of a 5729.58 foot radius curve to the left (the long chord of which bears South 5° 18' 30" East) 686.67 feet to Engineer's center line Station 111+24 approximately at which Station said center line crosses the south line of Section 26.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Total Width	Width on Westerly Side of Center Line	Width on Easterly Side of Center Line
58+48.73	70+00	250	75	175
70+00	111+21.46	Variable	To existing highway	175

The parcel of land to which this description applies contains 36.55 acres, of which 4.35 acres lie within the existing right of way, title to which hereby is alleged to be in the public, and 32.20 acres lie outside of the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the State Highway Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to acquisition of fee simple title to the aforesaid described property, it is necessary that there be acquired all easements and rights of access, and all rights of ingress, egress, and regress from and to the remaining land to the larger tract, of which the above-described property is a part, and the above-described property, and any highway now or hereafter constructed thereon, except that there shall be reserved unto the owners of said remaining property rights of access for two approaches not to exceed twenty-five feet in width to the said Pacific Highway, one approach to be located on the easterly side of said relocated and improved Pacific Highway opposite Highway Engineer's center line Station 86+25, the other approach to be located on the easterly side of said relocated and improved Pacific Highway at a point to be later designated by the Chief Counsel for the State Highway Commission. The State shall have the right at its option to build at any future time at its sole cost an outer highway upon right of way now owned or later to be acquired by the State, and upon construction of such outer highway, the said rights of access for the said two approaches to the relocated and improved Pacific Highway herein reserved shall terminate and cease, and the owners of said remaining property shall thereupon have access to the outer highway. Said outer highway shall be connected to the main highway only at such point or points as the State of Oregon may designate.

EXHIBIT "B-2" (Cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twentieth day of March, 1950.

EXHIBIT "B-3"

Minutes of March 20 and 21, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Sunset Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and improve the Sylvan Section of the Sunset Highway, and to construct and maintain an approach or connecting road between said highway and Raab Road, Multnomah County Road No. 1138-E, and S. W. Scholls Ferry Road, Multnomah County Road No. 1202, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLTED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, construction, and maintenance of the Sylvan Section of the Sunset Highway and the construction and maintenance of an approach or connecting road between said highway and Raab Road, Multnomah County Road No. 1138-E, and S. W. Scholls Ferry Road, Multnomah County Road No. 1202, a parcel of real property located in Multnomah County, Oregon, and described as follows, to-wit:

A parcel of land lying in Section 6, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, said parcel being that tract of land which was conveyed by that certain deed to Mary E. Baker, recorded in Book 890, Page 528 of Multnomah County Record of Deeds, which tract is a portion of that certain tract of land described in deed recorded in Book 429, Page 471, Deed Records of Multnomah County, Oregon, and known as the Whitham Tract in the Nathan B. Jones D. L. C. in Section 6, Township 1 South, Range 1 East, W. M., in the County of Multnomah and State of Oregon, and more particularly described as follows:

(Cont.)

March 20, 1950

EXHIBIT "B-3" (Cont.)

Beginning at the southwest corner of the said Whitham Tract, said point being North 1249.53 feet and East 1241.15 feet from the southwest corner of Section 6, Township 1 South, Range 1 East, W. M.; thence North 89° 50' East 254.83 feet; thence North 0°58' West 88.17 feet to the south line of the Tualatin Valley Highway (County Road No. 1138); thence along the south line of said highway on a 2824.79 foot radius curve to the left (the long chord of which bears South 86° 02' 12" West) 274.05 feet to the east line of Raab Road; thence South 38° 41' West along the east line of said Raab Road, 8.85 feet to the westerly line of said Witham Tract; thence South 22° East along said westerly line 68.02 feet to the point of beginning.

The parcel of land to which this description applies contains 21,854 square feet.

2. That the highway facilities for which the aforesaid property is required and is being taken have been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twentieth day of March, 1950.

EXHIBIT "C"

Minutes of March 20 and 21, 1950

RESOLUTION

WHEREAS, the State Highway Commission by authority of Section 100-113, O.C.L.A. as amended by Chapter 359, Oregon Laws 1947, is authorized and empowered to appoint an auditor who as to qualifications shall be a certified public accountant and who shall in all other respects be qualified for such position and who on qualifying shall give to the State of Oregon a fidelity bond in an amount fixed by the Commission but which shall be not less than $100,000, executed by a corporate insurance company authorized to transact business within this state shall be charged with the duty of handling the fiscal affairs of the Commission; and

WHEREAS, it is provided in and by said law that the Commission may authorize said auditor to employ such necessary assistants and other help as may be necessary for the proper and efficient performance of all of the duties and obligations of the position, the salaries of the auditor, his assistants and other help to be fixed by the Commission; and

WHEREAS, it is by said law provided that the bond furnished by said auditor shall be conditioned upon the faithful discharge by the auditor of the duties of his position, the faithful performance by all persons employed by him of their duties and trusts and conditioned further on the transfer and delivery to his successors or any other person designated by the Commission of all monies, books, papers, records and other articles or effects belonging to the position of auditor; and

WHEREAS, the Commission upon inquiry into and examination of the experience, training and other qualifications of Malcolm H Hawke is of the opinion that he is fit, qualified and competent to serve as auditor within the meaning and purpose of said law.

NOW THEREFORE, be it and it hereby is resolved and ordered by this Commission, all members being present and voting affirmatively:

1. That Malcolm H. Hawke be and he hereby is appointed to fill the position of auditor to serve at the pleasure of this Commission but who may not serve for a longer time than four years without reappointment by the Commission.

2. Said Malcolm H. Hawke shall, before entering upon the duties of said position, give to the State of Oregon a fidelity bond executed by a competent insurance company licensed to transact the business of surety within this state, which bond shall be in the penal sum of $100,000 00 and shall be in form satisfactory to the Commission; said bond shall be conditioned upon the faithful discharge by the auditor of the duties of his position and shall be conditioned further upon the faithful performance by the persons employed by him of their duties and trusts and shall also be conditioned upon the trans-

(Cont.)

fer and delivery to his successor or to any other person designated by the Commission of all monies, books, papers, records and other articles or effects belonging to the position.

3. Upon qualifying as required by law and as prescribed herein, said Malcolm H. Hawke may enter upon the duties of his position and may employ such assistants and other help as may be necessary for a proper and efficient performance of the duties and obligations of the position. The salaries of such assistants and other help shall be in keeping with the salaries fixed by the Civil Service Board but nevertheless shall be subject to the approval of the Commission.

4. Said auditor shall, for the performance of the duties of his position, receive a salary of $560.00 per month, and shall, in addition, receive his necessary travel expense. Said salary shall be subject to change by the Commission.

5. The auditor shall be responsible to the Commission for the proper and efficient handling of all fiscal affairs of the Commission and shall make monthly reports to the Commission in which there shall be disclosed the status of the finances including all assets and obligations. Said auditor is expressly directed to incorporate in such reports information with respect to all unperformed and unliquidated financial obligations existing by reason of contracts to which the State by and through its Highway Commission is a party.

6 In addition to the duties prescribed in said law and in this resolution and order, said auditor shall perform such other duties not inconsistent with the statute which he may be required to do and perform by the Commission.

This resolution shall be entered in the records of the minutes of the Commission as of March 20, 1950.

EXHIBIT "D"

Minutes of March 20 and 21, 1950

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

CHROME PLANT-CEDAR POINT SECTION
of the OREGON COAST HIGHWAY in
COOS COUNTY,

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission, and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the above mentioned section of state highway, particularly between Engineer's Station 686+00 and Engineer's Station 808+00, together with the maps, field notes and other engineering data submitted by the Engineer, hereby is approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. It is further ordered that the said route and the survey of the same hereby are adopted as the route and location of the OREGON COAST HIGHWAY between the above described points.

3. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

4. That this resolution be entered in the minutes and records of the Commission as of the twentieth day of March, 1950.

March 20, 1950

EXHIBIT "E"

Minutes of March 20 and 21, 1950

R E S O L U T I O N

WHEREAS, when the citizenry of the State of Oregon through its legislature created its State Highway Commission, that citizenry recognized that the building of public highways was destined to become one of the most important activities in which governments, either state or federal, can engage; and

WHEREAS, that same citizenry gave thought to the idea that only to men, great men, trained men, men of keen judgment, men of strong intellect and integrity, could there be entrusted the entire responsibility incident to the job at hand, and hence the qualifications prescribed called for men to whom monetary award has no appeal but to whom the only satisfying compensation is the knowledge of a job well done; and

WHEREAS, the men who from the beginning of highway development in Oregon have served their state and their country as members of the State Highway Commission have been men who have brought to the state, to its industries and to its institutions, success and honorable achievement; and

WHEREAS, T. H. Banfield has for the past seven years served as Chairman of that Commission during which time he has generously devoted his time, his talents, his judgment and his good will to his state, his country and the cause to which he so generously pledged himself; and

WHEREAS, at the close of seven years of faithful, conscientious service it may fittingly and rightly be said of T. H. Banfield, "He accomplished much because he was not concerned with who got the credit."

NOW, THEREFORE, we, the undersigned members of the Oregon State Highway Commission, speaking for ourselves, for the members of the Highway Department and for the citizenry of the entire State of Oregon, hereby resolve;

That as Commissioners we express and extend to our mutual friend and co-worker, T. H. Banfield, our sincere and heartfelt appreciation of the great privilege which we have shared and enjoyed while serving with him as a member of the Oregon State Highway Commission;

That for the Department and the citizenry of the State we recognize the high standard of leadership that he has eminently and faithfully given to the building of highways and, therefore, the building of Oregon during his service for the past seven years;

(Cont.)

EXHIBIT "E" (Cont.)

That for ourselves and the people of Oregon we express sincere regret that Mr. Banfield found it necessary to decline acceptance of reappointment for another three years tendered him by His Excellency, Governor Douglas McKay;

That we remind Portland's First Citizen of 1949 and Oregon's outstanding Chairman of its Highway Commission for the past seven years that his leadership, his fidelity and his contribution to the building of better highways will constantly remind the people of Oregon of its unpaid debt to a great public servant;

That this resolution be entered in the permanent records of the Commission as of the twentieth day of March, 1950, and a copy be appropriately embossed and presented to the Honorable T. H. Banfield.

OREGON STATE HIGHWAY COMMISSION

_____
Commissioner

_____
Commissioner

_____

EXHIBIT "F"

Minutes of March 20 and 21, 1950

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 371, Oregon Laws 1943, as amended, there have been by the Oregon State Highway Commission apportioned to the cities and/or towns hereinafter named for disbursement during the calendar year 1948 for street purposes as provided in said law, the several sums of amounts set opposite the names of the respective cities or towns:

Cove	$ 1,372.62
Imbler	778.25

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of March, 1950.

March 21, 1950

EXHIBIT "G"

Minutes of March 20 and 21, 1950

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Drain	$ 2,092.95
Haines	800.25
Imbler	386.33
Long Creek	505.19
Prairie City	1,487.99

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of March, 1950

March 21, 1950

EXHIBIT "H"

Minutes of March 20 and 21, 1950

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Barlow	$ 146.91
Helix	517.00
Long Creek	672.38
Paisley	669.56
Taft	1,381.49
Umatilla	2,099.08
Wheeler	731.71

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of March, 1950.

March 21, 1950

EXHIBIT "I"

Minutes of March 20 and 21, 1950

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2768 with Porter W. Yett for grading and paving on the North Bend-Coos Bay Section of the Oregon Coast Highway in Coos County, completed October 31, 1949.

Contract No. 2792-A with L. R. Kauffman for furnishing crushed materials in stockpiles on the Waldport Section of the Oregon Coast and Alsea Highways in Lincoln County, completed October 31, 1949.

Contract No. 2982 with T. W. Thomas for grading and oil mat surfacing on the Campbell Ranch-Gerking School Section of the Athena-Holdman and Havana-Helix Secondary Highways in Umatilla County, completed July 19, 1949.

Contract No. 2997 with C. J. Eldon for regrading, surfacing and oiling on the Yellow Creek-Calapooya Creek Section of the Elkton-Sutherlin Secondary Highway in Douglas County, completed September 30, 1949.

Contract No. 3093 with Babler Bros. for grading and bituminous macadam surfacing on the Rosedale Section of The Dalles-California Highway in Klamath County, completed November 28, 1949.

Contract No. 3180 with D. F. McKenzie for oil mat surfacing on the Jamieson-Vale Section of the John Day Highway in Malheur County, completed October 5, 1949.

Contract No. 3189 with Western Golf Course Supply Company for landscaping on the North Medford-Crater Lake Junction Section of the Pacific and Crater Lake Highways in Jackson County, completed November 30, 1949.

Contract No. 3198 with J. C. Compton Co. for reoiling and rock production on the Cave Junction Section of the Redwood and Oregon Caves Highways in Josephine County, completed December 20, 1949.

(Cont.)

EXHIBIT "I" (Cont.)

Contract No. 3229 with Alan A. Siewert for constructing state highway maintenance building at Stayton, completed February 28, 1950.

Contract 3242 with F. H. McEwen for furnishing crushed materials in stockpiles on the Bandon-Brush Creek Section of the Oregon Coast Highway in Curry and Coos Counties, completed February 8, 1950.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "J"

Minutes of March 20 and 21, 1950

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the John Day Highway No. 5 known as the Prairie City-Dixie Summit Section in Grant County, the westerly terminus of which is at highway engineer's station 0+00 of the John Day Highway and the easterly terminus of which is at highway engineer's station 452+00 of the reconstructed line, in Section 10, Township 12 South, Range 34 East, W. M.; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the highway, as formerly located, has been eliminated and is no longer within the right of way boundaries of the new location, which eliminated section or area is no longer needed for highway purposes; and

WHEREAS, Grant County and the Highway Commission have heretofore entered into an agreement under date of January 25, 1950, relating to the use to be made of and jurisdiction over the abandoned section; and

WHEREAS, the contract for the construction of the relocated section of the John Day Highway has been completed and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area and section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way which by reason of the relocation of the said highway is no longer within the boundaries of the new right of way, and which portion lies between highway engineer's station 199+80 and highway engineer's station 452+00 of the relocated Prairie City-Dixie Summit Section of the John Day Highway, which area is identified and shown colored in red on map filed in the office of the State Highway Commission and marked "Exhibit A" and by this reference made a part of this resolution, is hereby abandoned as any part of the right of way of said highway. All of said abandoned section of the right of way of said John Day Highway shall be maintained as a county road by the County Court of Grant County in accordance with said State-County agreement. The Commission hereby surrenders all jurisdiction over said county road and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Grant County. Said road shall thereafter be maintained by the County for such public use as the County may determine.

(Cont.)

EXHIBIT "J" (Cont.)

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. It is the judgment and finding of the Commission that all of the area colored in green on said Exhibit is and will be needed for highway right of way and for highway construction, improvement, maintenance, and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Grant County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in red on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes.

EXHIBIT "K"

Minutes of March 20 and 21, 1950

R E S O L U T I O N

WHEREAS, that highway designated as the Oregon Coast Highway, otherwise known and designated as State Highway No. 9, is a state highway under the jurisdiction and control of the State Highway Commission; and

WHEREAS, pursuant to the provisions of Section 100-122, O.C.L.A., the Highway Commission has heretofore, by order made and entered in its official records, selected and designated a portion of Oregon Street, in the City of Port Orford, Oregon, as a portion of the route of the said highway through the said city; and

WHEREAS, under the provisions of Section 100-125a, O.C.L.A., the Highway Commission is permitted and authorized, whenever the Commission shall have selected and designated a street or streets over which to route a state highway within an incorporated city, to close any street at the point where the same intersects or is intersected by the street or streets designated as the route of a state highway, by formal agreement with the municipal authorities of a city set out in a resolution or ordinance of the city designating the particular street or streets to be closed by name and intersection; and

WHEREAS, by agreement dated the 14th day of June, 1949, by and between the State of Oregon, by and through its State Highway Commission, and the City of Port Orford, as the same was amended and modified by an agreement dated the 8th day of March, 1950, the said City of Port Orford agreed to adopt and enforce ordinances or charter provisions or other requirements for the closure and dead-ending of the following streets where the same connect with the Oregon Coast Highway:

(a) Seventh Street on both sides of the Oregon Coast Highway;
(b) Fifteenth Street, on the east side of the Oregon Coast Highway;
(c) Seventeenth Street on the east side of the Oregon Coast Highway;

and

WHEREAS, on the 8th day of March, 1950, the Common Council of the City of Port Orford duly adopted City Ordinance No. 130, which provided for and authorized the closure of the above named streets at the point of their respective intersections with the Oregon Coast Highway, upon completion of the proposed project for improvement of the said highway within the said city; and

WHEREAS, the Highway Commission has given due and careful consideration to the matter, based upon the reports and recommendation of the

(Cont.)

EXHIBIT "K" (Cont.)

Chief Highway Engineer and the Traffic Engineer, and based also upon knowledge of existing traffic conditions,

NOW, THEREFORE, based upon the foregoing recitals of existing facts, it is hereby resolved by this Commission, all members being present and affirmatively voting, as follows:

1. That it hereby is found and declared that the entry and exit of vehicles to and from the Oregon Coast Highway at the above named street intersections impairs the free and safe flow of traffic using said highway and tends to and does create dangerous and hazardous traffic conditions.

2. That the closure and dead-ending of the above named streets, where the same intersect with the Oregon Coast Highway, is necessary to the safety of the general public, and will contribute to a more expeditious and orderly movement of traffic on the said highway.

3. That the above named streets be closed and dead-ended by constructing or erecting curbs or other suitable barriers at the point where said streets intersect with the Oregon Coast Highway during and as a part of construction of said improvement project, and that said streets be closed and dead-ended of record as of the date the Commission adopts a resolution accepting said project.

4. That the Secretary be and he hereby is instructed to furnish said City Officials with a duly certified copy of this resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the twenty-first day of March, 1950.

EXHIBIT "L"

Minutes of March 20 and 21, 1950

R E S O L U T I O N

WHEREAS, the Commission has heretofore found and declared that the acquisition of certain parcels of real property, title to which was vested in the United States of America, were, and they now are, necessary and needed in connection with the permanent improvement of the Pacific Highway West, U.S.99W, and in particular with that portion of said highway located in Benton and Polk Counties, and

WHEREAS, the Commission has heretofore authorized and directed its Chief Counsel, J. M. Devers, to apply to the proper agency of the United States of America for the acquisition of said real properties, and

WHEREAS, acting under said authority, the Chief Counsel, J.M. Devers, has made application to the United States of America under Section 17 of the Federal Highway Act approved November 9, 1921 (42 Stat. 212) to acquire approximately 2.88 acres of land for said purposes which said land has been conveyed by quitclaim deed executed by the United States of America, acting by and through Jess Larson, Administrator of General Services Administration, under date of February 23, 1950, and which deed describes in particularity a parcel of land lying in Section 30, Township 10 South, Range 4 West, W.M., Benton County, Oregon, and being a portion of the lands conveyed by that certain deed to the United States, dated June 9, 1942, and recorded in Book 100, at Page 288 of the Benton County Record of Deeds, and

WHEREAS, it now is desired by the Commission to ratify all things heretofore done in connection with the acquisition of said land and to accept the said deed in accordance with all the terms and conditions therein contained.

NOW, THEREFORE, Be it Resolved that the Commission does hereby accept the delivery of the said quitclaim deed in accordance with all of the terms and conditions therein contained and does hereby approve and ratify all things and acts heretofore done by the authorized representative, or representatives, of this Commission in connection with the said acquisition.

Be it Further Resolved that the said deed be placed on record in the Deed Records of Benton County, Oregon, and that thereafter the appropriate officer of the United States of America be informed in full as to the recording reference, or references, of the said instrument.

Be it Further Resolved that this Resolution shall be entered in the minutes and records of the Commission as of this 21st day of March, 1950, and that two certified copies thereof be furnished to Harold W. Anderson, Assistant Regional Counsel, Real Property Division, General Services Administration, Seattle 4, Washington.

March 21, 1950

EXHIBIT "M-1"

Minutes of March 20 and 21, 1950

ORDER REDUCING MAXIMUM LOAD LIMITS

ON CERTAIN STATE HIGHWAYS

WHEREAS, the highways and sections of highways hereinafter set forth or described have been duly designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways; and

WHEREAS, said highways and sections of highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways and sections of highways during the present period of freezing and thawing, and in order to protect said highways and sections of highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highways that the maximum weights permitted and authorized by law be reduced during such period; and

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highways and sections of highways during said period shall be reduced and fixed as in this order provided;

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said highways and sections of highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways and sections of highways that the maximum total weight of load and vehicle which shall be permitted upon said highways and sections of highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon any of the following listed highways or sections of highways shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles:

(Cont.)

EXHIBIT "M-1" (Cont.)

Name of Highway and	No.	County	Section Restricted (by mile point)	Date Effective
The Dalles-California	4	Wasco	0.00 to 17.00	Feb. 27
Central Oregon	7	Harney	134.20 to 155.07	" 17
Oregon-Washington	8	Umatilla	12.00 to 29.50	" 13
Fremont	19	Deschutes, Klamath, and Lake	0.00 to 98.00	" 9
Dairy-Bonanza	23	Klamath	Entire Length	" 9
Pendleton-John Day	28	Umatilla	0.00 to 49.63	" 18
Sherman	42	Sherman & Wasco	Entire Length	" 27
Warm Springs	53	Wasco & Jefferson	Entire Length	" 20
N. E. Portland	123	Multnomah	4.20 to 4.82	" 18
Wasco-Heppner	300	Gilliam & Morrow	47.12 to 90.81	" 21
Weston-Elgin	330	Umatilla & Union	Entire Length	" 13
Sunnyside-Umapine	332	Umatilla	Entire Length	" 18
Athena-Holdman	334	Umatilla	Entire Length	" 18
Havana-Helix	335	Umatilla	Entire Length	" 18
Medical Springs	340	Union	0.40 to 21.80	" 20
Little Sheep Creek	350	Wallowa	0.00 to 8.00	Mar. 14
Chiloquin	422	Klamath	Entire Length	Feb. 16
Modoc Point	427	Klamath	Entire Length	" 16
Warner	431	Lake	0.00 to 28.50	" 13
Frenchglen	440	Harney	Entire Length	" 17
Diamond Valley	441	Harney	Entire Length	" 17

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec.115-394,O.C.L.A., shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above highways and/or sections of highways and at the important crossroads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 21st day of March, 1950.

OREGON STATE HIGHWAY COMMISSION

By T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer

EXHIBIT "M-2"

Minutes of March 20 and 21, 1950

RESOLUTION LIFTING REDUCED LOAD LIMITS ON VARIOUS STATE HIGHWAYS

WHEREAS, on the 6th day of February and on the 21st day of March, 1950, at meetings of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted resolutions reducing the maximum load limit on various state highways and sections of state highways; and

WHEREAS, subsequent to the passage of the said resolutions, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolutions.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in the said resolutions of February 6 and March 21, 1950, on various state highways or sections thereof, to-wit:

HIGHWAYS LISTED IN RESOLUTION OF FEBRUARY 6, 1950

Name of Highway and No.	County	Section Restricted (by mile point)	Date Lifted 1950
Oregon Coast 9	Curry	364.00 to 387.00	Feb. 13
McKenzie 15	Lane	10.30 to 25.00	" 13
	"	25.00 to 40.00	" 20
	"	40.00 to 49.67	Mar. 1
Crater Lake 22	Jackson	17.00 to 40.50	Feb. 20
	"	40.50 to 47.10	" 27
Alsea 27	Lincoln	0.00 to 8.00	" 14
	Benton	49.70 to 59.11	Mar. 1
	Lincoln	8.00 to 12.22	" 6
	Benton	18.53 to 49.70	" 6
Three Rivers 32	Tillamook, Yamhill and Polk	Entire Length	Feb. 20
Corvallis-Newport 33	Lincoln	7.95 to 31.20	" 20
	Lincoln & Benton	31.20 to 51.00	Mar. 2
Wilson River 37	Tillamook	0.00 to 2.56	Feb. 22
	Tillamook	2.56 to 27.5	" 27
Oregon Caves 38	Josephine	0.00 to 6.53	" 8
	"	6.53 to 11.86	" 20
	"	11.86 to 19.70	Mar. 20

(Cont.)

EXHIBIT "M-2" (Cont.)

HIGHWAYS LISTED IN RESOLUTION OF FEBRUARY 6, 1950 (Cont.)

Name of Highway and No.		County	Section Restricted (by mile point)	Date Lifted
Necanicum	46	Clatsop & Tillamook	Entire Length	Feb. 20
Nehalem	102	Clatsop	9.17 to 15.20	" 27
		"	15.20 to 27.80	Mar. 6
Fishhawk Falls	103	"	Entire length	" 6
Netarts	131	Tillamook	1.81 to 5.00	Feb. 27
		"	5.00 to 9.15	Mar. 9
Hillsboro-Silverton	140	Washington & Yamhill	0.00 to 19.97	" 6
Farmington	142	Washington	Entire Length	" 20
Scholls	143	"	0.00 to 9.60	" 20
Salem-Dayton	150	Yamhill & Polk	0.00 to 18.05	" 13
Amity-Dayton	155	Yamhill	Entire Length	" 6
Cascade	160	Marion	39.64 to 44.00	Feb. 22
		Clackamas & Marion	16.77 to 39.64	Mar. 6
Woodburn-Estacada	161	Clackamas	7.61 to 11.34	Feb. 11
Woodburn-Estacada	161	Clackamas	13.08 to 21.00	" 27
North Santiam	162	Marion	27.00 to 30.00 (See Hwy. #213)	" 15
Silver Falls	163	"	8.64 to 39.00	Mar. 6
Eagle Creek-Sandy	172	Clackamas	Entire Length	" 20
Siletz	181	Lincoln	23.85 to 31.73	Feb. 20
			0.00 to 6.00	" 23
			6.00 to 23.85	Mar. 13
Kings Valley	191	Polk & Benton	0.00 to 20.23	Feb. 27
		Benton	20.23 to 21.64	" 28
		"	21.64 to 28.05	Mar. 6
Dallas-Coast	192	Polk	Entire Length	Feb. 20
Territorial	200	Lane	24.34 to 38.22	" 20
		Lane & Douglas	38.32 to 47.45	" 20

(Cont.)

EXHIBIT "M-2" (Cont.)

HIGHWAYS LISTED IN RESOLUTION OF FEBRUARY 6, 1950 (Cont.)

Name of Highway and No.		County	Section Restricted (by mile point)	Date Lifted
Deadwood (S. Sec.)	201	Lane	0.00 to 10.50	Mar. 1
(North Sec.)		"	0.00 to 3.30	" 13
Corvallis-Eastside	210	Benton & Linn	Entire Length	Feb. 20
Albany-Lyons	211	Marion	0.00 to 9.85	" 20
		"	9.85 to 24.68	" 27
Halsey-Sweet Home	212	Linn	0.00 to 8.43	" 15
		"	8.43 to 21.51	" 20
Mehama-Mill City	213	Marion & Linn	0.00 to 1.30	" 22
		Linn	1.30 to 2.00	" 28
		Linn & Marion	2.00 to 8.70	Mar. 6
Albany Airport Road	214	Linn	Entire Length	" 13
Richardson-Eugene	220	Lane	11.94 to 36.57	" 6
Springfield-Creswell	222	Lane	0.00 to 8.30	Feb. 17
Tiller-Trail	230	Douglas	0.00 to 23.26	" 13
		Jackson	45.38 to 49.59	" 20
		Douglas	23.26 to 36.10	" 23
		Jackson	42.58 to 45.38	" 23
		Douglas & Jackson	36.10 to 42.58	Mar. 6
Elkton-Sutherlin	231	Douglas	7.00 to 28.30	Feb. 14
		"	0.00 to 7.00	" 27
Williams	261	Josephine	Entire Length	" 20
Little Butte	270	Jackson	0.00 to 14.15	" 20
Sams Valley	271	"	0.00 to 8.98	Mar. 20
Medford-Provolt	272	"	20.00 to 25.40	Feb. 14
			0.00 to 20.00	" 20

HIGHWAYS LISTED IN RESOLUTION OF MARCH 21, 1950

The Dalles-California	4	Wasco	0.00 to 17.00	Mar. 10
Central Oregon	7	Harney	134.20 to 155.07	" 13
Oregon-Washington	8	Umatilla	11.60 to 29.50	Feb. 18

(Cont.)

EXHIBIT "M-2" (Cont.)

HIGHWAYS LISTED IN RESOLUTION OF MARCH 21, 1950 (Cont.)

Name of Highway and	No.	County	Section Restricted (by mile point)	Date Lifted
Fremont	19	Deschutes, Klamath, and Lake	0.00 to 98.00	Mar. 12
Dairy-Bonanza	23	Klamath	Entire Length	" 17
Pendleton-John Day	28	Umatilla	0.00 to 23.71	" 11
Warm Springs	53	Jefferson	32.14 to 46.43	" 10
N. E. Portland	123	Multnomah	4.20 to 4.82	" 1
Sunnyside-Umapine	332	Umatilla	Entire Length	" 4
Athena-Holdman	334	"	Entire Length	" 4
Havana-Helix	335	"	Entire Length	" 4
Chiloquin	422	Klamath	Entire Length	" 17
Warner	431	Lake	0.00 to 28.50	" 12
Frenchglen	440	Harney	Entire Length	" 11
Diamond Valley	441	Harney	Entire Length	" 2

be and the same hereby is rescinded and canceled as of this date, and the maximum load limit permissible on such highways hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways are located, and to the Superintendent of the Department of Police for his information.

Dated this 21st day of March, 1950.

OREGON STATE HIGHWAY COMMISSION

By T. H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer, Secretary

VOLUME 35

PART I

PART I

OF

VOLUME XXXV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1950

TO

JULY 31, 1950

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1950 Apr.3	Subject
16709		Ben R. Chandler elected Chairman of Commission.
		M. K. McIver, Portland, introduced as Commissioner replacing T. H. Banfield, Portland, who resigned.
		Minutes of February 6 and 7, 1950, approved.
		Real property acquisition authorized. See EXHIBIT "A".
		Wheeler County. Spray Maintenance Hdqtrs. site. Purchase approved.
16710		Wasco County. Columbia River Hwy. Celilo Indian Village. Purchase of additional r/w from Indian Service approved.
		Curry County. Oregon Coast Hwy. Brookings-California Line. Purchase of r/w without restricted access approved.
16711		Wallowa County. Hurricane Creek County Road. Enterprise. Repair by state forces at County expense approved conditionally.
		Portland. Proposed bridge across Columbia River. Independent study on location authorized conditionally.
		Clackamas County. Pacific Hwy. East. Drive-in theater at Naef Road. Theater owner to pay 50% of cost of safety facilities.
16712		Washington County. Cornelius Road interchange. Increase in fund allotment approved.
		Marion County. North Santiam Hwy. Mill City-Gates. Increase in project authorization approved.
		Wallowa County. Wallowa Lake Hwy. Project authorization increase approved.
		Clackamas County. Milwaukie Service Road. City to construct fill for 35¢ per cubic yard.
		Baker County. City of Baker request for traffic study approved.
16713		Josephine County. Grants Pass. Request of California-Oregon Coast Railroad for two crossing signals denied.
		Lake County. Fremont Hwy. Request for sidewalk construction north of New Pine Creek to Kelly Creek School denied.
		Clatsop County. Oregon Coast Hwy. Cannon Beach. Request for access to Hwy. at Division Street. Action deferred.
		Washington County. Forest Grove. City requests adoption of traffic plan. To be considered when contract underruns develop.
		Contracts completed and accepted - 3096 and 3244. See EXHIBIT "B".
16714		Warm Springs Hwy. Cancellation of pipe line permit near Madras to U. S. Govt. approved.
		Warm Springs Hwy. Madras. U.S. Govt. released from power pole line responsibility.
		Permits. Bonneville Power Administration granted authority to erect power line across Oregon Coast Hwy. & Coos River Secdy.
		Load limits. Reduced load limits approved. See EXHIBIT "C-1".
16715		Load limits. Lifting of reduced load limits approved. See EXHIBIT "C-2".
		C. H. Armstrong authorized to attend meeting in Spokane, Apr. 5.
		G. S. Paxson authorized to attend meeting, Washington, D.C., May 2 and 3.
		Yamhill County. Three-Mile Lane Secdy. Hwy. Steel bridge near McMinnville to be given to County.

Page	Date 1950	Subject
	Apr.3	
16715		Columbia River. McNary Dam townsite. U.S.Army Engineers authorized to erect road sign on US730.
16716		Charlotte Mish offer to paint series of paintings declined.
		Marion County. Silverton. James Avenue Bridge allocation approved.
		Clatsop County. Seaside. Construction of bridge on city street. Action deferred.
		Warm Springs Hwy. Engineer gives reasons for damaged condition.
		Reconstruction of existing hwys. Engineer outlines necessity of strengthening to withstand heavy loads. Report to be made later.
16717		Morrow County. Old Oregon Trail. Boardman. Harold E. Wheeler inquires as to new location. Survey not completed.
		Wasco County. The Dalles. Delegation requests traffic study for one-way street plan on US30. Survey authorized.
		Unfinished business Chairman Chandler ordered rapid completion.
		Plans and specifications for contract lettings. Earlier notice to be given contractors.
16718		Surveys. Commissioner Reynolds requests earlier completion, projects now scheduled to be under contract by end of year.
		Clatsop County. Seaside. Delegation requests cooperation in replacing bridge on 12th Avenue. Action deferred.
		Marion County. Silverton. Delegation's request for cooperation in replacing James Avenue Bridge approved.
16719		Coos County. Bullards Bridge over Coquille River. State to pay 50% if County contributes 50% in cash.
		Umatilla County. Pendleton. Disposal of Airport Secdy.Hwy.#336 and tract in city. Form of agreement approved.
16720		Legislation at 1951 session. Counsel to prepare report on proposed legislation.
		Fire insurance. Coverage above Restoration Fund discussed. Appraisal of buildings to be furnished Commissioner Reynolds.
		Agreements and other papers signed.
16721		Meeting adjourned at 12:00 noon.
16722		EXHIBIT "A" R/W Acquisition.
16725		EXHIBIT "B" Completed Contracts Accepted.
16726		EXHIBIT "C-1" Reducing Maximum Load Limits.
16728		EXHIBIT "C-2" Lifting Reduced Load Limits.
	Apr.24	
16730		Bids received on following projects:
		Division #1 Reoiling Project. Woodburn-Estacada, Cascade, Clackamas and Mt. Hood Hwys.
		Coos Bay (Fir Avenue-Ingersoll Ave.) Section. Oregon Coast Hwy.
16731		Crook County Line-Bend Airport Section. Powell Butte Secdy.Hwy.
		Vale Rock Production Project. Central Oregon & Vale-West Hwys.
		Marion Street Bridge over Willamette River at Salem.
		Troutdale-Dodson Section. Columbia River Hwy.
16732		Moro-Kent School Section. Sherman Hwy.
		Sunset Hwy.-Cornelius Pass Section. Sunset Hwy.
		Fossil Maintenance Building.

Page	Date 1950	Subject
	Apr.24	
16732		Parks Supt. reports on following matters: The Cove State Park. Cinders to be removed from Round Butte only if other sources fail. Battle Rock State Park. Curry County offer to deed adjacent lots for delinquent taxes rejected.
16733		C. H. Armstrong, Parks Engineer, reports on Columbia River Basin Inter-Agency meeting. Yaquina Bay Park. Lincoln County Historical Society request for old lighthouse granted if they will rebuild it. Construction of caretaker's cottage approved. Commissioner Reynolds to be furnished set of plans. Peter Skene Ogden State Park. Construction of railing on wall denied.
16734		Catherine Creek State Park, Dimmick State Park, and Neptune State Park. Construction of latrines approved. Silver Falls State Park. Addition to concession bldg. approved. Traffic counters in state parks. Parks Superintendent requests authority to purchase 15. Action deferred. Parks Historian. Successor to Wm. A. Langille. Action deferred. Van Duzer Forest Corridor. Salmon River Hwy. C. L. Swensen's offer to remove down-timber & snags approved.
16735		Multnomah County. Columbia River Hwy. Vista House. Mr. & Mrs. Geo. Johnson protest sale of food. No action. Real property. Acquisition authorized. See EXHIBIT "A". Polk County. Salem. Marion Street Bridge. Paul Wallace property settlement approved. Wilber T. Lewis property priced exorbitantly. Will try to by-pass. Award of contract for piers held up for r/w settlement.
16736		Claims of damage due to high bridge approaches. Engineer & Counsel to report. Bids not to be called until matter clarified. Condemnation of Lewis property approved. Meeting recessed 12:00 noon, reconvened 2:00 p.m. Tillamook County. Delegation request for exchange of Little Nestucca Secdy.Hwy. for Sand Lake Loop County Road denied. Improvement of Clements Corner-Brickyard County Road. Deferred. Construction of bridges on Little Nestucca Secdy.Hwy.
16737		Portland. Condemnation. Sullivan Gulch Hwy. G.U.Tenney property, Catherine Duncan property. Offers approved. See EXHIBIT "B". Malheur County. Nyssa-Adrian Hwy. Garrison Corner. Agreement with Bureau of Reclamation extended from 5 to 50 years.
16738		Malheur County. Old Oregon Trail. Pumping Plant Hill-Ontario. James H. Davis' request for change of access granted. Sales of miscellaneous property approved.
16739		Washington County. Tualatin Valley Hwy. West Slope-Beaverton. N.J. and Alma G. Thomas' release of slope easement approved. Lincoln County. Oregon Coast Hwy. Frank Finlayson damage claim, Settlement approved.

Page	Date 1950	Subject
	Apr.24	
16739		Yamhill County. Pacific Hwy. West. Dundee-Dayton Junction. Geo. Arthur Zwick change in access granted.
		Curry County. Gold Beach. Ore.Coast Hwy. Veterans Memorial Assoc. r/w. Securing of option approved.
		Eugene. Lot adjoining maintenance hdqtrs. Purchase approved.
16740		Taxes. Report on taxable state properties. No action.
		Condemnations. Settlements approved. See EXHIBIT "C".
16741		Burt E. Barclay et al; Carl G. Bechen et al; Chauncey Florey et ux; Cerruti; C. L. Ambers; Anderegg.
		Douglas County. Tiller-Trail Secdy.Hwy.
16742		C. J. Eldon. Chief Counsel to waive penalty if advisable.
		Award of contracts announced by Chairman.
16744		Clackamas County. Milwaukie. Agreement approved for "outer" hwy. paralleling US99E.
		Claim. Carl Hammer, Hermiston, damages to car driven into felled tree. Payment of $129.25 approved.
		Eugene. Plat of Fairmount. Vacation of alley approved.
		Claims. Authority of Counsel to settle. Action deferred.
		Oregon Beaches. Oily substance deposited. Engineer to report.
16745		Salem. Purchase of lot at Capitol & Center Streets disapproved as parking lot for state cars.
		Tillamook County. Request to exchange Pacific City-Sand Loop County Road for Little Nestucca Secdy. Hwy. denied.
		Benton County. Alsea-Deadwood Secdy. Hwy. improvement & extension into Lobster Valley approved. County to take over Tampico-Lewisville Secdy. Hwy. No. 202.
16746		Josephine & Jackson Counties. Crater Lake & Redwood Hwys. Reinforcing of sections approved.
		Scales. Grants Pass, Eagle Point, Cave Junction. Engineer authorized to change locations and install new scale.
		Clatsop County. Oregon Coast Hwy. Cannon Beach. Request for access from Division Street denied conditionally.
16747		Santiam Hwy. Hoodoo Ski Bowl. Traffic count higher than estimated. Road to be kept open again next winter.
		Damage to hwys. during winter of 1949-50. Engineer to report if extra funds needed.
		Gilliam & Sherman Counties. Wasco-Condon Hwy. Elimination of
16748		dirt sections east of Cottonwood Canyon approved.
		Klamath Lake Secdy. Hwy. Grading and cinder-surfacing 11-mile section approved conditionally.
		Deschutes County. The Dalles-California Hwy. Redmond. One-way street plan approved.
		Washington County. Hillsdale-Beaverton Hwy. Improvement between Short and Cedar Streets approved.
16749		Clatsop County. Seaside. Request for aid in constructing Necanicum River city bridge granted.
		Klamath County. Klamath Falls. Esplanade Ave. underpass drainage improvement approved.

Page	Date 1950	Subject
	Apr.24	
16749		Portland. Cascade Secdy. Hwy. (82nd Ave.) Battin Road & Johnson Creek Blvd. Traffic signals denied. School may operate portable signal.
		Portland. Pacific Hwy. East (McLoughlin Blvd.) Signals and channelization. Action deferred.
16750		Polk County. Pacific Hwy. West. Rickreall. Footpath to Rickreall Grade School. Construction approved.
		Lane County. Fox Hollow Secdy.Hwy. south of Eugene. Petition requesting paving referred to Engineer.
		State Tax Street Funds. Second half of 1949. See EXHIBIT "D".
		Special State Tax Street Funds. 6 cities apply, 5 approved.
16751		Maintenance hdqtrs. Construction of 4 approved. Bids to be called.
		Clackamas County. Pacific Hwy. East. North of Oregon City. Owner of drive-in theater to pay half for traffic facilities.
		Marion County. North Santiam Hwy. Aumsville. Widening requested. Referred to Engineer.
16752		Portland. Swift Secdy Hwy. intersection with Pacific Hwy. East & Pacific Hwy. West. Improvement requested. Frank J. Kernan offers cooperation. Action deferred.
		Portland. Highway traffic routing changes approved. State to share expense of 6 signals and 2 illuminated signs.
16753		Linn County. Santiam Hwy. ("M" Street) Sweet Home. Request for traffic signal at 18th Ave. intersection denied.
		Eugene. Traffic signals. Project authorization increased.
		Maintenance Budget. Extra oiling to be done by contract. Transfer of funds approved.
		McKenzie Highway. Early snow removal requested. Operations to begin May 15.
16754		Umatilla and Morrow Counties. Heppner Hwy. Nye Junction to Lena. Oiled surface requested. Referred to Engineer.
		Clatsop County. Columbia River Hwy. Rainier-Astoria. Four lanes requested. Decision deferred.
		Yamhill County Court agreement re construction of Yamhill River Bridge Section of Three Mile Lane Secdy. Hwy. approved.
		Union County. Imbler-Dry Creek County Road. Maintenance agreement approved.
		Multnomah County. Gillihan County Road, Sauvies Island Bridge Section. Maintenance agreement approved.
		Lake County. Paisley. Mill Street improvement as Special State Tax Street Fund Project approved.
		Umatilla County. Pendleton Airport Road and Old Oregon Trail tracts. Federal restrictions being ironed out.
16755		Awards. Engineer's award of contracts confirmed.
		Surveys. Completed and adopted. See EXHIBIT "E".
		Meeting adjourned at 5:00 p.m. to reconvene on following day.
	Apr.25	
16756		Bids received on following projects: Salisbury Junction-Poker Creek Section North Powder ("E" Street) and Telocaset Junction-Wingville Junction Section.

Page	Date 1950 Apr.25	Subject
16757		North Dillard Bridge Section.
		Juniper Ridge-Alkali Lake Section
		East Eugene Grade Separation Structure
16758		Eugene Storage Building
		Newport Bridge Painting
		Mill City-Gates Section
		Sauvies Island Bridge Section
16759		Imbler-Dry Creek Section
		La Grande Office Building Extension
		Deschutes County. Bend delegation requests improvements on McKenzie-Bend Hwy. and The Dalles-California Hwy. To be considered in future programs.
		Powell Butte County Road. Now on Fed.Aid Secdy.System.
16760		Tillamook County. Oregon Coast Hwy. Garibaldi. Widening and curbing requested. Estimate of cost to be secured.
16761		Portland. Swift Secdy. Hwy. Frank Kernan confirms offer of r/w in exchange for construction of embankment. Action deferred.
		Insurance. Offer of California-Western States Life Insurance Company to provide life insurance above $1,000 approved.
16762		Meeting recessed at 12:00 to reconvene at 2:00.
		Benton County. Alsea-Deadwood Secdy. Hwy. Lobster Valley extension. Delegation expresses appreciation.
		Linn County. Santiam Hwy. Sweet Home. Request for one-way street plan denied.
		Lincoln County. Depoe Bay. Mrs. Beulah Moore requests access through rock wall. Action deferred.
		Lincoln County. Depoe Bay. Public restrooms. Organizations offer to maintain. To submit request in writing.
16763		Astoria-Megler Ferry insurance. Combining contractor's and state's insurance coverage suggested. Engineer to consult Commissioner Reynolds.
		Company expects strike. To consult Chief Counsel.
		Astoria businessmen request ferry service later at night. Early morning trip cancelled, extra one put on at night.
		Extensions of time granted as follows: Contract Nos. 3245, 3228, 3119, 3209, 3178, 3225.
16765		Contracts completed and accepted: Nos. 3225, 3285, 3228, 3231, 3235. See EXHIBIT "F".
		Umatilla County. Oregon-Washington Hwy. Freewater. City request to install sign denied.
		Douglas County. Oregon Coast Hwy. Umpqua River Bridge, Reedsport. Gardiner Lumber Company granted revocable lease to make fill.
16766		Lane County. Junction City-Eugene Secdy. Hwy. Approved 30 M.P.H. speed limit between Santa Clara & Eugene. See EXHIBIT "G".
		R. H. Baldock, W. C. Williams, J. W. Nash authorized to sign BPR reimbursement vouchers.
		Linn County. Albany. Waverly Lake. City's request for deed to land surrounding lake denied.

Page	Date 1950 Apr.25	Subject
16766		Linn County. Albany-Lyons Secdy. Hwy. Blackwell Bros.' Produce Company granted logging privileges conditionally.
		Clatsop County. Cannon Beach. Petitioners request prohibition of traffic on beach. Request must come from County Court.
		Douglas County. March Logging Company. Log-hauling violations. Further violation will cancel permit.
16767		Douglas County. Canyonville vicinity. Ralph Shirtcliff log-hauling violations. PUC permit suspended.
		Load limits. Placed and removed. See EXHIBITS "H-1" and "H-2".
16768		Bid Openings. Bids to be opened at 2:00 p.m. on Mondays instead of 9:00 a.m. Awards at 5:00 p.m.
		Meeting date. May 25, 26 set for next regular meeting.
		Polk County. West Salem. Willamette River Bridge r/w. Wilber T. Lewis property. Condemnation and offer of $8000 authorized.
		R/W matters must be settled before projects advertised for bids. Commission ruling.
16769		Lane County. Three-party agreement. Eugene Grade Separation structure. Award of contract deferred.
		Awards. Chairman announces award of contracts.
16771		Western Association of State Highway Officials. List of personnel to attend meeting in Reno approved.
		H. B. Glaisyer, Secretary, to attend AASHO meeting in Miami, Fla.
		R. H. Baldock to attend American Society for Engineering Education meeting in Seattle June 20.
		Plan holders on hwy. projects. Lists of plan holders on various jobs to be furnished upon request.
		Highway Research Board. Effect of axle loads on hwys. Engineer requests authority to cooperate. Action deferred.
16772		Lake County. Warner Secdy. Hwy. Reinforcing newly constructed section. Engineer to investigate.
		Real property appraising. Authority granted for six employees from Legal Dept. to attend conference in Portland.
		Tillamook County. Oregon Coast Hwy. Kilchis River flooding. Protests received. Action deferred.
		Clatsop County. Fishhawk Falls Secdy. Hwy. Complaints of flooding received. Action deferred.
		Insurance. W. C. Williams and W. W. Stiffler. Excess coverage under fidelity blanket bond. $20,000 to be provided for each.
		Personnel. Retirement of August Mosier. Extension of employment to be requested.
16773		Advertising of contract projects. Contractors to be given notice 3 weeks prior to opening of bids as soon as possible.
		Overnight parking in state parks. Parks Engineer to submit report.
		Lake County. Lakeview. Justice of the Peace refuses to impose fines for overloads. Counsel to confer with County Judge.
		Agreements and other papers signed.
16774		Meeting adjourned at 5:00 p.m.

Page	Date 1950	Subject
	Apr. 25	
16775		EXHIBIT "A". Right of way options.
16793		EXHIBIT "B". Condemnation resolution
16796		EXHIBIT "C". Tiller-Trail abandonment.
16798		EXHIBIT "D". State Tax Street Funds.
16799		EXHIBIT "E". Surveys adopted.
16801		EXHIBIT "F". Contracts completed and accepted.
16802		EXHIBIT "G". Junction City-Eugene speed zone.
16804		EXHIBIT "H-1". Load limit reduced.
16806		EXHIBIT "H-2". Load limit lifted.
16807		EXHIBIT "I". Condemnation of Lewis property in West Salem.
	May 25	
16809		Bids received on the following projects:
		West Unit, Deschutes County Line-Prineville Section
		Division No. 3 Guard Rail and Sight Post Project
16810		Dimmick State Park Latrine
		Cascade Gorge-Prospect Section
		Prospect Maintenance Building
		Division No. 3 Re-Oiling Project
		Wasco County Line-Madras Section
16811		Klamath Agency Rock Production Project
		Division No. 2-C Re-Oiling Project
		Blue Mountain Maintenance Patrol Station Dwelling
		James Street Bridge in Silverton
16812		Catherine Creek State Park Latrine
		Dufur Rock Production Project
		Forest Boundary-Jefferson County Line Section
		Sherwood (Main Street) Section
16813		Division No. 1-A Re-Oiling Project
		South Yamhill River Bridge
		Salem, Marion Street Bridge Piers. State Construction Company asks return of bid bond. Company declared in default. Bond to be forfeited.
16814		Astoria-Megler Ferry. Insurance. Awarded 2 low combination bids.
16815		Minutes approved for meetings of March 20-21, and April 3, 1950.
		Parks. Parks Supt. reports on the following:
		The Cove State Park. Re-leasing of U.S. Govt. land approved.
		Speed limits in state parks. Supt. to submit list.
		Rentals for park caretakers' houses too low. Increase authorized.
16816		Oregon beaches. Oil flotsam. Inspection shows none on park beaches.
		Umpqua State Park. Condemnation of lands owned by Menasha Woodenware Company to wait on consultation with new manager.
		Curry County Ocean Waysides. Gift of 367 acres from Pacific Borax Company accepted. Company to retain mineral rights, etc.
16817		Other properties (Crooks, Skinner, Nichols) being negotiated for.
		Traffic counters in state parks. Supt. decided against purchase.
		Cape Sebastian State Park. Sheep grazing permits to be renewed.
		Clyde B. Miller permit transferred to David C. Shaw.
		Saddle Mountain State Park. Van Vleet Logging Co. offers to buy dead timber. Timber to be sold by competitive bidding.

Page	Date 1950 May 25	Subject
16817		Overnight camping in state parks. C.H. Armstrong reports. Supt. instructed to outline plans for Wallowa Lake, Sunset Beach, and Silver Falls State Parks.
16818		Real property. Acquisition authorized. See EXHIBIT "A".
		Real property. Other r/w acquisitions discussed: Santiam Hwy. improvement in Sweet Home. Ladd Canyon Section of Old Oregon Trail. By-pass T.E. Peterson property if possible. Sylvan Section, Sunset Hwy. Action deferred on Helmcke and Westfall property.
		Astoria-Megler Ferry. Astoria Navigation Company controversy with labor union. Chief Counsel advises no action until strike develops.
16819		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Clackamas County. US99E. Securing option for land from Housing Authority authorized.
		Jackson County. Crater Lake Hwy. Lease agreement on 5-acre tract of land held by California-Oregon Power Company approved.
16820		Bids received at morning session discussed.
		Awards. Chairman Chandler announces award of contracts.
16822		Condemnation. Offers approved. See EXHIBITS "B-1" thru "B-5".
16823		Multnomah County. Columbia River Hwy. Viento-Hood River. Wm. G. Huard. Condemnation authorized. See EXHIBIT "B-6".
		Curry County. Oregon Coast Hwy. Brookings r/w. 7 properties involved. Condemnation authorized. See EXHIBIT "B-7".
16824		Sale of residence building. Three Mile Lane Secdy. Hwy. near McMinnville. High bid accepted.
		Sale of miscellaneous properties confirmed.
		Curry County. Oregon Coast Hwy. Gold Beach. Settlement with owners of Green Lantern Cafe for $265 approved.
		Multnomah County. Columbia River Hwy. Bonneville School District request for $3500 toward purchasing new site denied.
16825		Portland, Sullivan Gulch. Fire Insurance on industrial bldgs. not to be carried if bldgs. have no value to State.
		Eugene. Reversion agreement with Roy Swensen approved.
		Linn County. Albany-Lyons Secdy. Hwy. Sanderson Bridge vicinity. Easement deed to Army Engineers for revetment work approved.
		Linn County. Cascadia State Park. Wm. Munkers easement approved.
		Crook County. Ochoco Hwy. near Prineville. 4.089 acres to be deeded to State Forester.
16826		Clatsop County. Fishhawk Falls Secdy.Hwy. Sale of timber to Crown Zellerbach approved.
		Linn County. Albany. Waverly Lake. Request of State Game Director to drain lake for destruction of trash fish approved.
		Lakes. Operation of motorboats thereon. Counsel to report.
		Multnomah County. Columbia River Hwy. Dodson-Bonneville. Sale of land to Warren Packing Company approved.
		Marion County. North Santiam Hwy. Southern Pacific Company vs. Kuckenberg Construction Company. Claim settlement authorized.

Page	Date 1950	Subject
	May 25	
16827		Columbia River Hwy. Oneonta Slide. Claim of Union Pacific RR Company & Western Union Company approved on 50-50 basis.
		Claims. Amendment to resolution dated September 19, 1949 discussed.
		Maintenance of city streets. Obligations of State Hwy. Commission. Counsel's report. Action deferred.
		Salem. Parking regulations on Summer Street. Secretary of State has accepted responsibility. No action.
		Salem. State Hwy. Office Bldg. Counsel's report re financing and construction ordered filed. No action.
16828		Lake County. Lakeview Justice of Peace objects to enforcing law on weight violations. County Court to be advised that construction will be held up until cooperation is secured.
		Curry County. Port Orford. Derendorff and Smith claim for damages caused by B.P.R. denied.
		Personnel. W. J. Minkiewitz to be retained for 600 hours following July 1, 1950.
16829		Coos County. Oregon Coast Hwy. Coos Bay (Fir Ave.-Ingersoll Ave.). Agreement reached with Southern Pacific Company on basis of their letter. Contract to be awarded. (See ahead.)
		Marion County. North Santiam Hwy. Aumsville. Engineer recommends widening to 20 feet in city. Action deferred.
		Josephine County. Grants Pass. Payment of city assessment on Highway property approved.
		Columbia River Hwy. Mosier Tunnel. Engineer reports signal arrangement operating satisfactorily.
16830		Josephine County. Grants Pass. Engineer reports re widening north entrance to city on Hwy.99. Action deferred.
		Clatsop County. Seaside. City requests that Oregon Coast Hwy. be constructed along Roosevelt Drive. Action deferred.
		Salem. State Highway Office Bldg. Ventilation for inside rooms approved.
		Salem. State Hwy. Office Bldg. Connecting tunnel with Public Service Bldg. denied.
		Jackson County. Little Butte Secdy. Hwy. Petition for improvement denied.
		Reoiling by contract in Division 3, 62 miles, approved. Also transfer of funds.
16831		Reoiling by contract in Divisions 1, 2 and 4 approved. Transfer of funds approved.
		Portland. Broadway Bridge-Steel Bridge. Increase in project allotment approved.
		Curry County. Oregon Coast Hwy. Brookings-California Line. Project allotment increase approved.
		Delegations Projects to be presented discussed with Engineer.
		Meeting adjourned at 5:15 p.m. to reconvene at 9:00 a.m., May 26.
	May 26	
16832		Bids received on the following projects: Powder River Bridge Alsea-Alder Creek Section

Page	Date 1950 May 26	Subject
16832		Brookings-California State Line Section
16833		Myrtle Creek (Oak Street) City Project
		Heppner Junction-Jordan and Ione Sections
		Morrow County Line-Condon-Service Creek Section
		Phoenix ("C" Street) City Project
16834		Cave Junction-California State Line Section
		Hampton-Gap Ranch Section
		Neptune State Park Latrine
		Marion Street (Salem) Bridge Piers
16835		Willow Creek Bridge
		La Grande Storage Bldg.
		South Unit, Joseph-Wallowa Lake Section
		The Dalles Storage Bldg.
16836		Hillsboro (North 10th Avenue) City Project.
		Southern Oregon delegation requests four-point program. They offer cooperation. Consideration to be given request.
16837		Douglas County. Pacific Hwy. Canyonville. Delegation requests access to new hwy. from First Street. Engineer to investigate further.
		Eugene. Delegation requests four improvements to Junction City-Eugene Secdy. Hwy. Engineer to investigate.
16838		Multnomah County. Columbia River Hwy. Mr. Tegart requests traffic signal at Fairview Ave. Engineer to re-investigate.
		Douglas County. Roseburg. Delegation urges completion of traffic study and improvement of hwy. Engineer to discuss with Council.
16839		Alfred E. Collier. Collier State Park Museum. His check for $2,000 to be returned.
16840		Jefferson County. The Cove State Park. Removal of cinders. County officials looking for source outside of park.
		Coos County. Oregon Coast Hwy. Coos Bay (Fir Ave.-Ingersoll Ave.) Payment of $63,000 to Southern Pacific Company approved. Contract to be awarded.
		Portland. Steel Bridge. Easement with Union Pacific Company only approved. Counsel to negotiate on easement with two railroad companies.
16741		Meeting adjourned at 12:00 noon to reconvene at 1:30 p.m.
		Portland. East end of Steel Bridge. Architect to be employed to redesign Mack's store building.
		Architect to design buildings in state parks, etc. Employment of James L. Payne approved.
		Douglas County. Oregon Coast Hwy. Gardiner Section, Contract #2944. Glens Falls Indemnity Company asks relief from penalty. Denied.
		Construction Projects. Allotment increases granted for three, two deferred.
16842		Travel Advisory Board. Request for appointment of Vern H. Tinnerstet to Board referred to them.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Cottonwood Grade Section. Delegation requests new alignment. Action deferred.

Page	Date 1950 May 26	Subject
16843		Sherman County. Judge Tom requests assistance on county road. No action.
		Eugene. Franklin Blvd. (Pacific Hwy.) and Agate Street intersection. Request for U-turn approved if property owners pay.
16844		Sherman County. Columbia River Hwy. Judge Tom requests improved connection at Rufus and clean-up of maintenance premises. Engineer to investigate.
		Bids received at morning session discussed.
		Awards. Chairman Chandler announces award of contracts.
16846		Sale of land. Oregon Coast Hwy. Tillamook-Pleasant Valley Section. To be advertised for bids. See EXHIBIT "C".
		Tillamook County. Oregon Coast Hwy. Garibaldi. Widening and improvement in city authorized.
16847		Klamath County. The Dalles-California Hwy. Barkley Springs-Algoma Section. Arrangements with California-Oregon Power Company confirmed.
		Wasco County. Sherars Bridge Secdy. Hwy. Deschutes Canyon. Agreement with Spokane, Portland & Seattle RR Company approved.
		Federal Aid Secdy.Hwy. designation. Part of Powell Butte State Secdy.Hwy. confirmed. See EXHIBIT "D".
		Tillamook County. Dolph-Hemlock Road. Improvement again denied.
16848		Clackamas County. Government Camp. Construction of equipment storage hdqtrs. approved.
		Coos County. Coos River Secdy.Hwy. City of Eastside request for lights denied.
		Tillamook County. Oregon Coast Hwy. Rockaway. Request for "Stop light" referred to Engineer.
		Lane County. Springfield-Creswell Secdy.Hwy. Southern Pacific Company request for grade crossing signals approved.
		Lane County. Fox Hollow Secdy.Hwy. Paving requested. Action deferred pending inspection.
		Budget. 1950-51 Federal Aid Account. Three projects to take up unallocated funds approved.
16849		Union County. La Grande. Extension to shop bldg. to be advertised for bids.
		State Tax Street Funds. Phoenix and Shaniko. See EXHIBIT "E-1".
		State Tax Street Funds. 24 cities. See EXHIBIT "E-2".
16850		Polk County. Salem. Willamette River Bridge. Use of dredged materials from U.S. Army Engineers approved.
		Coos County. Cape Arago Secdy.Hwy. Empire. Widening and paving between Market and Commercial Streets approved.
		Surveys. Pacific Hwy. projects authorized. Remaining surveys deferred.
16851		Survey. Lincoln County. Logsden County Road. Siletz-Logsden Section adopted. See EXHIBIT "F".
		Washington County. Tualatin Valley Hwy. Hillsboro. Request for one-way traffic survey authorized.
		Tillamook County. Oregon Coast Hwy. Nehalem Hill Project. City to be paid for water main damage.

Page	Date 1950 May 26	Subject
16852		Awards. Engineer's award of contracts confirmed.
		Marion County. Willamette River Bridge Piers at Salem. State Construction Company bid bond ordered collected.
		Extensions of time granted as follows: Contracts Nos. 3230, 3226, 3215, 3219, 3121, 3209.
16854		Contracts completed and accepted as follows: Contracts Nos. 3123, 3215, 3219, 3226, 3230, 3263. See EXHIBIT "G".
		Log-hauling violations. George Bristol Eddy, Springfield. 30-day suspension approved.
		Log-hauling violations. Curry County. Justice of the Peace will not prosecute. Referred to Chief Counsel.
		Load limits. Reduced load limits lifted. See EXHIBIT "H".
16855		Re-classification of 3 secdy.hwy. sections from Group II to Group I status approved.
16856		Re-classification of Sunset Hwy. as Group I hwy. approved.
		Lincoln County. Depoe Bay. Restroom under north end of state highway bridge. Action deferred.
		Klamath County. Sun Mountain Secdy.Hwy. Snow removal requested. Was done in late May.
		Route changes approved. ORE23, ORE50, and ORE52. See EXHIBIT "I".
16857		Marker for Pioneer Nahum Amos King on Corvallis-Newport Hwy. Referred to Memorials Committee, Oregon Historical Society.
		Personnel. 518 employees eligible for salary increase July 1, 1950. Approved.
		Claim. Yamhill County. McMinnville. W.C. Campbell. Damage to veatch crop. Payment authorized.
		Clackamas County. Woodburn-Estacada Secdy. Hwy. Colton. Cross-walk painting and "No Parking" zone approved. See EXHIBIT "J".
16858		Portland Union Stock Yards Company on Swift Secdy. Hwy. "No Parking" zone for one year approved. See EXHIBIT "K".
		Portland. Sunset Hwy. West Highlands District. Oregon Motor Stage, Inc. to be requested to reroute bus line. Stairway to be eliminated.
16859		Equipment. Engineer's request to purchase additional equipment granted
		Clatsop County. Oregon Coast Hwy. north of Seaside. Agreement signed with Pacific Power & Light Company for flood light.
		Lincoln County. Alsea Hwy. Agreement with Bittners for removal of earth materials near Waldport approved.
		Val Johnson, Traffic Control Engineer, authorized to attend 12th Annual Western Safety Conference, Boise, Idaho, June 18-21.
		Meeting dates. July 10-11 and August 17-18 set for next two regular meetings.
16860		Portland. Sandy Boulevard and N.E. 92nd Avenue. Owner of drive-in theater to pay entire cost of safety facilities on hwy.
		Truck scales. Installation of new scales, moving old ones and enlarging weighmaster crews approved.

Page	Date 1950 May 26	Subject
16860		Columbia River Hwy. Dodson-Bonneville. U.S. Forest Service requests payment of $1,500 for fire protection service. Action deferred.
		Portland. Paving beyond streetcar tracks on hwy. routes approved. State to reimburse City for work.
16861		Forest Hwy. System. Federal reclassification approved. Letter to B.P.R. signed.
16864		Special State Tax Street Fund projects. Projects approved for Scio, Cave Junction, Willamina and Canyonville. Sweet Home deferred.
		Grant County. Kimberly-Long Creek Secdy.Hwy. Monument-Hamilton. Reinforcement of surfacing approved.
		Maintenance bldgs. Bids to be called again for bldgs. at Prospect and Blue Mountain; Neptune State Park latrine.
16865		Wasco-Heppner Secdy.Hwy. Cottonwood grade. Engineer to expedite economic survey.
		Columbia River Hwy. Boardman. Survey on realignment now underway.
		Lane County. Willamette Hwy. Permit for grade separation structure in favor of Pope and Talbot, Inc. signed.
		Umatilla County. Pendleton. Agreement for disposition of land and Airport Secdy. Hwy. signed.
		Klamath Falls. Agreement with COPCO for use of their poles signed.
		Lane County. Willamette Hwy. "Indenture of Access" for Wingards signed.
16866		Agreements and other papers signed.
16867		Meeting adjourned at 5:00 p.m.
16868		EXHIBIT "A". Options to purchase real property.
16894		EXHIBIT "B-1". Sullivan Gulch. Condemnation resolution
16896		EXHIBIT "B-2". US99E. Condemnation resolution.
16898		EXHIBIT "B-3". Columbia River Hwy. Condemnation resolution.
16901		EXHIBIT "B-4". Sumpter Valley Hwy. Condemnation resolution.
16904		EXHIBIT "B-5". Santiam Hwy. Condemnation resolution.
16907		EXHIBIT "B-6". Columbia River Hwy. Condemnation resolution.
16910		EXHIBIT "B-7". Oregon Coast Hwy. Condemnation resolution.
16912		EXHIBIT "C". Sale of land. Tillamook County.
16914		EXHIBIT "D". Powell Butte Secdy.Hwy. Portion designated as Federal Aid Secondary Hwy. No. 542.
16915		EXHIBIT "E-1". State Tax Street Funds. (1st half, 1949)
16916		EXHIBIT "E-2". State Tax Street Funds. (2nd half, 1949)
16917		EXHIBIT "F". Survey of Lincoln County-Logsden Road approved.
16918		EXHIBIT "G". Completed contracts accepted.
16919		EXHIBIT "H". Lifting reduced load limits.
16921		EXHIBIT "I". Revision of Oregon Route numbers.
16923		EXHIBIT "J". "No Parking" resolution in Colton.
16924		EXHIBIT "K". "No Parking" resolution on Swift Secdy. Hwy.

Page	Date 1950	Subject
	June 5	
16926		Astoria-Megler Ferry Operation. Ferry tie-up due to strike. Astoria Navigation Company to start ferry service by 3:00 p.m. June 7, 1950, or contract will be declared in default.
16928		Astoria-Megler Ferry. Purchase of electric power plant for Megler terminal approved.
		Clackamas County. Pacific Hwy. East. "No Parking on Highway Shoulders" zone approved. See EXHIBIT "A".
		Salem, Pacific Hwy. East. Controversy over filling station at Capitol & Center Streets. Commission not to be a party.
		Load Limits. West Daimond Lake Secdy. Hwy. Reduced limit approved. See EXHIBIT "B".
		Multnomah County. Old section of Columbia River Hwy. designated as secdy. hwy. (Crown Point Secdy. Hwy. No. 125.) EXHIBIT "C".
16929		State Parks Superintendent. Letter from Oregon Roadside Council considered. No action.
		Baker County. Haines-Anthony Secdy. Hwy. No. 411. Request for improvement referred to Engineer.
		Clackamas County. Woodburn-Estacada Secdy. Hwy. Improvement requested, Estacada to Springwater. Referred to Engineer.
		Tillamook County. City of Tillamook requests land for use of Secretary of State in Tillamook. Engineer to investigate.
		Commission meeting. Next date set for August 21-22, 1950.
		Commission road trip in Eastern Oregon to begin July 17, 1950.
		Meeting adjourned at 4:30 p.m.
16930		EXHIBIT "A" "No Parking on Highway Shoulders" resolution.
16932		EXHIBIT "B" Reduced load limit resolution.
16934		EXHIBIT "C" Crown Point Secdy. Hwy. designation.
	July 10	
16936		Parks. Parks Supt. reports on the following:
		Silver Falls State Park. Agreement with Nohlgren for operation of concession approved.
		Overnight camping at Wallowa Lake, Silver Falls, Sunset Bay State Parks approved. Bids for facilities to be called.
		Vista House concession to Jack Flaucher extended one year. Permission to close in January and February granted.
16937		Humbug Mountain State Park. Report on fire. Little damage.
		Construction of latrines at Port Orford, Cascadia and Lava Caves State Parks approved. Also repairs to Vista House.
		Van Duzer Corridor on Salmon River Hwy. Denny Logging Company agreement for removing down timber extended conditionally.
		Josephine County. Logging road over state park property. C. L. Snider permitted to construct road.
16938		Silver Falls Youth Camp. Death of workman Harold L. Taylor, Jr. in accident. Mrs. Taylor's claim referred to Chief Counsel.
		Cascadia residents' letter of appreciation of work of S. H. Boardman, retiring Parks Superintendent, ordered filed.
		Real Property. Acquisition authorized. See EXHIBIT "A".
		Salem. Pine Street Project and improvement in North Hollywood District authorized conditionally.

Page	Date 1950	Subject
	July 10	
16939		Salem. Marion Street Bridge piers. Financing with state funds authorized since Federal Aid funds withdrawn.
		Bids for construction of steel spans not to be called for until r/w matters all clear.
		Hood River County. Mt. Hood Hwy. New bridge necessary over White River. Action deferred.
		Condemnation. Offers approved. See EXHIBITS "B-1", "B-2", "B-3"
16940		Klamath County. Bly. R/w for street improvements. Three bldgs encroaching. Chief Counsel authorized to handle.
		Umatilla County. 2.64 acres deeded to County.
		Sale of bldgs. Canyonville. High bid on each bldg. accepted.
		Sale of miscellaneous properties. Confirmed.
16941		Clackamas County. Pacific Hwy. E. Milwaukie. Edwin & Rosella Norbeck encroachment allowed until hwy. property needed.
		Coos County. Cape Arago Secdy. Hwy. Empire. Request to buy portion of old r/w denied.
		Doublas County. Pacific Hwy. Cow Canyon-Glendale Jct. Section. Purchase of 80-acre tract from State Land Board approved
16942		Clatsop County. Seaside. Eqpt. storage hdqtrs. Lease revised and extended.
		Insurance of Hwy. Dept. bldgs. Referred to Commissioner Reynolds. (See additional paragraph ahead.)
		Claims. R/w settlements:
		Grant County, John Day-Burns Hwy., Crow Flat-Grant County Line Section. Hardisty Estate, for moving fence. Approved
16943		Union County. Ladd Canyon Project. North Powder. Farrel E. Lindley claim for loss of front yard approved.
		Union County. Ladd Canyon Project. Harold Craig claim for cost of digging new well approved.
		Klamath County. The Dalles-California Hwy. Crescent. W. H. Gillinwater claim for moving bldg. approved.
		Condemnation. Settlements reported and approved:
		Morris Rubenstein. Front Street Project in Coos Bay.
16944		Noyes E. Tyrell. Columbia River Hwy., Dodson-Bonneville Section.
		Jacob M. Siglin. Oregon Coast Hwy., Delmar-China Creek Section.
		Portland. Mt. Hood Hwy. J. Ross Smith encroachment. Permission to maintain 'as is' granted.
		Salem. Marion Street Bridge piers. State Construction Company defaulted bid bond. Counsel to recover if possible.
16945		Lakes. Use of motor boats on lakes owned by State Highway prohibited
		Recessed at 12:00 noon to reconvene at 1:45 p.m.
		Bids received on the following projects:
		12th Avenue Bridge in Seaside
		Chrome Plant-Cedar Point Section
		Prospect Maintenance Building
16946		Ashland Undercrossing Section
		Neptune Park Latrine
		Santiam Junction Rock Production
		Blue Mountain Patrol Station Dwelling

Page	Date 1950	Subject
	July 10	
16946		Bids received (Cont.) Crown Point-Dodson Section Yach Bridge over Little Nestucca River Division No. 4-A Recoiling Project
16947		Crook County. Crooked River Highway. Prineville. Delegation requests improvements in city. Engineer to investigate. Linn County. Town of Draperville. Payment of State Tax Street Funds to stop as of date of disincorporation.
16948		Clatsop County. Oregon Coast Hwy. Gearhart. Counsel to see that drive-in theater's sign is removed from r/w. Lane County. Eugene. Claim of Frank Hall for damage to his sewer facilities approved. Damage to hwy. equipment. Counsel commends Robert May for collections. Report ordered filed. Tillamook County. Netarts. Sportsmen Pilots request use of beach area for landing field. Counsel's recommendation that license be issued to Tillamook County approved.
16949		Clatsop County. Cannon Beach. County Court requests that State regulate beach traffic. Action deferred. Multnomah County. Columbia River Hwy. Oneonta Slide. Settlement with Western Union Telegraph Company approved. Multnomah County. Columbia River Hwy. Parkrose. Request for traffic signal at Fairview Road denied.
16950		Multnomah County. Columbia River Hwy. Parkrose-Troutdale. Widening requested. Commissioners Reynolds and McIver to inspect section. Clatsop County. Elsie-Jewell Road. Request of Nehalem Valley and Jewell Granges for improvement denied. Yamhill County. Bridge over Yamhill River at Carlton. Construction postponed to secure additional funds.
16951		Corvallis-Newport Hwy. Mrs. Serena Norton's request to erect marker in memory of Nahum Amos King denied. Washington County. Proposed hwy. Hillsboro to Sunset Hwy. via Baseline. Economic study approved. Engineering costs on contract projects. Allowance for engineering costs raised to 8% plus 4½% for contingencies. Clatsop County. Sunset Hwy. Sale of timber to F.C. Hathaway approved
16952		Sale of used equipment and scrap materials at Salem approved
16954		Sale of used equipment. Tie bids decided by flip of coin Sherman County. Rufus Maintenance grounds to be cleaned up. Connection to new hwy. Survey being made. Union County. Part of FAS Hwy. 538 near Summerville to be removed from System. County road south of Island City to be added to System. Action on improvement deferred. Lane County. Junction City-Eugene Secdy. Hwy. Construction of footpath on one side of hwy. approved conditionally.
16955		West Portland-Hubbard Hwy. Engineer presents figures on cost of construction. Authority to acquire r/w confirmed. Lake County. Warner Valley Secdy. Hwy. Engineer recommends heavier construction on next project. Authorization increased.

Page	Date 1950	Subject
	July 10	
16955		Clackamas County. Gladstone. City's request for traffic signal denied until they can pay half of cost.
16956		Equipment. Rental of propane tank for heating asphalt approved.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Construction of restroom indefinitely postponed.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Negotiations for purchase of Beulah Moore property to be renewed.
16957		Delegation matters discussed:
		Parkrose Chamber of Commerce request to widen Sandy Boulevard. Commissioner McIver to inspect.
		Philomath City Council request to widen Corvallis-Newport Hwy. in the city. No action.
		Sunset and Wilson River Hwys. Excess waysides. Exchange with Forestry Dept. proposed. Action deferred.
		Moreland Commercial Club, Portland, request for traffic signals on McLoughlin Boulevard. Action deferred.
		Tiller-Trail Hwy. Widening for use of 56-foot vehicles approved.
16958		Morrow County. Old Oregon Trail. Boardman. City's request to improve hwy. through city denied. Survey south of city adopted. See EXHIBIT "C".
		Marion County. North Santiam Hwy. Mehama-Mill City. Survey on North Bank of river approved. See EXHIBIT "C".
		Award of contracts. Chairman makes public announcement.
16960		Meeting adjourned at 5:05 p.m.
	July 11	Bids received on the following projects:
		City of Redmond (5th Street) Section
16961		City of Oakland (Locust Street) Section
		City of Yoncalla ("B" Street) Section
		Mount Vernon-Prairie City Rock Production
		Hamilton Hill Section
		Eagle Point (West Main Street) Section
		Meridian Dam Detours Section
		Siletz-Bentilla Creek Section
16962		Scio-Thomas Creek and Scio Sections
		City of Brownsville (Kirk Avenue) Section
		City of Harrisburg (7th Street) Section
		Tudor Ranch-McDermitt Section
		Ontario-Nyssa Section
		Pine, Commercial and Liberty Streets in Salem
16963		Garibaldi Section
		West Nehalem Section
		City of Helix (Columbia Street) Section
		Hilgard Junction-Red Bridge Section
16964		Wallowa Lake Hwy. and Enterprise City Streets
		Joseph-Wallowa Lake and City of Joseph Street Project
		Broadway Avenue Section
		Amity City Street Section
16964		Safety Engineer. General Casualty Company representative urges employment. Engineer to make recommendation.

Page	Date 1950 July 11	Subject
16965		Lane County. Marcola County Road. Delegation requests improvement. No action.
		Delegation also requests construction of new hwy from Goshen to Kelso, Washington. No action
		Multnomah County. Columbia River Hwy. Parkrose-Sandy. Delegation requests widening to 4 lanes. Commission to inspect.
16966		Delegation also requests clean-up of debris.
		Meeting recessed at 12:15 p.m. to reconvene at 1:30 p.m.
		Benton County. Corvallis-Newport Hwy. Philomath. Delegation requests widening in city. Engineer to study and report.
		Press clipping service. Allen's Press Clipping Bureau urges service be reinstated. No action.
16967		Sunset and Wilson River Hwy. Exchange of excess wayside areas for additional acreage for Short Sand Beach approved
		Columbia River. McNary Dam. Proposed park site on government land to be studied by Parks Superintendent.
		Grant and Wheeler Counties. John Day Fossil Beds State Park. Negotiations to be renewed for purchase of additional acreage.
16968		Portland, US99E (McLoughlin Boulevard). Delegation requests improved access at Bybee underpass. Engineer to study
		Douglas County. Tiller-Trail Secdy. Hwy. Request for widening to permit operation of 56-foot vehicles approved
16969		Morrow County. Old Oregon Trail. Boardman delegation urges development of present route through the town. Advised that route south of city has been adopted.
16970		Washington County. Hillsboro. Delegation advised economic survey for proposed hwy. from Hillsboro east along Baseline approved.
		Lane County. Eugene. US99. Franklin Boulevard-Agate Street. Request for construction of left-turn facilities approved
		State Parks Superintendent. C. H. Armstrong appointed.
16971		S. H. Boardman to be retained as State Parks Consultant
		Lane County. Eugene. Settlement with Wade F. Palmer (Golden Fir Lumber Company) approved.
		Umatilla County. Pendleton. Request to reopen railroad grade crossing at 20th Street denied.
		McKenzie Hwy. Request to improve 45-mile section denied.
16972		Marion County. Silver Falls Loop Hwy. Four Corners. Installation of flashing beacon approved.
		Baker County. Haines-Anthony Secdy. Hwy. Improvement requested. Action deferred.
		Lane County. Willamette Hwy. Meridian Dam Detours. Oiling at expense of Army Engineers approved.
		Lane County. Willamette Hwy. Dexter. City's request for better hwy. connections and other improvements approved.
16973		Coos County. Oregon Coast Hwy. Delmar-Coaledo Contract 3057. Settlement of Del R. Beebe claim approved.
		Clatsop County. Warrenton. City's request for additional work on Warrenton Secdy. Hwy. approved.

Page	Date 1950 July 11	Subject
16973		Douglas County. Elkton-Sutherlin Secdy.Hwy. Request to oil southern end denied.
16974		Hood River County. Dee Bridge. County Court requests replacement as FAS Project. Action deferred.
		Curry County. Oregon Coast Hwy. Goldbeach-Carpenterville. Authority to widen above curves confirmed.
		Jackson County. Crater Lake Hwy. Union Creek bridge. Widening and installation of sidewalks approved.
		State Tax Street Fund Projects. Plans approved. See EXHIBIT "D".
		Deschutes County. Redmond. One-way street plan agreement approved. Contract authorization increased for additional curbs.
16975		Yamhill County. Amity. Special State Tax Street Fund Project agreement approved.
		Umatilla County. Helix. Special State Tax Street Fund Project. Agreement approved. City to pay cost in excess of $15,000.
		Washington County. Beaverton-Aurora Secdy. Hwy. Request for railroad crossing signal at M.P. 2.55 denied.
		Douglas County. Umpqua Hwy. Luder Creek-Murphy Camp project authorization increase approved.
16976		Coos County. Bullards Bridge over Coquille River. Authority granted to prepare design.
		Wallowa County. Enterprise-Lewiston Hwy. Flora. Construction of maintenance buildings and transfer of funds approved.
		Columbia River Hwy. Hood River-Mosier Section. Agreement with General Construction Company to make wash boring tests approved.
16977		Engineer's award of contracts confirmed.
		Lincoln County. Siletz-Logsden Road. Project authorization to be increased. Construction to be done in next program.
		Clatsop County. Lower Columbia River Hwy. Elimination of hazard at Big Creek Logging Company overcrossing. Action deferred.
16978		James L. Payne. Agreement for services as architect on state buildings approved.
		Extensions of time granted as follows: Contracts Nos. 3077, 3188, 3268, 3254, 3259, 3207, 3082, 3273 and 3221.
16981		Contracts completed and accepted as follows: Nos. 2788, 2984, 3006, 3113, 3119, 3213, 3224, 3243, 3249, 3266, 3271, 3278, 3317, 3077, 3149, 3178, 3188, 3209 and 3298. See EXHIBIT "E".
		Award of contracts. Chairman makes public announcement.
16984		Picnic areas, viewpoints, and signs. Arthur R. Kirkham suggests development. Request to be considered.
		Baker County. Old Oregon Trail. Request that old route North Powder to La Grande be designated "US30 Alternate" denied.
		Highway Research Correlation Service. Subscription renewed 1 year.
		Axle loadings. Proposed study of effects on pavements by Highway Research Board. Action deferred.
		Accident analysis. City of Portland and Secretary of State agreement modified and extended for one year.
16985		Marion County. Pacific Hwy. East. Woodburn. Reduced speed zone approved. See EXHIBIT "F".

Page	Date 1950 July 11	Subject
16985		Clackamas County. Woodburn-Estacada Hwy. Molalla. Reduced speed zone west of city approved. See EXHIBIT "G".
		Tillamook County. Wilson River Hwy. "No Parking on Highway Shoulders" zone east of Tillamook approved. See EXHIBIT "H".
16986		Columbia River Hwy. Biggs Junction. Agreement with Finley's to remove dirt approved.
		Coos County. Oregon Coast Hwy. Coos Bay. Agreement with Evans Products Company for log scaling station and road approved.
		Multnomah County. Columbia River Hwy. Request of Peter Shea to operate popcorn stand at Reeds Landing denied.
		Log hauling. P.U.C. permit of George Bristol Eddy reinstated.
		Load limit reduced. McKenzie Hwy. See EXHIBIT "I".
		Load limits. Reduced load limit removed. See EXHIBIT "J".
16987		Union County. City of Union. War Dept. request that bond and insurance of Catherine Creek Bridge not be required approved.
		Salem. Hwy. Dept. Office Bldg. Landscaping plans approved. To be submitted to Capitol Planning Commission.
		Portland. Sunset Hwy. Letter of criticism re stairway in Highland District ordered filed.
		Office equipment and furniture. Purchase approved as recommended by Engineer.
		State Parks Supt. Confirmed attendance at Recreational Planning meeting at Grand Coulee, June 27-29, 1950.
		George Hester. Confirmed authority to attend conference at San Francisco, June 7 and 8, 1950.
		J. Al Head. Authority granted to attend traffic Engineers meeting in Los Angeles August 3 and 4.
16988		Beaverton-Hillsdale Hwy. Request for 20 mph speed zone between 39th and 50th Avenues denied.
		Commission meeting date set for August 21 and 22, 1950.
		Commission trip through Eastern Oregon set for week of July 24.
		Surveys. Engineer's report dated July 6 ordered filed. Action deferred on requested surveys.
		Douglas County. Umpqua Hwy. Scottsburg. Erection of commemorative textboard approved.
16989		Lane County. Pacific Hwy. Junction City-Eugene. Authority to acquire limited access rights on west side granted.
		Load limit violations. Counsel to urge courts to take action.
		Wilson River Hwy. Franck Brothers timber-removal agreement extended one year.
		Lane County. Siuslaw Hwy. Junction City-Triangle Lake. Engineer reports estimated cost of construction.
16990		Marion County. North Santiam Hwy. Aumsville. Plans to widen hwy. through town approved. Bids to be called.
		Haven Nutting. Authority granted to go to Seattle to inspect new type door sash.
		Lane County. Eugene. Big Y Super Market request for curb openings and lease of state land approved.
		Turkish Engineers. Two to be employed by Hwy.Dept. without pay.

Page	Date 1950	Subject
	July 11	
16951		Insurance. Commissioner Reynolds presents private insurance binders for Salem, Klamath Falls and La Grande Shops. Insurance binders approved for other bldgs. including Sullivan Gulch.
		Union County. Island City. Special State Tax Street Fund Project approved.
		Water resources. Action on proposed study with U. S. Geological Survey deferred.
16992		Lane County. Oregon Coast Hwy. Cape Creek. Agreement with Coons for road over state property approved. Signing deferred.
		Columbia County. Columbia River Hwy. Rainier-Goble. Abandonment of part of old hwy. See EXHIBIT "K".
		Portland. Sullivan Gulch. Acquisition of Lloyd Corporation property. No action.
		Agreements and other papers signed.
16994		Meeting adjourned at 5:00 p.m.
16995		EXHIBIT "A" Right of Way resolution.
17025		EXHIBIT "B-1", "B-2", "B-3" Condemnation resolutions.
17031		EXHIBIT "C" Surveys approved: Mehama-Mill City Heppner Junction-Boardman
17033		EXHIBIT "D" State Tax Street Fund Projects
17035		EXHIBIT "E" Acceptance of Completed Contracts
17037		EXHIBIT "F" Speed Limit Resolution -- Woodburn
17038		EXHIBIT "G" Speed Limit Resolution -- Molalla
17039		EXHIBIT "H" NO PARKING Resolution
17041		EXHIBIT "I" Reduced Load Limits on a Section of McKenzie Hwy.
17043		EXHIBIT "J" Lifting Reduced Load Limits on Various State Hwys.
17044		EXHIBIT "K" Abandonment/Retention Resolution
	July 24	
17047		Commission trip through Eastern Oregon.
		Projects in Portland, on upper Columbia Hwy., Timberline Road, and Warm Springs Hwy. inspected.
		Deschutes County. Prineville. Business meeting held.
		Deschutes County. The Dalles-California Hwy. Redmond. Permission granted to remove cinders from pit. No cinders to be removed from Cove Park.
17048		Wasco County. Warm Springs Hwy. Contract 3335. Additional expenditure approved.
		Equipment purchase approved for balance of 1950 budget and part of 1951 budget.
		Jackson County. Sams Valley Secdy.Hwy. Contract 3115. Payments to Walter Berndt to be held up until surety approves release.
		Claims. Copies of claims against contract to be sent Commission.
	July 25	
17049		Commission inspects Crooked River Hwy. in Prineville and motors to Pendleton.
		Morrow County. Delegation meets Commission at Heppner. Various improvements requested. No action.
17050		Umatilla County. Pilot Rock. City project inspected. Engineer to investigate.

Page	Date 1950	Subject
	July 25	
17050		Umatilla County. Pendleton. McNary Dam. Delegation requests cooperation in construction of bridge across Columbia. Assistance promised similar to that given at The Dalles. Other projects discussed. No action taken.
	July 26	
17051		Umatilla County. Pendleton. 20th Street inspected.
		Union County. LaGrande. Delegation requests five projects. No action.
17052		Wallowa County. Wallowa Lake State Park. Commission inspects.
		Marion County. Silver Falls Park. Extension of telephone line approved.
		Assistant State Parks Supt. Parks Supt. requests appointment. Report to be made later.
		McNary Dam. Parks Supt. reports on status of proposed park. He is to report further.
17053		Short Sand Beach Park. Construction of road for park deferred temporarily.
		Portland. Pacific Hwy. West. Rerouting agreement from 6th Avenue to Broadway approved.
		State Parks Supt. Appointment by resolution discussed. Action deferred.
		Tillamook County. Oregon Coast Hwy. Tillamook-Pleasant Valley. Sale of 22.377 acres discussed. Action deferred.
17054		Jackson County. Sams Valley Secdy. Hwy. Contract 3115. Contract payments not to be released until claims have been satisfied.
		Weight violations. Engineer reports negligence in Southern Oregon Justice Courts. No action.
		Weight violations. Lakeview. Engineer reports that Justice of Peace has discouraged writing citations. No action.
		Hood River County. Mt. Hood Hwy. Construction of new bridge over White River. Action deferred.
		Clackamas County. Woodburn-Estacada Secdy. Hwy. Improvement along Dubois Creek survey. Action deferred.
17055		Clatsop County. Warrenton. Footpath along Fort Stevens Secdy. Hwy. and Oregon Coast Hwy. Construction approved.
		Lane County. Improvement of Mohawk Valley-Marcola County Road. Lane County Court to handle.
		Marion County. Silverton. Request for flashing beacon at Church Street and Cascade Hwy. denied.
		Umatilla County. Milton. Traffic light at Main Street denied. Installation of traffic island considered. Action deferred.
		Josephine County. Grants Pass. Request of California and Oregon Coast Railroad Company for two crossing signals denied.
17056		Lake County. Lakeview. Full width street paving on two state highways requested. Request denied.
		Contracts. Engineer reports award of contracts referred to him.
		Extensions of time. Contract 3280.

Page	Date 1950	Subject
	July 26	
17057		Contracts completed. 3082, 3115, 3267, 3269, 3280, 3306, 3310, 3351, 3352. See Exhibit "A".
		Surveys. Engineer requests authority to conduct surveys. Action deferred.
		Lincoln County. Oregon Coast Hwy. No parking on shoulders near Devil's Lake approved. See Exhibit "B".
		Crook County. Prineville. Reduced speed zones approved. See Exhibit "C-1" and "C-2".
		Grant County. John Day Fossil Beds. Erection of text board approved.
17058		Travel Advisory Committee. Appointment of Ralph A. Coan and George M. Henderson approved.
		Travel budget. Budget referred back to Advisory Committee.
		Jackson County. Sams Valley Secdy. Hwy. Abandonment of part approved. See Exhibit "D".
		Linn County. Albany-Santiam Hwy. Request for reduced speed zone denied. Erection of curve signs approved.
17059		State Tax Street Funds. Apportionment approved. See Exhibit "E".
		Benton County. Corvallis. City claims commitment made for construction of 99W north of city. Secretary to search records.
		Deschutes County. Bend. Rerouting of The Dalles-California Hwy. discussed. Action deferred.
		Salem. Marion Street bridge piers. State Construction Company deny liability in their contract default.
		Hood River County. Hood River. Lofts and Son protest highway improvement. Referred to Commissioner Reynolds.
17060		Ralph Watson discusses highway folio. Sending to legislators authorized if approved by Commissioners Reynolds and McIver.
		Agreements and other papers signed.
	July 27	
		Commission leaves Wallowa Lake and motors to Baker. Island City F.A.S. road inspected.
17061		Ladd Canyon section of the Old Oregon Trail inspected. Commission motors to Ontario and inspects Snake River bridges.
	July 28	
		Commission motors to Jordan Valley and Burns. Inspects highways enroute.
		Harney County. Burns. Delegation requests a number of highway improvements. No action.
	July 29	
17062		Commission motors to Bend, Salem and Portland inspecting highway facilities enroute.
17063		EXHIBIT "A". Completed contracts accepted.
17065		EXHIBIT "B". No Parking resolution. Lincoln County
17067		EXHIBIT "C-1". Reduced speed limit. Prineville. Ochoco Hwy.
17068		EXHIBIT "C-2". Reduced speed limit. Prineville. Madras-Prineville Hwy.
17069		EXHIBIT "D". Abandonment resolution. Sams Valley Hwy.
17071		EXHIBIT "E". Special state tax street fund. Apportionment.

Portland, Oregon
April 3, 1950

The State Highway Commission met in special session at 9:00 a.m. in the Streamline Room of the Imperial Hotel for the purpose of electing a chairman and disposing of accumulated routine matters. Present were:

Ben R.Chandler, Commissioner
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
C. W. Enfield, Assistant Counsel
Sam Hall, Assistant Counsel
Forrest Cooper, Right of Way Engineer
M. H. Hawke, Auditor
H. B. Glaisyer, Secretary

Commissioner Chandler introduced Mr. M. K. McIver, Portland, who recently was appointed a member of the State Highway Commission by Governor Douglas McKay, to fill the vacancy created by the resignation of Mr. T. H. Banfield, former Chairman, whose regular term expired March 31, 1950. It was pointed out that because of this change, the Commission at this time does not have a Chairman as it is required to have by law. Motion was thereupon made by Commissioner Reynolds that Commissioner Chandler be unanimously elected Chairman. The motion was duly seconded by Commissioner McIver, and carried without dissenting vote.

Chairman Chandler and Commissioner Reynolds approved the minutes of the meeting of the Commission held on February 6 and 7, 1950, subject to approval by former Chairman T. H. Banfield. (Mr. Banfield later approved the minutes by letter.)

The Right of Way Engineer presented a number of options for acquisition of right of way. These were carefully considered by the Commission in detail, including the option prices, and received the Commission's unanimous approval. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Engineer requested authority to purchase a maintenance headquarters site in the town of Spray, Wheeler County. He explained that for many years the Highway Department has leased property from Mr. R. E. Baxter at $20 per month, but recently Mr. Baxter advised that he does not care to renew the lease, which expired March 31, 1950. He will, however, sell the property, consisting of a lot and a building located thereon, to the State for the sum of $1,500. Mr. Baxter's lot, he said, is not large enough by itself for the purpose intended, but could be made suitable by the purchase of adjoining property owned by Mr. Carl Miller, which property consists of a house and seven lots, for which Mr. Miller is asking $7,500. In other words, a suitable site can be acquired for the total sum of $9,000. The Engineer gave as his

opinion that the price asked by each owner is fair and reasonable, and he recommended purchase of both properties at the amounts thereof because a maintenance headquarters at this place is badly needed. The Commission unanimously approved the recommendation.

The Engineer brought up for discussion the purchase of additional right of way needed for widening the Columbia River Highway through the Celilo Indian Village, east of The Dalles, Wasco County. He explained that the present right of way is only about 30 feet wide through this village, the roadbed for the most part being on railroad property, and that because of the proximity of the railroad the widening must be done on the river side of the road, where the land is owned by the Indians. The Highway Department, he said, has tried for several years to acquire necessary land, about 55 feet wide by 3000 feet long, which is held in trust by the Indian Service, but until recently the efforts have been unsuccessful. A short time ago, however, the Director of Indian Affairs in Oregon offered to sell this area to the state for the sum of $3,000 if the transaction is expedited so the money can be used to finance the elimination of a sand-blow condition on the south side of the highway, there being no federal funds available to pay the cost of such work. He recommended acceptance of the offer because the right of way is urgently needed for the proposed improvement of the highway, and because it will satisfactorily solve a problem that has been pending for a long time. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion the acquisition of right of way needed for the widening and resurfacing of the Oregon Coast Highway between Brookings and the California state line, for which project an allocation of $200,000 has been provided in the 1950-51 program. He advised that the present right of way is only 60 feet wide and in order to satisfy the requirements of the Bureau of Public Roads will have to be widened to 80 feet, which necessitates acquisition of additional width along approximately one-third of the section involved. He estimated the cost of acquiring such right of way for this particular project at $36,000, and the cost to purchase additional land to provide 80 foot width right of way for the entire section at about $200,000, which amount also includes the cost of moving numerous buildings. He pointed out that the Right of Way Department is experiencing difficulty in its negotiations for the right of way that is needed now because the purchase of access rights is included, and many of the owners will not consider disposing of their rights if similar rights are not acquired from the owners of adjoining parcels where the Commission is taking no land, so it appears that numerous condemnation actions will have to be started unless either rights of access are acquired throughout the entire section, or restriction of access on all parcels needed now is waived. He gave as his opinion that it is impractical to spend $164,000 for additional right of way now which will probably not be required for fifteen to twenty years or longer. He recommended in view thereof that the Right of Way Department be authorized to negotiate the acquisition of land only that is needed for the present widening project, and that no attempt be made to acquire rights of access at this time. If that is done, he said, the condemnation cases will be avoided and the project can be prepared for early contracting. The Commission approved the recommendation unanimously and so ordered.

The Engineer reported the results of an investigation made by J. W. Cattrall, Engineer, County and City Relations, with regard to the condition of the Hurricane Creek County Road, Wallowa County, which was partially improved as a Federal Aid Secondary Highway Project during the 1938-1940 biennium. He said that the inspection was made by Mr. Cattrall in company with representatives of the Bureau of Public Roads and two members of the Wallowa County Court and the County Roadmaster, and it was determined that the present condition was not caused by heavy traffic, but actually was the result of travel over the road during the time frost was leaving the ground. A portion of this road that is in the worst condition, he said, is located within the city of Enterprise, outside of the limits of the Federal Aid Project, so is not covered by the maintenance agreement between the state and Wallowa County. He added that the county court indicated that it is going to ask the State Highway Department to repair the road this coming summer and suggested, if such request is made, that the Commission approve it on the condition that the County will pay all the costs involved, and provided a state crew and equipment are available to do the work. The Commission approved the recommendation.

The Engineer reported that pursuant to authority given him by the Commission at the previous meeting, he wrote Mr. W. A. Bugge, Director of Highways of the State of Washington, regarding the proposed traffic study to determine a site for another interstate bridge across the Columbia River between Portland and Vancouver, and suggested in his letter four possible bridge locations, which Mr. Bugge in his reply dated March 14, 1950, stated are satisfactory to his department. The Engineer requested, in view thereof, that he be granted authority to proceed with his studies on the Oregon side of the river, which he estimated would cost about $10,000. The Commission approved the request unanimously, on the condition, however, that this Commission or any future Highway Commission will not be committed in any manner whatsoever with respect to construction of a bridge at a location which the studies might indicate is the proper location for the bridge under present conditions, it being the feeling of the Commission that a second bridge across the Columbia River, so far as Oregon is concerned, will not be needed for ten to fifteen years, when conditions may be different than they are now and another location might then be considered more desirable.

The Engineer brought up for discussion the matter of providing safety for highway traffic on the Pacific Highway East at its junction with Naef Road between Milwaukie and Oregon City, where a drive-in theater has been constructed. He read aloud a letter from the owner of the theater who states a willingness to contribute his personal funds to help defray fifty percent of the cost of installing safety facilities consisting of a traffic signal and construction of a turn-out lane with a left-turn refuge, all of which is estimated to cost about $12,000. The Engineer pointed out that Naef Road is a county road, in view of which there is no law to prevent people from turning off the highway or entering the highway at this point. Moreover, the American Association of State Highway Officials, which has made a study of drive-in theaters, recommends that the states pass laws prohibiting the construction of such theaters adjacent to heavily traveled highways. He recommended, in view of the fact that there appears to be no possible way to stop the operation of this theater, that the Commission accept the offer of

the theater owner to pay fifty percent of the cost of the needed facilities, subject to the condition that the work is done according to state highway specifications and to the entire satisfaction of the State Highway Engineer, and provided further that the owner of the theater will furnish a bond and public liability and property damage insurance for public protection during the time construction is underway. The Commission approved the recommendation unanimously.

The Engineer requested approval of increases in the fund allotments for the following projects: 1) Cornelius Road Traffic Interchange, $4,000; 2) Recoiling North Santiam Highway between Gates and Mill City, $5,000. He explained that the first project is a major betterment project for which an amout of $15,000 was allocated by the Commission, but the present estimated cost is $19,000. The Gates-Mill City Project, he said, is a minor betterment project for which an amount of $16,000 was previously approved, but the present estimated cost is $21,000. He also said it was originally intended to construct the latter mentioned project with state forces; however, the work is suitable for contracting, and he prefers that it be done in that manner, if the Commission approves. He recommended approval of the increases for both projects and that he be authorized to advertise both of them for bids to be received at the next meeting of the Commission. The Commission approved the recommendation unanimously.

The Engineer requested approval of an increase of $30,000 in the allotment heretofore authorized by the Commission for the improvement of the Wallowa Lake Highway, Wallowa County. He advised that the 1950-1951 program contains an item of $100,000 for grading, surfacing and oiling the Chief Joseph Monument-Wallowa Lake Park Section of this highway, 4.74 miles in length, but to make a complete improvement at one time, including the construction of a new bridge over the Wallowa River within the park, will require an additional expenditure of $30,000, making a total allotment of $130,000. He recommended approval of the increased amount. The Commission approved the recommendation.

The Commission discussed a report from the Engineer with respect to the construction of a proposed "outer" highway paralleling the Pacific Highway East between Portland and the town of Milwaukie. The Engineer recalled that the Commission recently approved the construction of this road, for which the sum of $65,000 was allocated in the 1946 program, such approval being conditioned on the city's furnishing right of way and consenting to only one entrance (that now existing) to the highway from the service road. The City of Milwaukie, he said, has approved this arrangement but points out that in connection with excavation work for a railroad spur to serve the International Harvester Company there will be sufficient excess materials available to construct the roadbed of the service road, and the city agrees to build this service road grade for 35¢ per cubic yard. Were the state required to build the grade, he said, it would be necessary to transport materials from outside sources, which would cost the state about 75¢ per cubic yard. He recommended acceptance of the city's offer, and that the matter be covered by written agreement between the city and the state. The Commission approved the recommendation unanimously.

The Commission discussed a letter from Mayor M. McKim of the City of Baker, requesting the installation of traffic control signals on some of the

city streets that are designated state highway routes. The Engineer requested authority to make a traffic survey in this city to determine the need, if any, and the cost to install such traffic signals. The Commission approved the request.

A request was presented from Mr. C. H. Demaray, Receiver for the California and Oregon Coast Railroad, for the installation of signals at two highway-railroad grade crossings, one on the Pacific Highway and the other on the Williams Secondary Highway, near Grants Pass. Mr. Demaray asks that this installation be entirely at state expense. The Engineer advised that there is very low priority of need for signal installations at these crossings, owing to the small amount of railroad traffic, there being only two train movements daily over them. He also pointed out that the present practice in connection with such signal installations is for the state and the railroad company to pay jointly the costs involved. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed and upon recommendation of the Engineer denied a request from the Kelly Creek Parent-Teachers Association of New Pine Creek, Oregon, for the construction of a sidewalk on the Fremont Highway extending from the town of New Pine Creek to Kelly Creek School, a distance of about one-half mile.

There was presented to the Commission for consideration a petition signed by numerous property owners and residents of Cannon Beach, Clatsop County, requesting adequate ingress and egress to and from the new route of the Oregon Coast Highway on Division Street in Cannon Beach, which access is not provided in the present plans for the improvement of the highway at this location. The Commission deferred action on the matter until its next meeting, and instructed the Engineer to make a complete report on the subject at that time.

A letter was presented from Mr. M. O. Gardner, City Manager of the City of Forest Grove, requesting early approval of the plan prepared by the State Highway Engineer for traffic control in Forest Grove, which plan the Engineer reported to the Commission at its meeting on December 19, 1949. The Commission confirmed the action taken at such meeting, to the effect that while the project is a meritorious one, the Commission is not presently in position to obligate the expense involved, but will give the project further consideration in the event that underruns develop in the current construction program, and if such underruns do not materialize, then the project will be considered along with others in the formulation of future programs.

The Engineer reported that Contract No. 3096 with Vernie Jarl for furnishing crushed material in stockpiles on the Minam-Wallowa Lake Section of the Wallowa Lake and Joseph-Wallowa Lake Highways in Wallowa County, was completed on March 2, 1950. Also that Contract No. 3244 with D & R Construction Co., for construction of metal guard rail on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County was completed March 15, 1950. Both projects, he said, were completed according to the requirements of the contracts, or modifications thereof, and now are ready for acceptance by

the Highway Commission. After due consideration, the Commission by unanimous vote accepted the said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that during the late war a permit was granted to the United States of America to install and maintain a 10-inch pipeline along and across a portion of the Warm Springs Highway. This pipeline, he said, no longer is required by the Government, which has removed it from the highway and has requested cancellation of its obligations under the permit. He recommended approval of the request. The Commission approved the recommendation and thereupon signed a form of release relative thereto.

The Engineer also reported that in January, 1943, the Highway Commission granted as a war measure a permit to the United States of America to construct, operate and maintain a power pole line upon a portion of the Warm Springs Highway, which power line, he said, was built to serve the Madras Airport. He also said that the power line is of no further value to the Federal Government because it has transferred the airport to the City of Madras, and the power line to the Pacific Power and Light Company, which will still serve the airport after the Federal Government has been released from its obligation. He recommended that the Federal Government be released from further obligation with respect to this pole line, and the transfer of its rights to the Pacific Power and Light Company be approved. The Commission approved the recommendation unanimously and thereupon signed a form releasing the Federal Government from its obligations under the permit.

The Commission had under discussion a request from the Bonneville Power Administration for authority to construct power transmission pole line crossings of state highways at the following locations:

1. Oregon Coast Highway at M.P. 227.52 (Highway Engineer Station 405+33.4) between Reedsport and Winchester Bay, Douglas County.

2. Coos River Secondary Highway No. 241 at M.P. 3.71 between Eastside and Enegren Ferry in Coos County.

3. Oregon Coast Highway at M.P. 258.78 (Engineer Station 107+45.3) between Coos Bay and Delmar Overcrossing in Coos County.

The Engineer advised that these proposed crossings have been investigated and it has been determined that they willnot interfere with highway usage or be inimical to the state's interests. He recommended in view thereof approval of the request. The Commission approved the recommendation unanimously and thereupon signed permit forms covering the three crossings.

The Engineer reported that pursuant to authority heretofore granted to him by the Commission he has posted certain highway sections for reduced loads. He presented a list of the highway sections so posted (see list in EXHIBIT "C-1" attached hereto) and asked the Commission to confirm the postings. The Commission unanimously approved the postings, as reported, by the adoption

of the attached resolution relative thereto, marked EXHIBIT "C-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that conditions have changed along certain highway sections heretofore posted for reduced weight loads, so the restrictions no longer are required, in view of which he has ordered the signs removed and legal weight loads restored. He submitted a list of the highway sections so affected (see list in attached EXHIBIT "C-2") and requested confirmation of his action. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "C-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested confirmation of the telephonic authority given by Commissioners Chandler and Reynolds for C. H. Armstrong, State Parks Engineer, to attend at state expense a meeting of the Governor's Columbia Basin Recreational Planning Committee, which is to be held in Spokane, Washington, on April 5, 1950. He estimated the out-of-state travel expense at $31.50. The Commission unanimously approved the request.

The Engineer also requested authority for G. S. Paxson, Bridge Engineer, to attend a meeting of the Bridge Committee of the Highway Research Board in Washington, D. C., on May 2 and 3, 1950. He stated that Mr. Paxson's expense in attending this meeting will be paid by the Highway Research Board. Mr. Paxson wishes, however, to consult with federal officials of the Bureau of Public Roads in Washington, D. C. and with officials of the Michigan State Highway Department during the same trip concerning their experimental pavement heating project in Detroit, Michigan, and this will necessitate an expenditure of $35 of state highway funds. He recommended approval of the expenditure. The Commission approved the recommendation unanimously.

The Commission had under discussion a request from the county court of Yamhill County that the old steel bridge over the Yamhill River, on the Three-Mile Lane Secondary Highway near McMinnville, known as the "Dayton Bridge", be given to the county when it has been replaced by a new structure. The Engineer advised that the bridge is not suitable for re-establishment on the state highway system, so is of no particular value to the state. He pointed out that the 1950-51 construction program provides for the construction of a new bridge at this location and he recommended that when this bridge is completed the old bridge be turned over to Yamhill County, without cost, for its use on a county road, particularly in view of the fact that the county constructed it in the first instance, and it being the established policy of the Highway Commission to let the counties have the bridges in cases of this kind. The Commission approved the recommendation unanimously.

The Commission discussed a request from the U. S. Army Engineers for permission to maintain an entrance road sign on the southerly side of US730 opposite the Willamette Avenue Entrance to McNary Dam Townsite. The Engineer presented a map showing the proposed location of the sign and a sketch showing the type of sign to be erected. He recommended approval of the request. The Commission approved the recommendation.

The Secretary presented a letter from Miss Charlotte Mish, Artist, Portland, offering her services to the State Highway Commission in publicizing the state of Oregon through a series of paintings. Miss Mish offers to furnish a series of twelve paintings on canvas for the sum of $250 each, but she also expects reimbursement for travel expense and for time devoted to research and preliminary sketching. The Commission decided unanimously not to retain the services of Miss Mish in this regard and instructed the Secretary to inform her that no provision has been made for the expenditure of State Highway funds for such purposes.

The Commission discussed proposed bridge projects in the cities of Seaside and Silverton, particularly the question whether or not these projects qualify for Special State Tax Street Funds, with which it is planned to partially finance them. The Engineer recalled that this matter was first discussed by the Commission at its previous meeting when it was referred to the Chief Counsel and himself for further study to determine the qualification of the projects. In the discussion of this matter the question arose as to the legality of the allocations. The Commission expressed a willingness to approve the contribution of $15,000 toward the cost of each project, if the projects qualify from the physical and legal standpoint. Action on the allocations was deferred until the next meeting of the Commission, when the Engineer is to report on the physical facts, and the Chief Counsel is to report on the legal facts. (Delegations from Silverton and Seaside were present later in the session and as the result of information disclosed at that time, the Commission unanimously approved the $15,000 allocation for the James Avenue Bridge in Silverton, but again deferred its decision with respect to the bridge project in Seaside.)

Chairman Chandler reported numerous complaints concerning the condition of the Warm Springs Highway, and asked the Engineer for a report as to the status of this road and what prompted the complaints. The Engineer advised that this highway was built and opened up for the public under tremendous pressure by people who wanted to use the road. The section between Madras and Warm Springs Agency, he said, was constructed before the war with standard base and top, and has stood up very well under traffic since completion. Prior to the war, he said, truck traffic on the highway system was normal, but the war changed conditions and the highway system was subjected to additional burdens that had not been foreseen. Three things in particular, he said, have caused present conditions, viz: frequent movements of overweight loads which crack the pavement surface; weight violations by the operators of large trucks, and extremely adverse weather conditions. The disregard of truck operators of the weight regulations, he said, is causing chaotic conditions, and these overloads combined with heavy frosts have ruptured pavements, necessitating extensive repairs. He gave as his feeling that the imposition of fines is not enough to stop overloading. He further stated that these conditions are not confined to Oregon alone, but are true more or less over the entire nation, but in Oregon it is particularly true because of the increase in population since 1940 of nearly 60 percent, resulting in material increase in traffic and particularly heavy motor truck traffic.

In reply to an inquiry from Chairman Chandler as to what provision has been made to correct the situation, the Engineer stated that in order to

meet present day requirements and to reduce maintenance costs, it is going to be necessary to reconstruct existing pavements to withstand greater loads and to build new roads of the heavier type. In order to clarify any misunderstanding, he stated that the damage that is being done to the highways is not all due to overloading, but a portion of it is due to the repeated attack of big loads that are within the legal weight limits. The Commission instructed the Engineer to render a complete written report on the subject.

Mr. Harold E. Wheeler, Portland, was present and inquired concerning rumors with respect to the rerouting of the Old Oregon Trail in the vicinity of the town of Boardman. He was informed by the Engineer that surveys are now underway on a proposed routing that will place the highway on higher ground south of Boardman, where it will not be flooded by backwater of a proposed dam in the Columbia River near this place, but the work is not far enough advanced to permit reporting to the Commission.

A delegation from The Dalles, consisting of Messrs. Lloyd E. Brady, City Manager, Farrell S. Booth, City Councilman, and Chris Fauerso, County Engineer, was present and asked the Commission to authorize an engineering study in The Dalles with the view in mind of adopting a one-way travel plan for US30 traffic through their city. Mr. Brady headed the group. He stated that the people of The Dalles are in favor of such a study, so as to have an engineering determination of the question. Chairman Chandler advised that it has been the policy of the Commission in the past to cooperate with the cities in such matters, and pursuant to that policy, the Commission will authorize the Engineer to make such a survey in The Dalles, provided he has engineering personnel available to do the work. He made it clear, however, that the authorization for the survey does not carry with it any commitment of funds whatsoever for development of a one-way street system but is simply to determine the feasibility of such a system. He also stated that the Highway Commission requires the unanimity of opinion of all the people in The Dalles with respect to routing of highway traffic and the adoption of a plan as may be recommended by the Engineer as a result of the engineering investigation, because it is contrary to the policy of the Commission to force any plan upon any community. The Engineer was thereupon authorized by the Commission to conduct the survey as requested, such survey to cover the possibilities of several routes and to disclose the cost to improve them and to acquire necessary right of way.

The matter of completing unfinished business that accumulates at meetings of the Commission had the Commission's attention. Chairman Chandler expressed a desire for such matters to be disposed of as rapidly as is possible so the list can be kept at a minimum, and it was so ordered.

Commissioner Reynolds brought up for discussion the matter of getting the plans and specifications for highway projects into the hands of contractors early so as to give them the maximum length of time within which to prepare their proposals. He reported receipt of complaints that two week's time is not enough. Mr. T. M. Davis, District Engineer, Bureau of Public Roads, who was present, stated that two full weeks of advertising of a project in which federal aid is involved is all that the government requires. The State Highway

Engineer stated that in the past the plans and specifications have been ready about two weeks before highway lettings, but hereafter he will endeavor to get the information into the hands of the contractors at least three weeks before the meetings of the Commission.

Commissioner Reynolds also brought up for discussion the matter of expediting highway surveys. He gave as his opinion that surveys should be completed several months in advance of the time that it is planned to construct the projects so as to avoid unnecessary delays in contracting the work. The Engineer pointed out that acquisition of right of way is involved in most instances, and he suggested that he should have at least a year's time within which to complete surveys and work up the plans for any particular project. He also said that he would present to the Commission at its next meeting a list of survey projects for the Commission's approval. Chairman Chandler stated his feeling that everything in connection with a project should be cleared as quickly as possible after the project has been authorized, and he expressed a desire that all projects now scheduled for construction be placed under contract before the end of the year. The Engineer was instructed to take action accordingly.

A delegation from the city of Seaside, including Honorable Lester U. Raw, Mayor; Cecil W. Wright, City Attorney; Radford R. Shawcross, City Engineer; and George Grey, representing Seaside-Astoria Port Commission, appeared before the Commission regarding the replacement of a bridge on 12th Avenue in Seaside, as a Special State Tax Street Fund Project. Mr. Wright headed the group. He advised that the present bridge on 12th Avenue is in a bad state of repair, having recently collapsed as a result of the operation of heavy trucks over it, and, because of the importance of the structure to the city, it is necessary to replace it with a new bridge, which is estimated to cost $47,500. The City, he said, is unable to finance the work on its own account so is asking the state to contribute $15,000 from its Special State Tax Street Fund account. He pointed out that the Necanicum River parallels the Oregon Coast Highway through their town, and that the city has constructed six bridges and Clatsop County one bridge across this river, only one of which, being the one under discussion, serves the northern part of their city. In the discussion, Mr. Wright advised that the 12th Avenue Bridge is used extensively by truckers and one of the main reasons for its failure was the operation of government trucks over it during improvement of the Seaside jetty. Chairman Chandler advised that the Commission has discussed this matter but has not reached a decision because of a question whether or not the project qualifies under the statutes for Special State Tax Street Funds, so the Commission has asked the Engineer and Chief Counsel to make further investigations as to the physical and legal facts involved, and when such information has been furnished, the Commission will take action and the city will be advised.

A delegation from the city of Silverton, including Hon. Errol W. Ross, Mayor, and Messrs. George Weisner, Clint H. Weiby, George M. Christensen and C. B. Anderson, City Councilmen, and Robert E. Borland, City Manager, was present regarding the construction of a bridge across Silver Creek on James Avenue in Silverton. Mayor Ross headed the group. He stated that it is imperative that a new bridge be constructed at this location. He estimated the cost of the structure at $29,700 and advised that the city is not financially able to

finance it on its own account, hence requests a contribution from the state of $15,000 of Special State Tax Street Funds to assist them. In support of his request he said that there is only one other bridge across Silver Creek in their city, and if anything should happen to that bridge, it would be disastrous because the south part of the city then would be isolated and could not be served in emergencies, especially should fires occur. He said that the James Avenue Bridge serves much heavy traffic, including logging trucks, oil and gas trucks, and the like, and in their estimation the project qualifies for the state funds that they have requested.

Chairman Chandler advised that in a previous discussion of this matter a question arose in the minds of the members of the Commission whether or not the project qualifies legally for Special State Tax Street Funds, and in order to determine the facts the Commission has referred the matter to the Engineer and Chief Counsel for additional reports, and will take final action when these reports are rendered. He suggested that it would be advisable for the city to furnish additional information in support of their request. The Commission, he said, will be glad to assist the city in this matter if the project qualifies under the law. Following the departure of this group, the Commission continued discussion of the matter, at which time the State Highway Engineer stated that in his opinion there is no question as to the qualification of the project. He strongly recommended approval of the $15,000 contribution as requested. The Commission approved the recommendation unanimously.

Commissioner Chandler reported there is to be placed on the ballot for consideration by the people of Coos County at the primary election in May a measure which, if it carries, will authorize a county bond issue to pay 50% of the cost of constructing a bridge over the Coquille River at a place known as Bullards, near Bandon, which bridge is estimated to cost about $600,000. He recalled that this matter has been before the Commission several times in the past and that the former Commission at one time agreed to contribute fifty percent of the cost of the bridge on the condition that Coos County would pay its share of the cost in cash, which the county could not guarantee, so the project was tabled. This bridge, he said, is on a county road and the Commission's previous offer carried with it an understanding that the state would not be asked to contribute any funds whatsoever to construct approaches to the bridge or to improve the county road. The matter is being brought up at this time, he said, because of the proposed bond issue which, if the people approve it, will provide the cash necessary to meet the state's offer. As a result of the discussion, the Commission voted unanimously to proceed with the construction of this bridge on the basis of the previous offer that the county will contribute in cash fifty percent of the cost involved.

Commissioner Reynolds inquired as to the status of the proposed agreement with the City of Pendleton with respect to state property along the Airport Secondary Highway, and the small tract within the city limits which the Pendleton Developing Company wishes to acquire as a site for a building to be constructed for the Secretary of State. The Right of Way Engineer, Mr. Forrest Cooper, advised that a form of agreement containing the provisions that the Commission approved at the previous meeting has been prepared, and copies thereof were mailed to the Pendleton City Council and the Umatilla County Court

for acceptance, but neither the city nor the county has responded to date. He presented a copy of the agreement for the Commission's consideration. Following discussion, the Commission approved the form of the agreement as prepared, it appearing to the Commission that the provisions are in conformity with its wishes as expressed at the previous meeting.

Chairman Chandler brought up for discussion the preparation of highway legislation for adoption by the 1951 Legislature. He gave as his belief that there are now on the statute books a number of laws affecting highways which should be clarified or revised to meet present-day conditions. He mentioned several things in this category and instructed the Legal Department to render a report on the subject at the next meeting.

Commissioner Reynolds brought up for discussion the matter of providing fire insurance coverage for Highway Department buildings as protection over and above coverage furnished by the state under the provisions of the Restoration Act. He particularly referred to the Schedule of Buildings prepared by the Auditor as of December 31, 1949, and questioned some of the valuations mentioned therein. In the discussion it was brought out that the Right of Way Department is now engaged in an appraisal of all Highway Department buildings, which, when completed, will indicate their true value. The Engineer was instructed to furnish Commissioner Reynolds with a copy of such appraisal when it is complete.

The Commission approved and signed agreements, et cetera, as follows:

Release of Federal Government from obligation in connection with maintenance of 10-inch pipeline on a portion of the Warm Springs Highway.

Release of Federal Government from obligation with respect to maintenance of power pole line on portion of the Warm Springs Highway.

Permit authorizing Bonneville Power Administration to install three power line crossings of state highways, viz: Oregon Coast Highway at M. P. 227.52, between Reedsport and Winchester Bay, Douglas County; Coos River Secondary Highway at M. P. 3.71, between Eastside and Enegren Ferry, Coos County; and Oregon Coast Highway at M. P. 258.78, between Coos Bay and Delmar Overcrossing, Coos County.

Revocable permit granting to Arvin Sabey use of a spring on state highway property near Tolovana Park in Clatsop County.

"Indenture of Access" granting H. T. and Ethel Beach change in location of their right of access to the Sunset Highway in Washington County.

(Cont.)

"Modification and Grant of Access" modifying access heretofore granted to Miss Mina Foltz between her property and Barnes Road on the Sunset Highway.

Bargain and Sale Deed to Otto Dieckhoff for sale of property on the Alsea Highway, in Lincoln County.

Bargain and Sale Deed conveying to the City of Athena certain land in Umatilla County.

The meeting adjourned at 12:00 noon.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

April 3, 1950

EXHIBITS "A" THROUGH "C-2"

Minutes of April 3, 1950

EXHIBIT "A"

Minutes of April 3, 1950

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH SECTION, SULLIVAN GULCH HIGHWAY - UNIT #2

15811- Anderson, Lillian, and Martha N. Smith
Right of Way
Option expires July 26, 1950 (Boone)

5,000 sq.ft. at 25¢ sq.ft.	$ 1,250.00	
Allowance- division of properties, loss on proposed plan of erection of an apartment house	250.00	
Amount to be paid owner		$ 1,500.00
Amount chargeable to Right of Way		1,500.00

Access controlled.

GOSHEN-CRESWELL SECTION, PACIFIC HIGHWAY

16055- Garske, Joseph P., Adina L. Garske and Veronica Garske
Right of Way
Option expires September 9, 1950 (Landon)

(Cont.)

EXHIBIT "A" (Cont.)

GOSHEN-CRESWELL SECTION, PACIFIC HIGHWAY (Cont.)

16055- Garske (Cont.)

4.43 acres at $300	$ 1,329.00	
Allowance- 2-story house (incomplete)	12,000.00	
Waiver of access, except commercial access, Engr.Sta.122+40, 124+13 & 125+26		
Allowance- remove 190 rods fence at $1 rod	190.00	
Amount to be paid owner		$ 13,519.00
Amount chargeable to Right of Way		13,519.00
Access controlled.		
STATE to construct commercial access, Engr.Sta. 122+40, 124+43 & 125+26, west side, (Est.)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		13,669.00

16054- Ziniker, Edward and Anna Bell Ziniker
Right of Way
Option expires September 24, 1950

13.33 acres at $200	2,666.00	
Allowance- moving 245 rods fence at $3 rod	735.00	
Waiver of access, except commercial access, Engr.Sta. 111+24, east side		
Amount to be paid owner		3,401.00
Amount chargeable to Right of Way		3,401.00
Access controlled.		
STATE to reconstruct existing road approach, east side, opposite Engr.Sta.111+24 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		3,451.00

CHROME-COQUILLE SECTION, OREGON COAST HIGHWAY

15618- Detlefsen, Herman T., Christine Detlefsen
Right of Way (Reeder)
Option expires September 12, 1950

2.0 acres at $350.00	700.00
6.62 acres at $50.00	331.00
Allowance- moving 30 rods fence at $3 rod	90.00

(Cont.)

EXHIBIT "A" (Cont.)

CHROME-COQUILLE SECTION, OREGON COAST HIGHWAY (Cont.)

15618- Detlefsen (Cont.)

Amount to be paid owner		$ 1,121.00
Amount chargeable to Right of Way		1,121.00

Access controlled.

STATE to: Reconstruct farm approach, Engr.Sta. 793+32, easterly side (Estimated)	$ 150.00	
Reconstruct farm approach, Engr.Sta. 795+75, westerly side (Estimated)	50.00	
Construct private approach, Engr.Sta. 795+70, easterly side (Estimated)	300.00	
Construct cattle underpass (CIP) (Est.)	2,960.00	
Amount chargeable to Construction		3,460.00
GRAND TOTAL (Estimated)		4,581.00

15611-A Detlefsen, Raymond A. and Frances Detlefsen (Reeder)
Easement
Option expires September 13, 1950

5-year easement of 5.222 acres for disposal of excess excavation materials	00.00	
Amount to be paid owner		00.00
Amount chargeable to Right of Way		00.00

LADD CANYON SECTION, OLD OREGON TRAIL HIGHWAY

15716- McCanse, Edson R. (Benfield)
15716-A Right of Way
Option expires August 23, 1950
(Supplemental)

An additional allowance to owner for labor and materials furnished in rebuilding cattle feeding and processing corrals and pens, thus relieving the State from such obligation	6,563.68	
Amount to be paid owner		6,563.68
Amount chargeable to Right of Way		6,563.68

Access controlled.

EXHIBIT "B"

Minutes of April 3, 1950

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3096 with Vernie Jarl for furnishing crushed material in stockpiles on the Minam-Wallowa Lake Section of the Wallowa Lake and Joseph-Wallowa Lake Highways in Wallowa County, completed March 2, 1950.

Contract No. 3244 with D & R Construction Co., for construction of metal guard rail on the Soda Gulch-Keene Creek Section of the Green Springs Highway in Jackson County, completed March 15, 1950.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

April 3, 1950

EXHIBIT "C-1"

Minutes of April 3, 1950

ORDER REDUCING MAXIMUM LOAD LIMIT

ON A SECTION OF WARM SPRINGS HIGHWAY

WHEREAS, the section of highway hereinafter set forth has been duly designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

WHEREAS, said section of highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said section of highway during the present period of freezing and thawing, and in order to protect said section of highway against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highway that the maximum weights permitted and authorized by law be reduced during such period; and

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said section of highway during said period shall be reduced and fixed as in this order provided;

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said section of highway was not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said section of highway that the maximum total weight of load and vehicle which shall be permitted upon said section of highway during the said period, commencing on the date hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following named section of highway shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles:

Name of Highway and No.	County	Section Restricted (by mile point)	Date Effective 1950
Warm Springs 53	Jefferson	25.30 to 30.00	March 27

(Cont.)

EXHIBIT "C-1" (Cont.)

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394, O. C. L. A., shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above section of highway and at the important crossroads on said section of highway so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of the county affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 3rd day of April, 1950.

OREGON STATE HIGHWAY COMMISSION

By Ben. R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:

H. B. Glaisyer

EXHIBIT "C-2"

Minutes of April 3, 1950

RESOLUTION LIFTING REDUCED LOAD LIMITS

ON VARIOUS STATE HIGHWAYS

WHEREAS, on the 6th day of February and on the 21st day of March, 1950, at meetings of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted resolutions reducing the maximum load limit on various state highways and sections of state highways; and

WHEREAS, subsequent to the passage of the said resolutions, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolutions.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in the said resolutions of February 6 and March 21, 1950, on various state highways or sections thereof, to-wit:

HIGHWAYS LISTED IN RESOLUTION OF FEBRUARY 6, 1950

Name of Highway and No.	County	Section Restricted (by mile point)	Date Lifted 1950
McKenzie 15	Lane	49.67 to 55.00	Apr. 1
Crater Lake 22	Jackson	47.10 to 54.60	Mar. 29
Nehalem 102	Clatsop & Columbia	27.80 to 67.98	Mar. 27
	Washington	67.98 to 75.91	" 28
Mist-Clatskanie 110	Columbia	Entire Length	" 27
Beaverton-Aurora 141	Washington & Clackamas	4.92 to 15.24	" 22
Yamhill-Newberg 151	Yamhill	Entire Length	Apr. 3
Bellevue-Hopewell 153	"	" "	Mar. 27
Lafayette 154	"	" "	Mar. 27
Woodburn-Estacada 161	Marion and Clackamas	0.00 to 7.61	" 22
Woodburn-Estacada 161	Clackamas	21.00 to 34.19	" 22

(Cont.)

EXHIBIT "C-2" (Cont.)

HIGHWAYS LISTED IN RESOLUTION OF MARCH 21, 1950

Name of Highway and No.	County	Section Restricted (by mile point)	Date Lifted 1950
Pendleton-John Day 28	Umatilla	23.71 to 49.63	Mar. 27
Sherman 42	Wasco	Entire Length	" 27
Warm Springs 53	Jefferson	25.30 to 32.14	" 25
Wasco-Heppner 300	Gilliam & Morrow	47.12 to 90.81	" 27
Medical Springs 340	Union	0.40 to 21.80	Apr. 3
Modoc Point Secondary 427	Klamath	Entire Length	" 1

be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on such highways hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways are located, and to the Superintendent of the Department of Police for his information.

Dated this 3rd day of April, 1950.

OREGON STATE HIGHWAY COMMISSION

By Ben. R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:

H. B. Glaisyer

Portland, Oregon
April 24, 1950

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
M. H. Hawke, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary, pursuant to previously published notice, following which Chairman Chandler announced that the awards of contracts would be made at 3:00 p.m. in the same room.

CLACKAMAS COUNTY

Division #1 Reoiling Project on the Woodburn-Estacada, Cascade, Clackamas and Mt. Hood Highways. State Project. 32.0 miles reoiling. Requires the placing of approximately 12,300 cu.yds. of crushed aggregates from state stockpiles and the furnishing and placing of approximately 1300 cu.yds. of crushed aggregates; 780 tons 150-200 asphalt and 330 tons emulsified asphalt.

J. C. Compton & Co., McMinnville	$ 56,017.00
Harr & Horton, Portland	57,508.45
Babler Bros., Portland	59,124.25
Oregon Asphaltic Paving Co., Portland	60,935.75
Acme Constr. Co., Eugene	61,548.75
O. C. Yocom Co., McMinnville	61,598.50
D-H Paving Co., Vancouver	63,614.00

COOS COUNTY

Coos Bay (Fir Avenue-Ingersoll Avenue) Section. Oregon Coast Highway. Federal Project No. F-141(12). 1.12 miles of grading and paving; and 0.43 mile of grading railroad roadbed. Requires approximately 30,800 cu.yds. of excavation (including topsoil); 7500 cu.yds. rock or gravel base materials; 4,000 sq.yds. Portland cement concrete base; 8,800 tons class "B" asphaltic concrete; 40 tons emulsified asphalt; 1400 cu.yds. broken concrete slope protection; 1280 cu.yds. class "A" concrete in walks, driveways, curbs and gutters and median strips; and 200 lin.ft. of electrical conduit.

Coos Bay Dredging Co., Coos Bay	241,480.44
Porter W. Yett, Portland	246,048.50

DESCHUTES COUNTY

Crook County Line-Bend Airport Section. Powell Butte Secondary Highway. About 8 miles northeast of Bend. Federal Project No. S-98(1). 0.53 mile grading and 7.56 miles surfacing and oiling; also furnishing crushed material in stockpile. Requires approximately 5,800 cu.yds. of excavation; 16,000 cu.yds. cinder base material; 16,450 cu.yds. crushed cinders; and 480 tons 150-200 asphalt.

F. L. Somers, Klamath Falls	$ 74,981.00
D. F. McKenzie, Salem	76,582.00
Babler Bros., Portland	76,678.50
Inter City Sand & Gravel Co., Eugene	76,815.00
M. C. Lininger & Sons, Medford	80,492.00
M. L. O'Neil & Son, Eugene	82,909.50
J. N. & M. J. Conley, Portland	92,586.00
McNutt Bros., Eugene	93,367.00

MALHEUR COUNTY

Vale Rock Production Project on the Central Oregon and Vale-West Highways, near Vale. State Project. Requires approximately 7,000 cu.yds. crushed rock or crushed gravel in stockpile.

Barney B. Helser, Rome	17,150.00
N. A. Toole Constr. Co., Ontario	18,060.00

MARION AND POLK COUNTIES

Marion Street Bridge over Willamette River at Salem. Federal Aid Project U-322(1). Construct 5 piers only. Involves following approximate quantities: 2,200 cu.yds. excavation, 9,400 ft. foundation piling, drive 286 piles, 1,800 cu.yds. concrete and 220,000 lbs. metal reinforcement.

State Constr. Co., Seattle, Washington	172,699.00
Lee Hoffman, Portland	232,980.00
M. T. Butler & Carl M. Halvorson, Portland	269,500.00
General Constr. Co., Portland	288,940.00
Guy F. Atkinson Co., Portland	292,792.00

MULTNOMAH COUNTY

Troutdale-Dodson Section of the Columbia River Highway. State Project. 18.3 miles of roadside improvement. Requires approximately 1,700 cu.yds. topsoil; 4,400 lin.ft. concrete curbs; irrigation system; seeding 60 acres to grass; planting 165 trees, 4,380 shrubs and 250 vines; felling 540 snags and trees; and installing 200 wood sight posts.

R. & M. Constr. Co., Central Point	35,953.90
Rich & Sons Nursery, Hillsboro	41,312.90
Rogers Constr. Co., Portland	41,319.50
T. W. Thomas, Portland	42,632.60
Haftorson Constr. Co., Portland	49,271.30

SHERMAN COUNTY

Moro-Kent School Section of the Sherman Highway. State Project. Rock production. Requires approximately 10,000 cu.yds. crushed rock in stockpile.

M. C. Lininger & Sons, Medford	$ 26,700.00
F. L. Somers, Klamath Falls	28,500.00
Arthur Centemann, The Dalles	28,900.00

WASHINGTON COUNTY

Sunset Highway-Cornelius Pass Section, of the Sunset Highway about 5½ miles east of North Plains. State Project. 0.15 mile grade widening and paving. Requires approximately 5,700 cu.yds. of excavation; 15 cu.yds. concrete curb; 850 cu.yds. rock or gravel base material; 230 cu.yds. crushed rock or crushed gravel; and 800 tons class "B" asphaltic concrete.

Porter W. Yett, Portland	18,865.00
G. D. Dennis & Son, Portland	19,005.50
Erland & Blickle, Portland	19,283.00
United Contracting Co., Portland	21,760.00

WHEELER COUNTY

Fossil Maintenance Building. State Project. Construct 32' x 78'8" masonry block maintenance building.

Bemis & Co., Portland	9,880.16
Bechtel Bros., Elgin	10,478.00
Walter H. Rohde, Pendleton	11,840.10
McCormack Constr. Co., Pendleton	13,505.00
Serge R. Perrin, Oregon City	16,375.00

Mr. S. H. Boardman, State Parks Superintendent, was present and reported the following park matters:

1. Conference with County Judge T. A. Power, Jefferson County, re removal of cinder deposits from Round Butte in The Cove State Park, Jefferson County: The Parks Engineer, Mr. C. H. Armstrong, reported on this matter. He advised that he discussed it thoroughly with Judge Power, pointing out a number of alternate sources of materials which are available for local use, and that Judge Power agreed to investigate these sources and let the Commission know the results thereof. The Commission expressed the hope that the alternate sources will prove satisfactory so that it will not be necessary to remove any more cinders from Round Butte.

2. Proposed purchase of tax lots located at Battle Rock State Park, Curry County: The Parks Superintendent exhibited a map showing properties located in and adjacent to this park, which have been acquired by

Curry County for delinquent taxes, and advised that the county is willing to deed these to the state for $824, which is the amount of the unpaid taxes. In the discussion of this matter the Parks Superintendent pointed out that for the most part the property in question is submerged, practically all of it being beyond the limits of the ocean meander line. It was also brought out that the state now owns most of the rock itself and an excellent viewpoint abutting the highway, so no particular advantage would be gained by owning the tax lots. Accordingly, the Commission decided unanimously not to accept the county's offer.

3. Report of the Parks Engineer on his attendance at Columbia River Basin Inter-Agency Meeting in Spokane on April 5: The Parks Engineer stated that this meeting was fostered by the National Parks Service and discussion was principally from the recreational standpoint, including activities and plans of the several states with respect thereto. Attending this meeting, he said, were representatives of the U. S. Forest Service, National Parks Service, U. S. Corps of Engineers and state agencies, and the thought expressed at the meeting was that possibly a better plan of development can be worked out through the direction of the group, although nothing definite was decided because the National Park Service has no money to finance its activities.

4. Request of Lincoln County Historical Society that the old Yaquina Bay Lighthouse, located in the state park at Yaquina Bay, be given to the Society for use as a museum: The Parks Superintendent presented a letter from Mr. James H. Howes, Secretary of the Society, requesting that this old lighthouse be given to the society for such use. The letter was read aloud by the Secretary. The Parks Superintendent advised that the building is in a bad state of repair and that it would cost about $30,000 to put it in suitable condition for use by the caretaker of the park. He also said that the building is of no value to the state, and he suggested that it be given to the Society to tear down and rebuild, and that an entirely new building be constructed for the use of the caretaker. He cautioned against the use of the old lighthouse until it has been rebuilt. As a result of discussion the Commission voted unanimously to let the Lincoln County Historical Society have this building on the condition that the building will be torn down and rebuilt for its purposes, and provided that the Society will assume all responsibility in connection with it. The Commission also unanimously approved the construction of a caretaker's house at this location, for which, the Parks Superintendent advised, an item of $12,000 has been included in the 1950 budget. The Engineer was instructed to furnish Commissioner Reynolds a set of plans for the new building before advertising it for bids.

5. Improvement of the wall at Peter Skene Ogden State Park to prevent dogs from leaping over: The Parks Superintendent advised that the wall is constructed on the edge of a precipice and is too low to prevent dogs from jumping over it to their death on the rocks below, which they occasionally do. He suggested as a preventive measure the addition of a railing along the top of the wall, which he believed would effectively protect the dogs and would not interfere with the view of

the Crooked River Gorge. He estimated the cost of such railing at about $500. It was the feeling of the Commission that the railing would encourage people to sit on the wall, particularly children, which might increase the dangers more than if the railing were not there. Accordingly the Commission decided unanimously against construction of the railing.

6. Construction of latrines in three state parks: The Parks Superintendent requested authority to construct a latrine in each of the following parks: Catherine Creek State Park, Union County; Dimmick State Park, Hood River County; and Neptune State Park, Lane County. He estimated the cost at $3,600 each and advised that provision for them is included in the 1950 budget. The Commission approved the request unanimously and ordered that the work be done by contract.

7. Proposed addition to concession building at Silver Falls State Park: The Parks Superintendent advised that present facilities in the main building at this park are not sufficient to accommodate the sale of minor articles. He recommended construction of an addition to the present building for this purpose at an estimated cost of $2,500. The Commission approved the recommendation unanimously.

8. Consider purchase of traffic counters to be used in recording cars that enter state parks: The Parks Superintendent requested authority to purchase fifteen such traffic counters ar a cost of $40 each. The State Highway Engineer stated that the Traffic Department uses a considerable number of such traffic counters in its activities and he suggested that the taking of traffic counts at state parks be handled under the supervision of that Department, with the understanding that if additional counters are needed, the Traffic Department can purchase them. The Parks Superintendent explained that in order to secure information that he wants it would be necessary to keep the counters at the parks on a permanent basis. The Commission referred the matter back to the Engineer and Parks Superintendent for additional information, which is to be reported at the next regular meeting.

9. Employment of a Parks Historian to fill the vacancy caused by the retirement of the present Historian, Mr. Wm. A. Langille, about June 1, 1950: The Parks Superintendent recommended employment of Mr. Howard Corning. The Commission took the matter under advisement.

10. Removal of down-timber and snags in Van Duzer Forest Corridor along the Salmon River Highway: The Parks Superintendent reported that a homesteader, Mr. C. L. Swensen, who owns the tract adjoining this corridor is logging his property and wishes to secure the down-timber and snags from the state's property for which he will pay the sum of $6 per M-FBM. Mr. Swensen, he said, will drag the logs from the state's property to his property so it will not be necessary for him to operate on the highway. He estimated there are about 30 M-FBM of logs to be removed and he recommended acceptance of the offer. The Commission approved the recommendation unanimously on the condition that Mr. Swensen's operations are closely watched to see that he does not remove any material other than the down-timber and the snags, and that he does not use the highway in connection with his operations.

A letter was presented from Mr. and Mrs. George M. Johnson, protesting the sale of food, ice cream, soft drinks, et cetera, by Mr. Jack Flaucher in connection with his concession at the Vista House on the upper Columbia River Highway. The Johnsons state that they operate an establishment nearby and their business is adversely affected by reason of the sale of such commodities in the Vista House. The Parks Superintendent advised that Mr. Flaucher is conducting his business in strict conformity with the requirements of his agreement with the Commission, which includes a provision that he shall keep the premises free of scrap papers and other litter. The Commission expressed regret that the business of Mr. and Mrs. Johnson is suffering because of the sales at the Vista House, but it could not justify the rearrangement of its agreement with Mr. Flaucher in view of the Parks Superintendent's report. The Secretary was instructed to inform Mr. and Mrs. Johnson accordingly.

The Right of Way Engineer presented for the Commission's consideration a number of options for the acquisition of real property that is needed for various highway improvements throughout the state. After careful consideration of each item on the list, the Commission approved the options and authorized the Right of Way Engineer to close them at the prices mentioned therein. The attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Right of Way Engineer reported the status of acquisition of right of way needed in connection with the construction of the Marion Street Bridge over the Willamette River in Salem, particularly right of way needed on the West Salem side of the river. He stated that one of the owners, Mr. Paul Wallace of Salem, from whom one acre of land is required, has agreed to sell this land to the state for the sum of $735, which is fair and reasonable, but the situation is different with respect to land required of Mr. Wilber T. Lewis. A part of Mr. Lewis' land, he said, is under cultivation and Mr. Lewis also owns an old building at the west end of the Center Street Bridge, which is occupied by a tavern and rents for $250 a month. This property is under lease which has seven years yet to run and the renter has the right to renew the least for ten additional years. The net return to the owner annually under this lease agreement, he said, is $2,900. He advised further that although the appraised value of the property needed by the state is $43,370, Mr. Lewis will accept $42,500 for the same. The state, however, must make some sort of settlement with the renter. The State Highway Engineer pointed out that because of the high cost of this property, which he considers exorbitant, he has been working on a plan to re-align the highway so as to by-pass the building, and if this works out satisfactorily, it will not be necessary to disturb the renter and possibly will result in considerable saving in right of way costs. This matter was discussed by the Commission at considerable length, but action was deferred until later in the session. The Engineer and Chief Counsel were instructed to give the matter further study and report their findings at that time. The Commission decided unanimously to hold up the award of the contract for the construction of piers for the Marion Street Bridge, bids for which were received this day, until all right of way matters pertaining to the project have been disposed of satisfactorily. The Commission unanimously approved the settlement reported by the Right of Way Engineer with respect to the Paul Wallace property.

In this connection, the Chief Counsel reported receipt of objections from the owners of property abutting on streets that are to be used as approaches to this bridge, who claim damages because of the fact that the highway grade is to be raised in front of their properties. He explained that according to law these property owners have a right to damages in cases of this kind. The Engineer and the Chief Counsel were instructed to report on this feature as well as the other, later in the session. Chairman Chandler expressed the feeling of the Commission that matters such as this should all be clarified before the Commission takes bids for any project, since the Commission does not like to be forced to make a decision after bids have been received. The Engineer and Chief Counsel were instructed to bear this in mind in working up future projects.

(As a result of further discussion on the matter the following day, the Commission authorized condemnation of the Lewis property and an offer of $8,000 in connection therewith. See additional paragraph ahead.)

The Commission discussed with the Engineer matters concerning which delegations would appear on the following day.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

Representatives of the County Court of Tillamook County, County Judge Harland M. Woods, and County Commissioners Wesley Schulmerch and August Schollmeyer, who were scheduled to be present on the following day, appeared before the Commission at this time, as the result of misunderstanding on the part of the court. Judge Woods headed the group. He asked the Commission to approve their previous request that the Sand Lake Loop County Road be exchanged for the Little Nestucca Secondary Highway on the State Secondary Highway System. He also asked for the improvement of the Clements Corner-Brickyard Road as a Federal Aid Secondary Highway Project. He was informed by Chairman Chandler that the Engineer has filed his report on the proposed exchange of roads and when the Commission has time to discuss it the county court will be advised thereof. As to the other project, Chairman Chandler advised that this is a new one to the present Commission, which is not in position at the present time to pass on it but will receive a report from the Engineer and then will give it consideration in the formulation of its next program, there being no unallocated funds available at the present time. If the Engineer's report is favorable, he said, it might be possible for the Commission to help out the county, if that is the county's number one project, but that will depend upon what is disclosed by the report. The matter of constructing bridges on the Little Nestucca Secondary Highway was brought into the discussion. The Engineer pointed out that an item of $130,000 has been provided in the present construction program to finance three bridges. He also said that the county court's request for exchange of roads is based on the state's constructing these three bridges. Chairman Chandler concluded the discussion by stating that it is the intention of the Commission to proceed with the construction of the three bridges referred to, but whether or not the Commission will approve the exchange of roads is something that is yet to be determined. The Court will be advised, he said, when final action has been taken. (The matter was

further discussed, later in the session, at which time the Commission decided unanimously not to approve the exchange of roads as requested. See additional paragraph ahead.)

The Assistant Counsel, Mr. C. W. Enfield, requested authority to institute condemnation proceedings to acquire property owned by G. W. Tenney which is needed as right of way for Unit No. 2 of the proposed Sullivan Gulch Highway in Portland, and to acquire property owned by Catherine S. Duncan which is needed as right of way for the same highway section. He recommended an offer of $71,000 in connection with the Tenney condemnation, and $2,500 in connection with the Duncan condemnation, detailed as follows:

				Recommended Offer
R 14701	G. W. Tenney (Right of Way)			
	Land: 13,068 sq.ft. at 60¢ per square foot		$ 7,840.80	
	Buildings:			
	Main factory: 14,352 sq.ft. at $4.40 per sq.ft.	$64,584		
	Depreciation 33-1/3%	21,528	43,056.00	
	One st. I.C. shed 40x60, 2400 sq.ft. at $1.50		3,600.00	
	One st. frame storage 30x40, 1200 sq.ft. at $1.50 per sq.ft.		1,800.00	
	Frame shaving bin 10x60, 600 sq.ft. at $1.50		900.00	
			57,196.80	
	Allowance for reproduction of A.D.T. alarm system, awnings, signs, plumbing, electric wiring, and other special installations		13,030.00	
			$ 70,226.80	$ 71,000.00
R 14704	Catherine S. Duncan (Right of Way)			
	Land: 5227 square feet at $0.45 per square foot		2,352.15	$ 2,500.00

The Commission approved the Assistant Counsel's request and the recommended offers. The attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Right of Way Engineer presented for the Commission's approval a form of agreement with the U. S. Bureau of Reclamation concerning acquisition of federal land that is needed as right of way in connection with the improvement of the Garrison Corner Section of the Nyssa-Adrian Secondary Highway in Malheur County. He explained that this agreement supercedes a five-year agree-

ment which the Commission approved at the previous meeting, and extends to fifty years the effective period of the previous agreement. The Commission unanimously approved the agreement as submitted. (The agreement was signed later in the session.)

The Right of Way Engineer also presented for the Commission's approval a request from Mr. James H. Davis, Ontario, for a change in the location of the point of access from his property to the new location of the Pumping Plant Hill-Ontario Section of the Old Oregon Trail. He said that it was necessary to buy some property from Mr. Davis, in connection with which Mr. Davis was granted access at a certain point but now wants his old driveway restored. He recommended approval of the request. The Commission approved the recommendation.

The Right of Way Engineer presented for the Commission's approval a list of "Sales of Miscellaneous Property" that have been effected subsequent to the last meeting of the Commission, pursuant to authority previously given the Commission's Chief Counsel, as follows:

1. Miscellaneous furniture, et cetera, acquired from Nemic Auto Court on Canyonville-Johns Section, Pacific Highway. Sold to Roseburg Furniture Exchange for $66.

2. Three light sashes acquired from Pioneer Auto Court on the Canyonville-Johns Section, Pacific Highway. Sold to Hal W. Lehman, Salem, for $14.80.

3. Four windows and one door acquired from Pioneer Auto Court, Canyonville-Johns Section, Pacific Highway. Sold to State Highway Sign Department for $4.00.

4. One door and two small windows acquired from Pioneer Auto Court. Sold to J. D. Johnson, Salem, for $4.00.

5. Building used by construction department in connection with construction of the Vadis-Gardiner Ranch Section of the Sunset Highway, Washington County. Sold to Fred M. Brown, Hillsboro, for $100.

6. Old dwelling at 495 East Third Street, Eugene. Sold to W. H. Goddard, Eugene, for $50.

7. 285-gallon gas tank, ten years old, on the Dodson-Bonneville Section of the Columbia River Highway. Sold to Garrabrant Bros., Hood River, for $10.

8. Old dwelling located at 338 Ferry Street, Eugene. Sold to C. & D. Wrecking Company, Eugene, for $50.

9. Kitchen furniture, consisting of chairs and table, acquired from Pioneer Auto Court on the Canyonville-Johns Section of the Pacific Highway. Sold to Robert L. May, Jr., Salem, for $7.00.

The Commission unanimously approved these sales as reported.

The Commission discussed and upon recommendation of the Chief Counsel and the Engineer approved a form of "Release of Slope Easement" in favor of N. J. Thomas and Alma G. Thomas, covering an easement located on the West Slope-Beaverton Section of the Tualatin Valley Highway. By way of explanation, the Chief Counsel advised that the easement no longer is required because the Thomases have filled in their lot and wish title to their property cleared, which will be effected by approval of the easement release. (The release was signed by the Commission later in the session.)

The Assistant Counsel, Mr. J. W. DeSouza, brought up for discussion a proposed settlement with Mr. Frank Finlayson of his claim for damage to his house located adjacent to the Oregon Coast Highway near Newport. He stated that the highway at this point was reconstructed very close to Mr. Finlayson's house and rather than move his house, Mr. Finlayson constructed shoring to protect it and he is now asking the state to construct the foundation, which is estimated to cost about $700. He gave as his opinion that the request is reasonable and just, and accordingly recommended approval of an expenditure of $1,000 for the purpose, the extra amount being requested to take care of contingencies, should they arise. The Commission approved the recommendation unanimously on the condition that a full release of further responsibility or obligation is received from Mr. Finlayson.

Mr. DeSouza also presented for the Commission's consideration a request from Mr. George Arthur Zwick for a change in the point of access from his property to the Pacific Highway West, between Dundee and Dayton Junction. He said that Mr. Zwick now has one reserve access but wants it changed to another location which will not only be better from his standpoint, but also from the standpoint of the state. He recommended approval of the request. The Engineer and Chief Counsel concurred. The Commission approved the recommendation unanimously. (The form of "Indenture of Access" covering the change was signed by the Commission later in the session.)

The Engineer reported that the Veterans Memorial Association of Gold Beach is contemplating the remodeling of a building which it owns, adjacent to the Oregon Coast Highway at Third Street in this town, which location is just south of the recently improved section of the highway at this place. The Association wishes to remodel the building in harmony with the location of the highway, so has suggested that if the state needs additional right of way for the future improvement of the highway such right of way be acquired now so they can do their rebuilding in conformity therewith. He recommended approval of the request and that the Right of Way Department be authorized to negotiate an option. The Commission approved the recommendation.

The Engineer also brought up for discussion the matter of purchasing additional property in the City of Eugene, adjoining the present maintenance headquarters, and particularly described as Lot 9 in Block 35 of Fairmount Addition. This lot, he said, has a frontage of about 70 feet on 15th Avenue and 190 feet on Fairmount Boulevard, and there is located on the property a one-storey frame house with concrete basement. If this property is purchased, he said, the state would then have title to all the property abutting on Fairmount Boulevard, which could be vacated, giving the Highway Department control and use of this 80-foot street, and an additional 70-foot frontage on 15th Avenue.

He also pointed out that by purchasing this lot the Highway Department would not only acquire an additional 190-foot frontage on Fairmount Boulevard, but would also have full and complete use of Walnut Boulevard. He exhibited a map showing the situation and advised that he believed the lot can be purchased from the owner for about $5,500. The Engineer also mentioned that if this property is purchased the house would be occupied by one of the section foremen, who would be in a position to keep a lookout over the other buildings in the Highway Department group and would be near at hand in case of emergency. The Commission unanimously approved the securing of an option for the property.

The Engineer presented for the Commission's information a written report dated April 7, 1950, concerning state properties which are subject to assessment and taxation, but no action was taken thereon. In this connection the Chief Counsel advised the results of a conference with members of the State Tax Commission which was to the effect that the Tax Commission is willing to confer with the Highway Commission as to state highway properties, and will approve any arrangement that the State Highway Department can work out with county assessors.

The Chief Counsel reported the following settlements of condemnation cases and requested approval of the same by the Commission:

1. State of Oregon vs. Burt E. Barclay, et al, involving acquisition of 2.64 acres of land needed for the Scott Creek Section of the Alsea Highway, Lincoln County. Settled for $2,634 plus fencing.

2. State of Oregon vs. Carl G. Bechen, et al, involving acquisition of two parcels of land containing 3.86 acres, needed for construction of two approach or connecting roads between the Sunset Highway and the Hillsboro-Cornelius Pass County Road in Washington County, settled for $2600, and reduction in acreage from 3.86 acres to 3.62 acres.

3. State of Oregon vs. Chauncey Florey, et ux, involving acquisition of 0.76 acre of land needed in connection with relocation and construction of a portion of the Tiller-Trail Secondary Highway in Douglas County. The amount offered in condemnation was $200. Settlement effected with owner for $1500. The Chief Counsel explained that the Commission's offer was based upon an appraisal considering that the property was best suited for agricultural purposes, but the owner contended that it was industrial property and that he planned to use it as a site for a large sawmill, which contention was doubted, but which subsequently proved to be a fact because the owner actually constructed a large sawmill upon the remaining property at greater construction expense than that to which he would have been put had the mill been constructed on the property taken by the state. A reappraisal of the property under condemnation was made, he said, and upon the basis thereof it was determined that the first appraisal, based upon the land being best suited for agricultural purposes, was incorrect, and that the land taken by the state is worth $1,500 for industrial use, which amount the owner accepted. The Chief Counsel also stated that in the negotiations with the Floreys it was agreed that the state would abandon to the Floreys, who own the abutting property on both sides of the

highway, a small portion of the old highway right of way which is not needed by the state, hence it is now necessary that the Commission adopt a resolution abandoning in favor of the Floreys such portion of the old highway.

The Commission by unanimous vote approved all three settlements as reported by the Chief Counsel. The Commission also by unanimous vote adopted the attached resolution, marked EXHIBIT "C", with respect to the settlement with Chauncey Florey, et ux, as reported by the Chief Counsel, which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel also asked the Commission to confirm the following settlements:

1. Settlement of the case of State vs. Cerruti, involving property on the Columbia River Highway, Multnomah County.

2. Settlement of the case of State vs. C. L. Ambers, et al, concerning a stockpile site near the town of Gates on the North Santiam Highway.

3. Settlement of the case of State vs. Anderegg, et al, concerning property situate on the Sunset Highway.

With respect to the first case, the Chief Counsel advised that the jury returned a verdict of $4,000 plus attorney's fees, whereas his offer was in the amount of $3,000. The case, he said, was appealed to the Supreme Court, and sent back for retrial which is now scheduled, but the defendants have agreed to settle for the amount returned by the first jury, which was $4,000 plus $400 attorney's fees, and they have agreed to pay their own costs. He recommended settlement on such basis. The Commission approved the recommendation.

With respect to the Ambers case, the Chief Counsel stated that an option was secured in the amount of $42; later on, however, the owner refused to sign a deed on such basis, but has agreed to settle for $350. He recommended payment of such sum in order to avoid witness and court expense which he said would be considerable. The Commission approved the recommendation.

As to the Anderegg case, the Chief Counsel explained that his offer to Mr. Anderegg was $1,250, based upon an appraisal, but the offer was refused, although Mr. Anderegg agreed to accept $1,850 for his property. A reappraisal of the property, he said, revealed that if the case went to trial the state's expense would be greater than the difference between the amount of the offer and the demand, in view of which he recommended payment of $1,850 to the owner. The Commission approved the recommendation.

The Chief Counsel brought up for discussion a proposed settlement of the controversy with Contractor C. J. Eldon arising out of construction of the Coffey Creek Bridge on the Tiller-Trail Secondary Highway in Douglas County, State Highway Contract No. 2788. He said that the contract was awarded on

March 12, 1946, but Mr. Eldon was dilatory in starting the job and carrying on the work to completion, which resulted in the state's incurring excessive engineering expense, amounting to $365.29. Also, as a part of the work, Mr. Eldon was to keep the existing bridge in good condition, which he did not do, so repairs were made by a state crew, at a cost of $385.59. As a result of Mr. Eldon's tardiness, he said, it was necessary to extend the time limit for completion of the project several times, which the Commission did, on the condition that Mr. Eldon would reimburse the state for the extra engineering expense and for the cost of the bridge repair work. The Chief Counsel pointed out that one of the conditions of the contract was that the contractor was to have the lumber from the old bridge, but the Highway Department needed and took some of this lumber, and Mr. Eldon lost most of the remaining lumber during high water in the creek. The value of the lumber taken by the state, he said, was $373.62 and this was considered in the preparation of the final voucher, along with the cost of the bridge repair work and the extra engineering expense, but Mr. Eldon refused to accept the final payment on such basis. Moreover, he has taken the matter to court, notwithstanding an endeavor to settle the matter by negotiation and the withdrawal of the state's claim for repairing the bridge, and in his suit Mr. Eldon is demanding payment for the full value of the lumber which was lost by reason of high water. The Chief Counsel inquired whether or not it is the desire of the Highway Commission to carry this matter through the courts or waive the engineering penalty, which appears to be the only difference remaining between the parties concerned. Chairman Chandler gave as his opinion that a principal is involved. He questioned the advisability of specifying a penalty in a contract if it is not enforced. He also expressed the feeling that the Commission should do whatever is necessary to collect the amount of the penalty in each instance. The Assistant Counsel, Mr. Sam A. Hall, expressed the opinion that because of the circumstances surrounding this case, the Highway Commission would lose the case in court. He recommended waiver of the state's claim and settlement out of court, as did also the Chief Counsel, who stated that he could not recommend otherwise, although he has no sympathy with Mr. Eldon. As a result of discussion and in view of the Chief Counsel's advise, the Commission referred the matter back to the Chief Counsel with authority to settle the case out of court by waiving the penalty, if in his better judgment that is the best procedure to follow.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:00 p.m. Chairman Chandler announced the Commission's decision with respect to each project, as follows, the Commission's action being by unanimous vote:

"Division #1 Recoiling Project on the Woodburn-Estacada, Cascade, Clackamas and Mt. Hood Highways, Clackamas County. The Commission received seven bids for this work, the low one being that of J. C. Compton & Co., McMinnville, at $56,017. The contract has been awarded to J.C. Compton & Co. at its bid price.

"Grading and paving the Coos Bay (Fir Avenue-Ingersoll Avenue) Section of the Oregon Coast Highway, Coos County. The Commission received two bids for this work, the low one being that of Coos Bay Dredging Company, Coos Bay, at $241,480.44. The other bid was that of Porter W. Yett, Port-

land, at $246,048.50. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Coos Bay Dredging Company, when certain conditions have been satisfied.

"Grading, surfacing and oiling the Crook County Line-Bend Airport Section of the Powell Butte Secondary Highway, Deschutes County. Eight bids were submitted for this work. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder. F. L. Somers, Klamath Falls, at his bid price of $74,981 when certain conditions have been satisfied.

"Vale Rock Production Project on the Central Oregon and Vale-West Highways, near Vale, Malheur County. The Commission received two bids for this work, the low one being that of Barney B. Helser, Rome, Oregon, at $17,150. The other bid was submitted by N. A. Toole Construction Co., Ontario, at $18,060. The contract has been awarded to Barney B. Helser, the low bidder, at his bid price.

"Construction of five piers for the Marion Street Bridge over the Willamette River in Salem in Marion and Polk Counties. State Construction Company, Seattle, submitted the low bid for this work at $172,699. Lee Hoffman, Portland, submitted the next low bid at $232,980. There were three higher bids. The Commission has deferred the award of this contract until the following day. (The Commission later referred the bids to the Engineer with power to award the contract to the low bidder, State Construction Company, when certain right of way matters have been cleared.)

"18.3 miles of roadside improvement on the Troutdale-Dodson Section of the Columbia River Highway, Multnomah County. The Commission has awarded this contract to the R. & M. Construction Company, Central Point, who submitted the low bid for this work at $35,953.90. There were four higher bids.

"Rock production on the Moro-Kent School Section of the Sherman Highway in Sherman County. M. C. Lininger & Sons, Medford, submitted the low bid for this work at $26,700. There were two higher bids. The Commission has awarded the contract to the low bidder, M. C. Lininger & Sons, at their bid price.

"Grade Widening and Paving on the Sunset Highway-Cornelius Pass Section of the Sunset Highway in Washington County. The Commission received four bids for this work, and has awarded the contract to the low bidder, Porter W. Yett, Portland, at his bid price of $18,865.

"Construction of a masonry block maintenance building at Fossil, Wheeler County. Five bids were submitted for the construction of this building, the low one being that of Bemis & Co., Portland, at $9,880.16. The Commission has awarded the contract to Bemis & Co. at the amount of its bid."

The Commission discussed a proposed agreement with the City of Milwaukie relative to the construction of an "outer" highway on the east side of and paralleling US99E between the cities of Portland and Milwaukie. A form of agreement prepared by the Chief Counsel was presented. The Engineer advised that the provisions of the agreement, as prepared, are in conformity with ideas heretofore expressed by the Commission, and recites that the city shall make available to the state all necessary right of way and shall construct the necessary highway embankment and roadbed, pursuant to plans and specifications prepared by the state. The city also consents to the closing of the present access roadway leading from Harvester Drive to a connection with the main highway, and agrees to maintain this outer highway as a city street at city expense when construction is completed. The Engineer also pointed out that the agreement provides that the state shall reimburse the city for the construction of the roadbed or embankment at the rate of 35¢ per cubic yard for all material incorporated therein; that the state shall also construct on the roadbed when it is completed, a standard blacktop surface. He recommended approval of the agreement. The Chief Counsel concurred. As a result of discussion, the Commission approved the recommendation unanimously. (The agreement was signed by the Commission later in the session.)

The Chief Counsel brought to the Commission's attention the claim of Mr. Carl Hammer, Hermiston, Oregon, for repairs to his 1947 Buick automobile, which he alleges was damaged when driven into a tree that was felled across the Columbia River Highway by a State Highway Department crew. He stated that Mr. Hammer's original claim was in the amount of $469.60 and that investigation reveals that the state is liable, but not to the extent of the amount demanded because a considerable amount of the repairs were not due to the car being driven into the tree. He recommended payment of the sum of $129.25 to Mr. Hammer, who, he said, has agreed to accept such amount as payment in full, and moreover has signed releases on such basis. The Commission approved the settlement as reported.

The Chief Counsel requested authority to execute, and file, the consent of the Commission to the vacation of a portion of an alley situate in Block 7 of the amended plat of Fairmount in the city of Eugene. He said that this "vacation" would be to the benefit of the Highway Commission, and is recommended not only by himself, but also by the Commission's Engineer. The authority requested was granted by the Commission by unanimous vote.

The Commission discussed briefly matters pertaining to authority heretofore granted the Chief Counsel by resolution adopted on September 19, 1949, to settle certain claims against the State Highway Department, but deferred action thereon until its next meeting.

The Engineer brought to the attention of the Commission a letter from the Honorable Douglas McKay, Governor, concerning oily substances that have been deposited on the sands of the beach, and which, it is alleged, have affected waterfowl and which may adversely affect recreational activities. Governor McKay suggests in his letter that, inasmuch as the beach between high and low tides is public property under jurisdiction of the Highway Commission, the Highway Commission investigate the conditions to ascertain the source of

the trouble and possible remedy. The Commission instructed the Engineer to check with the Parks Superintendent, who has investigated the matter, and report his findings.

The Engineer reported that at the request of the State Board of Control he has investigated the feasibility of utilizing a vacant lot situate at the southeast corner of the intersection of Capitol and Center Streets, Salem, as a parking lot for state-owned automobiles. It appears that the Board of Control has in mind to erect a service station on this lot for state cars and to make available for car parking that area not used for such purpose; and the suggestion has been made that the property be purchased with state highway funds. It also appears that the purchase price of the lot is $13,500 and that it will cost from $750 to $1,000 to pave it. The Engineer pointed out that the proposed parking area will accommodate only about eighteen cars and that the cost, per car, to provide space at this location would be about twice as much as to provide it at the old Washington Grade School site about one block farther east. He recommended against the use of state highway funds to purchase this property. The Commission approved the recommendation.

The Engineer reported on the proposal of Tillamook County that the Pacific City-Sand Loop County Road be exchanged for the Little Nestucca Secondary Highway in the State Secondary Highway System, which was the subject discussed with the Tillamook County Court earlier in the session. He said that a very careful investigation has been made which discloses that the county road referred to is eighteen miles in length, all of which, except a section .7 mile long, will be improved with an oil surface by midsummer. He estimated the cost to complete this oiling work at $100,000 and the ultimate cost for complete modernization of the road at $750,000. The estimated cost to complete the Little Nestucca Secondary Highway, he said, is $650,000, of which amount $130,000 has already been allocated in the current program for the replacement of three bridges, which bridges the county wants constructed as planned, regardless of the exchange of roads. He pointed out that the county road is 8.5 miles longer than the Little Nestucca Secondary Highway, so will cost annually approximately $6,000 additional for maintenance. He recommended that the county's request be denied. The Commission approved the recommendation.

The Engineer reported that pursuant to authority granted him by the Commission at the previous meeting, he conferred with the owners of the private road leading from the Alsea-Deadwood Secondary Highway into Lobster Valley, Benton County, and ascertained that this road, plus all necessary right of way needed for widening it, may be purchased for the sum of $31,500. Were the road to be constructed at current prices, he said, the actual cost would be approximately $36,000. He estimated the cost to modernize this private road, which is 2.39 miles long, at $66,000, making a total cost of $97,500 to provide a suitable road into the floor of Lobster Valley. The Engineer recalled the offer of the Benton County Court to assume future jurisdiction, and control, maintenance, et cetera, of the Tampico-Lewisville Secondary State Highway No. 202 if the Highway Commission will extend the Alsea-Deadwood Road into Lobster Valley. He recommended approval of the offer and the purchase of the private road from the Yew Creek Logging Company for $31,500, and that, when the arrangements have been consummated, he be authorized to improve the road to secondary highway standards

at an additional cost of approximately $66,000. As a result of discussion, the Commission unanimously approved the recommendation. The Engineer was authorized to advertise the project for bids when the exchange of roads has been effected and right of way matters clarified.

The Commission discussed a written report from the Engineer, dated April 21, 1950, on the condition of the Crater Lake Highway and on the condition of the Redwood Highway. In his report the Engineer recalls the necessity to place reduced load limits upon these highways during the spring thaw, objections to which were offered by operators in the Medford area. He said that there is no way of avoiding the placing of such reduced load limits unless the existing surfacing is reinforced and stabilized. He estimated the cost of such stabilization work on the Crater Lake Highway between M.P. 46.85 (Prospect) and M.P. 39.35 (Cascade Gorge) which he said is the worst section, at $135,000. A far worse condition exists on the Redwood Highway between Cave Junction and the California state line, he said, a distance of 12.7 miles, and on a half-mile section near the town of Selma. He estimated the cost to stabilize these two sections at about $300,000 making a total expenditure of $435,000 for both projects. He declared the improvement imperative, and recommended that he be given authority to advertise both projects for bids to be received at the next meeting of the Commission so as to assure that the work will be completed this year. He also recommended that the entire cost be paid with state funds because of the delay that the use of federal aid funds would entail. As a result of discussion, the Commission unanimously approved both recommendations.

In this connection, the question arose whether or not the state's scales at Grants Pass are properly located, and if scales are needed on the Redwood Highway between Kerby and Cave Junction. Also, whether or not the state scales at Eagle Point are situated so they cannot be by-passed. The Engineer was instructed to check into these features. He was authorized to relocate the scales at Grants Pass and Eagle Point if the investigation reveals that they are not in the proper location at the present time to secure desired results. He was also authorized to install a new set of scales on the Redwood Highway near Cave Junction. He was instructed to ascertain at each of these points who the truck operators are hauling for, where their loads arise, and their destination.

The Engineer reported on a request from property owners of Cannon Beach that access to the new route of the Oregon Coast Highway be allowed from Division Street in Cannon Beach. He exhibited a map showing the improvement now underway at this place. He pointed out that this highway has been designated a through highway, and that, in anticipation of an extremely heavy traffic moving in and out of Cannon Beach during the tourist season after the highway is built, it was considered inadvisable to permit entrance to the highway at Division Street, as was first contemplated. It seems preferable, he said, to construct a traffic interchange in lieu thereof at another location about 1,000 feet south of Division Street, and the present project plans call for such connection, which will afford access to and from Cannon Beach without the hazard of cross-traffic. In addition, access to the new highway will be available by the existing highway, which connects with the new one immediately north of Cannon Beach. He gave as his opinion that entrance to and exit from Cannon Beach is adequately provided and he recommended that the

request for the additional access be denied. The Commission approved the recommendation unanimously, subject, however, to a further review of the situation after the highway has been completed and opportunity afforded to check traffic conditions at that time.

The Commission discussed a report from the Engineer on the results of studies to determine the volume of traffic that patronized Hoodoo Ski Bowl during the past winter season. The report discloses that during the four-month skiing season from December 1st to March 31st, 1,840 cars, containing an average of 3.6 persons per car, or a total of 6,624 persons, patronized this place, which is considerably more than the number estimated by the people who have asked the Highway Commission to keep open the road that leads to the Bowl from the Santiam Highway. In view of this report, the Commission authorized the Engineer to keep this road open again next winter.

The Engineer presented a written report dated April 15, 1950, containing specific data relative to damage to highways caused by heavy loads. He explained that this is an informative letter which does not need any particular action at this time. Also, that he will augment it by additional reports from time to time in the future.

The Engineer also reported on the damage which was done to state highways during the past winter by reason of frost action, slides, floods, et cetera, covering the entire state. He estimated the cost to repair such damage at $1,000,000 in excess of the amount that was anticipated when the 1950 Maintenance Budget was approved. He was instructed by the Commission to report later in the year whether or not he will need funds in excess of the $1,000,000 now held in reserve to pay this expense, with the understanding that should additional funds be required they can be transferred at that time.

The Engineer brought up for discussion the allocation of funds temporarily set up in the current construction program to finance the improvement of the Wasco-Condon Secondary Highway and the Klamath Lake Secondary Highway, totaling $330,000. He recalled that originally the allocation provided $80,000 for the Wasco-Condon Highway and $250,000 for the other, but the Commission deferred a definite decision with respect to these allocations pending inspection of both roads, which inspection was made recently by the Commission. In the discussion of this matter it was pointed out that delegations appearing before the Commission regarding the Wasco-Condon Road particularly stressed the importance of surfacing this road from the end of the present surfacing about six miles west of ndon, westerly a distance of about 11.5 miles, because this section is only a dirt road and is almost impassable during the winter months. It was also pointed out that there is a dirt section about 1.24 miles in length on the west side of the John Day River which is suitable only for one-way traffic because it is narrow and crooked. The Engineer also advised that two sections, one of which is 5.26 miles long and extends east of the John Day River, and the other 3.76 miles in length, extending westerly from the John Day River, have been graded and surfaced with pit-run gravel. These two sections he said, should be improved by surfacing with crushed rock. Chairman Chandler expressed a preference for the elimination of the dirt sections. He suggested that the $80,000 now available

be spent for improvement of the existing road easterly from the summit of East Cottonwood Grade, and that the Commission consider in its 1951 program an allocation for the improvement of the West Cottonwood grade section. As a result of the discussion, the Commission unanimously approved the suggestions of Chairman Chandler and it was so ordered.

As to the Klamath Lake Secondary Highway, the Engineer advised that a survey is now being made which follows new alignment from the end of the present oiled surface and connects with the present road about eleven miles northerly thereof, and that this survey will be completed in about six weeks' time. He roughly extimated the cost to grade, surface and oil this section at approximately $300,000, which is about $50,000 in excess of the amount tentatively allocated for this highway in the current construction program. He suggested that the Commission approve the grading and placing of a cinder surface on this eleven-mile section now so that the work can be performed this fall and winter, construction of the remaining portion of the highway to follow later as funds become available. The suggestion was approved by the Commission by unanimous vote, subject to the condition, however, that $250,000 is the maximum amount the Commission will spend for this improvement and that no more work should be undertaken than can be financed with such sum, and provided further that the project is approved by the Bureau of Public Roads for Federal Funds, and that right of way matters are satisfactorily disposed of in advance of advertising the project for bids.

The Commission discussed a report from the Engineer on the establishment of a proposed one-way street system through the city of Redmond. The Engineer advised that The Dalles-California Highway follows Sixth Street through this city, which street, according to present plans, will be used for northbound or for southbound highway traffic, one or the other. He said that his studies cover the use of either Fifth Street or Seventh Street as the route for traffic flowing in the opposite direction. The Seventh Street route, he said, is about one-half mile longer than the Fifth Street route, and the estimated cost to construct it is about $26,710 more than the estimated cost to construct the Fifth Street route. He recommended adoption of the Fifth Street route for northbound highway travel, which route, he said, is the one preferred by the City Council, and that the Right of Way Department be authorized to negotiate options for needed right of way so that the project can be advertised for bids in the immediate future. The Commission approved the recommendation unanimously, it being understood that the estimated total cost of the project is $146,200, being $31,200 in excess of the amount originally set up in the state's Major Betterment budget for such improvement.

The Commission had under discussion a letter from the City of Beaverton requesting reconsideration by the Commission of its action previously taken denying the city's request for the improvement of the Hillsdale-Beaverton Highway (ORE10) between Short Street and Cedar Street in Beaverton. The Engineer advised that, acting on instructions from the Commission at the previous meeting, he conferred with the city officials relative to their

request and carefully investigated the project they have in mind. The existing street, he said, has a paved width of only 16 feet and is very congested. Moreover, the street is adjacent to the railroad and can be widened only on one side and maximum width that can be obtained is 24 feet. He estimated the cost of the requested work at $10,000 and recommended approval of the project for this year's construction in order to relieve the existing congestion and hazards of this narrow street which carries very heavy traffic through the center of the town. The Commission approved the recommendation unanimously.

The Engineer reported on the request of the City of Seaside for state aid in financing the construction of a new bridge across the Necanicum River on 12th Avenue in Seaside. He advised that the physical features involved clearly identify this project as one which is eligible for Special State Tax Street Funds, and he recommended an allocation of $15,000 of such funds to assist the city in financing the project. (For details see copy of Engineer's written report dated April 14, 1950, in general files.) As the result of discussion the Commission unanimously approved the recommendation.

The Commission discussed a report from the Engineer on drainage conditions obtaining at the highway underpass on Esplanade Avenue in the city of Klamath Falls which were brought to the attention of the Commission at the previous meeting by a delegation from that city. The Engineer advised that an investigation reveals that the drainage facilities are very unsatisfactory, and as a result, water accumulates in the bottom of the underpass, causing the dangerous condition to which the delegation referred. The only satisfactory way to correct the condition, he said, is to lower a section of the outfall sewer, which is estimated to cost $3,660. He recommended approval of the improvement as a minor betterment project to be financed from reserve funds in the 1950 budget. The Commission approved the recommendation.

The Commission discussed a report from the Engineer on the request of people residing along 82nd Avenue (Cascade Secondary Highway) in the vicinity of Battin School, Portland, for further study of the need of traffic lights at the Johnson Creek Boulevard intersection with 82nd Avenue, and at the intersection of Battin Road with 82nd Avenue, previous requests for such installations having been denied. According to this report, the second investigation, which was made by the Traffic Engineer on March 30, indicated only a minor increase of traffic over that previously reported, the average hourly volume of vehicles being determined as 600, and the pedestrian count showing an average of only 39 persons per hour, whereas the nationally recognized requirements for signals call for an average of 750 vehicles and 250 pedestrians per hour. The report also indicates that over the past three years and ten months, a total of five accidents have occurred, only one of which might have been prevented by signals; and that from such standpoint alone, there are 356 unsignalized intersections on the rural state highway system which have a higher accident record. In view of this report, the Commission again unanimously denied the request for signals. However, the Commission authorized the school district to operate a portable school-crossing warning signal as a trial proposition, if the district is willing to purchase one and provided the signal is properly supervised.

The Commission also discussed a report from the Engineer on the need to install traffic control signals and channelization at intersections on

McLoughlin Boulevard (Pacific Highway East) in Portland, particularly between the Ross Island Bridge and the south city limits. The Engineer estimated the cost of such signalization at $142,630, and advised that the state's share of this expense would be $71,315 if the work is done as a cooperative project with the city, as has been done in the past. The Commission deferred action on this matter pending formulation of its program for 1951.

The Commission discussed and upon recommendation of the Engineer unanimously approved a petition from residents of Rickreall requesting construction of a footpath along US99W (Pacific Highway West) from its intersection with the Salem-Dallas Highway northerly to Rickreall Grade School, at an estimated cost of $1,500. The Engineer was authorized to proceed with the construction of the footpath, provision for which is included in the 1950 budget.

A petition was presented from residents along the Fox Hollow Secondary Highway south of Eugene, requesting construction of pavement on this highway from Eugene to its intersection with North Spencer County Road. The Commission referred the matter to the Engineer for investigation and report.

The Engineer reported that the following cities and towns have fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the second half of the year 1949, and that the plans of the projects proposed to be financed with such funds have been examined and found satisfactory:

Aumsville	Echo	Madras	Sublimity
Canyonville	Elkton	Monument	Troutdale
Cove	Fairview	Nehalem	Tualatin
Creswell	Harrisburg	Oceanlake	Wallowa
Culver	Lafayette	Phoenix	
Dayton	Lostine	Rockaway	

He recommended approval of the plans by the Commission. The Commission approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration six Special State Tax Street Fund projects involving the improvement of city streets in the following cities and towns:

Gresham - total cost, $29,500 (State's share, 15,000)

Empire - total cost, $4,300 (All state funds)

Joseph - total cost, $13,200 (All state funds)

Coquille - total cost, $8,750 (All state funds)

Burns - total cost, $14,000 (All state funds)

Milton - total cost, $17,000 (State's share 15,000)

He recommended approval of all except the Milton project, which he said consists of the lengthening of an existing bridge to allow the Army Engineers to widen the channel of the Walla Walla River as a portion of a flood control project.

The existing bridge, he said, is suitable for traffic and the only necessity for the extension is to accommodate the flood control project, in view of which he questioned its eligibility for state funds. The Commission unanimously approved the projects located in the cities of Gresham, Empire, Joseph, Coquille and Burns, but deferred until its next meeting a decision with respect to the bridge lengthening project in the town of Milton. Commissioner Reynolds expressed a desire to look into this project before the Commission makes a final decision with respect to it.

The Engineer requested authority to advertise for bids for construction of buildings at the following section maintenance headquarters, provision for which he said is included in the 1950 budget heretofore approved by the Commission as to principle.

1. Prospect (Crater Lake Highway). Construct standard concrete block building 32' x 78' for section maintenance headquarters. Estimated cost of building $14,500, including state force work, grading, surfacing, some oiling, fence, gas pumps, well and pump. Total estimated cost of project - - - - - $19,000

2. The Dalles (US30). Construct additional storage facilities for department equipment consisting of cars and station wagons. Open storage frame building 20' x 48'. Estimated cost - - - - - - $ 4,650

3. La Grande (US30). This project is being substituted for the one shown on the budget proposed for Klamath Falls. Construct a sign storage building 18' x 40', frame construction. Estimated cost - - - $ 3,550

4. Basque maintenance station (US95, Malheur County). Construct additional housing facilities for department employees consisting of one frame cottage 24' x 26'. Total estimated cost complete - - - $ 7,750

Grand total - - - - - - - $34,950

The Commission approved the request unanimously.

Consideration was given by the Commission to a report from the Engineer with respect to the widening of the pavement, channelization, and installation of traffic lights at the intersection of Naef Road with the Pacific Highway East, north of Oregon City, where a drive-in theater has been constructed. The Engineer advised that pursuant to authority granted him by the Commission, he contacted the owner of the theater, Mr. Phil L. Polsky, to determine whether or not he would pay half the expense involved to provide necessary facilities and Mr. Polsky expressed a willingness to contribute $5,000. A careful survey of the project, he said, indicates that the facilities will cost $12,000 and he recommended approval of a cooperative project, each party to pay 50 percent of the total cost when the amount has been definitely determined. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed by the Commission later in the session.)

The Commission considered, and referred to the Engineer for investigation and report, a letter from the Aumsville City Council requesting the

widening of Highway 222 (North Santiam Highway) through Aumsville.

The Commission discussed a report from the Engineer on a petition signed by 424 interested parties in North Portland requesting the improvement of Swift Secondary Highway at its intersection with the Pacific Highway East and the Pacific Highway West. In this connection the Commission also discussed a letter from Mr. Frank J. Kernan, owner of property at this location, who urgently requests this improvement at an early date to facilitate the development of his own property, and who submits to the Commission a proposition with respect to right of way which will be needed for the proposed highway across his holdings. The Engineer advised that the improvement is a meritorious one and is needed in order to complete the highway development at this point. He estimated the cost at $220,000 of which amount $9,000 is the appraised value of right of way across Mr. Kernan's property. He further stated that this matter has been considered for several years and that Mr. Kernan originally demanded the sum of $30,000 for right of way needed from him but has now stated his willingness to donate the right of way free of cost to the state if the state will pay him for constructing 112,000 cubic yards of highway embankment on the right of way, at the rate of 70 cents per cubic yard, or a total of $78,400. He explained that Mr. Kernan desires this sort of an arrangement because he plans to fill in his adjoining property and can not do so unless the highway fill is made either before or at the same time. He recommended acceptance of Mr. Kernan's offer. The Commission deferred a decision in the matter pending discussion of it with Mr. Kernan, scheduled to be present on the following day. (As a result of further discussion on the following day, the Commission referred the matter back to the Engineer for an additional report at the next meeting, which report is to include reasons why it is important to complete the project in the next construction program, if the Commission should decide to accept Mr. Kernan's offer. The Chief Counsel was instructed to report on the legality of the transaction and to prepare a form of agreement covering the matter for execution by the Commission if it decides to go ahead with the project.)

The Engineer brought up for discussion a proposed rearrangement of state highway traffic routing in the city of Portland necessitated by the adoption by the city of a one-way street grid, particularly as it affects Fourth Avenue and Sixth Avenue. He pointed out that each of these streets is a state highway route and that under the new setup both are limited to one-way northbound travel. He recommended as a solution for this problem, and in order to provide a routing for southbound state highway traffic, the elimination from the state highway system of that portion of Sixth Avenue which extends south from Burnside Street to S. W. Grant Street, and the designation of Broadway as a southbound state highway travel route between Burnside Street and S. W. Lincoln Street and that the diagonal street between Lincoln and Grant Streets connecting Broadway and Sixth Avenue be added to the system. He also recommended that the maintenance agreement between the Highway Commission and the City of Portland be revised accordingly. In this connection he pointed out that the city has requested installation of traffic signals on Jefferson street and Columbia Street (state highway routes) at their intersections with S. W. First Avenue, S. W. Second Avenue and S. W. Eleventh Avenue, a total of six signals, which are estimated to cost $12,000, the expense therefor to be shared equally by the

city and the state. And the city also wants the state to pay fifty percent of the cost of two illuminated signs at each intersection of the one-way grid system, insofar as they are required on state highway routes, which signs are estimated to cost $8,300.00, making an estimated total outlay of $20,300, of which the state's portion would be $10,150. He recommended approval of the arrangement as outlined, which he suggested should be covered by a written agreement between the City and the State, and that the Commission authorize payment of its share of the costs on a fifty-fifty basis, funds for which are provided in the 1950 budget for urban signs. The Commission unanimously approved the Engineer's recommendation with respect to both subjects. The Chief Counsel was instructed to prepare an appropriate form of resolution covering the re-routing of highway traffic from Sixth Avenue to Broadway, and an agreement with the City with respect to the installation of the signals and illuminated signs.

The Commission considered and upon recommendation of the Engineer denied a request from the Sweet Home Parent-Teachers Association for the installation of a traffic signal at the intersection of "M" Street (Santiam Highway) with 18th Avenue in the town of Sweet Home. According to the Engineer's report, investigation reveals that there is not sufficient warrant for this signal, the average hourly volume of traffic at this intersection being only 461 vehicles, whereas the nationally accepted standard is 750 vehicles. Moreover, the average hourly volume of pedestrian traffic is only 28 as compared with the national warrant of 250.

The Engineer requested authority to increase the project authorization for the installation of traffic signals in the city of Eugene (Contract No. 3287) by the amount of $1,735 to pay the cost of connecting the signals to the city's main control in the city hall so the lights can be synchronized with other lights in the downtown area. The city, he said, will pay one-half of this expense, so the extra cost to the state will be only about $867.50. The Commission authorized the expenditure.

The Engineer reported that in the preparation of schedules to accommodate the five state highway oiling crews for the current season, it has been found that there is more work than the five crews can perform, so it appears necessary to have some of this work done by contract. He further stated that the re-oiling of some 32 miles on four highways in Division No. 1, which is estimated to cost about $97,000, has been advertised for bids to be received at this meeting, pursuant to oral authority heretofore given him by the Commission. He pointed out that this oiling work was contemplated in the preparation of the 1950 General Maintenance Budget as approved by the Commission, but the contracting of the work places it in another category, so a transfer of $97,000 of General Maintenance Funds to the Special Maintenance Account is required. He asked the Commission to confirm the authority given him to contract these projects, and to approve the transfer of funds to pay for the work. The Commission unanimously approved the arrangement as requested.

A letter was presented from the McKenzie River Development and Protective Association, Vida, Oregon, in which the Commission was requested to authorize snow removal on the McKenzie Highway so as to make this highway available for traffic throughout its length at the earliest possible time. The Engineer estimated the cost to open this highway by June 8 at $10,000, by

June 15 at $7,000, and by June 20 at $3,000. He recommended that the request be approved and that he be authorized to start snow removal operations on May 15 so the highway can be open by June 15. The Commission approved the recommendation unanimously.

The Commission discussed communications from the Umatilla County Court, the Pilot Rock Commercial Association and the Morrow County Court requesting the construction of an oil surface on the Heppner Highway, State Highway No. 52, from Nye Junction westerly a distance of about 21 miles to a place known as Lena. The Commission referred this matter to the Engineer for a report as to how much it would cost to do this work.

A letter was presented from the Astoria Central Labor Council, Astoria, Oregon, in which the Highway Commission is requested to provide a four-lane highway facility on US30 between Rainier and Astoria to take care of increased traffic that will use this road in the future, and to relieve heavy traffic on the Sunset Highway. The Commission deferred a decision in this matter pending receipt of a report from the Engineer on the results of an economic study that he is now making of all highways in the vicinity of Astoria. The Secretary was instructed to convey such information to the Labor Council.

The Commission discussed and unanimously approved an agreement with the County Court of Yamhill County with respect to the construction of the Yamhill River Bridge Section of Three Mile Lane State Secondary Highway No. 152 in Yamhill County. (The agreement was signed by the Commission on the following day.)

The Commission also discussed and approved an agreement with Union County providing for county maintenance of the Imbler-Dry Creek Section of the Imbler-Dry Creek County Road (Federal Aid Secondary Highway #481) after the proposed improvement of this section by the state has been completed. (The Commission signed the agreement on the following day.)

The Commission approved an agreement with Multnomah County providing for county maintenance of the Sauvies Island Bridge Section of Gillihan County Road (Federal Aid Secondary Highway #643) after improvement of this section has been completed by the state. (The Commission signed the agreement the following day.)

There was presented to the Commission for approval a proposed agreement with the Town of Paisley, Lake County, providing for the improvement of Mill Street in that town as a Special State Tax Street Fund project, at an estimated cost of $6,000, which is to be paid entirely with state funds. This agreement provides that the city shall assume and be solely responsible for the maintenance of said street after the improvement is complete. The Commission approved the agreement by unanimous vote. (The agreement was signed on the following day.)

Chairman Chandler inquired as to the status of the proposed agreement with the City of Pendleton and Umatilla County with respect to state-owned land situate adjacent to the Pendleton Airport Road, and a small parcel

of land adjacent to the Old Oregon Trail within the Pendleton city limits, on which the Pendleton Developing Company proposes to erect a building for the use of the Secretary of State. The Assistant Counsel, Mr. C. W. Enfield, advised that in the city's study of the matter it ascertained that there are certain federal restrictions that have to be ironed out before the transaction can be consummated, that these restrictions are being checked, and it is hoped the action can be completed in the not distant future.

The Engineer reported that pursuant to authority heretofore granted him by the Commission, he has awarded contracts, as follows:

Grading, surfacing and oiling the Garrison Corner Section of the Nyssa-Adrian Secondary Highway in Malheur County, bids received February 6, contract awarded April 5, to the low bidder, N. A. Toole Construction Company.

Grading and paving the Goshen-Creswell Section of the Pacific Highway, Lane County, bids received March 21, contract awarded April 19, to the low bidder, Porter W. Yett.

The Commission unanimously confirmed the awards as reported.

The Engineer also reported that surveys for the relocation of the Starkey Secondary Highway between Hilgard Junction and Red Bridge, and for the relocation of the South Unit of the Joseph-Wallowa Lake Section of the Joseph-Wallowa Lake Secondary Highway have been completed. He exhibited maps showing the relocated alignment and explained details in connection therewith. He requested the Commission's approval of the surveys and authority for the Right of Way Department to carry on negotiations for the acquisition of needed right of way and that he be authorized to advertise these improvements for bids as soon as the right of way has been acquired. As the result of careful consideration of the facts disclosed by the Engineer the Commission by unanimous vote approved and adopted both surveys. The Chief Counsel was authorized to negotiate immediately for right of way, and the Engineer was authorized to advertise both projects for bids when right of way matters have been satisfactorily disposed of. The attached resolution, marked EXHIBIT "E", approving the surveys as reported by the Engineer, which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. the following morning in the same room.

Portland, Oregon
April 25, 1950

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben. R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

At 9:00 a.m. bids, as follows, for highway construction, were opened and read aloud by the Secretary pursuant to previously published notice, following which Chairman Chandler announced that awards of contracts would be made at 4:00 p.m. in the same room.

BAKER COUNTY

Salisbury Junction-Poker Creek Section, of the Sumpter Valley Secondary Highway, about 7 miles south of Baker. Federal Project No. S-97(1). 4.05 miles grading, surfacing and oiling. Requires approximately 54,300 cu.yds. excavation; 20,200 cu.yds. topping materials; 7,900 cu.yds. crushed rock; 370 cu.yds. rock slope protection; and 250 tons 150-200 asphalt.

Allen E. Sackett, Hood River	$ 78,585.00
Stevenson Constr. Co., Salem	82,059.00
F. L. Somers, Klamath Falls	82,302.00
J. C. Papin, Baker	84,401.50
Durbin Bros., Eugene	88,578.75
Lloyd Graham Constr. Co., Lenanon	96,741.50
J. N. & M. J. Conley, Portland	98,017.00
Newport Constr. Co., Portland	102,845.00

BAKER AND UNION COUNTIES:

North Powder ("E" Street) and Telocaset Junction-Wingville Junction Section, City Street and Old Oregon Trail Highway, near the town of North Powder. City and State Project. 0.22 mile grading, surfacing and oiling; furnishing crushed materials in stockpile. Requires approximately 1400 cu. yds. of excavation; 1,200 cu.yds. cinder topping; 5,900 cu.yds. crushed rock or crushed gravel; and 18 tons of 150-200 asphalt.

N. A. Toole Constr. Co., Ontario	21,034.00
Rush Constr. Co., Enterprise	24,313.00

DOUGLAS COUNTY

North Dillard Bridge Section, near Roseburg on Pacific Highway. Federal Aid Project FI-78(14). Construct reinforced concrete and steel bridge 504 feet in length; grade, surface and pave 0.57 mile highway approaches. Involves approximately 600 cu.yds. trench excavation, 62,500 cu.yds. general excavation, 5100 cu.yds. selected roadbed topping, 2500 tons Class "B" asphaltic concrete, 600 cu.yds. excavation for structure, 320 ft. steel piling, 950 cu.yds. Class "A" concrete, 151,000 lbs. metal reinforcement, 474,000 lbs. structural steel and 1040 ft. metal rail.

Tom Lillebo, Reedsport	$ 229,329.50
Hamilton & Thoms, Eugene	235,117.50
Lindstrom Bros., Portland	236,044.00
Birkemeier & Saremal, Portland	244,695.00
Lockyear & White, Longview, Wn.	252,022.50
General Constr. Co., Portland	253,607.00
Frank Watt Constr. Co., Portland	255,174.00
Kuckenberg Constr. Co., Portland	263,200.00
C. J. Eldon, Portland	273,985.00
Chas. MacClosky Co., San Francisco, Cal.	276,727.50
M. P. Butler & Carl M. Halvorson, Portland	291,259.00

HARNEY AND LAKE COUNTIES

Juniper Ridge-Alkali Lake Section of the Lakeview-Burns Highway. State Project. Rock Production. Requires approximately 7,500 cu.yds. crushed rock or crushed gravel in stockpiles.

F. L. Somers, Klamath Falls	16,020.00
Barney B. Helser, Rome	17,250.00
Inter City Sand and Gravel Co., Eugene	18,000.00
M. C. Lininger & Sons, Medford	23,700.00

LANE COUNTY

East Eugene Grade Separation Structure in Eugene. State Project. Construct approximately 1160 lin.ft. reinforced concrete viaduct and grade, surface and pave 0.51 mile highway. Involves following approximate quantities: 28,000 cu.yds. borrow excavation; 9,100 cu.yds. general excavation; 630 ft. concrete pipe of various sizes; 920 sq.yds. concrete walks, 1250 sq.yds. rock slope protection; 13,300 cu.yds. selected road bed topping; 2100 cu.yds. 3/4"-0" material; 6400 tons Class "B" asphaltic concrete; 1800 cu.yds. excavation for structure; 4200 cu.yds. Class "A" concrete; 1,030,000 lbs. metal reinforcement and 2765 feet metal rail.

	Using Asphalt	Using Tar
Tom Lillebo, Reedsport	$ 462,124.75	$ - - -
Chas. C. MacClosky Co., San Francisco	470,178.00	- - -
State Constr. Co., Seattle, Wn.	500,812.65	- - -
Lindstrom Bros., Portland	501,193.05	- - -
J. G. Watts Constr. Co., Portland	505,700.75	- - -
E. C. Hall Co., Portland	511,752.50	- - -
Lee Hoffman, Portland	515,023.60	- - -
C. J. Montag & Son, Portland	529,097.50	- - -
Birkemeier & Saremal, Portland	543,211.00	- - -
M. P. Butler & Carl M. Halvorson, Portland	573,176.35	- - -

April 25, 1950

LANE COUNTY

Eugene Storage Building. State Project. Construct 24' x 216' masonry block equipment storage building at Eugene Maintenance Yard.

Bemis & Co., Portland	$ 8,417.08
Albert Vik & Son, Springfield	8,957.69
W. H. Shields Co., Eugene	9,191.00
H. L. Shields & Son, Eugene	9,426.50
Carroll Constr. Co., Tacoma, Wn.	9,505.00
T. J. Patzer, Salem	10,608.00

LINCOLN COUNTY

Newport Bridge Painting. State Project. Paint structural steel in two 350' deck arches of bridge over Yaquina Bay.

Saxon Painting Company, Tacoma, Wn.	24,870.00
Larson Bros., Tacoma, Wn.	27,000.00
F. O. Repine Co., Portland	27,495.00
Antonsen Painting Co., Tacoma, Wn.	30,000.00

(Previous low bid $28,749.00)

MARION COUNTY

Mill City-Gates Section of the North Santiam Secondary Highway. State Project. 3.83 miles reoiling and shoulders. Requires approximately 1,000 cu.yds. crushed rock or crushed gravel; placing 2,500 cu.yds. state-furnished aggregates; and 220 tons of 150-200 asphalt or 268 tons RT-9 tar.

	Using Asphalt	Using Tar
Babler Bros., Inc., Portland	$ 12,893.00	$ - - -
D. F. McKenzie Co., Salem	13,543.00	- - -
O. C. Yocom Co., McMinnville	14,627.25	- - -
Baker Paving Co., Coos Bay	14,938.00	- - -
Harr & Horton, Portland	15,499.50	- - -
J. C. Compton Co., McMinnville	15,616.00	- - -
Central Heating Co., Eugene	15,697.50	- - -
Oregon Asphaltic Paving Co., Portland	17,096.75	- - -
Asphalt Paving Co., Klamath Falls	17,807.50	- - -

MULTNOMAH COUNTY

Sauvies Island Bridge Section of the Columbia River Highway and Gillihan County Road, about one mile northwest of Portland. Federal Project No. S-54(1). 0.61 mile grading and surfacing; 0.18 mile of oiling; 0.43 mile paving. Requires approximately 37,600 cu.yds. of excavation; 50 cu.yds. concrete; 3600 cu.yds. base material; 1350 cu.yds. crushed rock or crushed gravel; 940 lin.ft. metal guard rail; 30 concrete sight posts; 1,400 tons Class "B" asphaltic concrete; 6 tons emulsified asphalt; 8 tons RC-3 asphalt or 9 tons RT-4 tar; and 26 tons 150-200 asphalt or 32 tons RT-9 tar.

(Cont.)

Sauvies Island Bridge Section (Cont.)

	Using Asphalt	Using Tar
Parker-Schram Co., Portland	$ 70,759.00	$ - - -
C. T. Malcom Co., Portland	74,315.00	- - -
Porter W. Yett, Portland	76,605.00	- - -
G. D. Dennis & Son, Portland	81,710.00	- - -
Erland & Blickle, Portland	87,320.00	87,470.00
Natt McDougall Co., Portland	121,165.00	121,860.00

UNION COUNTY

Imbler-Dry Creek Section, Imbler-Dry Creek County Road, near Imbler. Federal Project No. S-75(3). 5.64 miles regrading, surfacing and oiling. Requires approximately 76,200 cu.yds. of excavation; 37,400 cu.yds. pit-run gravel; 9700 cu.yds. crushed gravel; and 260 tons 150-200 asphalt.

E. H. Itschner, Molalla	$ 87,607.50
Stevenson Constr. Co., Salem	88,502.00
Durbin Bros., Eugene	88,692.50
Geo. E. Corliss, Ontario	91,548.00
F. L. Somers, Klamath Falls	92,332.00
M. L. O'Neil & Son, Eugene	93,481.00
Allen E. Sackett, Hood River	95,203.00
Rogers Constr. Co., Portland	98,636.00
Newport Constr. Co., Portland	99,493.00
J. N. & M. J. Conley, Portland	100,295.30
Parker-Schram Co., Portland	104,578.90
C. J. Eldon, Portland	122,009.00

UNION COUNTY

La Grande Office Building Extension. State Project. Construct 21' x 60' addition to existing building. To include new heating plant.

McCormack Constr. Co., Pendleton	21,820.00
Walter H. Rohde, Pendleton	22,206.00
Bechtel Bros., Elgin	22,492.00

Messrs. Howard Moffat, Manager, Bend Chamber of Commerce, and Douglas Ward, Chairman of the Highway Committee of said Chamber, appeared before the Commission regarding the Tumalo Grade Section of the McKenzie-Bend Highway, and regarding The Dalles-California Highway between Bend and Willamette Highway Junction. Mr. Moffat was spokesman. He stated that these two projects are the projects of primary importance to the people of their district. He gave as his understanding that a survey of the Tumalo Grade Section is now underway, and inquired when the Commission plans to construct this project, particularly a new bridge over the Deschutes River located thereon. He also mentioned that The Dalles-California Highway south of Bend is badly in need of improvement and urged consideration of that project by the Commission. Chairman Chandler ad-

vised that the Engineer is now conducting a location survey of the Tumalo Grade Section and it is expected that the survey will be completed this year, but the Commission is not in a position at this time to make a commitment as to construction of the project, due to uncertainty of funds. As to The Dalles-California Highway project, Chairman Chandler advised that the Engineer has been instructed to make a reconnaissance report of existing conditions, and when this report is rendered the Commission will then decide whether or not to authorize a definite location survey. The section that the Commission has in mind, he said, extends from the town of Gilchrist to the Willamette Highway Junction. He further stated that the Commission is not in a position to make any allocation or promise with respect to this project because of the uncertainty of funds, which have to be distributed equitably to all parts of the state, but the Commission has the improvement in mind and will consider it in formulating future construction programs. Mr. Moffat then inquired concerning the Powell Butte County Road. He was informed that the Federal Aid Secondary Highway designation has been extended to a junction with Federal Aid Secondary Highway #40 so that this entire road is now on the federal aid secondary highway system. Moreover, the Highway Commission at this meeting received bids for grading, surfacing and oiling the section between the Crook County line and the Bend Airport, and expects to award the contract to the low bidder when certain conditions have been satisfied.

A delegation from the city of Garibaldi including the following appeared before the Commission in the interest of improvement of the Oregon Coast Highway through their city, by widening the pavement and constructing curbs and gutters: Eugene S. Kelty, publisher; B. J. Spencer, Mayor; Joe Sause, Fred Wolfsen and William Webber, Councilmen; George Goodrich, City Attorney; Barney Groth, City Recorder; and G. R. Boatwright, City Engineer. Mr. Kelty was spokesman for the group. He briefly reviewed the background of their request, pointing out that the city was forced by the State Sanitary Authority to construct a sewer system, in connection with which it was necessary to disrupt the present highway surface. This work, he said, has now been completed, and the city has also recently replaced its water mains under and across the highway, which required additional disruption of the highway surface. The city, he said, now wants the pavement restored, and a four-lane highway constructed, with curbs along the section, which is about one-half mile in length. If the Highway Commission will approve such project, he added, the City Council will adopt an ordinance prohibiting parking of vehicles along this half-mile section of highway and providing for off-street parking. He presented a copy of a resolution adopted by the City Council to such effect. Mr. Kelty also stated that if the Commission will construct a four-lane highway through their town the city will construct sidewalks at city expense. In support of his request, he gave statistics on highway travel, population, and industries, as they concern their city. He mentioned that the city has $3,500 available to apply on the cost of repairing the highway and city streets which have been torn up by the sewer construction, which money has already been deposited with the State Highway Commission. Mr. Kelty also mentioned that the city has in mind the improvement of side streets, which cannot be undertaken until grades have been established by the State Highway Commission for the permanent grade of the highway. He strongly urged the Commission to authorize the highway improvement this year. Chairman Chandler advised that due to uncertainties of funds the Commission can make no promise at this time but will consider it in formulating future construction programs, and

in the meantime will obtain a complete engineering report on the subject. He gave as his feeling that the improvement would cost $65,000 or $70,000, and he also said that due to the Commission's financial setup, it does not seem possible to do the work this year, even if the Commission should authorize it. Mr. Kelty then inquired concerning the $3,500 the city has deposited with the Commission for repairs. He was informed that the amount is not sufficient to pay the entire cost of the repairs but will be applied so far as it will go for such work, and the city will have to arrange to finance the balance. The matter was discussed further, during which Mr. Kelty recalled the offer of the city to provide off-street parking of cars if the Highway Commission will approve their project. Chairman Chandler concluded the discussion by saying that the Commission would secure an estimate of the cost to do the work that the city has in mind and then make its decision.

Mr. Frank Kernan, Portland, was present regarding his offer to donate right of way for proposed improvement of Swift Secondary Highway in North Portland, details of which were explained to the Commission by the Engineer on the previous day. Mr. Kernan confirmed the Engineer's statements to the effect that he would donate right of way for the highway improvement on the condition that the Highway Commission will pay him for constructing embankment on this right of way in connection with the filling-in of his adjacent private property. He declared that by such an arrangement the state would realize a saving of $35,000 in the construction of the highway fill. The Commission took the matter under advisement. Following Mr. Kernan's departure the matter was again discussed and as a result thereof the Commission instructed the Engineer to render a complete report on the subject at the next meeting of the Commission, and to include in such report information as to the importance of finishing this highway project next year at an estimated cost of $150,000 if the Commission should accept Mr. Kernan's offer and should spend $70,000 for the highway embankment this year. The Chief Counsel was instructed to report on the legality of the matter and to prepare a form of agreement with Mr. Kernan for consideration by the Commission if the project is approved.

Mr. Russell Coleman, representing the California-Western States Life Insurance Company, appeared before the Commission. He requested that the group life insurance agreement that his Company now has with the State Highway Commission be amended to provide that employees of the State Highway Department may secure life insurance in excess of $1,000, the present limit. He said that a number of Highway Department employees have asked for this excess insurance and that his Company will be glad to furnish it if the Highway Commission will authorize payroll deductions to pay the premium. He gave as his opinion that the arrangement will not entail more deductions from the payroll but will merely change the amount of the deduction for each employee who takes advantage of the extra insurance. He also said that in order to avoid criticism from other insurance companies, which might feel that they are being discriminated against, only those employees who are insured under the group plan will be allowed to purchase the excess insurance. The Commission took the matter under advisement.

Following Mr. Coleman's departure the matter was again discussed, at which time the Commission approved Mr. Coleman's request unanimously.

The meeting adjourned for luncheon at 12:00 o'clock noon and reconvened at 2:00 p.m. with the same persons present and participating.

A delegation from Benton County consisting of Messrs. Clare Taylor and Norman Sapp, sawmill operators; John Orr and Howard Martin, farmers, all of the Lobster Valley District; and Francis Ziegler, representing the Businessmen's Club of Corvallis, was present. Mr. Orr headed the group. He stated that they had just learned that the Highway Commission on the previous day granted their request for the improvement of the Alsea-Deadwood Secondary Highway into Lobster Valley, and their object in coming to the Commission at this time was simply to express appreciation for the Commission's action.

Messrs. A. D. Fogle and Floyd Walling, Sweet Home, Oregon, were present regarding the proposed improvement of the Santiam Highway through Sweet Home. They offered objections to the improvement as presently planned, which provides for two-way traffic on their main city street, and urged the Commission to revise the plan so as to provide for one-way traffic such as is now in effect in the city of Lebanon. They were informed that the Sweet Home project has been under consideration by the Commission for a long time, that right of way for the most part has been acquired, so it is now too late to make any changes.

Mrs. Beulah Moore, Boring, Oregon, owner of the rock point at the mouth of Depoe Bay, Lincoln County, was present. She was accompanied by her attorney, Mr. David Spiegel, Portland, and Mr. Ted C. Tabler, Portland, a prospective renter of her property. Mr. Spiegel stated that Mrs. Moore has plans for the lease of her property for commercial purposes but has encountered difficulties because of the fact that the Highway Commission has closed up the opening in the rock protective wall immediately north of the Depoe Bay Bridge which was used for about eleven years by the previous owner of the property. He asked the Commission to allow the opening in the wall so as to provide ready access to patrons of the business establishment which it is proposed to construct on Mrs. Moore's premises. He alleged that this is the only feasible approach to the premises and advised that Mrs. Moore will do whatever the Engineer suggests in order to provide safety to the public and will cooperate in every way possible so that the aesthetic features of the highway at this point will not be marred. In support of Mr. Spiegel's remarks, Mr. Tabler stated that he is the prospective lessee of Mrs. Moore's property, on which he plans to spend about $15,000 for construction of a restaurant building if the Commission will allow access to the premises through the rock wall at the point mentioned by Mr. Spiegel. He declared that the present opening some distance north of the bridge is too far away for practical purposes. The matter was discussed at some length but action thereon was deferred by the Commission pending consultation with the Engineer and Chief Counsel. Following departure of the group the matter was again discussed, at which time the Commission referred it back to the Engineer for a complete report at the next meeting of the Commission. The Engineer was instructed to consult with the State Parks Superintendent and the Chief Counsel in the preparation of his report.

Mr. William Wood, realtor, Depoe Bay, was present regarding the establishment of public restroom facilities at this place. He suggested a

location for such facilities under the north end of the Depoe Bay Bridge. Mr. Wood stated that there are a number of organizations in Depoe Bay that are willing and agreeable to maintain the restrooms during the summer months when large crowds visit this place and that it would be satisfactory to all if the doors were locked for the balance of the year. He was informed by Chairman Chandler that if the people of Depoe Bay will submit their request and offer in writing the Commission will give it consideration.

Mr. T. R. Williams, representing the Astoria Navigation Company, contractors for the operation of the ferry across the Columbia River between Astoria, Oregon, and Megler, Washington, starting June 1, 1950, was present concerning the purchase of the marine insurance coverage for the ferry equipment. It was pointed out in the discussion that by combining the insurance that the contractor is obliged to furnish with that which the state has to furnish, a considerable saving in premium expense can be effected. As a result of this discussion it was mutually agreed to purchase the insurance on such combined basis, and to advertise for bids for furnishing the same, alternate quotations to be received for each type of coverage and for total coverage -- moreover, the purchases are to be limited to American Insurance companies. The Engineer was instructed to consult with Commissioner Reynolds for details.

Mr. Williams reported that the Astoria Navigation Company is encountering difficulties with labor unions which are demanding in connection with their operation certain things which the Company cannot approve, among others being a 40-hour week at the same rate of pay that they are receiving for 48 hours a week. He said that to comply with this demand would increase their labor costs about 22%, which was not contemplated when they received the contract and which they cannot afford to pay. He gave as his feeling that the crew will strike and that a picket line will be set up which will close down the ferry operations entirely. He was instructed to consult with the Commission's Chief Counsel should he have difficulty in arriving at a satisfactory settlement with the unions.

The Engineer reported a request from businessmen of Astoria for ferry service later at night during the summer season for the accommodation of tourists and local transportation, both from Oregon and Washington. He gave as his feeling that desired results could be obtained by eliminating the early morning ferry trip and adding an extra one in the evening which, he said, could be done at a cost to the state of about $190 per month, consisting of payment of overtime for ticket agents at both Astoria and Megler. He also said that such arrangement would not involve any extra pay to the ferry contractor. He recommended approval of the request on such basis. The Commission approved the recommendation unanimously, it being understood that the change would be effective for three summer months only.

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

1. L. R. Kauffman, Contract No. 3245 for surfacing on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway in Lane County, requested an extension of time of 107 days from March 1 to June 15, 1950, within which to complete this job. He attributed his failure to complete the project within the specified time limit to unfavorable

weather conditions which made the moving and installation of equipment impossible. The Engineer advised that the contract was awarded so late in the year that the contractor was unable to get on the job because of winter weather, and that a much better job can be done during the summer season. He recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation unanimously.

2. Oscar E. Joelson, Contract No. 3228 for slide correction work on the Siskiyou Section of the Pacific Highway in Jackson County, requested an extension of time of 30 days from November 30, 1949 to December 30, 1949 within which to complete this job. He alleged that the project had progressed more slowly than anticipated due to the extreme care that had to be taken to safeguard highway traffic, and that this feature had prevented completion of the job within the specified time limit. The Engineer advised that extremely heavy traffic on this section, and bad weather, slowed the contractor's operations considerably, and he recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation unanimously.

3. Arthur Gentemann, Contract No. 3119 for rock production on the Mosier Section of the Columbia River Highway in Hood River and Wasco Counties, requested an additional extension of time of 30 days from March 31, 1950 to April 30, 1950 within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to heavy snow, rain and freezing weather. The Engineer advised that on December 19, 1949, a request for an extension of time to March 31 was granted with the understanding that all engineering costs incurred by the state on this job from October 1, 1949 to the date of completion of the project would be charged against the contractor. He recommended that the present request for additional extension of time be granted with the penalty reaffirmed from the date of October 1, 1949, to the date of completion. The Commission approved the recommendation unanimously.

4. City Electric, Inc., Contract No. 3209 for the installation of traffic signals on Main and Esplanade Streets in the city of Klamath Falls, Klamath County, requested an additional extension of time of 30 days from March 15 to April 15, 1950 within which to complete this job. They alleged that materials received on factory order were partially incorrect and not complete, and that for this reason the job could not be completed within the previously extended time limit. The Engineer advised that the contractor had expedited the work as much as practicable and that his delay was entirely the result of slow delivery of signal equipment from the factory. He recommended that the additional extension of time be granted as requested, without penalty. The Commission approved the recommendation unanimously.

5. W. R. Grasle Company, Contract No. 3178 for installing traffic signals at seven street intersections in Eugene, Lane County, requested an extension of time of 120 days from December 31, 1949, to

April 30, 1950, within which to complete this job. They alleged that due to labor trouble the Union Metal Company, which was to furnish steel poles, could not deliver them until February 10, 1950; however, the installation was completed about March 10, except for the painting, which could not be done until weather conditions were suitable. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He recommended that the extension of time be granted as requested, without penalty. The Commission unanimously approved the recommendation.

6. City Electric, Inc., Contract No. 3225 for installation of traffic signals on the Oregon City-Milwaukie Section of the Pacific Highway East in Clackamas County, requested an extension of time of 10 days from March 31, 1950, to April 10, 1950, within which to complete this job. They attributed their failure to complete the project within the specified time limit to weather conditions which prevented painting the poles. The Engineer advised that installation of the system, except for the painting of the poles, was completed within the specified time limit and that all work was completed by April 10. He recommended that the extension of time be granted as requested, without penalty. The Commission unanimously approved the recommendation.

(The Commission in discussing the requests for extensions of time as listed above considered but did not necessarily adopt the recommendations of the Engineer and/or the reasons given by the contractors for failure to complete their projects within the specified time limits.)

The Engineer reported that contracts Nos. 3225, 3285, 3228, 3231 and 3235 for construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration the Commission by unanimous vote accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from the City of Freewater for permission to install and maintain a neon sign reading "Freewater City Center," on highway right of way at the intersection of the Oregon-Washington Highway at the Adams Street entrance into the city of Freewater. The Engineer advised that the Highway Department now maintains at this location a large reflectorized sign 36" x 60" in dimension, reading "Freewater City Center," and in addition thereto, advance signs reading "Freewater Junction Ahead" and "Entering Freewater" have been erected. These signs, he said, conform to national standards and in his estimation are sufficient. He recommended that the request be denied. The Commission unanimously approved the recommendation.

The Commission considered a request from the Gardiner Lumber Company for permission to fill in and use as a parking area a portion of state highway right of way beneath the Umpqua River Bridge immediately north of Reedsport, on the Oregon Coast Highway. The Engineer said investigation reveals that such use of the right of way will not interfere with the usage of the highway by traffic, and he recommended that the Company be granted a revocable lease to

use the area, without charge. The Commission approved the recommendation by unanimous vote.

Consideration was given by the Commission to a request from people residing along the Junction City-Eugene Secondary Highway ir Lane County, for designation of a 30-mile per hour speed zone between Santa Clara and the north city limits of Eugene. The Engineer recalled that the Commission some time ago designated a 40-mile per hour speed zone along this section, but subsequently, two school children were killed and there has been much local agitation for a lower speed limit. Traffic on this highway, he advised, is approximately 90% local traffic, but both the Traffic Engineer and Captain Lansing of the State Police deem it advisable to designate a speed limit of 30 miles per hour. He stated his concurrence therein and recommended approval of a speed limit of 30 miles per hour on this highway section. The Commission unanimously approved the Engineer's recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved and signed a letter directed to the Bureau of Public Roads, authorizing R. H. Baldock, W. C. Williams and J. W. Nash to sign reimbursement vouchers for federal funds as occasion necessitates. The Engineer explained that this is a perfunctory matter, to meet the requirement of the Bureau of Public Roads for a new letter of authorization whenever there is a change in the membership of the Commission.

The Commission considered and denied a request from the City of Albany that Waverly Lake and the surrounding land along US99E at the north corporate limits be deeded to the City of Albany.

The Commission discussed a request from Blackwell Brothers' Produce Company, Albany, for permission to conduct certain logging operations along the Albany-Lyons Secondary Highway about five miles west of Lyons. The Engineer advised that this matter has been thoroughly investigated and it has been determined that operations will not create a hazard to highway travel if they are properly supervised. He recommended that the request be approved on the condition that the Company will furnish public liability and property damage insurance in the amounts of $100,000 - $300,000 - $40,000, for public protection, and a bond in the amount of $2,500 as protection to the highway roadbed. The Commission approved the recommendation and thereupon signed an agreement with Blackwell Brothers' covering the matter.

The Commission considered a petition signed by 29 property owners of Cannon Beach in which the Commission is requested to restrict or entirely prohibit vehicular traffic on the ocean beach between Ecola Hotel and the mouth of Elk Creek, about 0.7 mile north. The Chief Counsel advised that the law requires that such a request come from the County Court, and this, being a request from residents only, does not conform to the law. The Commission ordered that the petitioners be so informed.

A report of the Engineer on violations committed by March Logging Company, Myrtle Creek, Oregon, in truck-hauling logs over state highways in Douglas County was considered by the Commission. The Engineer reviewed

briefly the history of violations by this Company, pointing out two especially large overloads — one, apprehended a short distance north of Canyonville on March 24, 1950, having a combined overload of 10,190 pounds, the other being an overload in the same vicinity of 17,090 pounds. In addition to these two violations he called attention to the Company's record for the years 1945 up to April 3, 1950, in which the percentage of violations to loads weighed is as follows: 1945 - 0.4%, 1946 - 1.3%, 1947 - 1.5%, 1948 - 22.2%, 1949 - 14.7%, 1950 - 38.0%. He pointed out that during the years 1945, 1946 and 1947, the Company enjoyed a very favorable record, due, he believed, to the fact that during these years they were passing the Roseburg scales and all loads were weighed. During the latter part of 1948 and 1949, he said, the Company changed its operations and truck-hauled from the Tiller-Trail Highway east of Canyonville to either Myrtle Creek or Dillard. These loads, he said, did not pass a truck scale but were occasionally weighed on loadometers immediately north of Canyonville. It was his thought, as the record indicated, that they have deliberately overloaded since the trucks have not been passing a regularly operated scale. The Company, he stated, has been advised of these violations, and has sent to him a letter stating that they do not intentionally overload and a copy of a bulletin of instructions issued by them to their log truck drivers and loaders which is intended to stop the overloading. He recommended that the Company be given another chance to keep their loads within the legal limits. The Commission unanimously approved the recommendation with the understanding that the Company's permit will be cancelled upon the first violation following their being notified of the Commission's action. The Engineer was instructed to contact the members of the Commission by telephone before actually cancelling the permit.

The Commission also considered the log hauling record of Ralph Shirtcliff, Myrtle Creek, in connection with his operations in the vicinity of Canyonville. The Engineer reported that Mr. Shirtcliff has a long record of violations through the years 1945 to March 1, 1950, in which the percentage of violations to loads weighed appears as follows: 1945 - 5.4%, 1946 - 40%, 1947 - 12%, 1948 - 21.1%, 1949 - 8.9%, 1950 - 33.3%. He pointed out that a number of these violations were extremely heavy overloads and that on October 27, 1948, the Director of Permits warned Mr. Shirtcliff that a repetition or continuation of such overloads would result in reporting his record to the Commission. The Engineer recommended, in view of the high percentage of violations and the high percentage of loads exceeding the weight limit by more than 10,000 pounds, that Mr. Shirtcliff's P.U.C. permit be suspended for at least thirty days, and that it not be restored until Mr. Shirtcliff furnishes the Commission, in writing, a statement to the effect that he will henceforth abide by the rules, regulations and statutes. The Commission approved the Engineer's recommendation and ordered that, if Mr. Shirtcliff's P.U.C. permit is reinstated and he again is apprehended for a violation of the requirements, the permit be cancelled permanently.

The Engineer reported that since the last meeting of the Commission he has ordered a section of the John Day Highway between Mile Points 176.00 and 207.70 posted for reduced weight loads, and in other instances he has ordered the lifting of reduced load limits heretofore in effect. He presented a list showing the newly posted section and those sections on which the reduced limits have been lifted, and asked the Commission to confirm his actions. (For a

complete list of the highways affected see attached resolutions marked EXHIBITS "H-1" and "H-2".) The Commission approved the Engineer's request unanimously by the adoption of the attached resolutions relative thereto, marked EXHIBITS "H-1" and "H-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission discussed a letter from G. Cyrus Bishop, Portland, advising that it would be more convenient for contractors if the Commission's contract lettings were held on Tuesday and subsequent days instead of on Monday as is now the practice. He pointed out that when bids are opened at 9:00 a.m. on Monday, out-of-town contractors must come to Portland on Friday to make arrangements for their proposal bonds and to secure last minute quotations, and then in order to attend the opening they must stay in Portland Saturday and Sunday. For the contractor who lives closer to Portland, he said, it means that this contractor must make a trip to Portland on Friday to secure a bond and another trip on Monday if he wishes to attend the bid opening. He recalled that some years ago the Commission opened bids at 10:00 a.m. which gave contractors time to get last-minute quotations and to secure their bonds. As the result of discussion the Commission decided, as a trial proposition, to open bids at 2:00 p.m. when contract lettings are held on Monday, with announcement of awards at 5:00 p.m. on the same day, and to open bids at the customary time, 9:00 a.m., when they are held on other days of the week.

The Commission discussed a date for its next regular meeting and decided to hold such meeting on Thursday and Friday, May 25 and 26, 1950, in the Imperial Hotel, Portland. The Secretary was instructed to make the usual arrangements for use of the Green Room in this hotel.

Pursuant to instructions from the Commission on the previous day, the Chief Counsel reported results of further negotiations with Mr. Wilber T. Lewis for right of way needed in West Salem in connection with the Willamette River Bridge project in Salem. He stated that Mr. Lewis was contacted on the basis of letting him retain his tavern, but he is unwilling to deal on any other basis than that reported on the previous day, so it appears necessary to acquire the right of way by condemnation, which procedure he recommended with an offer of $8,000. He also recommended that the award of the contract for the construction of bridge piers, for which a satisfactory bid was received at this letting, be deferred until this right of way matter has been settled, or at least until the condemnation papers have been filed. As the result of considerable discussion the Commission decided unanimously to condemn the Lewis property as recommended, and authorized the Chief Counsel to proceed accordingly and offer the amount of $8,000 in connection therewith. The attached resolution with respect thereto, marked EXHIBIT "I", which resolution is made a part hereof with like effect as though extended in full herein, was adopted by the Commission by unanimous vote. The Commission also decided to hold up the award of the contract for construction of the bridge piers until the condemnation papers have been filed in court.

In this connection, Chairman Chandler reiterated that the Commission hereafter wants all right of way matters in connection with each construction project satisfactorily disposed of before that project is advertised for bids. Specific instructions were given the Engineer not to call for bids for any

additional work in connection with the Salem bridge project until right of way has been acquired, including that needed on the east side of the river where certain property owners have indicated that they are going to claim damages by reason of change in the grade line of the street in front of their premises. The Chief Counsel was authorized to do whatever is necessary to clarify such right of way matters.

The Engineer reported briefly on the status of the three-party agreement among the State Highway Commission, the City of Eugene, and Lane County with respect to the improvement of the Pacific Highway and the Coburg County Road, in Eugene, particularly as it concerns the contracting of the East Eugene Grade Separation structure for which bids were received at this letting. He pointed out that provision has been made in this grade separation project for the construction of approaches to the Ferry Street Bridge, which is a county obligation, and for the construction of a connection from the main highway to Fourth Avenue by means of an underpass, which is strictly a city project and was included at the request of the city of Eugene as an alternate item to be paid for solely by the city. He gave as his belief that the city and the county is each able to meet its obligations with respect to this project according to the terms of the tri-party agreement. Accordingly, he recommended that the Commission accept the low bid submitted by Mr. Tom Lillebo for construction of the East Eugene Grade Separation structure, which, he said, is a satisfactory bid, and award the contract to Mr. Lillebo at his bid price after certain details have been consummated with the city and the county, and their willingness to concur in the award has been received in writing. (For details of the Engineer's report to the Commission see his letters dated April 7 and April 21, 1950, directed to the Commission, and his subsequent letter dated May 4, 1950, to the Mayor and the Common Council of the City of Eugene.) As a result of discussion, the Commission unanimously approved the Engineer's recommendation and thereupon referred the bids to him with authority to award the contract to the low bidder, Mr. Tom Lillebo, when details with respect to the award have been satisfactorily ironed out with the city and the county, and written statements have been received from the city and county concurring in the award.

The Commission discussed with the Engineer the bids received at the morning session for highway construction projects and at 4:00 p.m. Chairman Chandler publicly announced the Commission's decision with respect to each project as follows, the Commission's action being by unanimous vote:

"Grading, surfacing and oiling on the Salisbury Junction-Poker Creek Section of the Sumpter Valley Secondary Highway in Baker County. The low bid for this work was submitted by Allen E. Sackett, Hood River, at $78,585. There were eight higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading, surfacing and oiling on the North Powder ("E" Street) and Telocaset Junction-Wingville Junction Section of a city street and the Old Oregon Trail in Baker and Union Counties. N. A. Toole Construction Company, Ontario, submitted the low bid for this work at $21,034. One higher bid was received. The Commission has awarded this contract to the low bidder, N. A. Toole Construction Company, at their bid price.

"North Dillard Bridge Section on the Pacific Highway near Roseburg in Douglas County. Construction of reinforced concrete and steel bridge and approaches thereto. The low bid for this work was submitted by Tom Lillebo, Reedsport, at $229,329.50. There were ten higher bids. The Commission has awarded this contract to the low bidder, Tom Lillebo, at his bid price.

"Furnishing crushed rock in stockpiles on the Juniper Ridge-Alkali Lake Section of the Lakeview-Burns Highway, in Harney and Lake Counties. F. L. Somers, Klamath Falls, submitted the low bid for this work at $16,020. There were three higher bids. The Commission has awarded the contract to the low bidder, F. L. Somers, at his bid price.

"East Eugene grade separation structure involving construction of a reinforced concrete viaduct and the grading, surfacing and paving of 0.51 mile highway in Eugene, Lane County. Tom Lillebo, Reedsport, submitted the low bid for this job at $462,124.75, using asphalt. He submitted no bid using tar. Nine higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder, Tom Lillebo, when certain conditions have been satisfied.

"Construction of a masonry block equipment storage building at the Highway Department Maintenance Yard in Eugene, Lane County. Bemis and Company, Portland, submitted the low bid for this job at $8,417.08. There were five higher bids. The Commission has awarded the contract to the low bidder, Bemis and Company, at their bid price.

"Painting structural steel in two deck arches of the Newport Bridge over Yaquina Bay in Lincoln County. The low bid for this job was submitted by Saxon Painting Company of Tacoma, Washington, at $24,870. Three higher bids were received. The Commission has awarded the contract to the low bidder, Saxon Painting Company, at their bid price.

"Recoiling and shoulder work on the Mill City-Gates Section of the North Santiam Secondary Highway, in Marion County. Babler Brothers, Inc., Portland, submitted the low bid for this job at $12,893, using asphalt. They did not submit a bid using tar. Eight higher bids were received. The Commission has awarded the contract to the low bidder, Babler Brothers, Inc., at their bid price.

"Grading, surfacing, oiling and paving the Sauvies Island Bridge Section of the Columbia River Highway and Gillihan County Road, Multnomah County. The low bid for this job was submitted by Parker-Schram Company, Portland, at $70,759 using asphalt. They submitted no bid using tar. There were five higher bids. The Commission has awarded this contract to the low bidder, Parker-Schram Company, at their asphalt bid price.

"Regrading, surfacing and oiling on the Imbler-Dry Creek Section of the Imbler-Dry Creek County Road near Imbler, Union County. The low bid for this job was submitted by E. H. Itschner Company, Molalla, at $87,607.50. There were eleven higher bids. The Commission has awarded this contract to the low bidder, E. H. Itschner Company, at their bid price.

"Construction of an addition to the existing Office Building at the Highway Department headquarters in La Grande, including a new heating plant. McCormack Construction Company, Pendleton, submitted the low bid for this work at $21,820. There were two higher bids. The Commission has awarded the contract to the low bidder, McCormack Construction Company, at their bid price."

The Commission considered the selection of persons to represent the Oregon State Highway Department at the annual meeting of the Western Association of State Highway Officials in Reno, Nevada, on June 12 to 15, 1950. The Engineer recommended that the following Engineers be authorized to attend this meeting at state expense: R. H. Baldock, State Highway Engineer; W. C. Williams, Assistant State Highway Engineer; G. S. Paxson, Bridge Engineer; H. G. Smith, Construction Engineer; E. A. Collier, Maintenance Engineer; F. B. Crandall, Traffic Engineer; and N. M. Finkbiner, Engineer of Materials.

The Chief Counsel recommended the following from the Legal and Right of Way Department: J. M. Devers, Chief Counsel; C. W. Enfield, Assistant Counsel; S. A. Hall, Assistant Counsel; Forrest Cooper, Right of Way Engineer; R. L. Porter, Assistant Right of Way Engineer; and C. E. Parker, Property Manager.

It was estimated that the total expense involved would not exceed $1200. The Commission unanimously approved the recommendation of both the Engineer and the Chief Counsel subject to further approval by Governor McKay.

The Commission unanimously authorized the Secretary, H. B. Glaisyer, to attend at state expense the annual meeting of the American Association of State Highway Officials which is to be held in Miami, Florida, later in the year.

The Commission also authorized the Engineer to attend, at state expense, a meeting of the American Society for Engineering Education in Seattle on June 20, 1950, he having been asked to deliver a message at such meeting. Estimated cost, $40.00.

A letter from the Daily Journal of Commerce, Portland, was presented requesting that they be provided with the names of plan-holders for highway projects on which bids are to be received by the Commission. Chairman Chandler gave as his feeling that the release of such information prior to the opening of bids will have no adverse effect on the bidding. Commissioners Reynolds and McIver expressed themselves similarly, whereupon the Secretary was authorized, as a trial proposition, to furnish such lists when requested.

The Engineer requested authority to spend $10,000 of highway funds ($5,000 State and $5,000 Federal Aid) to assist in financing a joint research project by all of the states under the direction of the Highway Research Board, to determine the effect of heavy-axle loads on various types of pavements. He explained that it is planned to carry on a series of tests which will provide valuable information for all of the states; also, that refunds will be made to the contributing states in the event the cost of the project is less than the total of the funds provided. The Commission deferred its decision in the matter pending definite information as to whether or not the Bureau of Public Roads will approve an expenditure of Federal funds for such purposes.

Chairman Chandler brought up for discussion the matter of reinforcing the newly constructed section on the Warner Secondary Highway in Lake County. He gave as his understanding that this section is not standing up under the heavy traffic that uses it, which indicates that corrective measures should be taken to insure against complete failure of the surface. He pointed out that the current program contains an item of $200,000 for construction of an additional section between Drake Creek and Adel, and he expressed the feeling that it would be good economy to re-allocate a portion of such sum to finance the strengthening of the section already improved. Commissioners Reynolds and McIver concurred, whereupon the Engineer was instructed to investigate the conditions and report his findings before the new project is advertised for bids.

The Right of Way Engineer advised that the Portland Realty Board and the American Association of Real Estate Appraisers are sponsoring a joint conference in Portland during April and May, 1950, for a study of real property appraising, which meeting will be addressed by expert real estate appraisers. He gave as his opinion that this meeting would be very beneficial to the state, and he requested authority for the following men from the Legal and Right of Way Department to attend at state expense, including a $25.00 registration fee for each: C. W. Enfield, Assistant Counsel; Samuel A. Hall, Assistant Counsel; R. L. Porter, Assistant Right of Way Engineer; W. F. Collins and R. L. Byrum, Real Estate Agents; and himself. The Commission unanimously approved the request.

The Engineer advised that protests have been received from residents of Tillamook County who want something done to prevent the flooding of the Oregon Coast Highway by high water in the Kilchis River, which occurs at frequent intervals. These people, he said, have offered numerous suggestions to alleviate the condition, including the use of pontoon bridges. To properly eliminate the condition, he said, will necessitate the reconstruction of the highway on new alignment, which will cost about $400,000. The Commission deferred action on the matter pending personal inspection of the section when the Commission makes its next trip through the Tillamook district.

It was also reported that complaints have been received concerning the flooding, at times, of the Fishhawk Falls Cut-off. The Engineer was instructed to investigate the conditions and render a complete report on the subject.

The matter of excess insurance to be carried for the two Assistant State Highway Engineers, Messrs. W. C. Williams and W. W. Stiffler, under the fidelity blanket bond policy recently acquired from General Casualty Company of America was brought up for discussion by the Secretary. He advised that the policy as now written provides $40,000 excess coverage for Mr. Williams but no excess coverage for Mr. Stiffler, and the question arises whether or not such coverage should be provided, inasmuch as Mr. Stiffler is in charge when the State Highway Engineer and the First Assistant State Highway Engineer are absent. As a result of discussion the Commission ordered a reduction in the amount of excess coverage for the First Assistant Engineer, Mr. Williams, from $40,000 to $20,000, and the purchasing of $20,000 excess coverage for the Second Assistant Engineer, Mr. Stiffler.

It was brought to the Commission's attention that August Mosier, an employe in the La Grande Shops, is scheduled for retirement on August 31, 1950.

Commissioner Reynolds advised that Mr. Mosier is in good health and in possession of all his faculties, and that he wants to be continued on the payroll until May 1, 1951, after which time he will be able to provide for himself. The Commission instructed the Engineer to endeavor to secure an extension of time for Mr. Mosier up to that date.

Commissioner Reynolds reported receipt of complaints that contractors are not allowed sufficient time in which to prepare their bids for contract lettings. The Engineer stated that projects now are advertised two weeks prior to the bid openings, but that he will see what can be done to give contractors a longer time and will try to lengthen it to three weeks, if possible.

The matter of overnight parking in state parks was brought up by Commissioner Reynolds, who stated that the Commission has not yet received the report on this subject from Mr. Armstrong, Parks Engineer, as requested. The Commission ordered this report rendered at the earliest possible time.

The Commission discussed briefly a report from the Chief Counsel that the Justice of the Peace at Lakeview, Lake County, has written him to the effect that he does not intend to impose fines on truck operators who are apprehended for overloading their equipment. The Chief Counsel was instructed to report the situation to the County Judge of Lake County and request his assistance to the end that violators of the requirements will be properly penalized.

The Commission signed agreements, etc. as follows:

Agreement with Bureau of Reclamation covering acquisition of federal land needed as right of way for the Garrison Corner Section of the Nyssa-Adrian Secondary Highway, Malheur County.

"Release of Slope Easement" in favor of N. J. and Alma G. Thomas, covering property located on the West Slope-Beaverton Section of the Tualatin Valley Highway.

"Indenture of Access" covering change in point of access for the George Arthur Zwick property on the Dundee-Dayton Junction Section of the Pacific Highway West.

Agreement with Yamhill County and the City of McMinnville in connection with the construction of the Yamhill River Bridge Section of the Three-Mile Lane Secondary Highway.

Agreement with Union County with respect to maintenance of the Imbler-Dry Creek Federal Aid Secondary Highway Project after construction is completed by the state.

Agreement with Multnomah County providing for county maintenance of the Sauvies Island Bridge Section after the construction of this project is completed by the state.

Agreement with City of Paisley providing for improvement of Mill Street as a Special State Tax Street Fund Project.

Agreement with Blackwell Brothers' Produce Company, Albany, covering logging operations along the Albany-Lyons Secondary Highway about five miles west of Lyons.

Agreement with the City of Oregon City covering installation of flashing beacons at the intersections of 7th and Washington Streets, and 14th and Washington Streets, in Oregon City.

Agreement with the City of Milwaukie covering construction of an "outer highway" along US99E between Portland and Milwaukie.

Agreement with Portland Drive-in Theaters, Inc. re installation of signal and other safety facilities on US99E at Naef Road where outdoor theater has been constructed, providing owner of theater will pay 50% of total cost.

Letter directed to Bureau of Public Roads authorizing R. H. Baldock, W. C. Williams and J. W. Nash to execute reimbursement vouchers for federal funds.

Agreement with City of Silverton providing for construction of James Street Bridge as a Special State Tax Street Fund Project.

Agreement with City of Coos Bay covering one-way traffic, parking restrictions and stop streets in connection with the Fir Avenue-Ingersoll Avenue Section of Oregon Coast Highway in Coos Bay.

The meeting adjourned at 5:00 p.m.

Chairman

Commissioner

State Highway Engineer

Commissioner

Secretary

EXHIBITS "A" THROUGH "I"

Minutes of April 24 and 25, 1950

EXHIBIT "A"

Minutes of April 24 and 25, 1950

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

CANYON ROAD SECTION, TUALATIN VALLEY HIGHWAY

16049- Bouchet, Eugenie
Right of Way (Witt)
Option expires September 13, 1950

1,306.8 sq.ft. at 25¢ sq.ft. Waiver of access, except private access at Engr.Sta. 5+00	$ 326.70	
Amount to be paid owner		$ 326.70
Amount chargeable to Right of Way		326.70
STATE to provide access at Engr.Sta.5+00 (Est.)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		376.70

Access controlled.

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY

15336- Tichenor, Frank L. and Olive
Right of Way (Mayhew)
Option expires September 20, 1950

(Cont.)

EXHIBIT "A" (Cont.)

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

15336- Tichenor, Frank L. and Olive (Cont.)

20 acres cleared land $317.55 per acre	$ 6,351.00	
3.28 acres of rough steep land $50.00 acre	164.00	
Allowance - for all damage caused by: Separation of salable from unsalable land; complete restriction of access directly to and from highway; loss of sale of land caused by deep cuts and fills	1,700.00	
(Grantors to pay 1949-50 prop. taxes)		
Amount to be paid owner		$ 8,215.00
Amount chargeable to Right of Way		8,215.00

STATE to furnish any title work necessary.

Access controlled.

THOMAS CREEK-LYONS SECTION, ALBANY-LYONS HIGHWAY

15916- Southern Pacific Company
Quarry and Stockpile
(X) (De Souza)

1.91 acres - (Quitclaim of mineral rights) - Cost of executing quitclaim deed	25.00	
Amount to be paid owner		25.00
Amount chargeable to Quarry and Stockpile		25.00

X (In connection with property acquired from J.E. & G. Hargreaves)

SWEET HOME SECTION, SANTIAM HIGHWAY

15821- Knopf, Vern C. & Clinton E. Knopf
Right of Way
Option expires September 23, 1950 (Benson)

715 sq.ft. at 50¢	357.50	
Amount to be paid owner		357.50
Amount chargeable to Right of Way		357.50

Access not controlled.

15834- Nye, Alta
Right of Way
Option expires August 9, 1950 (Benson)

1900 sq.ft. (lump sum)	300.00	

(Cont.)

EXHIBIT "A" (Cont.)

SWEET HOME SECTION, SANTIAM HIGHWAY (Cont.)

15834- Nye, Alta (Cont.)

Amount to be paid owner		$ 300.00
Amount chargeable to Right of Way		300.00
STATE to replace existing sidewalks (Estimated)	$ 368.00	
Amount chargeable to Construction		368.00
GRAND TOTAL (Estimated)		668.00

Access not controlled.

15828- Groves, Margaret A. Estate (Benson)
Right of Way
Option expires July 19, 1950

940 sq.ft. at 50¢	470.00	
Amount to be paid owner		470.00
Amount chargeable to Right of Way		470.00
STATE to replace existing sidewalks (Estimated)	180.00	
Amount chargeable to Construction (Est.)		180.00
GRAND TOTAL (Estimated)		650.00

Access not controlled.

15827- McKinney, Harley J. and Eva J. (Benson)
Right of Way
Option expires October 4, 1950

940 sq.ft. at 50¢	470.00	
Allowance - damage by reason of proximity of line to residence	1,030.00	
Amount to be paid owner		1,500.00
Amount chargeable to Right of Way		1,500.00
STATE to replace existing sidewalks and entrance driveways (Estimated)	215.00	
Amount chargeable to Construction		215.00
GRAND TOTAL (Estimated)		1,715.00

Access not controlled.

(Cont.)

SWEET HOME SECTION, SANTIAM HIGHWAY (Cont.)

14294-	Gessler, George W. and Helen M.		
	Right of Way		(Benson)
	Option expires October 12, 1950		
	720 sq.ft. at $1.25	$ 900.00	
	Amount to be paid owner		$ 900.00
	Amount chargeable to Right of Way		900.00
	STATE to replace existing sidewalks (Est.)	130.00	
	Amount chargeable to Construction		130.00
	GRAND TOTAL (Estimated)		1,030.00
	Access not controlled.		
15833-	Jenkins, Robert E. and Ruth E.		
	Right of Way		(Benson)
	Option expires September 26, 1950		
	1667 sq.ft. at 50¢	833.50	
	Amount to be paid owner		833.50
	Amount chargeable to Right of Way		833.50
	STATE to replace existing sidewalks (Estimated)	350.00	
	Amount chargeable to Construction		350.00
	GRAND TOTAL (Estimated)		1,183.50
	Access not controlled.		
15832-	Stowie, C. J. & May E.		
	Right of Way		(Benson)
	Option expires September 29, 1950		
	868 sq.ft. at 50¢	434.00	
	Allowance for damage by reason proximity of new line to residence	566.00	
	Amount to be paid owner		1,000.00
	Amount chargeable to Right of Way		1,000.00
	STATE to replace existing sidewalks and entrance driveway (Estimated)	160.00	
	Amount chargeable to Construction (Est.)		160.00
	GRAND TOTAL (Estimated)		1,160.00
	Access not controlled.		

(Cont.)

EXHIBIT "A" (Cont.)

SWEET HOME SECTION, SANTIAM HIGHWAY (Cont.)

15822- Lester, C. E. & Ella and Braden, C. J. (Benson)
Right of Way
Option expires September 23, 1950

1077 sq.ft. at 50¢	$ 538.50	
Allowance- remodel building, clearing r/w, loss of business, etc.	6,261.50	
Amount to be paid owner		$ 6,800.00
Amount chargeable to Right of Way		6,800.00
STATE to replace existing sidewalks (Est.)	200.00	
Amount chargeable to Construction (Est.)		200.00
GRAND TOTAL (Estimated)		7,000.00

Access not controlled.

15826- Gilbert, A. V. & Doris J. Gilbert (Benson)
Right of Way
Option expires September 27, 1950

750 sq.ft. at 50¢	375.00	
Amount to be paid owner		375.00
Amount chargeable to Right of Way		375.00
STATE to replace existing sidewalks (Estimated)	250.00	
Amount chargeable to Construction (Est.)		250.00
GRAND TOTAL (Estimated)		625.00

Access not controlled.

14297- Cardwell, E. R. and Zelma G. Cardwell (Benson)
Right of Way
Option expires September 26, 1950

840 sq.ft. 50¢	420.00	
Amount to be paid owner		420.00
Amount chargeable to Right of Way		420.00
STATE to replace existing sidewalks (Est.)	160.00	
Amount chargeable to Construction		160.00
GRAND TOTAL (Estimated)		580.00

Access not controlled.

(Cont.)

EXHIBIT "A" (Cont.)

SWEET HOME SECTION, SANTIAM HIGHWAY (Cont.)

15835- Groves, Roshal M. & Eleanor B. Groves
Right of Way
Option expires September 29, 1950

1617 sq.ft. at 50¢	$ 808.50	
Amount to be paid owner		$ 808.50
Amount chargeable to Right of Way		808.50
STATE to replace existing sidewalks and entrance driveway (Estimated)	350.00	
Amount chargeable to Construction		350.00
GRAND TOTAL (Estimated)		1,158.50

Access not controlled.

15839- Speer, Merwin H. and Violet
Right of Way (Benson)
Option expires October 9, 1950

538 sq.ft. at 50¢	269.00	
Allowance- damage by reason of proximity of line to residence	1,081.00	
Amount to be paid owner		1,350.00
Amount chargeable to Right of Way		1,350.00
STATE to replace existing sidewalks (Est.)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		1,500.00

Access not controlled.

15838- Bauman, William H.
Right of Way (Benson)
Option expires October 6, 1950

640 sq.ft. at 50¢	320.00	
Allowance- damage by reason of proximity of line to residence	1,180.00	
Amount to be paid owner		1,500.00
Amount chargeable to Right of Way		1,500.00
STATE to replace existing sidewalks and entrance driveways (Estimated)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		1,700.00

Access not controlled.

EXHIBIT "A" (Cont.)

CANYONVILLE SECTION, PACIFIC HIGHWAY

15557- Mault, Marion A. and Geneva A. Mault			(Haskin)
Right of Way			
Option expires September 14, 1950			
13,800 sq.ft. at 4¢ sq.ft. (takes all)		$ 552.00	
Allowance- 3-room house		2,448.00	
Amount to be paid owner			$ 3,000.00
Amount chargeable to Right of Way			3,000.00
Access controlled.			
15569- Engen, Einar and Mary Engen			(Haskin)
Right of Way			
Option expires September 19, 1950			
1.71 acres at $1,285.00 plus per acre		2,200.00	
Amount to be paid owner			2,200.00
Amount chargeable to Right of Way			2,200.00
Access controlled.			
15556- Smick, Flora			(Haskin)
Right of Way			
Have executed deed			
20,000 sq.ft. at 10¢ sq.ft.		2,000.00	
Amount to be paid owner			2,000.00
Amount chargeable to Right of Way			2,000.00
Access controlled.			
15545- Brantley, Dora B.			(Norlin)
Right of Way			
Option expires June 3, 1950			
3.13 acres at $1,000.00 - less per acre		3,000.00	
Amount to be paid owner			3,000.00
Amount chargeable to Right of Way			3,000.00
STATE to construct approach at Sta.498+80 West Side (Estimated)		200.00	
Amount chargeable to Construction			200.00
GRAND TOTAL (Estimated)			3,200.00
Access controlled.			

EXHIBIT "A" (Cont.)

REEDSPORT-LUDER CREEK SECTION, UMPQUA HIGHWAY

15092- Hinsdale, O. H.
Right of Way
CORRECTION
X

(Parker)

22.28 acres (Previous approval 21.28 acres)	$ 0.00	
Allowances approved June 27, 1949 - removing barn, corral & chute; fencing	3,918.75	
Amount to be paid owner		$ 3,918.75
Amount chargeable to Right of Way		3,918.75
STATE to extend existing drain structures and construct new embankment for barn as previously approved (Estimated)	3,650.00	
Amount chargeable to Construction		3,650.00
GRAND TOTAL (Estimated)		7,568.75

Additional conveyance: In addition to the 30,750 sq.ft. in Reedsport previously approved to be conveyed to the Umpqua Navigation Co. for $1500, the state is to convey to them Lot 7, Block 2, Umpqua Addition (84'x50') at no additional cost. This lot is in exchange for the additional 5,617 front footage along the Umpqua River, owned by the Grantor.

Access controlled.

CHROME PLANT-CEDAR POINT SECTION, OREGON COAST HIGHWAY

15615- Fogel, Walter
Right of Way
Option expires August 26, 1950

(Reeder)

1.94 acres at $150.00 acre	291.00	
Allowance- old barn and chicken house	175.00	
- fence, 12 rods at $3 per rod	36.00	
- trees (8)	23.00	
Amount to be paid owner		525.00
Amount chargeable to Right of Way		525.00
STATE to provide private approach at Sta.774+00 (Est.)	400.00	
Amount chargeable to Construction		400.00
GRAND TOTAL (Estimated		925.00

Access controlled

(Cont.)

EXHIBIT "A" (Cont.)

CHROME-CEDAR POINT SECTION, OREGON COAST HIGHWAY (Cont.)

15614- Johnson, Ronda and Mary E.
Right of Way (Reeder)
Option expires October 4, 1950

1.74 acres at $100 per acre	$ 174.00	
21,780 sq.ft. (0.50 A.) 6¢ sq.ft.	1,306.80	
Allowance- Move house with basement, replace lawn	4,121.20	
- Move chicken house & utility room & garage & foundations	200.00	
- Replace fence, 66 rods at $3	198.00	
Amount to be paid owner		6,000.00
Amount chargeable to Right of Way		6,000.00
STATE to provide private approach at Sta.750+50 (Estimated)	600.00	
Amount chargeable to Construction		600.00
GRAND TOTAL (Estimated)		6,600.00

Access controlled.

15619- Haddix, Scott A. and Myrna; and Jones, H. L. and Della O.
Right of Way (Reeder)
Option expires October 10, 1950

0.92 acres at $200.00 per acre	184.00	
Allowance- fencing 36 rods at $3 per rod	108.00	
- restricted access - (lump sum)	8.00	
Amount to be paid owner		300.00
Amount chargeable to Right of Way		300.00

Access controlled.

BUTLER COUNTY ROAD-CROOK COUNTY LINE SECTION, POWELL BUTTE SECONDARY HIGHWAY

16060- City of Bend
Right of Way (Cozad)
Deed

Deed from City of Bend on 0.51 acres 0.00

Access not controlled.

16061- City of Bend
Right of Way (Cozad)
Deed

Deed from City of Bend on 1.68 acres 0.00

Access not controlled.

DESCHUTES COUNTY LINE-O'NEIL SECTION, O'NEIL SECONDARY HIGHWAY

15993- McCabe, James
Right of Way (Cozad)
Option expires September 20, 1950

0.486 acres at $100 plus per acre	$ 49.00	
Allowance- Grantor to remove and rebuild 158 rods woven wire fence at $3.00 per rod	474.00	
Amount to be paid owner		$ 523.00
Amount chargeable to Right of Way		523.00

(All access relinquished except private access South side at Stas.424+75 & 445+50)

STATE to: Protect existing irrigation ditches; Provide two access points, 424+75 and 445+50 South side (Estimated)	250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		773.00

Access controlled.

15988- Livingston, Victor Bersch
Right of Way (Cozad)
Option expires September 20, 1950

0.8 acres at $300 per acre	240.00	
0.8 acres at $100 per acre	80.00	
0.9 acres at $20.00 per acre	18.00	
Allowance- removing & rebuilding 60 rods of fence at $2.00 per rod	120.00	
- 188 rods woven wire at $3.00	564.00	
- rebuilding chute & barnyard fences	100.00	
Amount to be paid owner		1,122.00
Amount chargeable to Right of Way		1,122.00

(All trees removed or destroyed to be left on grantor's property for his use)

STATE to: Protect irrigation system; Provide private access at Eng. Stas. 334+50 and 343+50, North Side (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		1,172.00

Access controlled.

(Cont.)

DESCHUTES COUNTY LINE-O'NEIL SECTION, O'NEIL SECONDARY (Cont.)

15986- Winters, Bert
Right of Way (Cozad)
Option expires September 27, 1950

1 acre at $300 per acre	$ 300.00	
0.8 acre at $100 per acre	80.00	
0.08 acre at $10 per acre	.80	
Allowance- rebuild 215 rods wire fence at $3	645.00	
- rebuild 107 rods wire fence at $2	214.00	
- move shed & rebuild lot fences	150.00	
(Waiver of access except at Eng.Stas.296, 297 & 297+50 south & 296 & 297+50 north)		
Amount to be paid owner		$ 1,389.80
Amount chargeable to Right of Way		1,389.80
STATE to: Protect domestic water pipes crossing highway at Eng.Sta.298; Provide cement stairway, Eng.Sta.299+50 north side approx. 8' high, 4' wide (Est.)	200.00	
Provide private access at Eng.Stas.296, 297 and 297+50 south side, and 296 and 297+50, north side. (Estimated)	250.00	
(If cement root cellar is ever reestablished it will be placed back of r/w line.)		
Amount chargeable to Construction		450.00
GRAND TOTAL (Estimated)		1,839.80

Access Controlled.

15914- McCabe, James
Quarry and Haul Road (Cozad)
Option expires September 20, 1950

1.5 acres at $100 per acre	150.00	
9.05 acres (grazing) at $30 less per acre	270.00	
Allowance- Grantor to build 60 rods new fence at $3.00 per rod	180.00	
Amount to be paid owner		600.00
STATE to provide stock guard at Sta.424+25 for haul road at quarry site (Estimated)	250.00	
Amount chargeable to Quarry		850.00

15984- Knorr, Floyd and Maude Knorr
Right of Way (Cozad)
Option expires September 24, 1950

(Cont.)

DESCHUTES COUNTY LINE-O'NEIL SECTION, O'NEIL HIGHWAY (Cont.)

15984- Knorr, Floyd and Maude Knorr (Cont.)

1.34 acres at $300 per acre	$ 402.00	
0.83 acres at $10 less per acre	7.20	
Allowance- for removing and rebuilding 280 rods wire fence at $3 per rod	840.00	
- building new stock guard at Sta.236, north side (heavy)	200.00	
Amount to be paid owner		1,449.20
Amount chargeable to Right of Way		1,449.20
STATE to construct approach at Sta.236 & 240, north side, & 231+50 & 247 south side (est.)	400.00	
Amount chargeable to Construction		400.00
GRAND TOTAL (Estimated)		1,849.20

Access controlled.

15984- Knorr, Floyd and Maude Knorr
Gravel Lease (Cozad)
Lease expires March 24, 1952

4.99 acres, Gravel Pit Lease (Gratis)

STATE to replace strippings, strip the pit, stockpile the strippings and level the pit (Estimated)	100.00	
Amount chargeable to Quarry (Est.)		100.00

15982- Elrod, May E.
Right of Way (Cozad)
Option expires September 27, 1950

0.17 acres at $300 per acre	51.00	
Allowance- rebuild 60 rods wire fence at $3.00 per rod	180.00	
Amount to be paid owner		231.00
Amount chargeable to Right of Way		231.00
STATE to construct private access at Eng.Sta. 199+50, north side (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		281.00

Access controlled.

(Cont.)

DESCHUTES COUNTY LINE-O'NEIL SECTION, O'NEIL SECONDARY (Cont.)

15987- Livingston, J. A.
Right of Way
Option expires September 23, 1950 (Cozad)

1.27 acres at $100 per acre	$ 127.00	
Allowance- 97 rods wire fence $2 per rod	194.00	
- 97 rods woven wire fence, $3 rod	291.00	
- 4 concrete gate posts, $5 each	20.00	
- 2 trees, $10 each	20.00	
(Grantor to remove & rebuild all fences and re-establish concrete gate post)		
Amount to be paid owner		$ 652.00
Amount chargeable to Right of Way		652.00

STATE to: Leave all trees removed during construction, on Grantor's property for his use.
Provide private approach at Eng.Stas. 318+50 north, & 320 north side & south side(Est.) 50.00

Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		702.00

Access controlled.

16232- City of Prineville
Easement (Cozad)

Easement for R. R. encroachment	0.00

15994- Barrett, George and Vietta
Right of Way
Option expires September 24, 1950 (Cozad)

.04 acres at $300 per acre	12.00	
.07 acres at $20 per acre	1.40	
1.00 acre at $100	100.00	
Allowance- 55 rods wire fence at $2 rod	110.00	
25 rods at $3 per rod	75.00	
Amount to be paid owner		298.40
Amount chargeable to Right of Way		298.40

Access controlled

15985- Forest, Earl and Meda
Right of Way
Option expires September 30, 1950 (Cozad)

(Cont.)

DESCHUTES COUNTY LINE-O'NEIL SECTION, O'NEIL SECONDARY (Cont.)

15985- Forest, Earl and Meda (Cont.)

1.00 acre at $50 per acre	$ 50.00	
1.20 acre at $250 per acre	300.00	
Allowance- removing & rebuilding 160 rods of fence at $3 per rod	480.00	
- removing barn 50'x60' concrete fl.	750.00	
- removing pump house & shop	300.00	
- removing & building barn corrals	150.00	
Amount to be paid owner		$ 2,030.00
Amount chargeable to Right of Way		2,030.00
STATE to construct private access at Engr.Stas. 256+50, 257+50 & 260 south side, & 258 and 275 north side (Estimated)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		2,230.00

Access controlled.

15990- Grant, Volney R. and Ruth L.
Right of Way (Cozad)
Option expires September 24, 1950

0.19 acres at $200 per acre	38.00	
Allowance- removing and rebuilding fence 24 rods wire fence at $2 rod	48.00	
- special allowance 54 rods fencing	108.00	
Amount to be paid owner		194.00
Amount chargeable to Right of Way		194.00
STATE to construct private access at Stas.370+25 & 363+50 south side, & 372 north side (Est.)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Est.)		344.00

Access controlled.

15992- Miller, Randall A.
Right of Way (Cozad)
Option expires September 23, 1950

2.2 acres of land at $25 per acre	55.00	
Allowance- 467 rods fence at $2 per rod	934.00	
Amount to be paid owner		989.00

(Cont.)

DESCHUTES COUNTY LINE-O'NEIL SECTION, O'NEIL SECONDARY (Cont.)

15992- Miller, Randoll A. (Cont.)

Amount chargeable to Right of Way		$ 989.00
STATE to construct private access at Stas. 397 north side, & 398 south side (Est.)	$ 100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		1,089.00

Access controlled.

15989- McCall, Samuel W. (Cozad)
Right of Way
Option expires October 12, 1950

1.91 acres at $50 plus per acre (Takes all south of R.R.)	100.00	
Amount to be paid owner		100.00
Amount chargeable to Right of Way		100.00
STATE to construct access at Engr.Sta.358+10 and 369, North Side (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Est.)		150.00

Takes all south of R. R. Right of Way.

SALISBURY JUNCTION-POKER CREEK SECTION, SUMPTER VALLEY HIGHWAY

15999- Langlitz, Walter L. and Nellie B. (Benfield)
Right of Way
Option expires October 13, 1950

1.90 acres (Gratis)		
Allowance fencing: 38 rods at $1.50 rod	57.00	
58 " " 2.25 "	130.50	
67.5 " " 3.00 "	202.50	
Amount to be paid owner		390.00
Amount chargeable to Right of Way		390.00

STATE to issue to Grantor a quit claim deed for portion of Sumpter Valley R.R. r/w not needed for hwy. r/w between Stas.56+30.9 & 85+00

Access not controlled

(Cont.)

SALISBURY JUNCTION-POKER CREEK SECTION, SUMPTER VALLEY HIGHWAY (Cont.)

15997- Hindman, Orval V. and Ruth G. (Benfield)
Right of Way
Option expires October 13, 1950

0.4 acre at $200 an acre	$ 80.00	
Allowance- fencing, 55 rods at $2.25 rod	123.75	
Amount to be paid owner		$ 203.75
Amount chargeable to Right of Way		203.75
STATE to replace existing irrigation ditches & replace earth and rock dam on north side of hwy. approx. Sta.3+98 (Estimated)	300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		503.75

Access not controlled.

16105- Nichols, Russle Ray and Frances C. (Benfield)
Right of Way
Option expires October 14, 1950

1.13 acres at $100 per acre	113.00	
Allowance- fencing, 49 rods at $2.25 per rod (Owner to build fence)	110.25	
Amount to be paid owner		223.25
Amount chargeable to Right of Way		223.25

Access not controlled.

16141- Truscott, William R. (Benfield)
Right of Way
Option expires October 13, 1950

1.06 acres at $7.00 acre	7.42	
Amount to be paid owner		7.42
Amount chargeable to Right of Way		7.42
STATE to move fence to new property line 206 rods at $4.00 per rod (Estimated)	824.00	
Amount chargeable to Right of Way		824.00
GRAND TOTAL (Estimated)		831.42

Access not controlled.

(Cont.)

SALISBURY JUNCTION-POKER CREEK SECTION, SUMPTER VALLEY HIGHWAY (Cont.)

16002- Miles, Watson B. and Mamie M. (Benfield)
Right of Way
Option expires October 3, 1950

0.23 acre cultivated land at $200.00 acre	$ 46.00	
0.92 acre grazing land at $7.00 acre	6.44	
Allowance- fencing 100 rods at $3.00 rod	300.00	
Amount to be paid owner		$ 352.44
Amount chargeable to Right of Way		352.44

Access not controlled.

16004- Miles, Kenneth W. and Delma D. (Benfield)
Right of Way and Quarry Site
Option expires October 3, 1950

1.5 acres at $200 per acre	300.00	
8.45 acres $7 per acre	59.15	
Allowance- damages to field	100.00	
- fencing charged to Quarry, 7.2 acres, 165 rods at $3 rod	495.00	
- fencing charged to Right of Way, 2.75 acres, 1007 rods at $3 rod	3,021.00	
Amount to be paid owner		3,975.15
Amount chargeable to Quarry		545.50
Amount chargeable to Right of Way		3,429.65
GRAND TOTAL		3,975.15

Access not controlled.

16108- Sumpter Valley Railway Company (Benfield)
Right of Way
Bargain sale deed

7.02 acres	1.00

Access not controlled.

BAKER-UNITY and SUMPTER VALLEY HIGHWAYS

13003 A- Sumpter Valley Railway Company (Benfield)
Right of Way
Two deeds

Bargain sale deed 4.6 miles of 60' RR r/w	1.00
Quit Claim deed 1.25 miles of prev. Gov't r/w	1.00

Access not controlled.

SULLIVAN GULCH HIGHWAY, UNIT II

14702- Superior Biscuit Co., Inc.
Right of Way (Witt)
Option expires July 12, 1950

15,246 sq.ft. at 60¢ per sq.ft.		$ 9,147.60
22,883 sq.ft. (bldg.) $4.70 per sq.ft. less 40% depr.		64,300.60
Oven, $25,000, less 10% depr.		22,500.00
Moving costs, grantor's forces	$ 1,871.80	
Dismantle & re-est. machinery	3,240.00	
Special wiring for motors	3,100.00	
Move fuel tank	304.00	
Move craker mill	250.00	
Move diesel tank	250.00	
Move time clocks	36.00	
Business interruption	5,000.00	14,051.80
Amount to be paid owner		110,000.00
State's prorated share of 1949-50 taxes (Est.)		100.00
Amount chargeable to Right of Way		110,100.00

(Grantor may remain in possession until 7/1/51, after that date $400.00 per month rental on a month to month basis.)

Takes all.

PINE STREET SECTION, PACIFIC HIGHWAY EAST

16162- Periman, L. H. and Blanch A.
Right of Way (Nelson)
Option expires October 6, 1950

11,000 sq.ft. (frontage) at $1.00 sq.ft.	11,000.00	
18,750 sq.ft. at 10¢ per sq.ft.	1,875.00	
House, 1½ story, 1075 sq.ft.	4,500.00	
Pump house (concrete floor)& deepwell pump	450.00	
Wood shed 20'x14' concrete floor	175.00	
Amount to be paid owner		18,000.00
Amount chargeable to Right of Way		18,000.00

Access controlled.

SALEM-WEST SALEM SECTION, SALEM-DALLAS HIGHWAY

16150- Wallace, Paul B.
Right of Way (Nelson)
Option expires October 21, 1950

1.05 acre of brush covered river bottom at $700	735.00	
Amount to be paid owner		735.00
Amount chargeable to Right of Way		735.00

Access controlled.

EXHIBIT "B"

Minutes of April 24 and 25, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the Legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Sullivan Gulch Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation of motor vehicles promoted, and highway travel in general safeguarded, the parcels of real property hereinafter described are necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there are needed and required, and are being appropriated for right of way of the Sullivan Gulch Highway, for the purpose of establishing, constructing and maintaining a throughway, the following-described parcels of real property, to-wit:

File No. R 14701
Owner: G. U. Tenney

A parcel of land lying in Section 35, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and being all

(Cont.)

of the following described property: That tract of land which was conveyed by that certain deed to G. U. Tenney, recorded in Book 1307, Page 367 of Multnomah County Record of Deeds; the said parcel being described as follows:

Beginning at a point in the north line of N. E. Holladay Street 1,000 feet west of the west line of N. E. 28th Avenue; thence west along the north line of N. E. Holladay Street 150 feet; thence north and parallel with the west line of N. E. 28th Avenue to the south line of right of way of Oregon-Washington Railroad & Navigation Company; thence northeasterly along the south line of said right of way 150 feet, more or less, to a point which would be intersected by a line, running northerly from the place of beginning, parallel with the west line of N. E. 28th Avenue and through south line of said right of way; thence southerly along said intersecting line and parallel with the west line of said N. E. 28th Avenue to the place of beginning.

The parcel of land to which this description applies contains 0.30 acre.

File No. R1470
Owner: Catherine Duncan

A parcel of land in Section 36, Township 1 North, Range 1 East, W. M., City of Portland, Multnomah County, being more particularly bounded and described as follows:

Beginning at a point on the north line of N. E. Holladay Street 450 feet west of the intersection of the north line of N. E. Holladay Street and the west line of N. E. 28th Avenue as said Street and Avenue are now laid out in the City of Portland; running thence west along the north line of N. E. Holladay Street 50 feet to the east line of a parcel of land now or formerly owned by Multnomah County; thence north along said east line to the southerly right of way line of the Oregon-Washington Railroad & Navigation Company; thence easterly along said southerly right of way line to the west line of a parcel of land now or formerly owned by Milton D. Tarlow; thence southerly along said west line to the place of beginning.

The parcel of land to which this description applies contains 0.12 acre.

2. That the highway facility for which the aforesaid parcels of real property are required and are being taken, has been planned, designed, located, and will be constructed in a manner which, in the opinion of this

Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcels of property, as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

4. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fourth day of April, 1950.

EXHIBIT "C"

Minutes of April 24 and 25, 1950

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate a section of the Tiller-Trail Secondary Highway, otherwise designated as State Highway No. 230, in Douglas County; and

WHEREAS, by reason of the relocation, a portion of the right of way of the highway as originally located, hereinafter more particularly described, will no longer be needed for highway purposes for the service of people living thereon or communities served thereby; and

WHEREAS, the said portion of the right of way of the highway as originally located is a fragment of the old right of way no longer needed for right of way purposes, and which in the judgment of the Highway Commission is not needed or valuable for any public use; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition of the hereinafter described portion of the right of way of the said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Tiller-Trail Secondary Highway known as the Milo-Tiller Section has been relocated and realigned, and therefore the portion or fragment of the old route hereinafter defined and described as "Unit 1" is no longer a part of the route of the Tiller-Trail Secondary Highway and is, therefore, eliminated therefrom.

2. The aforesaid portion or fragment of the old Tiller-Trail Secondary Highway, which for the purpose of this resolution is identified as "Unit 1", and more particularly described as follows:

UNIT 1

A parcel of land lying in the East one-half of the East one-half of the Northwest quarter ($E\frac{1}{2}E\frac{1}{2}NW\frac{1}{4}$) of Section 33, Township 30 South, Range 2 West, W. M., Douglas County, Oregon, and being that portion of the old Tiller-Trail Highway lying southerly of the right of way of the Tiller-Trail Highway as relocated, said relocated highway right of way being a strip of land sixty (60) feet in width, 30 feet on each side of the center line of the Tiller-Trail Highway as said highway has been relocated, which center line is described as follows:

(Cont.)

April 24, 1950

EXHIBIT "C" (Cont.)

UNIT 1 (Cont.)

Beginning at Engineer's center line Station 1226+89.2, said Station being approximately 280 feet north and 503 feet west of the Southeast corner of the Northeast quarter of Section 33; thence South 64° 27' 30" East 538.1 feet; thence on a 572.96 foot radius curve right (the long chord of which bears South 53° 29' 45" East) 219.3 feet to Engineer's center line station 1234+46.6; said center line crossing the North and South center lines of said Section 33 approximately at Station 1232+45;

shall be and hereby is abandoned as part of said Tiller-Trail Highway and shall revert to and title shall vest in the abutting owner or owners.

3. There is attached hereto and made a part hereof a white print upon which there is shown colored in blue the section of the Tiller-Trail Highway herein designated as "Unit 1", which fragment or portion, pursuant to the terms of this resolution, is eliminated as a part of the right of way of the said highway as now located. *

4. That this resolution shall be entered in the minutes and records of the Highway Commission as of the twenty-fourth day of April, 1950, and a certified copy thereof forwarded to the aforesaid abutting owners.

FOOTNOTE: *

The white print map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being Resolution No. 216, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of April 24 and 25, 1950

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Aumsville	$ 689.33	Lostine	$ 576.33
Canyonville	2,223.39	Madras	2,245.99
Cove	906.87	Monument	333.37
Creswell	1,757.24	Nehalem	822.12
Culver	511.35	Oceanlake	1,573.60
Dayton	1,793.96	Phoenix	1,810.92
Echo	1,282.61	Rockaway	2,689.53
Elkton	604.58	Sublimity	791.04
Fairview	1,308.04	Troutdale	1,519.93
Harrisburg	2,429.62	Tualatin	672.38
Lafayette	1,582.08	Wallowa	2,802.54

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of April, 1950.

April 24, 1950

EXHIBIT "E"

Minutes of April 24 and 25, 1950

RESOLUTION ADOPTING SURVEYS

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of each of the following sections of state highways, to wit:

> SOUTH UNIT, JOSEPH-WALLOWA LAKE SECTION of the JOSEPH-WALLOWA LAKE SECONDARY HIGHWAY NO. 351, in WALLOWA COUNTY;
>
> HILGARD JUNCTION-RED BRIDGE SECTION of the STARKEY SECONDARY HIGHWAY NO. 341, in UNION COUNTY;

and in connection therewith to prepare maps showing the route and location of each of said highway sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the South Unit, Joseph-Wallowa Lake Section of the Joseph-Wallowa Lake Secondary State Highway, particularly between Highway Engineer's Station 85+00 and Highway Engineer's Station 335+00, together with the map, which for identification purposes bears Map File No. 5B-36-4, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon; and,

2. That the survey of the Hilgard Junction-Red Bridge Section of the Starkey Secondary Highway, particularly between Highway Engineer's Station 42+25.06 and Highway Engineer's Station 456+00, together with the map, which for identification purposes bears Map File No. 5B-36-6 & 7, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon; and

3. It is further ordered that the said routes and the surveys of the same hereby are adopted as the routes and locations of the JOSEPH-

(Cont.)

EXHIBIT "E" (Cont.)

WALLOWA LAKE SECONDARY HIGHWAY NO. 351 and of the STARKEY SECONDARY HIGHWAY NO. 341 between the above described points.

4. That when said sections of said highways are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

5. That this resolution be entered in the minutes and records of the Commission as of the 25th day of April, 1950.

EXHIBIT "F"

Minutes of April 24 and 25, 1950

RESOLUTION ACCEPTING COMPLETED CONTRACTS

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3225 with City Electric, Inc., for installing traffic signals on the Oregon City-Milwaukie Section of the Pacific Highway East in Clackamas County, completed April 10, 1950.

Contract No. 3285 with Rush Construction Company for furnishing crushed materials in stockpiles on the Baker-Homestead and Halfway Highways in Baker County, completed April 15, 1950.

Contract No. 3228 with Oscar E. Joelson for slide correction of the Siskiyou Section of the Pacific Highway in Jackson County, completed December 30, 1949.

Contract No. 3231 with Kelly Construction Company for constructing caretaker's cottage at Wallowa Lake Park in Wallowa County, completed January 17, 1950.

Contract No. 3235 with J. S. Crepeau for construction of state office building in Eugene, Lane County, completed April 10, 1950.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

April 24, 1950

EXHIBIT "G"

Minutes of April 24 and 25, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Junction City-Eugene Secondary

Highway number: 223 Route number: none

Location of Termini		Established Speed
M.P. 9.97 (Edgewood Road, Santa Clara)	to M.P. 12.65 (North city limits, Eugene)	30 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient

(Cont.)

April 25, 1950

number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

THIS ORDER vacates and annuls the previous order made by this Commission on May 15, 1947, insofar as it pertains to the section of highway described herein.

EXHIBIT "H-1"

Minutes of April 24 and 25, 1950

ORDER REDUCING MAXIMUM LOAD LIMITS

ON A SECTION OF THE JOHN DAY HIGHWAY

WHEREAS, the John Day Highway and the section of the John Day Highway hereinafter set forth or described has been duly designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the state of Oregon as a state highway; and

WHEREAS, said highway and section of highway is in the judgment of the State Highway Commission being subjected to a kind and character of traffic which will damage and injure the said highway and section of highway during the present period of freezing and thawing, and in order to protect the section of highway against such damage and injury it is deemed and is the judgment of the highway Commission and said Highway Commission finds that it will be for the best interests of said section of highway that the maximum weights permitted and authorized by law be reduced during such period; and

WHEREAS, the State Highway Commission has after due investigation determined and found and it is the judgment of the Commission that the maximum weights which shall be permitted upon said section of highway during said period shall be reduced and fixed as in this order provided;

NOW, THEREFORE, the premises being in part as above stated and the State Highway Commission being of the opinion that said section of the John Day Highway was not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interest of said section of highway that the maximum total weight of the load and vehicle which shall be permitted upon said section of highway during the said period commencing on the dates hereinafter specified shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following listed highway and section of highway shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles.

Name of Highway and No.		County	Section Restricted (by mile point)	Date Effective 1950
John Day	5	Grant and Baker	176.00 to 207.70 (East limits of Prairie City to Whitman Nat'l Forest Boundary)	April 20

EXHIBIT "H-1" (Cont.)

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 115-394, O. C. L. A., shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the section of highway and at the important crossroads on said section of highway so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of the counties affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 25th day of April, 1950.

EXHIBIT "H-2"

Minutes of April 24 and 25, 1950

RESOLUTION LIFTING REDUCED LOAD LIMITS ON VARIOUS STATE HIGHWAYS

WHEREAS, on the 6th day of February and the 21st day of March, 1950, at regular meetings of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted resolutions reducing the maximum load limits on various state highways and sections of state highways; and

WHEREAS, subsequent to the passage of the said resolutions, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolutions.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in the said resolutions of February 6 and March 21, 1950, on various state highways or sections thereof, to-wit:

HIGHWAYS LISTED IN RESOLUTION OF FEBRUARY 6, 1950

Name of Highway and No.		County	Section Restricted (by mile point)	Date Lifted 1950
Eddyville-Blodgett	180	Lincoln & Benton	11.72 to 19.29	April 24
Rogue River Loop	260	Josephine	Entire Length	April 17
Sams Valley	271	Jackson	8.98 to 17.25	April 17

HIGHWAYS LISTED IN RESOLUTION OF MARCH 21, 1950

Warm Springs	53	Wasco	11.30 to 13.70	April 10
			28.00 to 30.00	April 10

be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on such highways hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and to the Superintendent of the Department of State Police for his information.

Dated this 25th day of April, 1950.

EXHIBIT "I"

Minutes of April 24 and 25, 1950

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Salem-Dallas Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part and to improve the Salem-West Salem Section of the Salem-Dallas Highway by constructing a new bridge across the Willamette River at Marion Street, and by reconstructing and improving the present bridge across the Willamette River located at Center Street, and by relocating in part and constructing highway connections and approaches to said bridges, and for such purposes and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to acquire fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. The Highway Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocating in part and the construction, improvement, and maintenance of the Salem-West Salem Section of the Salem-Dallas Highway a parcel of real property located in Polk County, Oregon, described as follows, to-wit:

File No. R 16151
Owner: Wilbur P. Lewis and Eletha Lewis

A parcel of land lying in Section 22, Township 7 South, Range 3 West, W. M., Polk County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Wilbur P. Lewis and Eletha Lewis, recorded in Book 79, Pages 102 and 103 of Polk County Record of Deeds; the said parcel being described as follows:

(Cont.)

EXHIBIT "I" (Cont.)

Beginning at a point on the northerly right of way line of Edgewater Street in West Salem, said point being 55.99 feet north and 32.87 feet east of the intersection of the center lines of Edgewater Street and Wallace Road; running thence South 35° 15' 40" East along the easterly line of the Earl C. and Eunice O. Burk property (deed recorded in Book 132, Page 510) a distance of 607.24 feet to the easterly line of said Lewis property; thence North 23° 50' 50" East along said line a distance of 1132.78 feet to a line which is parallel to and 40 feet northerly of the center line of the Marion Street-Edgewater Street Connection; thence on a 612.96 foot radius curve left (the long chord of which bears South 71° 01' 50" West 6.26 feet) 6.26 feet; thence on a 1472.39 foot radius curve left (the long chord of which bears South 62° 43' 10" West 410.82 feet) 412.17 feet to a point opposite and 40 feet northerly from Engineer's center line Station 55+19.77; thence South 52° 02' 40" West a distance of 202.73 feet; thence South 50° 42' West 46.86 feet; thence South 51° 41' 15" West 147.89 feet; thence South 54° 19' 20" West 30.21 feet; thence South 56° 57' 15" West 51.08 feet to the easterly line of property leased to Clarence Dickinson (not recorded) by Wilbur P. Lewis and Eletha Lewis; thence South 23° 27' 24" East along said line 18.95 feet to the easterly projection of the northerly line of Edgewater Street; thence westerly along said northerly line 77.31 feet to the place of beginning; EXCEPT that portion of the above-described property conveyed by that certain deed, wherein Wilbur P. Lewis and Eletha Lewis are grantors and the State of Oregon is grantee, recorded September 3, 1943, in Book 114, at Page 436 of the Deed Records of Polk County, Oregon.

The parcel of land to which this description applies contains 6.15 acres, of which 0.2 acre, more or less, lies in the Willamette River.

2. That the highway facilities for which the aforesaid property is required and is being taken have been planned, designed, located, and will be constructed in a manner which, in the opinion of the State Highway Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fifth day of April, 1950.

Portland, Oregon
May 25, 1950

The State Highway Commission met in regular session at 9:00 a.m. DST in the Green Room of the Imperial Hotel. Present were:

Ben. R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
M. H. Hawke, Auditor
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Chandler announced that the awarding of contracts would take place at 3:00 p.m. in the same room.

CROOK COUNTY

West Unit, Deschutes County Line-Prineville Section of the O'Neil Secondary Highway, about 11 miles east of Prineville. Federal Aid Project No. S-63(1). 5.29 miles of grading, surfacing and oiling; also furnish 2,000 cu.yds. crushed material in stockpile. Requires approximately 43,700 cu.yds. excavation; 1,800 lin.ft. metal guard rail; 4 cu.yds. reinforced concrete in steps; 23,350 cu.yds. crushed cinders, rock or gravel; and 330 tons 150-200 asphalt.

F. L. Somers, Klamath Falls	$ 106,295.50
J. N. & M. J. Conley, Portland	108,677.00
Babler Bros., Inc., Portland	109,966.00
E. C. Hall Co., Portland	110,422.50
Floyd Graham Constr. Co., Lebanon	115,569.00
T. W. Thomas, Portland	115,616.00
Geo. E. Corliss, Ontario	115,907.10
Jack R. Robinson, Bend	121,931.30

DOUGLAS, COOS, JACKSON AND JOSEPHINE COUNTIES

Division No. 3 Guard Rail and Sight Post Project on the Pacific and Oregon Coast Highways. State Project. Requires approximately 4,850 lin.ft. metal guard rail; and 1,230 concrete sight posts.

Meade & Hobson, Grants Pass	16,612.80
Rich & Sons Nursery, Hillsboro	17,762.00
I. H. Peters, Eugene	22,120.00
R. & M. Constr. Co., Central Point	26,050.00

HOOD RIVER COUNTY

Dimmick State Park Latrine. State Project. Construct latrine in park on State Route 35, approximately 15 miles south of Hood River. Involves construction of 11'6" x 22' frame building, plumbing for and installation of 4 water closets, 2 urinals and 2 lavatories, septic tank, wiring building, and other miscellaneous work.

Gilbert Roberts, Hood River	$ 2,472.00
L. C. Baldwin Constr. Co., Hood River	3,137.00
Harry M. Massey, Parkdale	3,437.00
Bemis & Co., Portland	4,059.15

JACKSON COUNTY

Cascade Gorge-Prospect Section of the Crater Lake Highway. State Project. 7.50 miles of grade widening and paving. Requires approximately 7.5 miles roadbed widening and shaping; 11,000 cu.yds. crushed rock or gravel; 80 tons emulsified asphalt; and 16,000 tons asphaltic concrete.

Central Heating Co., Eugene	159,010.00
Parker-Schram Co., Portland	160,433.00
K. F. Jacobsen & Co., Inc., Portland	160,858.50
Warren Northwest Inc., Portland	166,460.00
J. C. Compton Co., McMinnville	167,445.00
Porter W. Yett, Portland	178,355.00
Rogers Constr. Co., & Babler Bros., Portland	192,498.00

JACKSON COUNTY

Prospect Maintenance Building. State Project. Construct 32' x 78'8" masonry block building at Prospect on the Crater Lake Highway.

H. Barnhart, Medford	15,420.92
Meade & Hobson, Grants Pass	15,965.00

JACKSON, JOSEPHINE AND DOUGLAS COUNTIES

Division No. 3 Recoiling Project on seven state highways. State Project. 62.22 miles of recoiling. Requires placing of approximately 14,140 cu.yds. state-furnished aggregates and approximately 1,240 tons 200-300 asphalt.

Harr & Horton, Portland	65,857.10
Central Heating Co., Eugene	67,238.72
J. C. Compton Co., McMinnville	69,211.00
Babler Bros., Inc., Portland	73,016.00
D-H Paving Co., Vancouver, Wn.	78,630.50
Acme Constr. Co., Eugene	90,397.00

JEFFERSON COUNTY

Wasco County Line-Madras Section of the Warm Springs Highway and Madras Rock Production Project on 3 state highways, in the vicinity of Madras and Warm Springs. State Project. 5.02 miles of regrading; 2.69 miles rock base; 15.2 miles oiling and rock shoulders; also furnishing 8,500 cu.yds. crushed rock in stockpile. Requires approximately 5.02 miles blade grader work; 39,800 cu.yds.

(Cont.)

Wasco County Line-Madras Section (Cont.)

crushed rock; 900 tons 150-200 asphalt; and 230 tons emulsified asphalt. This project may be bid in combination with the Forest Boundary-Jefferson County Line Reoiling Project in Wasco County.

Rogers Constr. Co., Portland	$ 147,810.00
J. N. & M. J. Conley, Portland	157,335.00
E. C. Hall Co., Portland	167,787.00
Newport Constr. Co., Portland	182,055.00

KLAMATH COUNTY

Klamath Agency Rock Production Project on five state highways. State Project. Requires approximately 10,000 cu.yds. crushed rock in stockpile.

J. N. & M. J. Conley, Portland	25,000.00
Peter Kiewit Sons' Co., Longview, Wn.	25,900.00
F. L. Somers, Klamath Falls	26,900.00

LINCOLN AND BENTON COUNTIES

Division No. 2-C Reoiling Project on three state highways, near Eddyville, Blodgett and Philomath. State Project. 19.9 miles of reoiling. Requires approximately 6,600 cu.yds. crushed rock or crushed gravel; and either 580 tons 150-200 asphalt or 696 tons RT-9 tar.

	Using Asphalt	Using Tar
Central Heating Co., Eugene	$ 87,817.60	$ - - -
Harr & Horton, Portland	93,841.50	- - -
J. C. Compton Co., McMinnville	96,397.00	97,666.00
Acme Constr. Co., Eugene	99,618.20	99,264.20
D-H Paving Co., Vancouver, Wn.	- - -	105,208.60
Loyd Calkins Co., Ocean Lake	106,780.00	- - -

MALHEUR COUNTY

Blue Mountain Maintenance Patrol Station Dwelling. State Project. Construct 24' x 26' frame dwelling at Blue Mountain Maintenance Patrol Station at approximate Mile Post 87.0 on the I. O. N. Highway.

NO BIDS RECEIVED

MARION COUNTY

James Street Bridge in Silverton. State Project. Construct steel beam span about 90 feet long on existing piers over Silver Creek. Involves following approximate quantities: 100 cu.yds. excavation; 120 cu.yds. concrete; 23,000 lbs. metal reinforcement; 82,000 lbs. structural steel and 195 lin.ft. metal rail.

H. G. Carl, Salem	$ 19,400.07
Birkemeier & Saremal, Portland	21,460.00
Lindstrom Bros., Portland	21,760.00
C. J. Eldon, Portland	22,948.75

(Cont.)

James Street Bridge in Silverton (Cont.)

VaDare Constr. Co., Portland	$ 24,835.00
J. F. Johnston, Sherwood	24,845.00
C. M. Bjorke, Silverton	25,439.75
Valley Constr. Co., Portland	30,140.00

UNION COUNTY

Catherine Creek State Park Latrine. State Project. Construct latrine in park on State Route 203. Involves construction of 11'6" x 22' frame building, plumbing for and installation of 4 water closets, 2 urinals and 2 lavatories, septic tank, wiring building, and other miscellaneous work.

Walter Rohde, Pendleton	2,766.00
Bechtel Bros., Elgin	3,125.00
McCormack Constr. Co., Pendleton	5,945.00

WASCO COUNTY

Dufur Rock Production Project on The Dalles-California Highway. State Project. Requires approximately 11,000 cu.yds. crushed rock or crushed gravel in stockpile, part of which is for Wasco County.

E. C. Hall Co., Portland	26,400.00
Vernie Jarl, Gresham	28,600.00
Arthur Gentemann, Gresham	30,690.00

WASCO COUNTY

Forest Boundary-Jefferson County Line Section of the Warm Springs Highway, about 21 miles northwest of Madras. State Project. 18.27 miles of reoiling; also furnishing 6,000 cu.yds. crushed rock in stockpile. Requires approximately 13,250 cu.yds. crushed rock; 460 tons 150-200 asphalt; and 280 tons emulsified asphalt. This project may be bid in combination with the Wasco County Line-Madras Grading and Oil Mat Surfacing and Madras Rock Production Projects in Jefferson County.

Rogers Constr. Co., Portland	*	74,627.00
E. C. Hall Co., Portland		75,281.00
D-H Paving Co., Vancouver, Wn.		81,473.50
Newport Constr. Co., Portland	*	84,779.00

* Bidder will not accept award of this project except in combination with Wasco County Line-Madras Project.

WASHINGTON COUNTY

Sherwood (Main Street) Section on Main Street in Sherwood. City Project. 0.23 mile of rock base and 0.38 mile of paving. Requires approximately 1,120 cu. yds. crushed rock or gravel; and 860 tons asphaltic concrete.

Cascade Constr. Co., Portland	11,355.00
Parker-Schram Co., Portland	12,649.00

WASHINGTON COUNTY

Division No. 1-A Recoiling Project on the Sunset and Nehalem highways, near Manning, North Plains and Buxton. State Project. 20.37 miles of recoiling. Requires placing approximately 5,000 cu.yds. state-furnished aggregates; 260 tons 150-200 asphalt; and 270 tonx emulsified asphalt.

Harr & Horton, Portland	$ 27,318.56
J. C. Compton Co., McMinnville	28,715.00
Oregon Asphaltic Paving Co., Portland	30,202.00
Babler Bros., Inc., Portland	32,074.00
Acme Constr. Co., Eugene	32,585.40
O. C. Yocom Co., McMinnville	34,302.00

YAMHILL COUNTY

South Yamhill River Bridge. Federal Aid Project No. S-96(1). Construct 990' reinforced concrete and steel bridge over South Yamhill River near McMinnville on Three Mile Lane Highway. Involves following approximate quantities: 1,130 cu.yds. excavation; 4,600 lin.ft. foundation piling; 15,000 lin.ft. treated trestle piling; drive 329 piling; 1,550 cu.yds. concrete; 390,000 lbs. metal reinforcing; 151,000 lbs. structural steel; 44 M-FBM treated lumber and 2,000 lin.ft. metal rail.

Frank Watt Constr. Co., Portland	213,775.00
Hamilton & Thoms, Eugene	224,490.00
Lindstrom Bros., Inc., Portland	227,585.00
J. A. Troxell, Portland	238,334.50
Valley Constr. Co., Portland	244,810.00
Natt McDougall Co., Portland	250,231.50
C. J. Eldon, Portland	252,072.00
Charles MacClosky, Co., San Francisco, Cal.	253,866.00
Birkemeier & Saremal, Portland	258,080.00
General Constr. Co., Portland	258,271.00
E. C. Hall Co., Portland	259,075.00

Alfred H. Cohn, President of the State Construction Company, Seattle, to whom the Commission awarded the contract for the construction of piers for the proposed Marion Street Bridge in Salem, appeared before the Commission in company with his attorney, Mr. E. C. Hart, regarding this project. Mr. Cohn recalled that their offer submitted at the previous meeting was $60,000 below the next low bidder. He said that a review of their calculations revealed a gross error and his company stands to lose considerable money if it undertakes to do the work at the price quoted, so they have decided not to accept the award, particularly in view of the fact that the State Highway Department would not consider a compromise arrangement. He asked the Commission to relieve the company of payment of the penalty under the bid bond, and to return the bond to them. Chairman Chandler advised that the Commission cannot, in good faith and fairness to other bidders, return the bid bond; moreover, it would not be in conformity with past policy of the Commission. He expressed regret that

the mistake was made and pointed out that the delay in getting the work underway very likely will result in considerable extra expense to the state. The Highway Commission, he said, is not responsible for the mistake and has no alternative but to declare the company in default and to order recovery of the amount of the bond. He added that if the Commission took any other action it would jeopardize its future position in cases of similar nature. Commissioners Reynolds and McIver indicated concurrence in Chairman Chandler's statements.

Following departure of Mr. Cohn, the Commission authorized the taking of whatever steps are necessary in order to recover the amount of the bid bond.

Mr. T. R. Williams, representing the Astoria Navigation Company, contractors for the operation of the Astoria-Megler Ferry, starting June 1, 1950, was present regarding the insurance to be furnished in connection with this operation. W. W. Stiffler, Assistant State Highway Engineer, explained the bids received in Salem on May 22, 1950, for the furnishing of such insurance. He presented a tabulation of the bids, as follows, and recommended acceptance of the low combination offers of Jewett, Barton, Leavy and Kern for Units "A" and "C", at $12,058.50 and $770.00, respectively, and the offer of Durham and Bates for Unit "B" at $5,408. Mr. Williams concurred in the recommendation.

Bidder	Unit "A"	Unit "B"	Unit "C"	Unit "D"
Jewett, Barton, Leavy & Kern, Portland	$12,058.50	$12,180.00	$ 770.00	$19,448.50
Dooly & Company, Portland * **	12,057.98	6,620.00	1,000.00	19,677.98
Martin Knudsen & Son, Astoria * **	12,057.98	6,620.00	1,000.00	19,677.98
M. F. Eward & Company, Astoria *	- - -	- - -	- - -	19,755.42
Cole, Clark & Cunningham, Portland	12,470.70	10,593.36	1,232.00	20,024.89
Durham & Bates, Portland	14,213.10	5,408.00	1,000.00	20,621.10
Van Dusen Agency, Astoria *	12,677.17	10,591.92	1,232.00	20,653.33
Ship Service Co., Astoria	12,677.17	10,591.92	1,232.00	20,661.09
Rogers Ins. Agency, Inc., Portland ***	12,677.17	10,591.92	1,232.00	20,661.09

	Low Combination Bids			Total Combined Bids
Jewett, Barton, Leavy & Kern, Portland	$12,058.50		$ 770.00	
Durham & Bates, Portland		$ 5,408.00		$18,236.50

* Bidder will accept award only of all units as bid under Unit "D".
** Bid submitted with qualifications concerning type of coverage, also Excess Protection & Indemnity quotation being subject to firm order & placement in London market.
*** Excess Protection and Indemnity quotation subject to firm order and placement in London market.

Following discussion, the Commission unanimously approved Mr. Stiffler's recommendation.

The Commission unanimously approved the minutes of its meetings held on March 20 and 21, 1950, and April 3, 1950.

The State Parks Superintendent, Mr. S. H. Boardman, was present and reported on the following state parks matters:

1. Re-lease of U. S. Government land in Cove State Park, Jefferson County: The Parks Superintendent advised that there are 2,400 acres of government-owned land in this park which has been under temporary lease for a number of years, and which the Commission instructed him to purchase if possible. The property, he said, was at one time under jurisdiction of the Reclamation Service, which advised that it was not for sale, but it presently is under the Department of Land Management. He asked the Commission to consent to the leasing of the property on a fifty-year basis, with an option to renew it for 99 years. The Commission approved the request. (A letter directed to the Secretary of the Interior, Washington, D. C., with respect thereto was signed by the Commission on the following day.)

2. Establishment of maximum speed limits on roadways in state parks: The Parks Superintendent asked the Commission as a safety measure to establish formally a maximum speed limit for the operation of vehicles in state parks. The Chief Counsel advised that there is no statute covering the matter and were reduced speed signs maintained, violators could not be penalized. The Commission instructed the Parks Superintendent to submit a list of the parks in which he considers that a speed regulation should be established.

3. Rentals to be charged for park caretakers' residences: The Parks Superintendent stated that in his estimation the rentals now being paid are too low. He presented a list of the parks in which caretakers' residences are being maintained, and showing the present rental rates, and the proposed rental rates, as follows:

	Park	Present Rate	Proposed Rate
Oscar J. Beck	Battle Mt.	$ 10.00	$ 20.00
William Cahill	Bonneville	10.00	25.00
Gorman Chapman	Humbug Mt.	10.00	20.00
Sanford Chilson	Silver Falls, CCC	2.50	15.00
Geo. E. Dietz	Dabney	5.00	15.00
B. L. Dillabough	Sawyer	10.00	20.00
Dewey Dresher	Shore Acres	10.00	20.00
B. E. Duggan	Honeyman	10.00	20.00
Warren D. Folliett	Collier	10.00	25.00
D. Grassick	Short Sand Beach	5.00	15.00

(Cont.)

(Cont.)	Park	Present Rate	Proposed Rate
G. Grassick	Talbot	10.00	15.00
Clyde Holcomb	Casey	10.00	20.00
Clyde Huskey	Emigrant Springs	10.00	20.00
Monroe Ivie	Talbot	5.00	15.00
Jess Jones	Cascadia	2.50	10.00
Roland LeCompte	Neptune	5.00	15.00
Harry Luckett	Cape Arago	10.00	20.00
Geo. Marlman	Ecola	10.00	20.00
Kay McGuire	Silver Falls	10.00	20.00
A. E. McLean	Armitage	10.00	25.00
Stanley Pierce	Silver Falls, CCC	2.50	10.00
David T. Pompel	Silver Falls, CCC	2.50	10.00
Royal H. Rands	Cove	10.00	20.00
Harold Reed	Bradley	10.00	20.00
O. J. Shaw	Silver Falls, HDP	10.00	20.00
Harold Taylor	Silver Falls, CCC	2.50	10.00
W. W. Timm	TouVelle	2.50	10.00
James V. Webb	Saddle Mt.	5.00	15.00
Geo. Witte	Williamson	5.00	20.00
Alva E. Zimmerman	Wallowa	10.00	25.00

He recommended approval of the proposed rates and advised that they would be put into effect on June 1st if there are no objections. The Commission unanimously approved the rental increases as recommended, which the Commission was informed are identical with the rentals now being paid for use of buildings under control of the Engineering Department.

4. Oil flotsam on Oregon beaches: The Parks Superintendent advised that pursuant to previous instructions from the Commission, he has had all of the park beaches inspected either by the District Park Supervisors or the park caretakers, who report that no oil whatsoever has been found. He gave as his belief that no oil problem exists so far as parks are concerned, and that visitors to the parks along the beach will be able to enjoy them as they have in the past, unless the conditions change. The Engineer was instructed to convey the information to Governor McKay.

5. Condemnation of lands owned by the Menasha Woodenware Company which are needed for Umpqua State Park: The Parks Superintendent recalled that the Commission at the previous meeting authorized the acquisition of these properties by condemnation, if necessary. Since then, he said, the Company has replaced its local manager, and he gave as his feeling that the new manager should be consulted and his attitude ascertained before the condemnation proceedings are filed. The Commission concurred in this point of view, and so ordered.

6. Status report on acquisition of Curry County ocean waysides: The Parks Superintendent reported a gift of 367 acres of land from the

Pacific Borax Company. At his request, the Secretary read aloud a letter from the Company stating its willingness to deed the property to the state on the condition that it receives a letter from proper legal authority to the effect that under Oregon state law the company may retain rights to minerals, et cetera, on the property. The Commission approved such condition and instructed the Parks Superintendent to obtain such a letter from the Attorney General. The Parks Superintendent was also instructed to prepare an appropriate letter of thanks to the company for its generous gift.

In the discussion of this subject, the Right of Way Engineer, Mr. Forrest Cooper, rendered a brief status report on the acquisition of other properties that are needed for this proposed park, particularly properties owned by Messrs. Crooks, Skinner and Nichols. It appears that it is going to be necessary to acquire the Crooks property by condemnation, and that negotiations are still being carried on for the others.

7. Purchase of traffic counters for use in state parks: The Parks Superintendent recalled that at the previous meeting of the Commission he requested authority to purchase a number of these counters, and that the Commission deferred action on the matter pending a report from the Engineer as to whether or not it would be possible for the Traffic Engineering Department, which now has a number of these counters, to make such counts as are needed. Since then, he said, he has ascertained that the traffic counters will cost about $10,000, in view of which he has decided not to do anything more about it.

8. Renewal of permits covering the grazing of sheep in Cape Sebastian State Park, Curry County: The Parks Superintendent advised that several of these permits are now in effect and will have to be renewed in the not distant future. He recommended such renewals on the basis of the fee formerly obtaining, which is 50¢ per head annually, and that the permit, heretofore issued to Mr. Clyde B. Miller, be reissued to Mr. David C. Shaw, Gold Beach, who has purchased Mr. Miller's sheep and wishes the grazing privilege. The Commission approved the recommendation unanimously.

9. Offer of Van Vleet Logging Company to purchase dead timber in Saddle Mountain State Park: The Parks Superintendent advised that the Company has tendered its check in the amount of $6,400 to pay for this timber, but he considers it advisable to sell the timber as a result of competitive bidding. He requested authority to advertise the timber for sale. The Commission approved the request unanimously.

10. Overnight camping in state parks: The State Parks Superintendent submitted a written report on this subject, which included information assembled from personal inspections of state parks in adjoining states by the Parks Engineer, Mr. C. H. Armstrong. (For details see copy of this report directed to Mr. Ben. R. Chandler, Chairman, State Highway Commission, and dated May 23, 1950, in general files.) The Commission deferred action on this matter pending study. The Parks Superintendent was instructed to render an additional report particularly outlining plans for overnight camping in Wallowa Lake State Park, Sunset Beach State Park and Silver Falls State Park.

The Right of Way Engineer, Mr. Forrest Cooper, presented for the Commission's consideration a number of options that have been obtained for the acquisition of real property that is needed in connection with numerous proposed state highway improvements throughout the state. He requested authority from the Commission to close the options at the amounts stated therein. After careful consideration of each item, the Commission approved the request unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In the discussion of the real property options referred to above, the Commission also discussed the following:

1. Acquisition of right of way for improvement of the Santiam Highway in Sweet Home. The Commission ordered that this project be advertised for bids to be received at the next meeting of the Commission.

2. Acquisition of right of way for the Ladd Canyon Section of the Old Oregon Trail through property owned by Mr. T. E. Peterson, Right of Way File No. 16254. The Commission deferred action on the option obtained from Mr. Peterson pending investigation and recommendation of the State Highway Engineer with respect to the improvement of the highway on present alignment, avoiding Mr. Peterson's property, for which he is asking an exorbitant amount.

3. Acquisition of property needed for improvement of the Sylvan Section of the Sunset Highway, Elmer R. Helmcke, et ux; Wilfred Helmcke, et ux; and Dorothy Helmcke Westfall, owners, right of way file numbers 15882, 15883 and 15884. The Commission deferred action on this matter pending inspection of the premises and recommendation of the Engineer.

Mr. T. R. Williams again appeared before the Commission in behalf of the Astoria Navigation Company regarding the company's controversy with labor unions regarding the operation of the Columbia River ferries between Astoria, Oregon, and Megler, Washington, which the company is taking over on June 1st. Mr. Williams stated that they have been negotiating with the unions and have offered to pay the men 7½¢ per hour over and above the rate they previously were paid, but indications are that the offer will be refused. The Astoria Navigation Company, he said, has gone to the limit of its possibilities in effecting a compromise, and there appears to be a deadlock which eventually will end in a strike, stopping service unless additional benefits are granted. He pointed out that the unions are asking for a forty-hour week for the men, with the same pay that they have been receiving for forty-eight hours. He also said that if some sort of arrangement cannot be made it might be necessary for the state to take over the ferry operation, and if so, the Astoria Navigation Company will agree to operate the ferries as state's agent without extra cost. He was informed by Chairman Chandler that the Commission is not presently in a position to do anything about the matter and will not be able to do anything until a strike actually occurs; that in the meantime the Company should consult with the Commission's Chief Counsel as to any action to be taken. The Chief Counsel was therupon instructed to consult with Mr. Williams before the meeting adjourned.

Following Mr. Williams' departure, the Chief Counsel advised that the Commission has authority to take over the ferry operation if it considers that is the proper thing to do, and can arrange with the Astoria Navigation Company to act as the state's agent, if it so desires. He recommended, however, that in order to avoid public criticism, nothing whatsoever be done unless and until a strike develops and the ferries are tied up. The Commission took no action.

The meeting recessed at 12:00 noon for luncheon and reconvened at 2:00 p.m. with the same persons present and participating.

The Engineer brought up for discussion the matter of acquiring additional property along McLoughlin Boulevard (US99E) at the State Highway Department headquarters between Portland and Milwaukie. He said that a meeting is to be held this evening with the Clackamas County Housing Authority, the City of Milwaukie and the County Court of Clackamas County, to discuss the disposition of this land, which is under the jurisdiction of the Clackamas County Housing Authority, and they want to know if the State Highway Department is interested in acquiring some of it on each side of the highway for future highway development, and if so, the state can purchase it at the rate of about $800 per acre. The Engineer recommended the acquisition of strips on each side of the highway, which he said would be needed at some future time for a proposed access road, and the purchase of additional acreage for park purposes. Mr. A. G. Skelton, Division Engineer, who was present, advised that the Federal Government will remove what houses there are on the property, and will accelerate the moving of the houses in conformity with the wishes of the State Highway Commission. He also stated that at the meeting this evening about all that the group will want to know is whether or not the Highway Commission is at all interested in acquiring this property. The question arose whether or not the state should purchase this property which is classified as an industrial area. The Engineer pointed out that if the adjacent property were developed for industrial purposes, the need for the access road would be emphasized. Following discussion, the Commission authorized the securing of an option.

The Right of Way Engineer brought up for discussion a proposed agreement with the California-Oregon Power Company relative to the lease of a five-acre tract of company land near Prospect on the Crater Lake Highway which is needed in connection with a grade widening and paving project between Cascade Gorge and Prospect, for which bids were received at this meeting. He said that this tract is needed as a site for a crushing plant and the company is willing to lease it to the state for a consideration of $1.00 per year under certain conditions. It appears that the Southern Oregon Sugar Pine Timber Company also has a lease on the property, but is willing that the state use the property on the condition that the state pay a portion of the premium on the bond which the company was required to furnish the California-Oregon Power Company as protection in the event the power company's facilities are damaged by reason of the use of the property. The Chief Counsel advised that the agreement contains provisions which are rather severe, nevertheless he recommended approval of the agreement on the condition that the Resident Engineer in charge of the contractor's operations be furnished a copy of the agreement to enable him to see that the provisions thereof are strictly complied with. He gave as his understanding that the premium on the bond which

the timber company furnished the power company amounted to about $625 annually, a portion of which, he said, very likely will have to be paid by the state. The Commission unanimously approved the recommendation. (The agreement was signed the following day.)

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:00 p.m. Chairman Chandler announced the Commission's decision with respect to each project, as follows, the Commission's action being by unanimous vote:

"Furnishing of insurance covering the Astoria-Megler Ferry operation. Bids for furnishing this insurance were received in Salem on May 22 and were discussed by the Commission at this meeting with a representative of the Astoria Navigation Company, which is concerned. The Commission unanimously accepted the offer of Jewett, Barton, Leavy & Kern, Portland, to furnish insurance for Units "A" and "C" at $12,058.50 and $770.00 respectively, and the offer of Durham and Bates, Portland, for Unit "B" at $5,408.00.

"Grading, surfacing and oiling the West Unit of the Deschutes County Line-Prineville Section of the O'Neil Secondary Highway, Crook County. The low bid for this work was submitted by F. L. Somers, Klamath Falls, at $106,295.50. There were seven higher bids. The Commission has awarded the contract to Mr. Somers at his bid price.

"Construction of guard rail and sight posts on the Pacific and Oregon Coast Highways in Douglas, Coos, Jackson and Josephine Counties. The Commission received four bids for this work, the low one being that of Meade & Hobson, Grants Pass, at $16,612.80. The contract has been awarded to Meade & Hobson at their bid price.

"Construction of a latrine in Dimmick State Park, Hood River County. Four bids were received for this work, the low one being that of Gilbert Roberts, Hood River, at $2,472. The contract has been awarded to Mr. Roberts at his bid price.

"Grade widening and paving of the Cascade Gorge-Prospect Section of the Crater Lake Highway in Jackson County. The Central Heating Company, Eugene, submitted the low bid for this work at $159,010. There were six higher bids. The contract has been awarded to the low bidder, The Central Heating Company, at its bid price.

"Construction of a maintenance building at Prospect on the Crater Lake Highway, Jackson County. The Commission received two bids for this work, but has rejected both of them as being too high. The project will be re-advertised.

"Reoiling work on seven state highways in Jackson, Josephine and Douglas Counties. The low bid for this work was submitted by Harr & Horton, Portland, at $65,857.10. There were five higher bids. The Commission has awarded the contract to the low bidder, Harr & Horton, at their bid price.

"Regrading, surfacing, oiling and furnishing crushed rock in stockpiles on the Wasco County Line-Madras Section of the Warm Springs Highway, Jefferson County. Rogers Construction Company, Portland, submitted the low bid for this work at $147,810. There were three higher bids. The contract has been awarded to Rogers Construction Company at its bid price.

"Klamath Agency Rock Production Project on five state highways in Klamath County. J. N. & M. J. Conley, Portland, submitted the low bid for this work at $25,000. There were two higher bids. The contract has been awarded to J. N. & M. J. Conley at their bid price.

"Reoiling on three state highways near Eddyville, Blodgett and Philomath in Lincoln and Benton Counties. The Central Heating Company, Eugene, submitted the low bid for this work at $87,817.60 based on the use of asphalt. They submitted no bid based on the use of tar. Harr & Horton, Portland, submitted the next low bid at $93,841.50. based on the use of asphalt. They, too, submitted no bid based on the use of tar. There were four higher bids. The Commission has awarded the contract to the low bidder, The Central Heating Company, at its bid price, using asphalt.

"Construction of a frame dwelling at Blue Mountain Maintenance Patrol Station on the I. O. N. Highway, Malheur County. The Commission received no bids for this work and the project will be re-advertised at a later date.

"Construction of the James Street Bridge in the town of Silverton, Marion County. The low bid for this work was submitted by H. G. Carl, Salem, at $19,400.07. There were seven higher bids. The contract has been awarded to H. G. Carl, the low bidder, at his bid price.

"Construction of a latrine in Catherine Creek State Park, Union County. Walter Rohde, Pendleton, submitted the low bid at $2,766. There were two higher bids. The contract has been awarded to Mr. Rohde at his bid price.

"Dufur Rock Production Project on The Dalles-California Highway, Wasco County. The low bid for this work was submitted by E. C. Hall Company, Portland, at $26,400. There were two higher bids. The contract has been awarded to the E. C. Hall Company, low bidder, at their bid price.

"Reoiling and furnishing crushed rock in stockpiles on the Forest Boundary-Jefferson County Line Section of the Warm Springs Highway, Wasco County. The low bid for this work was submitted by Rogers Construction Company, Portland, at $74,627. They qualified their bid by stating that they would not accept the award of the contract unless also awarded the contract for the Wasco County Line-Madras contract, which contract has been awarded to them. There were three higher bids. The Commission has awarded the contract to Rogers Construction Company at its bid price.

"Paving the Sherwood (Main Street) Section of a city street in the town of Sherwood, Washington County. Cascade Construction Company, Portland, submitted the low bid at $11,355. Parker-Schram Co., Portland, submitted the only other bid at $12,649. The contract has been awarded to the low bidder, Cascade Construction Company, at its bid price.

"Reciling project on the Sunset and Nehalem Highways near Manning, North Plains and Buxton, Washington County. Harr & Horton, Portland, were the low bidders for this work, at $27,318.56. There were five higher bids. The contract has been awarded to Harr & Horton at their bid price.

"Construction of a reinforced concrete and steel bridge over the South Yamhill River on Three Mile Lane Secondary Highway near McMinnville, Yamhill County. Frank Watt Construction Co., Portland, were the low bidders for this work at $213,775. Hamilton & Thoms, Eugene, submitted the next low bid at $224,490. There were nine higher bids. The Commission has awarded the contract to the low bidder, Frank Watt Construction Co., at its bid price."

The Assistant Counsel, Mr. C. W. Enfield, requested authority to acquire by condemnation certain parcels of real property that are needed for various highway improvements. He submitted a list of such properties, together with the offers that he recommended in condemnation, as follows:

			Recommended Offer
Unit #2, Sullivan Gulch Highway			
R 14694	Myrtle S. Miller (Right of Way) 5,198 square feet	$ 9,200.00	$ 9,200.00
N. E. Union Avenue Section of Pacific Highway East			
R 14797	Michael Hodes (Right of Way) 0.18 acres, or approx. 7,841 sq.ft. of land at $2,000.00 per acre	360.00	
	Allowances and damage items	550.00	
	Filling and graveling	800.00	
	Replacing 220' of fencing	200.00	
	Moving stock from parcel and providing new space	100.00	
	Replacing concrete slab	240.00	
		2,250.00	2,600.00
Cascade Locks-Hood River Section of the Columbia River Highway			
R 15314 15315	Wesley Scoggin, et ux. 0.61 acre 4.46 acres (Right of Way)	5,500.00	5,500.00

(Cont.)

Salisbury Junction-Poker Creek Section of the Sumpter Valley Highway

			Recommended Offer
R 15998	Mary Corbett Robertson, et al. (Right of Way and Gravel Pit)		
	1.5 acres at $200.00 per acre	$ 300.00	
	7.05 acres at $8.00 per acre	56.40	
	542 rods of fencing at $2.25 rod	1,219.50	
	Allowance for Damages: 10% of $12,500.00 (Value of farm as per McCune, appraiser)	1,250.00	
		2,825.90	$ 2,900.00

City of Sweet Home Section of the Santiam Highway

R 14292	Hasel Truitt (Right of Way) 978 sq.ft. at $1.00	978.00	1,000.00
R 15830	Harry Swager, et ux. (Right of Way) 1,262 sq.ft. of land	1,750.00	1,800.00
R 15831	John Gilbert, et ux. (Right of Way) 1,027 sq.ft. lump sum offer	1,500.00	1,500.00

As the result of careful consideration, the Commission approved the request and the recommended offers, and authorized the Counsel to proceed with the condemnation of the properties. The attached resolutions relative thereto, marked EXHIBITS "B-1", "B-2", "B-3", "B-4", and "B-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein were thereupon adopted by the Commission by unanimous vote.

The Chief Counsel reported difficulty in effecting settlements for right of way needed from Mr. William G. Huard for the Viento-Hood River Section of the upper Columbia River Highway in Multnomah County; and for the improvement of the Brookings Section of the Oregon Coast Highway in Curry County. With respect to the first of these two, he advised that the Commission at one time approved an option taken from Mr. Huard, but after consulting with his children Mr. Huard refused to sign the deed, so now it is necessary to take the matter to court, and he requested authority to do so. The Commission approved the request unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "B-6", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Concerning the Brookings right of way, the Chief Counsel advised that there are seven properties involved and it appears necessary to condemn them. He requested authority to institute the condemnation proceedings, if necessary, and to offer for each tract the amount of the highest appraisal therefor as determined by competent appraisers. The Commission unanimously approved both requests by the adoption of the attached resolution with respect thereto marked EXHIBIT "B-7", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported the results of taking bids in Salem on May 22nd for the purchase of a residence building acquired from Harold Bates in connection with a right of way settlement on the Three Mile Lane Secondary Highway near McMinnville. He stated that two bids were received, one being that of David W. LaChance, McMinnville, at $1,625, and the other being that of Willis Jenne, McMinnville, at $555. He recommended acceptance of the offer of Mr. LaChance. The Engineer and Chief Counsel concurred therein. The Commission approved the recommendation unanimously.

The Right of Way Engineer also reported the following sales of miscellaneous properties:

Building formerly owned by Anna McDonald, on Ferry Street, Eugene, sold to Tom Lillebo, contractor, for the sum of	$ 100.00
Frick ammonia compressor, 10 HP Century motor, and all ice machinery, pipes, etc., acquired from Standard Brands on Williams St., Portland, sold to the Oregon State Penitentiary for the sum of	300.00

He recommended confirmation of these sales. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Right of Way Engineer reported a controversy with F. G. and Jean Minnie Huntley, owners of the Green Lantern Cafe at Gold Beach, arising out of the moving of the building in connection with the improvement of the Oregon Coast Highway through Gold Beach. He said that this controversy is of long standing, and that the Huntleys have finally agreed to release the state from further obligation if paid the sum of $265.00. He recommended payment of such sum. The Commission approved the recommendation.

The Commission discussed a report from the Right of Way Engineer on a request from Bonneville School District No. 46, Multnomah County, that the State Highway Commission contribute the sum of $3,500 toward the purchase of a new site for their school near Dodson, on the upper Columbia River Highway. The Right of Way Engineer stated that the school presently is located in the easterly part of Bonneville and that the Commission acquired a narrow strip off the northerly side of the school grounds in connection with the reconstruction of the Columbia River Highway. In exchange for this strip, he said, the Commission deeded to the school district, at its request, right of way of the old Columbia River Highway adjacent to the school property, but since the deal was consummated, the school officials have changed their attitude and now allege that the school as presently located is too close to the highway, and they want to move it to a new site. He pointed out that the center line of the present road (old highway) is 60 feet from the main part of the school building and 40 feet from the closest corner, whereas the center line of the new highway will be 160 feet away from the building, so it is apparent that their objections are not well founded. He gave as his feeling that the Commission has fulfilled its obligation to the school district and recommended that its request be denied. The Commission approved the recommendation unanimously.

The Right of Way Engineer requested instructions as to the amounts of insurance to carry on properties that have been acquired by the Highway Commission in connection with the acquisition of right of way for the Sullivan Gulch Project in Portland, particularly the amount to be carried on industrial buildings which are of no value whatsoever to the state, although they might be of considerable value to others were it possible to move them. He recalled previous instructions from the Commission to insure the properties up to the amount of their true value. Commissioner Reynolds suggested that, if the buildings are of no value to the state, they not be insured, and if they are presently insured, the policies be allowed to lapse. As a result of discussion, the Commission unanimously adopted Commissioner Reynolds' suggestion and so ordered.

The Commission discussed and, upon recommendation of the Chief Counsel, unanimously approved an agreement with Roy Swenson and wife clarifying certain questions of reversion which will arise when vacation proceedings now underway with respect to the vacation of an alley in Block 7 of the Amended Plat of Fairmount in Eugene are consummated. He said that in addition to straightening out the title to these reversions, the agreement will give to the State complete restriction of access to the Pacific Highway across the entire northerly boundary of this Block. (The agreement was signed on the following day.)

The Engineer brought up for discussion a request from the U. S. Army Engineers that the Highway Commission make available to them certain state-owned properties in the vicinity of Sanderson bridge over the Santiam River on the Albany-Lyons Highway. He stated that the Army Engineers wish to use this property in connection with a flood control project. He presented a form of easement deed prepared by the Army Engineers which will effect their purpose, and recommended approval of this instrument, notwithstanding that the provisions therein are rather severe, in view of the fact that the proposed revetment will definitely be of benefit to the state in its settlement of the damage claim of Mr. Barclay who owns property fronting on the north side of the river at this point. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously. (The easement deed was signed by the Commission on the following day.)

The Commission discussed a request from Mr. William M. Munkers for a permanent easement to construct and operate a private roadway over a portion of Cascadia State Park. The Engineer advised that Mr. Munkers' residence is located very close to the boundary line between his property and the park, on the south side of the Santiam Highway, and that the most practical location for a road allowing access to the highway from his property is along the easterly boundary of the park. From an engineering standpoint, he said, there is no objection to the construction and operation of a roadway on the park premises, and he accordingly recommended approval of the request. The Commission approved the recommendation unanimously, and ordered the matter covered by a revocable easement in favor of Mr. Munkers.

The Engineer presented a request from the State Forester for the acquisition of a 4.089-acre tract of state-owned land on the Ochoco Highway about one and one-half miles east of Prineville, which he wishes to use as a site for a district headquarters. He stated that the tract is a portion of a 14.42-acre tract which was originally acquired as a source of gravel and for

which the Commission paid $101. He also said that a field investigation reveals that the Highway Department has no further use for the four acres that the Forest Service wants, and he recommended that the property be deeded to the Forest Service without charge. The Commission approved the recommendation.

The Secretary presented a letter from Mr. J. R. Frum, Assistant Vice President, Crown Zellerbach Corporation, requesting permission to remove a number of old growth hemlock trees growing along the boundary line of two small tracts of state-owned property in Clatsop County where they border on land owned by the corporation. Mr. Frum offers to pay the sum of $4 to $5 per M for this timber. The Engineer advised that the two properties mentioned by Mr. Frum are quarry sites that are on or adjacent to the located route of the Fishhawk Falls Secondary Highway, and he recalled that the Commission previously approved the sale to the corporation of all down timber and snags on the property at a price of $3 per M. He recommended sale of the timber to the Crown Zellerbach Corporation at $5 per M, which is the value placed on it by the State Forester. The Commission approved the recommendation.

The Commission discussed a request from the State Game Director for permission to drain Waverly Lake, Albany, and other small lakes formed in borrow pits along the Pacific Highway between Albany and Eugene, in connection with a program for the destruction of trash fish and the restocking of the lakes with bass and other warm water fish. The Engineer stated that Waverly Lake can be drained, but the others can not. He recommended approval of the Game Director's request. The Commission approved the recommendation.

In this connection the Commission also discussed the question of whether or not to allow the operation of motor boats on Waverly Lake and the other lakes along the Pacific Highway, because of the hazards created to bathers. The Chief Counsel advised that the Commission has full control of the lakes and can prescribe such rules and regulations as it deems necessary for their proper use. He was instructed by the Commission to render a full report on this subject at the next meeting so the information will be available to the Commission in establishing a general policy with respect to such matters.

The Right of Way Engineer presented a request from the Warren Packing Company to repurchase a portion of a tract that it sold to the state as right of way for the Dodson-Bonneville Section of the Columbia River Highway. He said that an extra-wide strip was acquired from the company with the idea of constructing an "outer" highway, but due to the nature of the terrain the plans were changed, leaving a strip of land about 40 feet wide which is of no value for highway purposes. He recommended that the strip, which contains about 9,000 square feet of land, be reconveyed to the Warren Packing Company for $392.40. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously. (The deed of conveyance was signed on the following day.)

The Chief Counsel reported briefly the status of the claim of the Southern Pacific Company against the Kuckenberg Construction Company, which amounts to about $26,000 and arises out of a Forest Highway Contract on the North Santiam Highway, Marion County. He stated that the state is obligated to pay the full amount of this claim, but he is negotiating with the Kuckenberg

Construction Company through its attorney in an endeavor to get the company to assume fifty percent of the expense, which would reduce the state's obligation to about $13,000. He asked the Commission to authorize settlement of the claim on such basis. The Commission unanimously approved such settlement of the case, it appearing to the Commission that the state is obligated to pay the full amount of the claim if the compromise arrangement can not be effected.

The Commission discussed a written report from the Chief Counsel dated May 9, 1950, with respect to the claim of the Union Pacific Railroad Company, et al, against the Highway Commission arising out of the construction of the Oneonta Slide Project on the upper Columbia River Highway, State Highway Contract No. 2688. The Chief Counsel in his report recalls that this matter is now pending in the Circuit Court and that the railroad company is seeking to recover the sum of $134,120.58, including costs. He suggests, because of the uncertainties in the controversy and because of equities which are with the railroad company, that the Commission approve settlement of this case on a fifty-fifty basis, and that the case of the Western Union Company which arises out of the same project and is in the amount of $14,000, be settled on the same basis. The Commission unanimously approved settlement of both claims on a fifty-fifty basis as recommended. (For details see copy of Chief Counsel's report to the State Highway Commission in general files.)

The Chief Counsel submitted for the Commission's consideration a form of resolution amending a previous resolution which was adopted by the Commission at its meeting on September 19, 1949, in which the Chief Counsel is authorized to settle certain claims. He explained the details. The matter was discussed by the Commission but no action was taken thereon.

The Chief Counsel presented a written report on the obligations of the State Highway Commission concerning the maintenance of city streets. The Commission deferred action on this matter for study.

The Chief Counsel reported a request from the City Attorney of Salem for information with respect to parking regulations on Summer Street between Court Street and Chemeketa Street, in Salem. He said that the City of Salem has a parking problem which it is making every possible effort to solve and it is proposed that on a portion of Summer Street which abutts the sunken garden angle parking be provided, and that on the opposite side of the street parallel parking be required, such regulations to be effective on both the east and west legs of Summer Street. He advised that the last Legislature enacted Chapter 338, Laws of 1949, by which certain authority is vested in the Secretary of State concerning the parking of vehicles on grounds owned by the State adjacent to the State Capitol and other buildings of the State Capitol Group, in view of which he advised that in his estimation the Commission should raise no issue with respect to its authority to exercise any jurisdiction or control over the parking of vehicles on the city streets at these locations. This matter, he said, was discussed with the Secretary of State, who has accepted the responsibility and will take appropriate action. The Commission considered that under the circumstances there is nothing for it to do at this time.

There was brought to the attention of the Commission a report from the Chief Counsel, dated May 2, 1950, with respect to financing construction

of the State Highway Department office building in Salem. The Commission ordered the report filed without action.

There was brought to the attention of the Commission a letter from Mr. Tom S. Farrell, Attorney at Law and Justice of the Peace in the Lakeview district, concerning the imposition of fines on violators of the laws regulating weights and dimensions of loads that are transported over state highways. Judge Farrell states in his letter that frequently cases appear in his court which involve only the lack of a permit from the State Highway Department, and that as soon as the operator secures such a permit he is allowed to proceed without interruption. He complained of delays caused the operators in securing their permits and stated that unless the Highway Commission will provide for the issuance of permits in Lakeview his inclination will be not to penalize an operator for failure to have a permit, unless it can be shown that the highway has been damaged. The Assistant Highway Engineer, W. W. Stiffler, explained details of the requirements. He also said that operators in Lakeview can obtain a permit on one day's notice to the highway office in Klamath Falls. It was the feeling of the Commission that the attitude expressed by Judge Farrell in his letter is not very cooperative, and unless something is done to change it, highways in the vicinity of Lakeview will suffer. District Engineer T. M. Davis of the Bureau of Public Roads stated that he will not approve an allocation of federal funds to finance highway work in Lake County unless full cooperation is received from the county officials. As a result of discussion the Commission ordered that the county court of Lake County be advised that it is the feeling of the Highway Commission that the expenditure of public funds for highway construction within Lake County cannot be justified unless full cooperation is received from trucking industries, and unless the justice courts in the county will enforce motor vehicle laws, particularly as to weights and dimensions. The Commission also ordered that a copy of Judge Farrell's letter be forwarded to the county court for its information.

The Chief Counsel brought up for discussion claims filed by Mr. Derendorff and Mr. Smith, Port Orford, for damages which they allege occurred to their property by reason of the raising of the highway grade in this town. The Engineer advised that this is a long-standing controversy, having arisen by virtue of the complaint of a former owner of the property. It appears that a motel is operated on the premises and that the new grade of the highway obstructs the view of the ocean. It also appears that the Bureau of Public Roads, which is constructing this highway, endeavored to satisfy the owners by filling in the property, and in so doing damaged a wall on the premises. The Engineer pointed out that the Highway Commission does not have jurisdiction over the highway as yet, because it is still under construction by the Bureau of Public Roads as a Forest Highway Project. The Chief Counsel advised that the state has no legal liability in the case. As a result of discussion, the Commission concluded that the state is not liable for the damages and thereupon unanimously denied the claim.

The Chief Counsel requested authority to retain on the Highway Department payroll Mr. William J. Minkiewitz, an employe of the Right of Way Department who will have reached the end of his extended retirement period on July 1, 1950. He explained the details. The Commission unanimously approved retaining Mr. Minkiewitz on the payroll for 600 hours in the second half of the year 1950.

The Engineer brought up for discussion the award of the contract for the Coos Bay (Fir Avenue-Ingersoll Avenue) Section of the Oregon Coast Highway in Coos County, bids for which were received by the Commission on April 24, 1950, the proposal of Coos Bay Dredging Company being low at $241,480.44. He said that the award of this contract has been held pending a release from the Southern Pacific Railroad Company, which is involved. Such release, he said, has now been received from the company in the form of a letter. He read the letter aloud in which the railroad company states its approval for the state to proceed with the highway work with the understanding that the state will furnish the company a letter to the effect that the Highway Commission will sign an agreement covering the situation when it is presented by the railroad company. The railroad company also requests that the state's contractor furnish the Company a letter to the same effect. The letter also points out that the railroad company's approval is based upon the cutting off of piling at the ground line at low tide, and placement of a fill thereon compacted with grading equipment; also that the approval is based on the understanding that the state will protect the bay side of the fill with rip rap consisting of old broken up concrete pavement. The Engineer advised that the original plan for this improvement provided for the rip-rapping work, and he recommended approval of the terms outlined in the letter. The Commission approved the recommendation unanimously and authorized the Engineer to prepare a letter to the railroad company stating that the Commission will sign the agreement when received if the provisions thereof are in conformity with previous understandings on the matter and with those outlined in the letter just received from the railroad company. This matter was discussed further on the following day, at which time the Engineer was authorized to award the contract to the Coos Bay Dredging Company pursuant to authority previously given him. (See additional paragraph ahead.)

The Engineer reported the result of investigations of a request from the City of Aumsville for the improvement of the North Santiam Highway through this city. He estimated that it will cost about $66,000 to widen the highway to 44-foot width between curbs, but it will cost only $15,000 to widen the present pavement to a width of 20 feet. He recommended that the Commission give consideration to the $15,000 project. The Commission deferred a decision in the matter pending receipt of information as to whether or not the City of Aumsville will be satisfied with such an improvement. The Engineer was instructed to ascertain such information and report at the next meeting.

The Commission discussed a notice from the City of Grants Pass to the effect that the city has approved resolutions to create a small improvement district for the improvement of city streets, which district includes property owned by the State Highway Commission as a district maintenance headquarters, and that the assessment which has been levied by the city on the Highway Commission's property, described as Lot 1 in Block "A", amounts to $375.30 for 174 lineal feet of curb and gutter, and for drainage. The Engineer advised that this street improvement will benefit the state's property and he recommended payment of the assessment. The Commission approved the recommendation.

Pursuant to previous instructions from the Commission, the Engineer reported that the signal installation at Mosier Tunnel on the upper Columbia

River Highway as presently arranged appears to be working out satisfactorily for all parties concerned. The arrangement, he said, consists of a stop light installation for eastbound traffic at a point 900 feet west of the west portal of the tunnel to eliminate hazards from falling rock, and the installation of an additional light for eastbound traffic midway between the stop light and the tunnel portal, which automatically clears eastbound vehicles without stopping, provided they conform to the speed of 15 miles per hour which is indicated and for which the signals are set. The Commission approved the report and ordered it filed.

The Engineer reported on a study that has been made for widening the north entrance of the Pacific Highway into Grants Pass, particularly from the city limits to "A" Street, a distance of 4,215 feet. He estimated the cost of such widening work to provide 56 feet width between curbs, which corresponds to the downtown portion of the street, at $179,000, of which $119,000 represents the cost of construction and $60,000, the cost of right of way. The Commission deferred action on this matter pending personal inspection of the project on its next visit to that district. The project is to be considered in the formulation of the next construction program.

A letter was presented from the Seaside Chamber of Commerce requesting construction of the Oregon Coast Highway along Roosevelt Drive, at least between Broadway and the south city limits. The Commission deferred action on this matter pending rendition by the Engineer of his economic report on highways in the vicinity of Astoria, investigations for which are now underway.

The Engineer asked the Commission to confirm authority previously given him by letter to provide ventilation for inside rooms in the new State Highway Department office building at Salem, at an estimated cost of $10,373. The Commission unanimously approved the expenditure.

In this connection the Engineer reported receipt of a suggestion from the Board of Control that the State Highway Commission provide a tunnel connecting the highway building and the new state office building. He estimated the cost of such tunnel construction at $30,000 and advised that in his estimation there is no justification for the expenditure. The Commission decided unanimously not to construct the tunnel.

The Commission discussed and denied a petition from citizens of Lake Creek and Brownsboro, Jackson County, for improvement of the Little Butte Secondary Highway from the end of the present improved section to McAllister Soda Springs.

The Commission unanimously confirmed the authority previously given the Engineer by letter to advertise for bids for the reoiling of 62 miles on seven state highways in Division No. 3, estimated cost $117,000, which work it was originally intended to perform by state forces as a maintenance proposition. The Commission also authorized the transfer of $117,000 from the General Maintenance Budget to the Special Maintenance Budget to finance the work.

The Engineer requested authority to contract the following reoiling projects which were originally scheduled for performance by state forces, and

to transfer funds from the General Maintenance Budget to the Special Maintenance Budget to pay the cost involved, as indicated:

54.64 miles on five state highways in Benton and Lincoln Counties, Division No. 2, estimated cost, $110,000.

Recoiling 20.37 miles on the Nehalem and Sunset Highways, Troutdale east and on the old route of the Columbia River Highway from Crown Point east, all in Division No. 1, estimated cost, $33,000.

Recoiling 35.4 miles on four state highways in the vicinity of The Dalles, Division No. 4, estimated cost, $71,500.

The request was approved by the Commission unanimously.

The Commission unanimously confirmed the authority previously given the Engineer to increase the amount of funds previously allotted for the following projects:

Broadway Bridge-Steel Bridge Section, Harbor Drive, Portland, original allotment, $366,000 - increased to $720,000.

Brookings-California Line Section, Oregon Coast Highway, original allotment, $200,000 - increased to $242,000.

The Commission discussed with the Engineer projects that are to be presented by delegations scheduled to appear on the following day, but deferred action pending appearance of the delegations.

The meeting adjourned at 5:15 p.m., to reconvene at 9:00 a.m. the following morning in the same room.

Portland, Oregon
May 26, 1950

The meeting of the State highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben. R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Chandler announced that the awards of contracts would be made at 3:00 p.m.

BAKER COUNTY

Powder River Bridge. Federal Aid Project No. S-97(2). Construct 80' reinforced concrete bridge over Powder River on Sumpter Valley Highway. Involves following approximate quantities: 110 cu.yds. excavation; 130 cu.yds. concrete; 24,000 lbs. metal reinforcement and 3,300 lbs. miscellaneous metal.

Meade & Hobson, Grants Pass	$ 11,539.00
McWaters & Bartlett, Boise, Idaho	14,060.00
Valley Constr. Co., Portland	14,165.00
Erick Enquist, Troutdale	14,395.00
Geo. E. Berry, Beaverton	14,860.00
Archie R. Averill, Portland	18,450.00

BENTON COUNTY

Alsea-Alder Creek Section of the Alsea Highway. Federal Aid Project No. S-229(2). 8.00 miles of paving. Requires approximately 3,500 cu.yds. crushed rock or gravel; 130 tons emulsified asphalt; and 23,000 tons asphaltic concrete.

The Central Heating Co., Eugene	154,589.50
Porter W. Yett, Portland	155,540.00
Parker-Schram Co., Portland	157,902.50
J. C. Compton Co., McMinnville	162,090.00
K. F. Jacobson Co., Inc., Portland *	167,725.00
Warren Northwest, Inc., Portland	168,796.60
Acme Constr. Co., Eugene	196,655.00
Rogers Constr. Co. & Babler Bros., Portland	203,350.00

* Bidder will accept award of only one project.

CURRY COUNTY

Brookings-California State Line Section of the Oregon Coast Highway. Federal Aid Project No. F-119(3). 5.64 miles of grading and paving. Requires approximately 134,800 cu.yds. excavation; 110 cu.yds. concrete; 14,000 lbs. metal reinforcement; 25,000 cu.yds. pit-run gravel topping; 5,000 cu.yds. crushed gravel; 14 tons RC-3 asphalt; 66 tons emulsified asphalt; and 14,000 tons asphaltic concrete.

Parker-Schram Co., Portland	243,894.50
K. F. Jacobsen & Co., Inc., Portland *	256,963.00
Floyd Grahm Constr. Co., Lebanon *	257,638.00
Rogers Constr. Co. & Babler Bros., Portland	282,651.00
J. C. Compton Co., McMinnville	289,314.00
Porter W. Yett, Portland	319,779.00
G. D. Dennis & Son, Portland	328,725.50

* Bidder will accept award of only one project.

DOUGLAS COUNTY

Myrtle Creek (Oak Street) Section. City Project. 0.10 mile of grading and paving. Requires approximately 500 cu.yds. excavation; 770 cu.yds. rock or gravel base materials; and 630 tons asphaltic concrete.

Roseburg Paving Co., Roseburg	$ 15,862.00

(Previous low bid $19,164.00 - 8/19/49)

GILLIAM AND MORROW COUNTIES

Heppner Junction-Jordan and Ione Sections on the Heppner Highway and on "H" and Main Streets in the city of Ione. State and City Projects. 0.65 mile of rock base; and 32.61 miles of oiling. Requires placing approximately 7,270 cu.yds. state-furnished rock; and approximately 510 tons 200-300 asphalt.

J. C. Compton Co., McMinnville	27,385.00
D-H Paving Co., Vancouver, Wn.	29,141.20
Russell Olson Constr. Co., Pendleton	29,749.00
Tom McCorkle Constr. Co., Boise, Idaho	29,907.95
Harr & Horton, Portland	30,690.85
Babler Bros., Portland	31,461.60
Loyd Calkins Co., Ocean Lake	31,853.20
Acme Constr. Co., Eugene	34,352.10
Morrison & Fisher, Walla Walla, Wn.	36,738.60

GILLIAM AND WHEELER COUNTIES

Morrow County Line-Condon-Service Creek Section of the Wasco-Heppner and John Day Highways. State Project. 53.78 miles of reoiling. Requires placing approximately 9,900 cu.yds. state-furnished aggregates; and approximately 810 tons 200-300 asphalt.

D-H Paving Co., Vancouver, Wn.	44,920.00
Harr & Horton, Portland	45,242.00
Russell Olson Constr. Co., Pendleton	47,220.00
Babler Bros., Portland	47,370.00
J. C. Compton Co., McMinnville	48,180.00
O. D. Yocom Co., McMinnville	48,470.00
Acme Constr. Co., Eugene	52,506.00
Tom McCorkle Constr. Co., Boise, Idaho	53,137.00

JACKSON COUNTY

Phoenix ("C" Street) Section on "C" Street in Phoenix. City Project. 0.26 mile of grading, surfacing and bituminous macadam. Requires approximately 2,060 cu.yds. excavation; 2,600 cu.yds. crushed or pit-run gravel or rock; and 740 cu.yds. crushed gravel or rock; and 24 tons 120-150 asphalt.

Osborn Construction Co., Medford	12,265.40

JOSEPHINE COUNTY

Cave Junction-California State Line Section of the Redwood Highway. State Project. 10.53 miles roadbed widening; 12.73 miles of rock base; and 13.20 miles of paving. Requires approximately 26,600 cu.yds. excavation; 39,000 cu. yds. pit-run gravel topping; placing approximately 14,100 cu.yds. state-furnished materials in base, shoulders and binder course; 155 tons MC-2 asphalt; 134 tons emulsified asphalt; and 27,000 tons asphaltic concrete.

J. C. Compton Co., McMinnville	$ 239,859.50
K. F. Jacobsen & Co., Inc., Portland *	258,180.70
Pieler Constr. Co., Seattle, Wn.	267,600.92
Porter W. Yett, Portland	271,206.00
Parker-Schram Co., Portland	271,789.75
Warren Northwest, Inc., Portland	275,230.50
Floyd Grahm Constr. Co., Lebanon *	293,132.00
Babler Bros., Portland	293,536.00
J. H. & M. J. Conley, Portland	300,731.80

* Bidder will accept award of only one project.

LAKE, HARNEY AND DESCHUTES COUNTIES

Hampton-Gap Ranch Section of the Central Oregon Highway. State Project. Rock Production. Requires approximately 14,000 cu.yds. crushed cinders or crushed rock in stockpile.

Grover C. Pomeroy & C. R. Badger, Salem	22,680.00
Oscar E. Joelson, Eugene	28,000.00
Inter City Sand & Gravel Co., Eugene	29,260.00
Rogers Constr. Co., Portland	29,372.00
N. A. Toole Constr. Co., Ontario	31,220.00
Barney B. Helser, Portland	31,500.00
F. L. Somers, Klamath Falls	41,720.00

LANE COUNTY

Neptune State Park Latrine. State Project. Construct latrine in Neptune State Park south of Yachats at Cummings Creek on Oregon Coast Highway. Involves construction of 11'6" x 22' frame building, plumbing for and installation of 4 water closets, 2 urinals and 2 lavatories, septic tank, wiring building, and other miscellaneous work.

Meade & Hobson, Grants Pass	5,288.00
Kenneth Dodd, Newport	6,772.00

MARION AND POLK COUNTIES

Marion Street (Salem) Bridge Piers. Federal Aid Project No. U-322(1). Construct five piers for Marion Street Bridge over Willamette River. Involves following approximate quantities; 2,600 cu.yds. excavation, 9,700 lin.ft. foundation piling, drive 298 piles, 1,840 cu.yds. concrete and 220,000 lbs. metal reinforcement.

(Cont.)

Marion Street (Salem) Bridge Piers (Cont.)

State Constr. Co., Seattle, Wn.	$ 228,282.00
Lee Hoffman, Portland	246,570.00
General Constr. Co., Portland	250,320.00

(Previous low bid - $172,699.00)

UNION COUNTY

Willow Creek Bridge. Federal Aid Project No. S-75(3). Construct 75' reinforced concrete slab bridge on treated pile bents over Willow Creek on Imbler-Dry Creek County Road. Involves following approximate quantities: furnish 650 lin.ft. treated timber piling; drive 20 piles; 80 cu.yds. concrete; 21,000 lbs. metal reinforcement; 3,400 lbs. miscellaneous metal; 1.2 M-FBM treated lumber.

Valley Constr. Co., Portland	13,825.00
Geo. E. Berry, Beaverton	16,745.00

UNION COUNTY

La Grande Storage Building. State Project. Construct 18' x 40' frame storage building at La Grande Shops.

Bechtel Bros., Elgin	2,640.00
Walter Rohde, Pendleton	2,989.00
Erick Enquist, Troutdale	4,020.00

WALLOWA COUNTY

South Unit, Joseph-Wallowa Lake Section of the Joseph-Wallowa Lake Highway. State Project. 4.72 miles of grading, surfacing and oiling; also constructing of reinforced concrete slab span bridge on treated timber pile bents. Requires approximately 110,000 cu.yds. excavation; 14,800 cu.yds. crushed rock or gravel; 1,050 lin.ft. treated piling; 160 cu.yds. concrete; 30,000 lbs. metal reinforcement; 30 M-FBM treated lumber; and 180 tons 150-200 asphalt.

Durbin Bros., Eugene	111,283.50
C. J. Eldon, Portland	122,194.00
Rogers Constr. Co., Portland	127,058.00
Allen E. Sackett, Hood River	129,626.00
Clifton & Applegate, Spokane, Wn.	138,398.90

WASCO COUNTY

The Dalles Storage Building. State Project. Construct 22' x 48'6" frame storage building at The Dalles Maintenance Station.

Mid-State Constr. Co., The Dalles	4,120.00
Bemis & Co., Portland	4,459.70

WASHINGTON COUNTY

Hillsboro (North 10th Avenue) Section on North 10th Avenue in Hillsboro. City Project. 0.32 mile of paving. Requires approximately 8 tons emulsified asphalt; and 1,850 tons asphaltic concrete.

Parker-Schram Co., Portland	$ 14,584.00
Cascade Constr. Co., Portland	14,630.00

Mr. Neil R. Allen, Grants Pass, headed a delegation from Southern Oregon composed of representatives of the Chambers of Commerce of Grants Pass, Medford, Ashland and Cave Junction, which presented to the Commission a four-point highway program for the Josephine-Jackson County area. Others in the group were Hon. Franklin J. VanDyke, State Representative, Medford, representing the Jackson County Chamber of Commerce; Lynn W. Newbery, Ashland, representing the Ashland Chamber of Commerce; John Dillard, Cave Junction, representing the Illinois Valley Chamber of Commerce, and Charles MacLean, Grants Pass, representing Grants Pass and Josephine County Chambers of Commerce. Mr. Allen stated that this group has been working together for the past two and one-half years in coordinating a highway program for their district, and have agreed to limit their present request to the elimination of the two most intolerable sections on inter-regional highways and two on state highways. Their unified request, he said, consists of the following:

1. A four-lane highway between Ashland and Central Point in Jackson County.

2. Widening of the facilities for the crossing of the Rogue River at Caveman Bridge to four lanes, and the widening of the north approach to Grants Pass from the city limits to "A" Street in Josephine County.

3. Improvement of the Crater Lake Highway between Union Creek and Cascade Gorge so as to permit year-round heavy hauling in Jackson County.

4. Improvement of Highway 199 (Redwood Highway) from the California Line to Grants Pass, special attention being given to Hayes Hill and Applegate Bridge in Josephine County.

He presented a list of the projects and a tear sheet from the Grants Pass Daily Courier of Saturday, April 15, 1950, which contains a report rendered to the Legislative Highway Interim Committee at a meeting in Grants Pass at that time. Mr. VanDyke spoke in behalf of the Jackson County Chamber of Commerce and the City of Medford. He stated that the groups that he represents heartily endorse the four-point program as presented by Mr. Allen. He stressed the need for a four-lane highway between Central Point and Ashland because of the traffic congestion that obtains along this section, particularly in the vicinity of Medford. Mr. Newbery endorsed the program, also, in behalf of the Ashland Chamber of Commerce. He urged all possible consideration of the projects and advised that

whichever one of the projects the Commission considers has priority status his community will approve. Mr. Dillard stated that his group is fully in accord with the program as presented. Mr. MacLean stated that the people whom he represents are in complete harmony with the program presented by Mr. Allen, and that the people of each community in his district endorse it one hundred percent.

In concluding the presentation, Mr. Allen stated that their group is now conducting an economic survey of highway needs in their communities, and will make the results available to the Commission as soon as the survey is completed so the Commission will have the benefit of the information in promulgating future work in that part of the state. He suggested that the four Chambers of Commerce represented at this meeting be contacted by the Commission when it is arranging future programs.

Chairman Chandler stated that the Commission is cognizant of the entire situation in Southern Oregon and has given it a lot of thought — in fact, has already taken steps to do some of the things that are requested in the four-point program. He pointed out that the Commission at its meeting today received bids for the improvement of the Cascade Gorge-Prospect Section of the Crater Lake Highway, and for the improvement of the Cave Junction-California State Line Section of the Redwood Highway; also, that the Commission expects to receive bids at its next meeting for improvement of the Pacific Highway near the underpass at the north city limits of Ashland. As to the requested improvement of the Redwood Highway over Hayes Hill, Chairman Chandler advised that the Federal Bureau of Public Roads is now conducting a survey of this section preparatory to contracting the work which is to be done as a Forest Highway Project under supervision of the Federal Government. He assured the group that the Commission will give careful consideration, in the formulation of future programs, to the projects which have been requested by the group, and that the Southern Oregon District will receive its fair share of available funds.

Messrs. I. M. Gray and Lawrence Boyle, City Councilmen, Canyonville, were present and urged the Commission to make provision, in its plans for the improvement of the Pacific Highway through Canyonville, for access to the new highway from First Street. Mr. Gray was spokesman. He urged the granting of access at First Street for the convenience of local residents in going to their business district, and for increased efficiency of their fire and police departments. He gave as his understanding that the plans do not provide for any approaches to the highway in Canyonville, except at the north and south city limits. The matter was discussed at some length, during which the Engineer explained details of the project. As a result thereof the Commission instructed the Engineer to make further investigations and report back to the Commission.

A delegation from Eugene, representing the River Road Safety Committee and headed by Mr. John Scheidt, Chairman, was present and requested certain improvements to the Eugene-Santa Clara Section of the Junction City-Eugene Secondary Highway. Others in the group were Harry H. Rice, Principal of River Road School, and Henry L. Meyers, merchant, Eugene. They requested the following:

1. Reconstruction of the highway with provision for curb cuts and better drainage.

2. Construction of four-foot walks on both sides of the highway.

(Cont.)

3. Maximum speed limit of 30 miles per hour with strict enforcement of the requirements and prosecution of violators.

4. Erection of appropriate signs to inform the traveling public of the congested areas.

Mr. Scheidt stated that the present footpath along the west side of the highway is located in the drainage ditch and in the rainy season is full of water so the children are forced to walk on private lawns or on shoulders of the highway, which is hazardous. He mentioned that there are 400 pupils who must use the River Road daily in going to and from school, and he declared that these children need sidewalks for their protection. 70 of these pupils, he said, must cross the highway daily and he suggested as a safety measure the establishment of one crossing area in front of the school, which could be used by the students under direction of teachers who would be held responsible for escorting them. Mr. Meyers complained that certain business establishments have been constructed very close to the highway right of way line, and in some instances the right of way ditches have been filled in at the front of their premises without provision for drainage, so that during the rainy season water accumulates and mud holes develop. He urged action to remedy the situation, including the construction of sidewalks. Following discussion the Commission referred the entire matter to the Engineer with instructions to investigate the situation further and render a complete report thereon.

Mr. W. E. Tegart, Secretary of the Multnomah County Fire District No. 9, Troudale, was present and urged the Commission to install traffic safety facilities at the intersection of Highway 30 (Columbia River Highway) and Fairview Avenue, east of Parkrose. He was accompanied by Hon. Burton Walard, State Representative, Gresham, and Mr. M. M. Wood, Chief, Gresham Fire Department. Mr. Tegart gave as his understanding that their previous request for traffic signals at this intersection was refused because the volume of traffic that passes through the intersection does not meet the standard requirements for such signals. He declared that the traffic counts were taken during a period of inclement weather, so do not reflect true conditions. He urged another count which, he said, would reveal more justification for signal installation at this point than for the existing signal at 112th Avenue. He suggested that the signal at the latter point be moved to Fairview Avenue. Chairman Chandler advised that requests for signal installations are carefully investigated by Engineers who are trained in such matters, and who base their recommendations to the Commission on nationally accepted standards. The Commission, he said, must abide by the recommendation of these experts, but in view of the feeling of Mr. Tegert that the traffic counts heretofore taken do not reflect true conditions another count will be taken on a clear, dry day. The Engineer was thereupon instructed to make such new traffic count at this intersection and also at 112th Avenue so that a comparison can be had of the traffic movements at both places.

A delegation representing the Roseburg City Council and business interests of Roseburg, and consisting of the following, were present regarding the improvement of the Pacific Highway in the northern part of Roseburg: Hon. Albert G. Flegel, Mayor; Percy Croft, Chairman, Street Committee; Walter Olmschied, Planning Commission; Buckley Bell, Chairman, Chamber of Commerce

Highway Committee; D. E. McKenna, Clarence Landis, William Clarenbaugh and Henry Darby, representing business interests in north Roseburg. Mayor Flegel headed the group. He recalled that some months ago a delegation representing their city appeared before the Commission and requested a survey for the establishment of a one-way traffic plan in Roseburg, and the study of the overall highway needs of their city. The people of Roseburg, he said, are still very much interested in this project and will appreciate anything that the Highway Commission will do to expedite what they have in mind. Mayor Flegel declared that Roseburg is a fast-growing city and that their traffic problem is becoming increasingly difficult. Future plans of the city, he said, include construction of a new bridge across the south Umpqua River at Oak Street to replace the existing structure, over which 3,000 cars pass daily during a nine-hour period compared with 300 cars daily in 1939, and the city is concerned with the type of connection that will be used between Oak Street and the highway. He questioned the adoption of Pine Street as a one-way route for southbound highway travel. He suggested retention of Stevens Street for two-way traffic and advised that if this is done, the city will adopt necessary ordinances to prohibit parking of vehicles on that street, which would then become a four-lane highway facility. Mayor Flegel also mentioned a proposed rerouting of the highway at the north city limits and urged the acquisition of right of way along such new route, which, he said, can be obtained now at far less cost than later on.

Chairman Chandler advised that the Highway Commission has given the Roseburg situation a lot of thought and that the members of the Commission recognize the traffic situation that exists. He pointed out that the worst congestion is on the present road at the north city limits, and advised that the Commission has authorized an expenditure of $200,000 to widen this section for four lanes of travel from Roseburg northerly to the Garden Road intersection, at which point facilities are being arranged, consisting of widening, constructing "hide-outs", and installing signals, so traffic entering Garden Road can do so with safety. The estimated cost to construct a new highway east of the present one, he said, is about $1,500,000, which the Commission does not have available, so it appears that such project is one for a long time in the future, although the Commission is still giving the location serious study. As to the city's plan as presented by Mayor Flegel, he stated that the Commission is in no position presently to make a definite statement, but instructions will be given to the Engineer to consult with the City Council to see what can be done for the best interests of the city and the state. The Engineer was thereupon instructed to discuss the matter with the City Council and report back to the Commission.

The State Parks Superintendent reported receipt of a communication from Mr. Alfred G. Collier, Klamath Falls, regarding the expenditure of $2,000 which he deposited with the Commission to assist in financing construction of a museum in Collier State Park. Nothing has ever been done about constructing the building, the Superintendent said; moreover, $2,000 will not pay for it, so Mr. Collier has decided to erect it on his own account at a cost of $3,000 to $4,000 and has requested the return of the $2,000 check to apply on the expense. He recommended that Mr. Collier's check be returned to him. The Commission approved the recommendation.

Commissioner Reynolds inquired as to the status of removal of cinders from Round Butte in The Cove State Park. The Parks Superintendent stated that he referred to the county court of Jefferson County the alternate sites from which cinders could be removed without doing any damage to the park, and that these sites are now being investigated by the county to determine whether or not they are suitable for local use. Commissioner Reynolds gave as his feeling that the state should not hinder the economic development of any community, and that if the alternate sources do not prove satisfactory then perhaps the Commission should permit the removal of cinders from the Round Butte location in the park. Chairman Chandler expressed himself to the same effect. No further action was taken.

The Engineer again brought up for discussion matters pertaining to the award of the contract for the construction of the Coos Bay (Fir Avenue-Ingersoll) Avenue) Section of the Oregon Coast Highway in Coos Bay, particularly the controversy with the Southern Pacific Company arising out of the re-establishment of the company's tracks, necessitated by this improvement. He recalled that the Commission at its meeting on February 6th discussed this matter, at which time the cost to replace the track facilities was estimated at $25,000, and the feeling was expressed that this expense should be shared equally between the railroad company and the state. The estimated total cost, at that time, of the re-establishment of these facilities was about $65,000, payment of which the Commission reluctantly approved if the railroad company cannot be induced to share a portion of the expense. Subsequent negotiations with the company, he said, have not been very successful, the company having allowed a reduction of only $2,000 -- from $65,000 to $63,000 -- and it appears that it will do no good to negotiate further. He pointed out that the thirty-day time limit within which the Commission must award the contract has expired, and he recommended approval of the payment of $63,000 to the railroad company, and that he be authorized to award the contract. It appeared to the Commission that further negotiations with the railroad company would be of no avail, whereupon the Commission unanimously approved the Engineer's recommendation.

The Commission had under discussion two easement agreements submitted by the Union Pacific Railroad Company concerning two properties located at the east end of the Steel Bridge, Portland, one of which is wholly owned by the Union Pacific Railroad Company and the other of which is owned jointly by the Union Pacific and the Southern Pacific Railroad Companies. The Engineer pointed out that the agreements, as prepared, call for payment of $1,258 for the use of the property which is owned wholly by the Union Pacific Railroad Company, and payment of $2,610 for the use of the property which is owned jointly by the two companies. He said that there is ample justification for payment of the charge for use of the property that is owned solely by the Union Pacific Company, as this is property which is not being used as railroad right of way. But the situation is different with respect to the other property, which was acquired by both companies as right of way for the railroad bridge, the case being exactly parallel with one on the west bank of the river where railroad property is being used without any particular easement agreement and without payment to the companies for the use of the railroad right of way. He recommended payment of the sum of $1,258 for the use of the property owned solely by the Union Pacific Railroad Company, and approval of the agreement covering that property, but requested instructions from the Commission with respect to the other. The Commission unanimously approved the arrangement as recommended with respect to the property

owned solely by the Union Pacific Railroad Company, and instructed the Chief Counsel to negotiate further with both companies with respect to the elimination of the charge for the use of the property owned jointly by both.

The meeting adjourned for luncheon at 12:00 noon and reconvened at 1:30 p.m. with the same persons present and participating.

The Engineer reported the necessity to remodel Mack's store building in connection with the highway improvement at the east end of the Steel Bridge, Portland. The work involved, he said, consists of cutting off the front of this building and redesigning it. He suggested that because of the importance of the project a competent architect be employed to handle the design so that the work can be advertised for bids to be received at the meeting in July. The Commission unanimously approved the suggestion and so ordered.

In this connection the Engineer also recommended the employment of an architect to prepare designs and specifications for construction of buildings in state parks, et cetera. He mentioned the name of an architect in Salem, Mr. James L. Payne, who he said has stated a willingness to do this work for 3½% of the cost of the project, based on the low bid which is received and accepted as the result of advertising, with the understanding that he would expect payment at the rate of $3.50 per hour for his services for any revision after the plans are completed. The Commission approved the recommendation and authorized the Engineer to employ Mr. Payne to do this work subject to the condition that he be paid a flat sum for his services up to the point of approval of the plans, rather than on a percentage basis.

The Commission discussed a letter from Mr. John M. Coke, Attorney for the Glens Falls Indemnity Company, surety on the bond furnished by Albert W. Denton, dba Denton Construction Company, in connection with the contract awarded to Mr. Denton for the construction of the Gardiner Section of the Oregon Coast Highway, State Highway Contract No. 2944. Mr. Coke recites the history of this project which the Glens Falls Indemnity Company was forced to take over and complete, and requests relief from the payment of $3,665.68 which has been charged the contractor as a penalty for failure to complete the project within the specified time limit. The Engineer read aloud Mr. Coke's letter and he also read aloud a report from Construction Engineer H. G. Smith, who points out that the state's costs for engineering supervision were greatly increased by failure of the contractor to carry on the work properly, and who recommends that the amount of the penalty be collected from the contractor's bond. The Engineer declared that the state's claim is a legitimate one and in his estimation is very reasonable. He recommended that Mr. Coke's request be denied. The Commission approved the recommendation unanimously and ordered that Mr. Coke be informed accordingly.

The Engineer requested approval of allotment increases for the following construction projects, which are scheduled for contracting at the next regular meeting of the Commission:

PROJECT		PRESENT ALLOTMENT	REQUIRED ALLOTMENT
Little Nestucca River Bridge (Yach Bridge)	'48 Maj. Bett.	$ 30,000	$ 55,000
Joseph Section	'50 Maj. Bett.	25,000	30,000
North Yamhill River (Carlton) Bridge	'50-'51 FAS	75,000	119,000
Salisbury-Mill Gulch	'50-'51 FAS	200,000	253,000
Drake Creek-Adel	'50-'51 FAS	200,000	or (231,000 (291,000

The Engineer explained that the present estimated cost of the Little Nestucca River Bridge is $25,000 more than that originally estimated so an increased allotment in that amount is necessary, and for a similar reason it has been necessary to increase the allotment for the Joseph Section from $25,000 to $30,000. With respect to the North Yamhill River Bridge the Engineer advised that this bridge is on a county road which has been designated a Federal Aid Secondary Highway, and that it was originally estimated to cost $75,000 but the current estimate indicates that the work cannot be done for less that $119,000, an increase of $44,000. Concerning the Salisbury-Mill Gulch Project, for which an increased allotment of $53,000 is requested, the Engineer stated that the extra expense is required to provide a facility that meets present-day standards. The increase requested for the Drake Creek-Adel Section, he said, is required for similar reasons, the $231,000 allotment being based on constructing a six-inch rock base and a O-9 oil surface, whereas the $291,000 figure is for a ten-inch rock base and a O-11 oil surface. As a result of discussion, the Commission unanimously approved the increases requested for the Little Nestucca River Bridge Project, the Joseph Project, and the Salisbury-Mill Gulch Project, but deferred final action on the remaining two projects. The Engineer was instructed to ascertain from the county court of Yamhill County whether or not the county will contribute county funds to pay the $44,000 increase. The Commission decided to inspect the Drake Creek-Adel Section personally, in company with the Engineer, before taking definite action on the allotment increase proposed for that project.

The Secretary presented a letter from Mr. William R. Manion, President, Oregon Coast Association, Tillamook, in which Mr. Manion advises that it is the recommendation of the Executive Board of the Association that Mr. Verne H. Tinnerstet, Manager of the Association, be appointed a member of the Highway Commission's Travel Advisory Board replacing Mr. Arch B. Sanders, Coos Bay, former manager of the Association. He was instructed by the Commission to refer this matter to the Travel Advisory Board for recommendation.

A delegation representing the Condon Commercial Club and headed by Hon. Steward Hardie, State Senator, appeared before the Commission in the interests of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway.

Others in the group were: Messrs. Frank Mercer and Charles Quinn, members of the Road Committee; R. W. Potter, Carrol Barker and Bob Patching, farmers, all of Condon. Other members of the group were County Judge C. A. Tom, Sherman County; County Judge J. A. Burns, Gilliam County; and County Judge W. R. Webber, Wasco County; together with F. M. Sexton of the Chamber of Commerce, and George Kaseburg, farmer, both of The Dalles. Senator Hardie stated that their visit was prompted by a letter received from the State Highway Engineer to the effect that the Highway Commission plans to spend $75,000 for grading and gravelling the existing dirt road from the head of Cottonwood grade toward Condon. Such an improvement, he said, while appreciated, will not satisfy local people, who much prefer that the Commission spend its money for construction on permanent alignment. He urged the Commission to spend the $75,000 on new alignment as far as it will go, starting at either end, and advised that such an improvement is endorsed by adjacent counties. Judge Webber stated that Wasco County wants this road improved as a permanent proposition. He alleged that all counties concerned prefer such improvement. Judge Burns declared himself similarly, as did also Judge Tom. Judge Tom also urged construction of the 4½ mile section between US30 and the town of Wasco. He said that this section is badly in need of improvement, particularly several bridges thereon, one of which is in the town of Wasco, and that the county is absolutely unable to finance the work.

Chairman Chandler advised that the Commission personally inspected this road a short time ago, so noted its condition firsthand. The Commission, he said, gathered the impression from previous delegations that what was wanted was improvement of the existing road for year-round travel, so the Commission approved the expenditure on such basis. The Commission also plans, he said, to provide for the improvement of the Canyon Section in its next two-year program, and for improvement of a 1¼ mile section on the west side of the John Day River next year. He pointed out that it would take several years to complete the entire improvement, which is quite costly, considering the small volume of traffic which uses it. The Highway Commission, he said, cannot make a definite commitment for the present, and does not want to commit future Highway Commissions to the improvement of this road. Commissioner Reynolds pointed out that construction of a new road is estimated to cost more than $1,000,000, which is a lot of money for the amount of traffic that will use it. Judge Burns again urged the expenditure of the available funds for new construction on permanent alignment rather than for repairing the old road. He alleged that their project was one time promised by a former Highway Commission. He also stated that traffic counts that have been taken on the road do not disclose the true picture because of the condition of the road when the counts were taken. Chairman Chandler concluded the conference by stating that the Commission will take the group's request under advisement.

Mr. J. R. Pierson, Eugene, was present and asked the Commission to authorize certain changes at the intersection of Agate Street and Franklin Boulevard (Pacific Highway) in Eugene that will allow eastbound vehicles to make a U-turn and proceed westerly on the north side of the highway. He advised that considerable traffic wants to make a U-turn at this intersection, but cannot do so under present conditions, so are obliged to travel about three blocks further east before a turning point is available, and the result is that traffic is encouraged to make the turn at Agate Street, against the

traffic lights. The Engineer advised that this matter has been investigated and it has been determined that the condition referred to by Mr. Pierson is substantially correct. A U-turn at the Agate Street intersection, he said, is not a desirable move, but it can be accomplished without any material hazard if properly arranged. He estimated the cost, which involves the cutting of a medial island and the constructing of a left-turn lane, at about $2,425, and he recommended that the work be done if the property owners who desire the opening will pay the entire cost. Mr. Pierson stated that he would ascertain the attitude of the local group that he represents, but he doubted very much that they would assume an obligation of $2,425.

County Judge C. A. Tom, Sherman County, reappeared before the Commission and urged the improvement of the connection between the old Columbia River Highway and the new Columbia River Highway in the town of Rufus. He said that the grade of the new highway is about 3½ feet lower than the old highway, and because of a 90° angle turn which has resulted at this intersection, numerous accidents occur. He asked that the highway frontage at this point be restored to at least as good condition as it was before the new highway was built. Judge Tom also complained of the appearance of the highway maintenance premises in the town of Rufus, which, he said, are in a deplorable condition. He asked the Commission to order a clean-up of these premises. He was assured by Chairman Chandler that both matters would be investigated and that appropriate action would be taken. The matter was thereupon referred to the Engineer for investigation and report.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:00 p.m. Chairman Chandler publicly announced the Commission's decision with respect to each project, as follows, the action of the Commission being by unanimous vote:

"Construction of the bridge over Powder River on the Sumpter Valley Highway, Baker County. The Commission received six bids for this work, the low one being that of Meade & Hobson, Grants Pass, at $11,539. The Commission has accepted the bid, and has awarded the contract to Meade & Hobson at their bid price.

"Paving the Alsea-Alder Creek Section of the Alsea Highway, Benton County. The Central Heating Company, Eugene, submitted the low bid for this work at $154,589.50. There were seven higher bids. The contract has been awarded to the low bidder, The Central Heating Company, at its bid price.

"Grading and paving the Brookings-California State Line Section of the Oregon Coast Highway, Curry County. Parker-Schram Company, Portland, submitted the low bid for this job at $243,894.50. There were six higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Parker-Schram Company, when certain conditions have been satisfied.

"Grading and paving the Myrtle Creek (Oak Street) Section in the town of Myrtle Creek, Douglas County. The Commission received only one bid for this work, it being that of Roseburg Paving Company, Roseburg,

at $15,862. The Commission has awarded the contract to the Roseburg Paving Company at its bid price.

"Oiling on the Heppner Junction-Jordon and Ione Sections of the Heppner Highway in Gilliam and Morrow Counties. The low bid for this work was submitted by J. C. Compton Company, McMinnville, at $27,385. There were eight higher bids. The Commission has awarded the contract to J. C. Compton Company, the low bidder, at their bid price.

"Recoiling on the Morrow County Line-Condon-Service Creek Section of the Wasco-Heppner and John Day Highways in Gilliam and Wheeler Counties. The Commission received eight bids for this work, the low one being that of D-H Paving Company, Vancouver, Washington, at $44,920. The contract has been awarded to D-H Paving Company at its bid price.

"Grading, surfacing and construction of bituminous macadam on the Phoenix ("C" Street) Section in the town of Phoenix, Jackson County. The Commission received only one bid for this work, being that of Osborn Construction Co., Medford, at $12,265.40. The contract has been awarded to the Osborn Construction Co. at its bid price.

"Roadbed widening, construction of rock base and pavement on the Cave Junction-California State Line Section of the Redwood Highway, Josephine County. The low bid for this work was submitted by J. C. Compton Co., McMinnville, at $239,859.50. There were eight higher bids. The contract has been awarded to the low bidder, J. C. Compton Co., at its bid price.

"Hampton-Gap Ranch Rock Production Project on the Central Oregon Highway in Lake, Harney and Deschutes Counties. Seven bids were submitted for this work, the low one being that of Grover C. Pomeroy & C. R. Badger, Salem, at $22,680. The contract has been awarded to Messrs. Pomeroy & Badger at their bid price.

"Construction of a latrine in Neptune State Park at Cummings Creek, south of Yachats on the Oregon Coast Highway, Lane County. The Commission received two bids for this work, both of which are considered too high and have been rejected.

"Construction of five piers for the Marion Street Bridge over the Willamette River at Salem, Marion and Polk Counties. State Construction Company, Seattle, submitted the low bid for this work at $228,282. Lee Hoffman, Portland, submitted the next low bid at $246,570. There was one higher bid. The Commission has awarded this contract to the second low bidder, Lee Hoffman, at his bid price of $246,570.

"Construction of a reinforced concrete slab bridge over Willow Creek on the Imbler-Dry Creek County Road, Union County. Valley Construction Co., Portland, submitted the low bid at $13,825. Geo. E. Berry, Beaverton, submitted the only other bid at $16,745. The Commission has awarded the contract to the low bidder, Valley Construction Company at its bid price.

"Construction of a frame storage building at the highway shops in La Grande, Union County. The low bid for this work was submitted by Bechtel Bros., Elgin, at $2,640. There were two higher bids. The contract has been awarded to Bechtel Bros. at their bid price.

"Grading, surfacing, oiling, and the construction of a bridge on the South Unit, Joseph-Wallowa Lake Section of the Joseph-Wallowa Lake Highway in Wallowa County. Durbin Bros., Eugene, submitted the low bid for this work at $111,283.50. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Durbin Bros., when certain conditions have been satisfied.

"Construction of a frame storage building at the highway maintenance station in The Dalles, Wasco County. Mid-State Construction Co., The Dalles, was the low bidder for this work at $4,120. Bemis & Co., Portland, submitted the next low and only other bid at $4,459.70. The contract has been awarded to the low bidder, Mid-State Construction Company, at its bid price.

"Paving the Hillsboro (North 10th Avenue) Section in the City of Hillsboro, Washington County. The low bid for this work was submitted by Parker-Schram Co., Portland, at $14,584. Cascade Construction Co., Portland, submitted the only other bid at $14,630. The Commission has awarded the contract to the low bidder, Parker-Schram Co., at its bid price."

The Chief Counsel requested authority to advertise for bids for the sale of a 22-acre tract of land that was acquired from Mr. Herman B. Jacobs in connection with a right of way settlement on the Tillamook-Pleasant Valley Section of the Oregon Coast Highway, Tillamook County. He explained that in negotiating with Mr. Jacobs it was found to be in the state's best interest to acquire considerably more acreage than was absolutely needed for right of way, and an offer has been received to purchase the excess area. He further stated that the property is appraised at $15,665, and that because the appraised value is more than $1,000 it is necessary to formally advertise the property for sale. The appraised value, he said, is somewhat less than the actual value of the property, but that is due to the fact that the owner will have no access to the highway. He also suggested that the property be paid for either in cash or in five equal annual payments. The Commission unanimously approved the request by the adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from the Hon. B. J. Spencer, Mayor of the City of Garibaldi, reiterating the city's request for the improvement this year of the Oregon Coast Highway through Garibaldi. The Engineer recalled that a group of citizens from Garibaldi appeared before the Commission at the previous meeting and requested the widening of the highway through their town, and that the Commission ordered an investigation and survey. Such survey has been made, he said, and it has been determined that the improvement will cost about $60,000. He also said that the highway through Garibaldi is in very poor

condition at this time and he recommended in view thereof that the Commission authorize the improvement to be paid for with state funds so that bids for the work can be received at the next meeting of the Commission, provided the city will adopt necessary ordinances prohibiting the parking of vehicles on the highway. The Commission unanimously approved the recommendation.

The Commission confirmed arrangements heretofore effected with the California-Oregon Power Company for the re-establishment of its power poles along the Barkley Springs-Algoma Section of The Dalles-California Highway. (See copy of previously executed agreement in Miscellaneous Contracts and Agreements File No. 1204 for details.)

The Commission had under consideration a proposed agreement with the Spokane, Portland and Seattle Railroad Company covering a revision in the Sherars Section of Sherars Bridge Secondary Highway to accommodate the tracks of the Oregon Trunk Railway in Deschutes Canyon. The Engineer advised that subsequent to the construction of the railroad, the road down the canyon was taken over by the county, but apparently in the meantime the road had been moved out so that it occupied a narrow shelf between the Deschutes River and the railroad company's fill, and when the road was widened and reconstructed as a state highway in 1946, nearly all of this shelf was occupied. Thereafter the railroad company decided to fill in one of its trestles and found that the slopes would cover a considerable portion of the highway roadbed, which the railroad company alleges encroaches upon railroad property. The Engineer further advised that the railroad company insisted that the state pay for retaining walls to keep the fill off the highway, which work was estimated to cost about $20,000, but it was determined by surveys that desired results could be obtained by shifting the highway somewhat toward the river, which would cost only about $2,500. Thereupon, a tentative agreement was reached with the railroad company whereby the state would do its own widening and the railroad company would build its retaining walls, which are estimated to cost about $7,000. He recommended settlement with the railroad company on such basis, on the condition that the railroad company will assume full responsibility for construction of its retaining walls. The Commission approved the recommendation unanimously.

The Engineer reported that the Bureau of Public Roads has approved the designation of the Powell Butte State Secondary Highway No. 371 as a Federal Aid Secondary Highway throughout its entire length. He asked the Commission to confirm the designation for the official record. The Commission approved the request unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from the Oregon Coast Association urgently requesting the improvement of the road which extends from Dolph to Hemlock in Tillamook County, via the Little Nestucca River, Pacific City and Sand Lake. The Engineer recalled that requests for this improvement have been before the Commission on several occasions in the past and each time the Commission has denied them. The Commission unanimously confirmed its previous action.

The Commission discussed a comprehensive report from the Engineer on the necessity to construct an adequate equipment storage headquarters at Government Camp, suitable to accommodate the personnel and equipment necessary to maintain the summit section of the Wapinitia Highway, the Mt. Hood Highway and the Timberline Lodge Highway which is scheduled for completion this year. In his report the Engineer pointed out the inadequacies of the present storage facilities located on two small lots in the center of Government Camp, and the impossibility to extend or expand these facilities because of the development of the surrounding property. He estimated the cost of providing new headquarters at approximately $192,940, and he recommended approval of the overall plan and the allocation of $40,000 to finance construction contemplated in 1950, if the Commission cannot see its way clear to authorize funds for the entire project. The matter was given very careful consideration by the Commission, during which the feeling was expressed that inasmuch as the facilities are required to maintain the highways satisfactorily in this district, there is no good reason why they should not be provided at once rather than piece-meal over a period of years. Accordingly, the Engineer was authorized by a unanimous vote of the Commission to proceed at once with the construction of all the facilities outlined in his report. (For details see copy of Engineer's report to the Commission dated May 15, 1950, in general files.)

The Commission discussed a request from the City of Eastside, Coos County, for the installation of lights on that section of the Coos River Secondary Highway which extends from the east end of the Isthmus Slough Bridge to the south city limits of Eastside. The Commission denied the request as a matter of policy.

The Commission discussed briefly, and referred to the Engineer for investigation and report, a request from the City of Rockaway for the installation of a "stop light" on the Oregon Coast Highway at its intersection with the main street that leads to the ocean beach at this place.

A letter was presented from Mr. L. P. Hopkins, Superintendent, Southern Pacific Company, reviewing a previous request for the installation of signals at the grade crossing of the Southern Pacific Company's railroad tracks and the Springfield-Creswell Secondary Highway, about one-half mile south of the McKenzie Highway, Lane County. The Engineer estimated the cost of the installation at $4,808, and advised that the company has stated a willingness to pay fifty percent of this cost if the state will pay the balance; moreover, the company will make the installation and will bear the maintenance and operating cost thereafter. He recommended approval of the project on such basis. The Commission approved the recommendation.

A petition was presented from residents on the Fox Hollow Secondary Highway south of Eugene, in which request is made for paving on this highway between Eugene and North Spencer County Road. The Commission deferred a decision in the matter pending inspection of the road on its next trip through the Eugene district. The Secretary was instructed to include this project in the list of unfinished business.

The Engineer reported a total of $1,070,000 unallocated funds remaining in the 1950-51 Federal Aid Account, which amount consists partially of

funds that were never programmed by the Commission and partially of savings that have accrued by reason of contracting work for amounts less than had been allotted to them. He recommended the immediate programming of additional work in an amount sufficient not only to take up the $1,070,000, but also to allow some latitude for underruns on contracts remaining to be contracted, and also for further prospective underruns on projects already contracted. He gave as his opinion that projects totaling $1,500,000 should be approved at this time, so as to avoid the necessity to select additional projects later on, and that this amount should be divided thus: $1,250,000 for Primary Federal Aid Projects, and $250,000 for Secondary Federal Aid Projects. He suggested the following projects:

Primary Federal Aid

Hood River-Mosier Section of Columbia River Highway in Hood River and Wasco Counties. 7 miles of grading	$ 1,250,000

Secondary Federal Aid

Dolph Corner-Buell Section of the Dallas-Coast Highway in Polk County. 10.0 miles of asphaltic concrete resurfacing	150,000
Yamhill River-Dayton Section of the Three Mile Lane Highway in Yamhill County. 6.0 miles of asphaltic concrete resurfacing	100,000

The Commission unanimously approved the Engineer's recommendation and the projects suggested by him to take up the funds available.

The Engineer requested authority to advertise for bids for the construction of an extension to the shop building at the highway division headquarters in La Grande. He estimated the cost of such extension at $50,000 and advised that provision for it is contained in the 1950 budget heretofore approved by the Commission as to principal. This extension consists of a small office addition on the east end of the present shop, four additional 24-foot bays on the west end of the building, and the readjustment of an open storage building immediately west of the shop building. The Commission unanimously approved the request.

The Engineer reported that the cities of Phoenix and Shaniko have fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the first six months of 1949, and that the plans for the projects which they propose to finance with these funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have fulfilled the legal requirements with respect to the expenditure of

State Tax Street Funds that accrued to them during the second six months' period of 1949:

Bay City	Empire	Manzanita	Shaniko
Canyon City	Gearhart	Maupin	Sherwood
Columbia City	Gold Beach	Oakridge	Summerville
Cornelius	Gold Hill	Port Orford	Turner
Dayville	Imbler	Richland	Waldport
Dundee	Ione	Rogue River	Yamhill

He said that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a written report from the Engineer dated May 2, 1950, regarding the utilization of materials that have been dredged from the Willamette River channel by U. S. Army Engineers at Salem, for construction of an embankment for the west approach to the new Willamette River Bridge at Salem. According to the report, the Army Engineers are now piling up about 30,000 cubic yards of gravel along the river bank upstream from the existing Center Street Bridge, and close to the area which the new bridge approach embankment will occupy. It appears that the material is not in the exact position for use in the highway embankment, but will require only a short haul to be placed there, which the Engineer estimates will cost about 50¢ per yard, about one-half the amount that it would cost were the embankment constructed of borrow materials. The Engineer points out that if this material can be moved before August the Army Engineers can then deposit additional materials in their second dredging operation, but they cannot do so unless the first pile of material is taken away. The Engineer recommended that, if the Commission sees fit to take advantage of this material and the savings that will accrue, he be authorized to advertise for bids to be received at the July meeting of the Commission for the moving of this material. He estimated the total cost involved to secure 50,000 cubic yards of material at $25,000. The Commission unanimously approved the recommendation.

Consideration was given by the Commission to a request from the City of Empire for the widening and paving of the Cape Arago Secondary Highway between Market Street and Commercial Street in the town of Empire. The Engineer advised that investigation reveals that the city has constructed concrete sidewalks, curbs and a storm sewer, the curbs being 56 feet apart, whereas the present highway pavement is only 30 feet wide. Moreover, the city has also graded the shoulders and constructed a six-inch compacted base thereon. He estimated the cost to complete the work, which consists of three inches of asphaltic concrete pavement, at $10,500, and recommended approval of the project for state funds, bids to be received at the July meeting of the Commission. The Commission approved the recommendation.

The Commission discussed a request from the Engineer for authority to conduct surveys for primary and secondary highway projects listed in the

Engineer's letter to the Commission dated May 18, 1950. As the result of discussion, the Commission unanimously authorized the undertaking of surveys for projects located on the Pacific Highway (US99), but deferred a decision with respect to the remaining surveys for further study and action at its next meeting. The surveys authorized by the Commission at this time are as follows:

Section of Pacific Highway	Miles in Length	Estimated Cost	Estimated Cost of Survey
White School-Brooks	14.0	$ 1,400,000	$ 40,000
Salem-Brooks	6.0	600,000	15,000
Salem Bypass (Four Corners-Pacific Highway)	5.75	910,000	15,000
Harrisburg-Junction City	5.0	1,350,000	10,000
Canyonville-Tri City	6.0	600,000	9,000
Eugene-Anlauf (Reconnaissance)	30.0		7,000

The Engineer reported that the survey for the relocation of the Siletz-Logsden Section of the Logsden County Road in Lincoln County has been completed. He presented a map showing the proposed alignment and explained details. He requested approval of the survey so that the grading and surfacing improvement on the four-mile section of the location, for which $100,000 of 1950-51 Federal Aid Funds have been allocated, can go forward. After careful consideration, the Commission unanimously approved the location as recommended by the Engineer, and authorized the Engineer to advertise the project for bids to be received in the immediate future. The attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Commission discussed a request from the City of Hillsboro for a survey to determine the most practical and feasible routes for one-way traffic through their city, and to determine the costs for right of way, construction, et cetera. The Engineer advised that the city is greatly concerned over the increasing traffic problem on Baseline Street, route of the Tualatin Valley Highway, and is contemplating establishment of a system of one-way streets which will include the route of the Tualatin Valley Highway. The Traffic Engineer, he said, has investigated conditions, which indicate that something should be done to relieve the traffic problem. He estimated the cost of the traffic engineering study requested by the city at $500 and recommended approval of the expenditure. The Commission approved the recommendation unanimously.

The Engineer reported that the grading of the Nehalem Hill Project on the Oregon Coast Highway just west of the town of Nehalem, which work it is contemplated to contract at the July meeting of the Commission, will disturb about 1,000 feet of four-inch water main belonging to the City of Nehalem, and that the city is asking the state to pay the cost of re-arranging and rebuilding this pipeline, which is estimated to cost $807. He gave as his feeling that this is a legitimate claim and recommended that the city be reimbursed for the

full amount of its expenditure in connection with these alterations when the work has been completed. The Commission approved the recommendation.

The Engineer reported that pursuant to authority previously granted him by the Commission, he has awarded contracts as follows, and requested confirmation thereof:

> Construction of the Crook County Line-Bend Airport Section of the Powell Butte Secondary Highway, Deschutes County, bids received April 24, contract awarded May 17 to F. L. Somers, low bidder.
>
> Construction of piers for proposed bridge over Willamette River, Marion Street, Salem; bids received April 24, contract awarded May 5 to State Construction Co., low bidder.

The Commission unanimously approved the awards as reported.

In connection with its consideration of the award of the contract for the construction of piers for the Willamette River Bridge at Salem, the Commission ordered, inasmuch as the State Construction Co. has refused to accept the award, that the amount of the bid bond be collected. The matter was referred to the Chief Counsel to handle details.

The Commission had under discussion the following requests for extensions of time within which to complete highway construction:

1. D. W. Voreis, Contract No. 3230, for boat channel and clearing work in Wallowa Lake State Park, Wallowa County, requested an extension of time of thirty days from December 31, 1949 to January 31, 1950, within which to complete this job. He attributed his failure to complete the project within the specified time limit to adverse weather conditions and injury to his dragline operator, which necessitated training of a new man to replace him. The Engineer advised that the reasons given by Mr. Voreis for overrunning the time limit are correct. The delay, he said, has caused no interference with the traveling public and has not increased the cost to the state for engineering supervision. He recommended, in view thereof, that the extension of time as requested be approved without penalty. The Commission approved the recommendation.

2. Trowbridge & Flynn Electric Company, Contract No. 3226, for installation of traffic signals in Roseburg, requested an extension of time of twenty-five days from March 31, 1950 to April 25, 1950, within which to complete this job. They stated that all signals were completed as of March 15, but during final inspection the control for a blinker light proved to be defective, which necessitated ordering a new one, and resulted in an overrun of the specified time limit. The Engineer stated that the reason given by the contractor for overrunning the time limit is correct. He recommended that the extension of time as requested be granted without penalty because the delay has caused no extra expense to the state for engineering supervision. The Commission approved the recommendation.

3. Trowbridge & Flynn Electric Company, Contract No. 3215, for installation of traffic signals in Medford, requested an extension of time of 21 days from March 31 to April 21, 1950, within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to the fact that the manufacturer of pole hands for "walk-wait" signals, delivered the wrong equipment and the proper set did not arrive until April 4th. The Engineer advised that the completion of this contract was delayed for reasons stated by the contractor. He further stated that the state has incurred no extra engineering expense thereby, and he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

4. City Electric, Inc., Contract No. 3219 for installation of traffic signals in Cottage Grove, requested an extension of time of 18 days from March 31, 1950 to April 17, 1950, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays in delivery of materials needed for the work. The Engineer advised that the additional time was necessary because of delays incurred in the delivery of materials from the manufacturer and is in no way the fault of the contractor. He recommended in view thereof, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. Homer G. Johnson, Contract No. 3121 for rock production on the Rainrock-Alderwood Park Section of the Siuslaw and Alsea-Deadwood Secondary Highways, Lane County, requested an additional extension of time of 90 days, from January 30, 1950 to May 1, 1950, within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to adverse weather conditions. The Engineer advised that the contractor was unable to operate during the extremely bad weather between December 20, 1949 and February 5, 1950, and that the highway was saved from considerable damage by virtue of the contractor's not being able to haul over the highway during that period. The public, he said, has not been inconvenienced by the delay, in view of which he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. City Electric, Inc., Contract No. 3209, for installation of traffic signals at Main and Esplanade Streets in Klamath Falls, requested an additional extension of time of 25 days, from April 15 to May 10, 1950, within which to complete this job. They alleged that the additional time is required because of the failure of their painting contractor to paint the poles as instructed, notwithstanding he was repeatedly told to do it. The Engineer advised that all work in connection with this job was completed prior to April 15, except for the painting of the poles. He said that the state has incurred no extra engineering expense because of this delay and he recommended that the additional extension of time as requested be granted without penalty. The Commission approved the recommendation.

(The Commission in discussing the requests for extensions of time as listed above considered but did not necessarily adopt the recommendations

of the Engineer and/or the reasons given by the contractors for failure to complete their projects within the specified time limits.)

The Engineer reported that Contracts Nos. 3123, 3215, 3219, 3226, 3230 and 3263, have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration the Commission by unanimous vote accepted said contracts by adopting the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to the record of violations committed by George Bristol Eddy, log hauler, Springfield, Oregon, in connection with the truck-hauling of logs over state highways in Lane County. The Engineer submitted a written report on the subject, dated May 18, 1950, in which he pointed out that a large percentage of the loads hauled by Mr. Eddy and his drivers during the period 1945-1950, weighed in excess of the requirements, thus placing him in a very low classification. It appears that Mr. Eddy has been warned on a number of occasions that his record would be brought to the attention of the State Highway Commission unless he corrected his ways, and that very likely the Commission would cancel his permit, but such warnings have proven of no avail. Moreover, Mr. Eddy has been guilty of by-passing scales and of "laying out" in order to avoid having his equipment weighed by state weighmasters. The Engineer recommended that Mr. Eddy's permit be suspended for a period of not less than thirty days, and that it not be reinstated at the end of that period unless he submits to the Commission a written statement to the effect that hereafter he will comply with the rules and regulations governing his operations, particularly with respect to weights and dimensions of his loads, and that he will also readily submit his loads to weighing when requested to do so by weighmasters. As a result of careful consideration, the Commission unanimously approved the recommendation with the understanding that Mr. Eddy's permit will be cancelled on a permanent basis for a further violation, in the event the Commission has seen fit to reinstate his permit after the thirty-day period expires. The Secretary was instructed to convey to the Public Utilities Commissioner a recommendation in conformity with the action taken.

In this connection, the Assistant State Highway Engineer, Mr. W. W. Stiffler, reported three cases of overloading of logging trucks in Curry County. He said that the operators were cited to Justice Court but pleaded "not guilty," and it appears that the Justice of the Peace will not prosecute them. The Commission referred the matter to the Chief Counsel to consult with the District Attorney of Curry County in an endeavor to correct the shortcomings of the Justice. The Commission also ordered the cancellation of the P.U.C. plates of these three operators in the event they are again apprehended for violation of the rules.

The Engineer reported that since the last meeting of the Commission he has ordered the lifting of reduced load limit signs heretofore posted on certain sections of highways, because conditions which necessitated the restriction of the weight of loads no longer obtain. He presented a list of highway sections affected, as follows, and asked the Commission to confirm his action in restoring the maximum load limit thereto:

Highways Listed in Resolutions of December 19, 1949

Name of Highway	and No.	County	Section of Highway (by mile point)	Date Lifted 1950
Alsea	27	Lincoln	14.63 to 18.53 (Resolution #15)	May 26
Warm Springs	53	Wasco	0.00 to 13.20 (Resolution #16)	June 1

Highways Listed in Resolution of February 6, 1950

Alsea	27	Lincoln	12.22 to 18.53	May 26
Crater Lake	22	Jackson & Klamath	54.60 to 69.70	May 11
Monmouth	194	Polk	Entire Length	April 30
Little Butte	270	Jackson	14.15 to 30.33	May 11

Highways Listed in Resolution of March 21, 1950

Little Sheep Creek	350	Wallowa	0.00 to 8.00	April 28
Warm Springs	53	Wasco	0.00 to 11.30	June 1
Warm Springs	53	Wasco & Jefferson	13.70 to 25.30	June 1

Highways Listed in Resolution of April 25, 1950

John Day	5	Grant & Baker	176.00 to 207.00	May 7

Highways Listed in Resolution of April 3, 1950

Warm Springs	53	Jefferson	28.00 to 30.00	April 10
Warm Springs	53	Jefferson	25.30 to 28.00	June 1

The Commission unanimously approved the Engineer's action by the adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that pursuant to authority heretofore granted him by the Commission, he has changed the classification of the following highways from Group II Highway to Group I Highway status, observation of test and trial runs having revealed that it is possible to operate over them, with safety, vehicle combinations 60 feet overall in length:

Madras-Prineville Secondary Highway No. 360, Jefferson and Crook Counties,

Cape Arago Secondary Highway No. 240, Coos County, and

Empire-Coos Bay Secondary Highway No. 243, Coos County.

The Engineer asked the Commission to confirm these reclassifications. The Commission approved the reclassifications as reported, by unanimous vote.

May 26, 1950

The Commission discussed a report from the Engineer dated May 18, 1950, on a request from the Oregon Motor Transport Association for the classification of the Sunset Highway as a Group I Highway, to make this highway eligible by permit from the Highway Commission for loads having weights and dimensions authorized under Chapter 450, Oregon Laws, 1949. The Engineer recalled that restricted loads were ordered by the Commission for this highway between Portland and Davies Overcrossing, because of the weakness of the subgrade, it being the feeling of the Commission when the matter was discussed that the highway should not be subjected to heavy loads for a period of at least a year following final construction of the highway. He said that it is the opinion of Mr. A. G. Skelton, Division Engineer who has charge of this road, that the highway will now accommodate loads authorized under permits for Group I Highways. He expressed his concurrence with Mr. Skelton's opinion and recommended reclassification of the highway for Group I loads. The Commission approved the recommendation.

A letter was presented from the Depoe Bay Chamber of Commerce, recommending to the Commission a location under the north end of the state highway bridge at Depoe Bay as a possible site for public restrooms, and advising that the Depoe Bay Chamber of Commerce at its meeting on April 26, 1950, unanimously adopted a motion to the effect that the Chamber of Commerce will undertake to maintain these restrooms in any manner that the Oregon State Highway Commission desires. They urged the Commission to give this matter its careful and prompt consideration, as the need is most urgent. A letter was also presented from the Booster Club, Depoe Bay, endorsing the request of the Depoe Bay Chamber of Commerce. The Engineer advised that pursuant to previous instructions of the Commission, investigations are underway to determine the cost to provide restroom facilities at this place, and when they are completed he will render a full report to the Commission. The Commission deferred action in the matter pending rendition of the report.

A request was presented from Fort Klamath Grange, Fort Klamath, Oregon, for snow removal on Sun Mountain Secondary Highway as an accommodation to laborers and residents of Fort Klamath and vicinity who are obliged to use this road going to and from their work. The Engineer advised that this highway was opened to travel on May 22nd, after two days of plowing in four feet of snow. The Commission took no action on the matter.

The Engineer requested approval of the following changes in the highway route descriptions for ORE23, ORE50 and ORE52, necessitated by the opening of the Warm Springs Highway for general public use.

ORE23 - Over The Dalles-California Highway from its junction with the Columbia River Highway, US30, approximately 2 miles east of The Dalles southerly via Dufur, Tygh Valley, and Maupin to its junction with the Sherman Highway, US97, at the head of Cow Canyon.

ORE50 - Over the Mt. Hood Highway from its junction with the Pacific Highway West, US99W, in Portland easterly via Powell Boulevard, Gresham, Sandy, and Government Camp to its junction with the Wapinitia Highway approximately 3 miles east of Government Camp; thence southeasterly over the Wapinitia Highway to its junction with the Warm Springs Highway, approximately at Bear Springs; thence southeasterly over the

Warm Springs Highway via Warm Springs Agency to its junction with The Dalles-California Highway, US97, at Madras.

ORE52 - Over the Wapinitia Highway from its junction with the Warm Springs Highway, ORE50, near Bear Springs; easterly to its junction with The Dalles-California Highway, ORE23, approximately 3 miles northeast of Maupin.

The Commission unanimously approved the changes as recommended by the Engineer, by the adoption of the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed briefly, and referred to the Memorials Committee of the Oregon Historical Society for recommendation, a request from Mrs. Serena Norton, Portland, for permission to erect on the right of way of the Corvallis-Newport Highway, a marker in memory of her great great grandfather, Nahum Amos King, who was a veteran of the War of 1812 and an Oregon Pioneer of 1845.

The Engineer submitted for the Commission's approval a tabulation showing the details of 518 monthly employees of the State Highway Department who are eligible under the Civil Service rules and regulations for salary step increases on July 1, 1950. He recommended approval of the annual step increases for the employees listed, whose merit ratings are average or above. He estimated the net cost for the balance of the calendar year 1950 at $30,000, which he said was anticipated and included in the approved budget. The Commission approved the recommendation unanimously. (For details see copy of tabulation in general files.)

The Commission discussed a claim presented by W. C. Campbell, McMinnville, for damages in the amount of $50 to his veatch crop, which Mr. Campbell states was injured when a state truck was driven over his field in connection with an investigation of foundation conditions at the Yamhill River Bridge in McMinnville. The Engineer stated that Mr. Campbell was contacted before the trespass on his property occurred, and was told at that time that the state's truck would be brought in over land purchased from him as right of way, but that proved to be impractical, and the truck was driven along the edge of Mr. Campbell's field, causing damage for which he now seeks reimbursement. He recommended payment of the claim. The Commission approved the recommendation.

Consideration was given by the Commission to a request from the School Board of Colton, Oregon, for the painting of a cross walk lane for school children who are obliged to walk across the Woodburn-Estacada Secondary Highway in Colton, and a request for the establishment of a "No Parking" zone along the north side of this highway. The Engineer advised that this matter has been investigated by the Traffic Engineer, and it is his recommendation, based on his report, that a "No Parking" zone be established on the northerly side of the highway from Engineer Station 459+10, where the highway intersects with Wall Street within the town, to a point 150 feet easterly thereof, and that a crosswalk be painted on the pavement, as requested. The Commission

approved the recommendation. The attached resolution, marked EXHIBIT "J", establishing the "No Parking" zone as recommended, which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Engineer reported a request from the Portland Union Stockyards Company that a study be made of traffic congestion which they allege is regularly experienced at the stockyards on Monday of each week, to determine the need for the establishment of a "No Parking" zone to prohibit the parking of vehicles on Swift Secondary Highway adjacent to, and opposite the entrance to the stockyards. The Engineer said that this matter has been investigated by the Traffic Engineer, whose report indicates that the average daily traffic at this point during 1950 is 6,500 motor vehicles. The report also indicates that during the four-year period between 1946 to 1949 inclusive, there were twenty-two accidents on the section investigated, resulting in injury to two persons, but with no fatalities, and that 13 of the vehicles involved were either entering or leaving the highway at this point. The Engineer said that the ultimate solution to this traffic congestion is additional off-street parking, which the company is now studying but probably cannot put into effect for a year or so because the plan contemplates the removal of a number of buildings, including a hotel. He recommended, in the meantime, that curb parking on the southerly side of the highway between M.P. 2.13 and M.P. 2.26 be prohibited and that parking on the highway shoulders be prohibited between M.P. 2.13 and M.P. 2.43. The Commission approved the recommendation as a temporary expedient and authorized the same for one year's duration with the understanding that if there is need to extend the period, the Commission will consider the company's request for such extension. The attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Commission discussed a letter from Mr. Ralph Walstrom in behalf of numerous residents of the West Highlands District, adjacent to Canyon Road near Sylvan, Portland, requesting that the State Highway Commission assume the maintenance of, and responsibility for, a wooden stairway which provides access from the West Highlands District to a bus stop on the Sunset Highway. The Engineer advised that the stairway is 78 feet long and is in very poor condition, that it was constructed about eight or ten years ago, partly on the highway right of way and partly on property owned by Mr. L. B. Menefee, Jr. On December 2, 1948, he said, the Highway Commission acquired from Mr. Menefee all of the property between the old route of Canyon Road and the original right of way of the present route, so at the present time the entire length of the stairway is on state property. He pointed out the contention of the petitioners that the elimination of the stairway would make it necessary for some thirty to fifty persons from their community to walk about 0.4 mile to reach the present highway. He suggested as a solution for the problem the elimination of the stairway completely, and the rerouting of the Oregon Motor Stage bus line to serve this community over the old highway route with connections to the present highway at the Sylvan intersection and at the Highland Road intersection, and he recommended that the Oregon Motor Stages, Inc. be asked to reroute its buses accordingly by means of petition to the Public Utilities Commission. As

a temporary expedient, he said, signs have been installed at both ends of the stairway reading "Stairway Unsafe - Use At Your Own Risk." As a result of discussion, the Commission approved the Engineer's solution of the problem and instructed him to so inform Mr. Walstrom, and to tell Mr. Walstrom that the Highway Commission will assist in securing the rerouting of the Oregon Motor Stages if the Stage Company will initiate the matter with the Public Utilities Commission.

The Commission unanimously approved the Engineer's request for authority to purchase additional equipment, as follows:

	Estimated Cost
Traffic Engineering equipment	$ 5,780.00
Maintenance Department rental equipment	36,000.00
Testing Laboratory equipment	1,700.00
Office furniture and equipment	1,100.00

(For details see copy of Engineer's report to the State Highway Commission dated May 18, 1950, in general files.)

The Commission also discussed and upon recommendation of the Engineer approved and signed a form of application and contract agreement with the Pacific Power and Light Company pertaining to the furnishing of electrical energy for operation of a flood light on the Oregon Coast Highway at its junction with Roosevelt Drive, just north of the Seaside city limits.

The Engineer presented a form of proposed agreement with Frank W. Bittner and William H. Bittner, Sandy, Oregon, covering removal by the Bittners of earth materials from a location on the Alsea Highway about 7.4 miles east of Waldport. He said that the Bittners want to use these materials to raise the grade of their lumber storage yard adjacent to their mill, near the highway at this location. He explained that the agreement provides that the Bittners may remove these materials from the highway right of way on the condition that theywill conduct their operations in conformity with the provisions of the agreement and will furnish a bond in the amount of $1,000 to insure faithful performance of all of the terms and conditions thereof, and to protect the state against any loss which the state may sustain by reason of these operations. He requested approval of the agreement, which he said has been carefully investigated by the Maintenance Engineer, District Maintenance Superintendent, and Division Engineer, all of whom recommend the granting of the permit. The Commission approved the recommendation unanimously. (The agreement was signed later in the session.)

The Engineer requested authority for Mr. Val Johnson, Traffic Control Engineer, to attend, at state expense, the Twelfth Annual Western Safety Conference which is to be held in Boise, Idaho, June 18 to 21, 1950. He estimated the out-of-state expense at $15.75. The Commission approved the request unanimously.

The Commission had under discussion the setting of dates for its next two regular meetings, and decided unanimously to hold such meetings in

Portland on Monday and Tuesday, July 10 and 11; and on Thursday and Friday, August 17 and 18, 1950. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel, Portland.

The Engineer reported that a drive-in theater is being constructed on the north side of Sandy Boulevard (US30) near its intersection with N. E. 92nd Avenue, Portland, and that a request has been made for authority to cut the curb so as to provide public entrance to the premises. The matter has been investigated, he said, and a plan has been devised for the proper handling of traffic. He exhibited a sketch map showing the proposed access treatment which he estimated would cost $6,000, including traffic islands and installation of lights. He recommended approval of the request on the condition that the theater owner will agree to the construction of protective facilities as planned, and will pay the entire cost involved, the work to be done by state forces. The Commission approved the recommendation unanimously and authorized the Engineer to negotiate with the theater owner on such basis.

The Commission discussed a report from the Engineer dated May 22, 1950, on the subject of truck scales installations. The report reveals that there are 53 existing truck scales on the state highway system, some of which were installed in 1930 and do not now adequately serve present-day requirements. The Engineer presented a map showing locations of pit scales and loadometer stations as presently installed, and showing also proposed new locations for seven existing truck scales, and for eleven new scales. He estimated the total capital outlay to provide a system of scales as indicated on the map at $67,500, and the extra expense this year for twelve additional weighmasters is $22,500, making a total estimated cost of the entire setup this year approximately $90,000. The matter was given very careful consideration by the Commission, and as a result thereof the Commission unanimously approved the overall project as outlined by the Engineer, it appearing to the Commission that the changes and additions contemplated therein are necessary to expedite the weighing of vehicles, and to curb the overloading of trucks, which under present conditions is seriously damaging highway surfaces.

The Commission discussed a request from Mr. H. J. Andrews, Regional Forester, U. S. Forest Service, for a contribution of $1,500 to pay the cost of providing additional fire control protection along the Columbia River Highway where highway construction is underway between Dodson and Bonneville. It appears that the headquarters for the fire-fighting equipment is located about two miles east of Cascade Locks and that the Forest Service standards require that equipment dispatched from this headquarters shall reach any fire near the highway within one-half hour, which schedule is upset by reason of temporary road blocks on the section of highway that is under construction. To handle this situation the Forest Service plans to augment its protection force by basing one man with suitable equipment on the west side of the highway construction which it is estimated will cost about $1,500. The Engineer questioned the justification for the expenditure. Action on the matter was deferred by the Commission until its next meeting.

The Engineer requested authority for expenditure of about $16,000 to finance placement of an asphaltic concrete surfacing on certain city streets in Portland where streetcar tracks are being eliminated. He explained that

since all streetcars in Portland have been replaced with either electric or gas buses, the Portland Traction Company has been required by the city to cover up its tracks, which work is being performed by the city at the expense of the traction company. The obligation of the company, he said, stops abruptly two feet outside of each rail and the reconditioning work beyond that point is the obligation of the state where the work is done on a state highway route. There are five city streets in this category, he said, and the cost to recondition them is estimated at $16,000. He recommended that the city be reimbursed in such amount when the work is completed. The Commission approved the recommendation unanimously.

The Engineer presented a letter from the Bureau of Public Roads requesting the Commission's approval of the reclassification of highways which comprise the Forest Highway System. He explained that such reclassification is of no particular interest to the state because no change is made either in the mileage, termini or routing of any forest highway, but it is simply a revision to conform with revised rules and regulations promulgated by the Federal Government for administering forest highways. He said that heretofore forest highways have been classified as follows:

Class I - on the Federal Aid System,
Class II - on state highways not on the State Highway System,
Class III - other forest highways.

The new classification is:

Class I - on Federal Aid Primary System,
Class II - on Federal Aid Secondary System,
Class III - other forest highways.

He recommended approval of the reclassification. The Commission approved the recommendation unanimously and thereupon signed the following letter with respect thereto:

Chief, Forest Service
Commissioner, Bureau of Public Roads
Washington, D. C.

Gentlemen:

The Forest Highway System selected and submitted by the Oregon State Highway Commission, pursuant to the Rules and Regulations for administering Forest Roads and Trails under the provisions of the Federal Highway Act was approved by the Department in accordance with the recommendations of the Bureau of Public Roads and the Forest Service under date of March 19, 1924 and certain revisions were approved by subsequent letters.

In accordance with the Rules and Regulations for Administering Forest Highways (Revised), approved by the Secretary of Agriculture and the Secretary of Commerce, and published in the Federal Register of March 22, 1950, it is now recommended that the approved Forest Highway System for the State of Oregon be revised to conform with current correct classifications, as follows:

Route No.	Name	Termini	Approved Length	Class
1	McMinnville-Tillamook	Hebo-East For.Bdry.	13.9	1
2	Salmon River	Oregon Coast Hwy.-West Polk County Line	13.7	1
3	Oregon Coast	Neskowin-Siletz River	22.8	1
4	Siletz	Oregon Coast Hwy.-Forest Bdry.	6.0	2
5	Oregon Coast	Yaquina Bay-Umpqua River	68.7	1
6	Alsea	Waldport-Benton County Line	28.4	2
7	Siuslaw	Blachly-Oregon Coast Hwy.	45.1	1
8	Umpqua	Scottsburg-Reedsport	15.6	1
9	Oregon Coast	Hauser-Douglas County Line	9.7	1
10	Oregon Coast	Port Orford-Gold Beach	31.3	1
11	Redwood	O'Brien Schoolhouse-State Line	5.4	1
12	Redwood	Summit Hayes Hill-Love Station	2.0	1
13	Oregon Caves	3 mi. West of For.Bdry. to Caves	11.5	2
14	Applegate	Ruch-Watkins	17.0	3
15	Pacific	Canyonville- 2-3/4 mi. south of Forest Boundary	11.0	1
16	Tiller Trail	Tiller to Trail	26.3	3
17	Crater Lake	Trail-Park Boundary	44.0	2
18	Crater Lake	Dalles-Calif. Hwy. to Park Bdry.	7.7	2
19	Dalles-California	Crescent-Old Ft. Klamath	57.8	1
20	Sand Creek	Dalles-Calif. Hwy. to Park Bdry.	4.3	3
21	Willamette	Lowell to Dalles-Calif. Hwy.	73.3	1
22	McKenzie	Blue River to Sisters	51.2	1
23	Santiam	1 mi. east of Foster to Sisters	69.5	1
24	North Santiam	Niagara-Santiam Hwy.	44.6	2
25	Mt. Hood	Wapinitia Jct. to West Bdry.	15.4	1
26	Wapinitia	Mt. Hood Hwy. to 1 mi. north of Wapinitia	32.6	1
27	Ochoco	West For.Bdry. to north For.Bdry.	19.6	1
28	Columbia River	West For.Bdry. to east For.Bdry.	27.3	1
29	Fremont	East For.Bdry. to west For.Bdry.	16.2	1
30	Klamath Falls-Lakeview	West For.Bdry. to east For.Bdry.	29.4	2
31	Fremont	4 mi. south of Valley Falls to 6 mi. north of Lakeview	13.0	1
32	Heppner-Spray	Mouth of Chapin Creek to John Day Highway	26.3	3
33	Pendleton-John Day	2½ mi. northwest of Albee to Range	30.7	1
34	Pendleton-John Day	Long Creek-South For. Bdry.	20.4	1
35	John Day-Burns	John Day to Burns	70.2	2
36	John Day	Prairie City-Unity	42.6	1
37	Weston-Elgin	McDougall's Camp to Summerville-Elgin Road	23.2	2
38	Flora-Enterprise	Oregon-Wash. State Line to south For. Bdry.	30.3	2
39	Little Sheep Creek	Imnaha to West For. Bdry.	8.8	2
40	Baker-Cornucopia	Carson to Cornucopia	5.0	2
41	Loop-Dalles	Mt.Hood Hwy.to east For.Bdry.	15.0	3
42	Warm Springs	Wapinitia Hwy. to For. Bdry.	6.9	1

(Cont.)

Forest Highways Reclassification (Cont.)

Route No.	Name	Termini	Approved Length	Class
43	Diamond Lake	Union Creek to Dalles-Calif. Hwy. via Diamond Lake	38.9	3
44	Williams Creek	Applegate Hwy.-Ore.Caves Hwy.	20.0	3
45	Oregon Coast	North For.Bdry. to south For. Bdry.between Hebo and Beaver	1.1	1
46	Cascade Lakes	North Bdry. of Crater Lake Park to Bend	101.0	3
47	North Umpqua	Rock Creek to Cascade Lakes Hwy.	60.0	3
48	Klamath Lake-West Side	Seven Mile Creek to For.Bdry. southeast of Odessa Creek	20.0	2
49	Mt. Hood	Wapinitia Jct.-North For.Bdry.	21.5	2
50	Timberline	Junction Mt. Hood Hwy. to Timberline Lodge	5.6	3

MILEAGES

Class 1	Class 2	Class 3	TOTAL
716.8	350.6	314.4	1381.8

No other changes in the system are contemplated at this time.

Yours very truly,

W. H. LYNCH,
Division Engineer

U. S. FOREST SERVICE, REGION #6

By _____
Regional Forester

Approved:

_____
Secretary of Agriculture

_____
Date

STATE OF OREGON
HIGHWAY COMMISSION

By /s/ Ben. R. Chandler
Chairman

By /s/ Chas. H. Reynolds
Member

By /s/ M. K. McIver
Member

Attest:
/s/ H. B. Glaisyer
Secretary

May 26, 1950

The Engineer presented for the Commission's consideration and approval several 1950 Special State Tax Street Fund Projects, as follows:

No.	City	Previous Projects 1948	Previous Projects 1949	Estimated Cost of 1950 Proposed Projects State	City	Total
Division II						
21	Scio	None	None	$14,000	$ - -	$14,000
22	Sweet Home	$22,931.20	$8,796.12	$15,000	$12,500	$27,500
Division III						
23	Cave Junction	None	None	$ 8,400	$ - -	8,400

No.	City	Previous Projects 1948	Previous Projects 1949	Estimated Cost of 1950-51 Proposed Projects State	City	Total
Division II						
24	Willamina	$6,500	None	$15,000	$ 2,200	$17,200
Division III						
25	Canyonville	None	None	$ 8,600	$ - -	$ 8,600

NOTE: In event that the 1950 reserve of $19,750 is not used, the above are programmed at this time as 1950-1951 projects. However, construction will not be started until it is definite that the reserve will not be used.

He recommended approval of the projects in the cities of Scio, Cave Junction, Willamina and Canyonville, and deferment of action with respect to the project in Sweet Home. The Commission unanimously approved the recommendation.

The Engineer requested authority for an expenditure of $50,000 to reinforce the east end of the Monument-Hamilton Section of the Kimberly-Long Creek Secondary Highway in order to eliminate costly maintenance. This section, he said, is 3.44 miles in length, and the proposed improvement consists of a six-inch crushed rock base and an O-9 oil mat surface. He explained that during the past two years it has cost about $20,000 to maintain this section, and indications are that the cost in future years will increase, unless this stabilization work is undertaken. The Commission approved the expenditure unanimously.

The Engineer requested authority to re-advertise for bids for the construction of a maintenance building at Prospect on the Crater Lake Highway, Jackson County; for construction of a dwelling at Blue Mountain Maintenance Patrol Station on the I.O.N. Highway, Malheur County; and for construction of a latrine in Neptune State Park on the Oregon Coast Highway, south of Yachats in Lane County. He recalled that these projects were advertised for bids to be received at this meeting, that no bids were received for the construction of the

Blue Mountain Patrol Dwelling, and the Commission considered the bids received for the other two projects too high and rejected them. The Commission approved the request unanimously.

Commissioner Reynolds inquired as to the status of the economic survey which was ordered some time ago in connection with the proposed improvement of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway. He gave as his feeling that the report should be available to the Commission when it passes on the request presented today by the Condon Delegation. The Engineer was instructed to expedite the report, and a similar report with respect to highways in the vicinity of Astoria, which was also ordered by the Commission.

Commissioner Reynolds also inquired as to the status of the survey for a proposed re-alignment of the Columbia River Highway in the vicinity of Boardman. He was informed by the Engineer that the survey is now underway and indications are that it will be completed in the near future.

The Chief Counsel presented for the Commission's approval a form of permit in favor of Pope and Talbot, Inc., authorizing construction, operation and maintenance of a private truck road and a grade separation structure on the Willamette Highway at Highway Engineer Station 2516+18.15 in the Northeast quarter ($NE\frac{1}{4}$) of the Southwest Quarter ($SW\frac{1}{4}$) of Section 22, Township 21 South, Range 3 East, W. M., Lane County. He explained that this permit is prepared in compliance with the requirements of an order of the Public Utilities Commissioner, who held a hearing on this subject, and that it includes provisions specified by the Highway Engineer. He recommended approval of the permit. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously and thereupon signed the permit.

The Chief Counsel also presented for the Commission's approval a form of agreement with the City of Pendleton and the County of Umatilla concerning the disposition of state-owned property lying adjacent to the Pendleton Airport Secondary Highway, and a small tract adjacent to the Old Oregon Trail in Pendleton which has been proposed as a site for a building to be occupied by the Secretary of State. He recalled that the form of the agreement previously was approved by the Commission, and advised that it now has been signed by officials of the city and the county. He recommended execution of the agreement by the Commission. The Commission approved the recommendation and thereupon signed the agreement.

The Chief Counsel also presented and recommended approval of a form of agreement between the State Highway Commission and the California-Oregon Power Company covering use by the state of some of the company's poles and facilities within the city of Klamath Falls in connection with the installation of two flashing beacons at that place. The Commission approved the recommendation and thereupon signed the agreement.

The Commission considered and upon recommendation of the Chief Counsel approved and signed an "Indenture of Access" authorizing a revision in the point of access to the Willamette Highway heretofore granted to Reese Wingard and Irma Wingard in Lane County.

The Commission approved and signed agreements, et cetera, as follows:

Agreement with Roy Swenson and wife clarifying question of reversion arising out of the vacation of an alley in Block 7, amended Plat of Fairmont, Eugene.

Application and contract with Pacific Power & Light Company pertaining to the furnishing of electrical energy for operation of a floodlight in Seaside.

Agreement with Frank W. Bittner and Wm. H. Bittner, Sandy, Oregon, covering removal of earth material from Alsea Highway 7.4 miles east of Waldport.

Letter directed to Chief, Forest Service, and Commissioner, Bureau of Public Roads, Washington, D. C., approving revisions in forest road classifications.

Easement deed granting to the United States of America perpetual right to use an old gravel bar located near Sanderson Bridge, Linn County.

Agreement with City of Pendleton and Umatilla County concerning disposition of state-owned land adjacent to the Pendleton Airport Road and abutting the Old Oregon Trail within the Pendleton city limits. (Previously approved by Commission in principal on April 3, 1950.)

Permit granting Pope and Talbot permission to construct and operate a log hauling road across the Willamette Highway in Lane County. (Authorized by P.U.C. Order No. 21165)

"Indenture of Access" authorizing revision in poirt of access to the Willamette Highway hereto granted Reese Wingard and wife, Lane County.

Agreement with California-Oregon Power Company covering the use of company poles on The Dalles-California Highway in the City of Klamath Falls, in connection with installation of two flashing beacons. This agreement merely extends previous agreement dated April 23, 1950.

Bargain and Sale Deed reconveying to Warren Packing Co. a small parcel of land acquired as right of way for Columbia River Highway between Dodson and Bonneville but which is not needed for such purpose.

Agreement with California-Oregon Power Company covering use of a tract of land on Cascade Gorge-Prospect Section of Crater Lake Highway upon which to erect a crushing plant.

Petition re leasing of U. S. Government lands situate in the Cove State Park, Jefferson County.

"Indenture of Access" authorizing revision in point of access to the Willamette Highway heretofore granted Reese Wingard and wife, Lane County.

Project Agreement. North Dillard Bridge Section.

(Cont.)

Agreements, et cetera, signed by Commission (Cont.)

Easement granting O. W. R. & N. Co. right of access to 40.6-acre tract of land that the state acquired from O. W. R. & N. Co. for right of way and park purposes near Bonneville. (Easement not to be delivered to Company until deed to 40.6-acre tract has been received.)

The meeting adjourned at 5:00 p.m.

Chairman

Commissioner

State Highway Engineer

Commissioner

Secretary

EXHIBITS "A" through "K"

Minutes of May 25 and 26, 1950

EXHIBIT "A"

Minutes of May 25 and 26, 1950

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH HIGHWAY - UNIT #2

15805- Doernbecher Manufacturing Company (Witt)
Right of Way
Have executed deed

600 sq.ft. at 25¢ per sq.ft.	$ 150.00	
Amount to be paid owner		$ 150.00
Amount chargeable to Right of Way		150.00

Access not controlled

15798- Schade, Mildred (Witt)
Right of Way
Option expires October 25, 1950

6970 sq.ft. at 25¢ per sq.ft.	1,742.50	
Amount to be paid owner		1,742.50
Amount chargeable to Right of Way		1,742.50

Access not controlled.

May 25, 1950

EXHIBIT "A" (Cont.)

SULLIVAN GULCH HIGHWAY - UNIT #5

14889 B- Hoffman, R. A. and Alma E. (Mayhew)
Right of Way
Option expires November 2, 1950

0.37 acre at $1000 per acre	$ 370.00	
Allowance - material reduction in acreage and complete restriction of access	204.00	
Amount to be paid owner		$ 574.00
Amount chargeable to Right of Way		574.00

Access controlled.

NORTHEAST UNION AVENUE SECTION - PACIFIC HIGHWAY EAST

15885- Seivert, Robert H. and Doris (Boone)
Right of Way
Permanent Permit for Slopes
Option expires September 15, 1950

40,000 sq.ft. at approx. 2½¢ per sq.ft.	1,000.00	
Allowance- alterations on 1,000ft. high fence - remove and replace signs - complete waiver of access	1,500.00	
Amount to be paid owner		2,500.00
Amount chargeable to Right of Way		2,500.00
STATE to erect retaining wall to protect Amphitheatre Screen (Estimated)	2,500.00	
Amount chargeable to Construction		2,500.00
GRAND TOTAL (Estimated)		5,000.00

Access controlled.

BONNEVILLE-DODSON SECTION, COLUMBIA RIVER HIGHWAY

7455 - Oregon-Washington Railroad and Navigation Company (DeSouza)
Right of Way
Deed being executed

40.6 acres at $100 per acre *	4,060.00	
Amount to be paid owner		4,060.00
Amount chargeable to Right of Way		4,060.00

* This supersedes final report for 35 acres approved 9/24/45 for $3,500.00.

Form of deed discussed February 6, 1950, no acreage or amount specified. Entire taking.

EXHIBIT "A" (Cont.)

CANYON ROAD SECTION, TUALATIN VALLEY HIGHWAY

16048- Bowman, Finley K. and Mabel
Right of Way
Option expires October 31, 1950 (Witt)

6970 sq.ft. at 25¢ per sq.ft.	$ 1,750.00	
Amount to be paid owner		$ 1,750.00
Amount chargeable to Right of Way		1,750.00

Access controlled.

DEER ISLAND SECTION, COLUMBIA RIVER HIGHWAY

16099- Loyd, Elmer B. and Ida
Stock Pile Site
Option expires November 3, 1950 (Boone)

2.14 acres at $500.00 per acre	1,070.00	
Allowance - fencing 36 rods at $4.00 rod	144.00	
Amount to be paid owner		1,214.00
Amount chargeable to Stock Pile Site		1,214.00

Access not controlled.

16100- Wilson, Ernest J. and Emma H.
Stock Pile Site
Option expires November 5, 1950 (Boone)

1.67 acres at $500.00	835.00	
Allowance- fencing 18 rods at $4.00 per rod	72.00	
- moving chicken house 14' x 26'	150.00	
Amount to be paid owner		1,057.00
Amount chargeable to Stock Pile Site		1,057.00
STATE to protect water line, or move it if necessary (Estimated)	100.00	
Amount chargeable to Stock Pile Site		100.00
GRAND TOTAL (Estimated)		1,157.00

Access not controlled.

WASHBURN-BALM GROVE SECTION, WILSON RIVER HIGHWAY

16153- Green, Melvin I. and Ruth M.
Right of Way
Option expires October 11, 1950 (Mayhew)

(Cont.)

EXHIBIT "A" (Cont.)

WASHBURN-BALM GROVE SECTION, WILSON RIVER HIGHWAY (Cont.)

16153- Green, Melvin I. and Ruth M. (Cont.)

Approx. 2 acres - $1700	$ 3,400.00	
" 3 acres - $1200	3,600.00	
" 1 acre - $ 50	50.00	
Allowance- Moving frame concrete foundation duplex 20' x 50'	950.00	
Easement right for Gales Creek channel change and use of gravel - gratis.		
Amount to be paid owner		$ 8,000.00
Amount chargeable to Right of Way		8,000.00
STATE to: Protect and leave in operation water lines serving the dairy in vicinity of Sta. 2258 Provide private access at approx. Eng.Sta. 2256+04.78 South side (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		8,100.00

Access controlled.

NEHALEM HILL SECTION, OREGON COAST HIGHWAY

15870- Augusta Tubbesing Estate
Right of Way
No Option *

(Boone)

2.81 acres at $150 per acre	421.50	
Allowance- fencing, 180 rods at $35.50 rod	630.00	
Amount to be paid owner		1,051.50
Amount chargeable to Right of Way		1,051.50
STATE to furnish and install cattle pass at Station 56+80 (Estimated)	1,500.00	
Amount chargeable to Construction		1,500.00
GRAND TOTAL (Estimated)		2,551.50

* Administrator agreed on price allowance

Access not controlled.

SWEET HOME SECTION, SANTIAM HIGHWAY

15837- Landon, M. M. and Annette
Right of Way
Option expires September 26, 1950

(Benson)

EXHIBIT "A" (Cont.)

SWEET HOME SECTION, SANTIAM HIGHWAY (Cont.)

15837- Landon, M. M. and Annette (Cont.)

1265 sq.ft. at 50¢ per sq.ft.	$ 632.50	
Allowance- (one bid) moving service station	3,112.00	
Amount to be paid owner		$ 3,744.50
Amount chargeable to Right of Way		3,744.50
STATE to replace existing sidewalks and entrance driveways. (Estimated)	250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		3,994.50

Access not controlled.

SCOTT CREEK SECTION, ALSEA HIGHWAY

15348- Gallagher, Everett E. (Mayhew)
Right of Way
Additional Payment

Allowance for removing and re-establishing approx. 20 rods of fence previously placed on right of way boundary erroneously staked out	50.00	
Amount to be paid owner		50.00
Amount chargeable to Right of Way		50.00

Previous approval for land and fencing, May 16, 1949, $160.00

Access not controlled.

15521- Smallwood, Charles E. (Mayhew)
Right of Way
Option expires November 9, 1950

.06 acre at $1000 per acre	60.00	
Amount to be paid owner		60.00
Amount chargeable to Right of Way		60.00

Access not controlled.

B. P. R. construction encroaches hereon.

15664- Jensen, Louis R. and Helen (Mayhew)
Right of Way
Option expires November 8, 1950

.18 acres at $1000 per acre	180.00
Allowance- moving fence posts	25.00

(Cont.)

SCOTT CREEK SECTION, ALSEA HIGHWAY (Cont.)

15664- Jensen, Louis R. and Helen (Cont.)

Amount to be paid owner		$ 205.00
Amount chargeable to Right of Way		205.00

Access not controlled.

B. P. R. construction encroaches hereon.

JUDKINS POINT-SPRINGFIELD SECTION, PACIFIC HIGHWAY

9426-A Hayes, James (Parker)
Right of Way
Property Exchange

0.39 acre to be deeded to the State
0.39 acre to be deeded by the State

Together with restriction of access to main highway. An outer highway connects with main highway only at Engr.Sta.199+86, south side.

Access controlled.

GOSHEN-CRESWELL SECTION, PACIFIC HIGHWAY

16059- Rodman, James A. and Helen I. (Landon)
Right of Way
Option expires October 20, 1950

0.37 acre at $1,000 per acre	$ 370.00	
Allowance- moving 44 rods fence at $3 rod	132.00	
- waiver of access and elimination of one road approach	250.00	
Amount to be paid owner		752.00
Amount chargeable to Right of Way		752.00

STATE to: Construct road approach, east side, opposite Engr.Sta.192+50 and connect same to existing driveway on straight line in front of house (Estimated) 100.00

Place topsoil on existing driveway no longer used (Estimated) 100.00

Amount chargeable to Construction	200.00
GRAND TOTAL (Estimated)	952.00

Access controlled.

16052- Willcox, C. A. and Bernice I. (Landon)
Right of Way
Option expires October 20, 1950

(Cont.)

EXHIBIT "A" (Cont.)

GOSHEN-CRESWELL SECTION, PACIFIC HIGHWAY (Cont.)

16052- Willcox, C. A. and Bernice I. (Cont.)

1 acre - more or less, lump sum (Grantor to furnish title insur.)	$ 500.00	
Amount to be paid owner		$ 500.00
Amount chargeable to Right of Way		500.00

Entire taking.

CANYONVILLE SECTION, PACIFIC HIGHWAY

15552- Radford, Homer and Mina (Norlin)
Right of Way
Option expires October 24, 1950

3.4 acres at $1,000 per acre (plus)	3,500.00	
Allowance- Two-storey house & woodshed	3,750.00	
- Barn 25'x32' & poultry house	800.00	
- New cabin belonging to Walter Radford, brother	600.00	
Amount to be paid owner		8,650.00
Amount chargeable to Right of Way		8,650.00

Access controlled.

15543- Jelinek, James A. and Gladys M. (Norlin)
Right of Way
Option expires October 26, 1950

1.42 acres at $1,265 per acre (plus)	1,800.00	
Amount to be paid owner		1,800.00
Amount chargeable to Right of Way		1,800.00

Access controlled.

15542- Smith, Chas. D. and Katherine (Norlin)
Right of Way
Option expires October 26, 1950

1.37 acres at $1,460.00 minus per acre	2,000.00	
Amount to be paid owner		2,000.00
Amount chargeable to Right of Way		2,000.00

Access controlled.

CANYONVILLE-JOHNS SECTION, PACIFIC HIGHWAY

16206- Myers, David M. & Della M. and Anthony, Victor S. & Ella L. (Norlin)
Quarry and Plant Site
Option expires October 26, 1950

25.96 acres at $216 minus per acre	$ 5,600.00	
Amount to be paid owner		$ 5,600.00
Amount chargeable to Quarry and Plant Site		5,600.00

Entire taking. Confirmation of phone approval 5/5/50

CHROME-CEDAR POINT SECTION, OREGON COAST HIGHWAY

15613- Prince, Paul and Vida (Reeder)
Right of Way
Option expires November 3, 1950

2.0 acres at $350 per acre	700.00	
3.77 acres at $50 per acre	188.50	
1.00 acres at $400 per acre	400.00	
21,780 sq.ft. at 4¢ per sq.ft.	871.20	
0.52 acre at $300 per acre	156.00	
1.61 acres at $250 per acre	402.50	
Allowance- fencing, 177 rods at $3 per rod	531.00	
- house, milking barn, store room and two woodsheds	8,343.00	
- fruit trees (15) $15 each	225.00	
- compromise to complete settlement	382.80	
Amount to be paid owner		12,200.00
Amount chargeable to Right of Way		12,200.00

STATE to: Construct road approach at Engr.Sta. 774+00, easterly side of highway (Est.)	500.00	
Reconstruct road approach at Engr.Sta. 790+50 westerly side (Est.)	400.00	
Construct cattle underpass, 84" C.I.P. approx.773+55 asphaltic concrete floor (Est.)	4,000.00	
Construct road approach at Engr.Sta. 777+50, westerly side (Est.)	400.00	
Reconstruct road approach at Engr.Sta. 737+89, westerly side (Est.)	400.00	
Grade a building site (100' x 50') at end of road approach at Engr.Sta. 774+00 east side (Est.)	400.00	
Amount chargeable to Construction		6,100.00
GRAND TOTAL (Estimated)		18,300.00

Access controlled.

(Cont.)

EXHIBIT "A" (Cont.)

CHROME-CEDAR POINT SECTION, OREGON COAST HIGHWAY (Cont.)

15612- Edward L. & Grace R. Detlefsen, and Ronda & Mary E. Johnson (Reeder)
Right of Way
Option expires September 27, 1950

11.42 acres at $300 per acre	$ 3,426.00	
0.63 acre at $50 per acre	31.50	
1.45 acres at $200 per acre	290.00	
Allowance- fencing, 230 rods at $3 per rod	690.00	
- revise corral, level manure pile site	200.00	
- construct bulkhead, barn door and two catwalks	775.00	
- revise hay loading setup and barn partition	400.00	
- garage & removal of corral 766+90	50.00	
- severence damage, 160 acres	3,434.50	
(Grantor reserves a 16' Easement under the China Camp Creek Bridge)		
Amount to be paid owner		$ 9,297.00
Amount chargeable to Right of Way		9,297.00
STATE to: Reconstruct a road approach at Sta. 721+60 easterly side (Est.)	300.00	
Construct cattle underpass, 84" C.I.P. (Est.)	6,000.00	
Farm crossing at Sta.761+80, gravel approaches (Est.)	400.00	
Construct road approach at Sta.766+90, easterly side of highway, graveled (Est.)	400.00	
(Relinquish rights of existing highway between Sta.761+50 & 770+50 after hwy. completed)		
Amount chargeable to Construction		7,100.00
GRAND TOTAL (Estimated)		16,397.00

Access controlled.

15612-A Detlefsen, Edward L. and Grace R. (Reeder)
Easement-Disposal Area for Excess Excavation
Option expires September 28, 1950

2,394 acres (5-year easement) Gratis	0.00	
Allowance- fencing, 85 rods at $2.00 per rod	170.00	
Amount to be paid owner		170.00
Amount chargeable to Right of Way		170.00

(Cont.)

CHROME-CEDAR POINT SECTION, OREGON COAST HIGHWAY (Cont.)

16512-A Detlefsen, Edward L. and Grace R. (Cont.)

STATE to: Reconstruct a road approach at Sta. 721+60, easterly side of highway (Est.)	$ 300.00	
Gravel hauling road across disposal area, 400' x 8' x 015' 60 cu.yd. (Est.)	240.00	
Amount chargeable to construction		$ 540.00
GRAND TOTAL (Estimated)		710.00

15612- Detlefsen, Edward L. and Grace R. (Reeder)
Right of Way
Option expires October 24, 1950

4.17 acres at $350.00 per acre	1,459.50	
Allowance- Remove and rebuild corral	150.00	
- Reduction of corral area and pasture land	144.00	
Amount to be paid owner		1,753.50
Amount chargeable to Right of Way		1,753.50
STATE to: (When and if present China Camp Creek Bridge is replaced with proposed fill) eliminate the 16' easement under said bridge, Sta. 719+70, and construct a 84" C.I.P. cattle underpass with floor leveled with asphaltic concrete (Est.)	4,000.00	
Also construct farm crossing at Sta. 719+90 (Est.)	400.00	
Amount chargeable to Construction		4,400.00
GRAND TOTAL (Est.)		6,153.50

Access controlled.

15611- Detlefsen, Raymond A. and Frances (Reeder)
Right of Way
Option expires September 13, 1950

2.0 acres at $50 per acre *	100.00	
Allowance- fencing, 45 rods at $3.00 per rod	135.00	
Amount to be paid owner		235.00
Amount chargeable to Right of Way		235.00
STATE to reconstruct a road approach at Sta. 709+50, east side (Estimated) **	50.00	
Amount chargeable to Construction		50.00

(Cont.)

EXHIBIT "A" (Cont.)

CHROME-CEDAR POINT SECTION, OREGON COAST HIGHWAY (Cont.)

15611- Detlefsen, Raymond A. and Frances (Cont.)

GRAND TOTAL (Estimated) $ 285.00

* Grantor reserves a 16' easement under China Camp Creek Bridge, Sta.711+50

** H.L. and G.M. George, etux; E.L. and G. Detlefsen, et ux; share equal rights to road approach at Sta.709+50 with grantor.

Access controlled.

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY

16025- Craig, W. S. and Ila (Reeder)
Right of Way
Option expires November 9, 1950

0.32 acre at $1000 per acre	$ 320.00	
Amount to be paid owner		320.00
Amount chargeable to Right of Way		320.00
STATE to install 4" pipe from Grantor's spring to new r/w at Sta.831+00, west side, (Est.)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		520.00

Access not controlled.

16020- Gardner, Fred and Hilda (Haskin)
Right of Way
Option expires October 18, 1950

0.29 acres at $1,000 per acre	290.00	
Allowance- move chicken yard, house, bee hives	45.00	
- clear house from r/w	2,000.00	
Amount to be paid owner		2,335.00
Amount chargeable to Right of Way		2,335.00
STATE to re-establish road approach at Sta.814+20, east side, and protect spring at Sta.814+00 west side, during construction (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		2,435.00

Access not controlled.

(Cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY (Cont.)

16029- Stafford, L. G. and May T. (Haskin)
Right of Way
Option expires October 17, 1950

0.33 acre at $1000 per acre	$ 330.00	
Amount to be paid owner		$ 330.00
Amount chargeable to Right of Way		330.00
STATE to reconstruct approach at 856+50 (Est.)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Est.)		380.00

Access not controlled.

16030- Owsley, William J. & Geraldine and Harper, James R. and Nancy (Haskin)
Right of Way
Option expires September 13, 1950

0.07 acre at $1,000 per acre	70.00	
Amount to be paid owner		70.00
Amount chargeable to Right of Way		70.00
STATE to re-establish approach at Sta.919+90 (Est.)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		120.00

Access not controlled.

16031- Weigel, Henry J. and Edna B. (Haskin)
Right of Way
Option expires September 13, 1950

0.10 acre at $1,000 per acre	100.00	
Amount to be paid owner		100.00
Amount chargeable to Right of Way		100.00
STATE to re-establish road approach, Sta.921+20 (Est)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		150.00

Access not controlled.

(Cont.)

EXHIBIT "A" (Cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY (Cont.)

16032-A	Pedrioli Brothers and Anton S. & Helen F. Christensen		(Reeder)
	Right of Way		
	Option expires November 9, 1950		
	0.045 acre at $1,450 per acre (minus)	$ 65.00	
	Amount to be paid owner		$ 65.00
	Amount chargeable to Right of Way		65.00
	STATE to reconstruct road approach at Sta.916+40 west side of highway, and construct road approach at Sta.915+50, west side (Est.)	100.00	
	Amount chargeable to Construction		100.00
	GRAND TOTAL (Estimated)		165.00
	Access not controlled.		
16028-	Strommen, N. V. and Marie F.		(Reeder)
	Right of Way		
	Option expires November 10, 1950		
	0.2 acre at $1,000 per acre	200.00	
	Amount to be paid owner		200.00
	Amount chargeable to Right of Way		200.00
	STATE to reconstruct road approach at Sta.853+60 easterly side of highway (Est.)	400.00	
	Amount chargeable to Construction		400.00
	GRAND TOTAL (Estimated)		600.00
	Access not controlled.		
16019-	Carson, Earl L. and Ella		(Haskin)
	Right of Way		
	Option expires October 17, 1950		
	0.21 acre at $500 less per acre	100.00	
	Amount to be paid owner		100.00
	Amount chargeable to Right of Way		100.00
	Access not controlled.		
16021-	Smith, Harry Z. and Florabel L.		(Haskin)
	Right of Way		
	Option expires October 8, 1950		
	950 sq.ft. (lump sum)	10.00	

(Cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY (Cont.)

16021- Smith, Harry Z. and Florabel L. (Cont.)

Amount to be paid owner		$ 10.00
Amount chargeable to Right of Way		10.00

Access not controlled.

16022- Jaklewicz, M. M. and Evelyn (Haskin)
Right of Way
Option expires October 9, 1950

0.06 acre at $1,000 per acre	$ 60.00	
Amount to be paid owner		60.00
Amount chargeable to Right of Way		60.00
STATE to re-establish approach at Sta.819+40 (Est.)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		110.00

Access not controlled.

16032- Pedrioli, Batista and Joseph (Reeder)
Right of Way
Option expires November 9, 1950

1.452 acres at $1,000 per acre	1,452.00	
Allowance- wood post and rail fencing, 320 rods at $4.35 per rod	1,400.00	
- 5 gates at $20.00 per gate	100.00	
Amount to be paid owner		2,952.00
Amount chargeable to Right of Way		2,952.00
STATE to reconstruct road approaches at Stations:		
933+50 Easterly side of highway (Est)	100.00	
946+90 Easterly side of highway "	100.00	
930+60 Westerly side of highway "	100.00	
934+00 Westerly side of highway "	100.00	
946+90 Westerly side of highway "	100.00	
	500.00	
Amount chargeable to Construction		500.00
GRAND TOTAL (Estimated)		3,452.00

Access not controlled.

(Cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY (Cont.)

16032-B	Pedrioli Brothers and George Leslie and Ruth Woodriff Right of Way Option expires October 25, 1950		(Haskin)
	0.06 acre at $1000 per acre	$ 60.00	
	Allowance- fencing, 10 rods at $3.00 rod	30.00	
	Amount to be paid owner		$ 90.00
	Amount chargeable to Right of Way		90.00
	STATE to reconstruct road approach 948+00 (Est.)	50.00	
	Amount chargeable to Construction		50.00
	GRAND TOTAL (Estimated)		140.00
	Access not controlled.		
16041-	Shean, Rose W. Right of Way Option expires October 9, 1950		(Haskin)
	0.02 acre - (lump sum)	20.00	
	Amount to be paid owner		20.00
	Amount chargeable to Right of Way		20.00
	Access not controlled.		
16042-	Johnson, Lawrence W. and Marion J. Right of Way Option expires October 10, 1950		(Haskin)
	0.17 acre at $500 per acre	85.00	
	Allowance- fencing, 20 rods at $3 per rod	60.00	
	Amount to be paid owner		145.00
	Amount chargeable to Right of Way		145.00
	Access not controlled.		
16032-D	Pedrioli Brothers and Calvin V. & Nance E. Guerrettaz Right of Way Option expires November 9, 1950		(Reeder)
	0.16 acre at $1,000 per acre	160.00	
	Allowance- Encroachment, r/w line within 3 feet of concrete steps	290.00	
	Removal of shrubs and flowers	50.00	
	Amount to be paid owner		500.00
	Amount chargeable to Right of Way		500.00

(Cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY (Cont.)

16032-D Pedrioli Brothers and Calvin V. & Nance E. Guerrettaz (Cont.)

STATE to reconstruct road approaches at Engr.Stas.911+20 & 912+00 westerly side (Est.)	$ 200.00	
Amount chargeable to Construction		$ 200.00
GRAND TOTAL (Estimated)		700.00

Access not controlled.

16033- Woodriff, Alan & Violet and Woodriff, George & Ruth C. (Haskin)
Right of Way
Option expires October 17, 1950

0.09 acre at $1000 per acre	90.00	
Allowance- Fencing at $3 per rod	30.00	
Move & rebuild cattleguard	25.00	
Amount to be paid owner		145.00
Amount chargeable to Right of Way		145.00

Access not controlled.

16035- Bush, J. E. and Nellie T. (Haskin)
Right of Way
Option expires October 17, 1950

0.22 acres at $1000 per acre	220.00	
Allowance- fencing, 30 rods at $3 per rod	90.00	
Amount to be paid owner		310.00
Amount chargeable to Right of Way		310.00

Access not controlled.

16038- Randall, O. F. and Bessie E. (Haskin)
Right of Way
Option expires October 17, 1950

0.43 acre at $100 per acre	430.00	
Allowance- fencing, 106 rods at $3 per rod	318.00	
Amount to be paid owner		748.00
Amount chargeable to Right of Way		748.00
STATE to reconstruct approach at Sta.985+00 (Est.)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		798.00

Access not controlled.

(Cont.)

EXHIBIT "A" (Cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY (Cont.)

16023- Potocnick, Andrew (Haskin)
Right of Way
Option expires October 9, 1950

0.17 acre at $1000 per acre	$ 170.00	
Allowance- 30 rods of fence at $3 per rod	90.00	
Amount to be paid owner		$ 260.00
Amount chargeable to Right of Way		260.00

Access not controlled.

16024- Sandbo, A. E. and Maude R. (Haskin)
Right of Way
Option expires October 9, 1950

0.28 acre at $1000 per acre	280.00	
Amount to be paid owner		280.00
Amount chargeable to Right of Way		280.00
STATE to re-establish road approach at Sta.826+00 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		330.00

Access not controlled.

16026- Carson, Mary (Haskin)
Right of Way
Option expires September 12, 1950

0.13 acre at $1000 per acre	130.00	
Amount to be paid owner		130.00
Amount chargeable to Right of Way		130.00
STATE to re-establish road approach at Sta. 848+42 (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		230.00

Access not controlled.

16010- Hoagland, W. G. and Estella M. (Haskin)
Right of Way
Option expires October 16, 1950

2796 sq.ft. at 25¢ sq.ft.	699.00	
Allowance- damage to lots by change in grade	195.00	

(Cont.)

EXHIBIT "A" (Cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY (Cont.)

16010- Hoagland, W. G. and Estella M. (Cont.)

Amount to be paid owner		$ 894.00
Amount chargeable to Right of Way		894.00
STATE to construct approach at Sta.775+48 (Est.)	$ 300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		1,194.00

Access not controlled.

16015- Messer, Russell D. and Edna (Haskin)
Right of Way
Option expires October 9, 1950

700 sq.ft. at 10¢ sq.ft.	70.00	
Amount to be paid owner		70.00
Amount chargeable to Right of Way		70.00

Access not controlled.

16016- Hanscom, Merle A. and Hazel I. (Haskin)
Right of Way
Option expires October 10, 1950

0.10 acre at $1000 per acre (Grantor reserves the right to use existing spring)	100.00	
Amount to be paid owner		100.00
Amount chargeable to Right of Way		100.00

Access not controlled.

RUFUS SECTION, COLUMBIA RIVER HIGHWAY

16067- Zula Currin and Cora Stranahan and Carol Dean (Mayhew)
Stock Pile Site
Option expires October 16, 1950

3.72 acres at $100 per acre	372.00	
Allowance- Removal and reconnection of concrete watering trough	50.00	
Amount to be paid owner		422.00
Amount chargeable to Stock Pile Site		422.00

(Grantor reserves access across site at a point to be mutually agreed on between grantor & state)

EXHIBIT "A" (Cont.)

DESCHUTES COUNTY LINE O'NEIL SECTION, O'NEIL SECONDARY

16230- Forrest, Mark L. and Nellie B. (Saling)
Right of Way
Option expires November 19, 1950

0.025 acre (lump sum)	$ 25.00	
Allowance- fencing, 5 rods at $3 per rod	15.00	
Amount to be paid owner		$ 40.00
Amount chargeable to Right of Way		40.00

Access controlled.

MARKS CREEK-SUMMIT SECTION, OCHOCO HIGHWAY

16149- Ochoco Lumber Company (Cozad)
Quarry, Stockpile and Haul Road
Option expires November 18, 1950

3.67 acres at $100 per acre,* Quarry land	367.00	
0.77 acre at $50 per acre, Stockpile Site	38.50	
0.59 acre (gratis), Permanent Easement for Haul Road	0.00	
0.34 acre (gratis), Temporary Easement for Plant setup	0.00	
Amount to be paid owner		405.50
STATE to provide stock guard at intersection in fence where haul road intersects highway (Est.)	400.00	
Amount chargeable to Quarry		767.00
Amount chargeable to Stockpile Site		38.50
GRAND TOTAL (Estimated)		805.50

* The existing road up Sears Creek, south side of quarry, is excluded from Parcel #1.

DRAKES CREEK-ADEL SECTION, WARNER HIGHWAY

16146- Vineyard, Joe Allen (Cozad)
Right of Way and Gravel Pit
Option expires November 2, 1950

2 acres at $50 per acre	100.00	
5.66 acres at $10 per acre	56.60	
5.11 acres at $20 per acre	102.20	
Allowance- destruction of underground cellar	500.00	
- apple tree	25.00	
Amount to be paid owner		783.80

(Cont.)

DRAKES CREEK-ADEL SECTION, WARNER HIGHWAY (Cont.)

16146- Vineyard, Joe Allen(Cont.)

STATE to remove and rebuild all fences, 616 rods at $3 per rod (Estimated)	$ 1,848.00	
Amount chargeable to Right of Way		2,529.60
Amount chargeable to Gravel Pit		102.20
GRAND TOTAL (Estimated)		2,631.80

Access not controlled.

16147- Hagan, John (Cozad)
Right of Way
Option expires November 15, 1950

3.42 acres at $10 per acre	34.20	
Amount to be paid owner		34.20
Amount chargeable to Right of Way		34.20

Access not controlled.

16144- Dyke, James G. (Cozad)
Right of Way
Option expires November 2, 1950

0.15 acre and execution of deed	5.00	
Amount to be paid owner		5.00
Amount chargeable to Right of Way		5.00

Access not controlled.

16148- Dyke, James G. (Cozad)
Right of Way
Option expires November 3, 1950

2 acres at $100 per acre	200.00	
1 acre at $10 per acre	10.00	
Allowance- fencing 118 rods at $2 per rod	236.00	
Amount to be paid owner		446.00
Amount chargeable to Right of Way		446.00

Access not controlled.

16145- State Land Board (Porter)
Right of Way
Price quoted by State Land Board

3.54 acres at $10 per acre	35.40

(Cont.)

EXHIBIT "A" (Cont.)

DRAKES CREEK-ADEL SECTION, WARNER HIGHWAY (Cont.)

16145- State Land Board (Cont.)

Amount to be paid owner		$ 35.40
Amount chargeable to Right of Way		35.40

Access not controlled.

LADD CANYON SECTION, OLD OREGON TRAIL HIGHWAY

16131- McLaren, Edwin C. and Pearl (Benfield)
Right of Way
Option expires October 23, 1950

3.44 acres at $200 per acre	688.00	
5.98 acres at $100 per acre	598.00	
Allowance- fencing, 85 rods at $2.50	212.50	
Amount to be paid owner		1,498.50
Amount chargeable to Right of Way		1,498.50

Access controlled.

16121- Gregory, John J. and McFarland, Kathryn Ann (Benfield)
Right of Way
Option expires November 19, 1950

3.42 acres at $500 per acre	1,710.00	
Allowance- fencing, 212 rods at $6 per rod	1,272.00	
- " 130 rods at $4 per rod	520.00	
- reconstruction track	500.00	
Amount to be paid owner		4,002.00
Amount chargeable to Right of Way		4,002.00
STATE to level ground for show ring to replace training track (Estimated)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		4,202.00

Access controlled.

16133- McLaren, William E. and Elizabeth May (Benfield)
Right of Way
Option expires October 23, 1950

1.5 acres at $200 per acre	300.00	
Allowance- fencing 58 rods at $1 per rod	58.00	
- House: 25x30, 750 sq.ft. at $1	750.00	
- Garage: 12x20, 240 sq.ft. at 60¢	120.00	
- Cellar: 10x12, 120 sq.ft. at 60¢	72.00	
- Fruit trees (60) at $5 per tree	300.00	

(Cont.)

LADD CANYON SECTION, OLD OREGON TRAIL HIGHWAY (Cont.)

16133- McLaren William E. and Elizabeth May (Cont.)

(Grantor to have free rent of house beginning May 1, 1950 for 90 days)

Amount to be paid owner		$ 1,600.00
Amount chargeable to Right of Way		1,600.00

Entire taking.

PUMPING PLANT HILL SECTION, OLD OREGON TRAIL HIGHWAY

16253- Plymell, Wade and Elsie (Benfield)
Gravel Pit
Option expires October 5, 1950

8.59 acres at $116.40 plus per acre	$ 1,000.00	
(Grantor reserves an easement for road through pit)		
Amount to be paid owner		1,000.00
Amount chargeable to Gravel Pit		1,000.00
STATE to fence west boundary of property 24.24 rods at $4 per rod (Estimated)	96.96	
Amount chargeable to Gravel Pit		96.96
GRAND TOTAL (Estimated)		1,096.96

Confirmation of 'phoned approval.

SALISBURY JUNCTION-POKER CREEK SECTION, SUMPTER VALLEY HIGHWAY

16003- Hewitt Land Company (DeSouza)
Right of Way
Executed Deed

0.44 acres	Gratis

Access not controlled.

CROW FLAT-GRANT COUNTY LINE SECTION, JOHN DAY-BURNS HIGHWAY

16209- Heirs of Henry K. Hardisty (Cozad)
Right of way
Option expires October 20, 1950

5.10 acres at $10 per acre	51.00	
Allowance- remove & rebuild 310 rods fencing at $2 per rod	620.00	
Amount to be paid owner		671.00
Amount chargeable to Right of Way		671.00

Access not controlled.

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY

15034- Holt, James W. (Cozad)
Right of Way
Deed executed

0.12 acres	$ 10.00	
Amount to be paid owner		$ 10.00
Amount chargeable to Right of Way		10.00

Access controlled.

SOUTH UNIT, JOSEPH-WALLOWA LAKE SECTION, JOSEPH-WALLOWA LAKE HIGHWAY

16211- Payne, Rex (Benfield)
Right of Way
Option expires November 10, 1950

5.83 acres at $10 per acre	58.30	
Allowance- 233 rods at $3 per rod, fencing	699.00	
Amount to be paid owner		757.30
Amount chargeable to Right of Way		757.30
STATE to install four inch concrete pipe at Engr.Sta.90+00 under highway (Estimated)	60.00	
Amount chargeable to Construction		60.00
GRAND TOTAL (Estimated)		817.30

Access not controlled.

16213- Wiggins, Irene (Benfield)
Right of Way
Option expires November 7, 1950

1.507 acres at $3,000 per acre	4,521.00	
0.643 acre at $500 per acre	321.50	
Amount to be paid owner		4,842.50
Amount chargeable to Right of Way		4,842.50

(Grantor reserves the right to remove all trees of commercial value within the right of way)

Access not controlled.

16215- Willey, C. T. and Katherine (Benfield)
Right of Way
Option expires November 11, 1950

871 sq.ft. at 10¢ per sq.ft.	87.10	
Amount to be paid owner		87.10
Amount chargeable to Right of Way		87.10

Access not controlled.

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY

16027- Anderson, Archie E. & Florence; Hayes, M. B. & Faye; Wilcox, Robert E. (Reeder)

Right of Way
Option expires November 9, 1950

0.3 acre at $1500 acre (to be paid Hayes)	$ 450.00	
0.04 acre at $1000 acre (to be paid Wilcox)	40.00	
Moving of cannery (one bid)	4,375.25	
Amount to be paid owners		$ 4,865.25
Amount chargeable to Right of Way		4,865.25
STATE to construct approach at Sta.856+50 across from cannery & approach to driveway, north side of cannery at Sta.856+00 (Estimated)	500.00	
Amount chargeable to Construction		500.00
GRAND TOTAL (Estimated)		5,365.25

Access not controlled.

16039-A Freeman, Wilson & May L., and Blunt, Fred A. and May R. (Haskin)

Right of Way
Option expires November 15, 1950

0.07 acre at $1000 per acre	70.00	
Allowance in lieu of moving house 20' x 30'	500.00	
Amount to be paid owner		570.00
Amount chargeable to Right of Way		570.00
STATE to re-establish approach at Sta.1009+00 (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		670.00

Access not controlled.

16011- Axford, H. W., and Parker, Elmer J. & Margarete E. (Haskin)

Right of Way
Option expires October 18, 1950

0.29 acre at $1200 (minus) per acre	340.00	
(one bid) moving store building	2,350.00	
Amount to be paid owner		2,690.00
Amount chargeable to Right of Way		2,690.00
STATE to construct access road as shown on blue print, rip-rap along owners' river frontage & fill where necessary to level of fill in place (Est.)	650.00	
Amount chargeable to Construction		650.00

(Cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY (Cont.)

16011- Axford, H. W., and Parker, Elmer J. & Margarete E. (Cont.)

GRAND TOTAL (Estimated)		$ 3,340.00

Access not controlled.

16034- Thompson, A. C. and Minnie
Right of Way, Option expires October 10, 1950 (Haskin)

0.46 acre at $1000 per acre	$ 460.00	
(one bid) moving double garage - concrete foundation	1,100.00	
Allowance- fencing, 90 rods at $3 per rod	270.00	
- gate and steps	50.00	
Amount to be paid owner		1,880.00
Amount chargeable to Right of Way		1,880.00

Access not controlled.

16037- Wilson, Edward and Freemen, Carol Lee
Right of Way (Haskin)
Option expires November 16, 1950

0.39 acre at $1,000 per acre	390.00	
Allowance- fencing, 126 rods at $4 per rod	504.00	
- 5 gates at $25 each	125.00	
- move 200' water pipe and dig well	81.00	
Amount to be paid owner		1,100.00
Amount chargeable to Right of Way		1,100.00
STATE to construct road approach at Stas.974+20 and 975+00 (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		1,200.00

Access not controlled.

CALIFORNIA STATE LINE-CAVE JUNCTION SECTION, REDWOOD HIGHWAY

16353- Hussey, Elwood and Amy R.
Stock Pile and Plant Site (Norlin)
Option expires November 17, 1950

7.41 acres at $100 per acre (Minus)	700.00	
Amount to be paid owner		700.00
Amount chargeable to Stock Pile & Plant Site		700.00

Entire taking.

(Cont.)

CALIFORNIA STATE LINE-CAVE JUNCTION SECTION, REDWOOD HIGHWAY (Cont.)

16354- Cooley, Edwin A. and Helene L. (Norlin)
Haul Road - Perpetual Easement
Option expires November 17, 1950

0.59 acre (lump sum) (Grantor reserves right to use road)	$ 25.00	
Amount to be paid owner		$ 25.00
STATE to construct cattle guard and gravel haul road (Est.)		375.00
Amount chargeable to Haul Road (Estimated)		400.00

Access not controlled.

16352- Patton, Ester M. (Norlin)
Gravel Bar and Haul Road
Option expires November 17, 1950

22.44 acres (gravel bar) at $178+ per acre	4,000.00	
1.32 acres (Perpetual Easement for Haul Road)	0.00	
Amount to be paid owner		4,000.00
STATE to gravel Haul Road (Est.)		720.00
Amount chargeable to Gravel Bar (Est.)		4,720.00

(Grantor reserves right to use haul road)

16355- McHatton, E. G. (Norlin)
Haul Road - Perpetual Easement
Option expires November 17, 1950

0.59 acre (lump sum) (Grantor reserves right to use haul road)	75.00	
Amount to be paid owner		75.00
STATE to gravel Haul Road (Estimated)		325.00
Amount chargeable to Haul Road		400.00

EXHIBIT "B-1"

Minutes of May 25 and 26, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Sullivan Gulch Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation of motor vehicles promoted, and highway travel in general safeguarded, the parcel of real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Sullivan Gulch Highway, for the purpose of establishing, constructing and maintaining a throughway, the following-described parcel of real property, to-wit:

File No. 14694
Owner: Myrtle Standley Miller

All of the South half (S½) of Lots 1 and 2, Block 41, Laurelhurst Addition to the City of Portland, Multnomah County, Oregon, containing 5,198 square feet.

(Cont.)

May 25, 1950

2. That the highway facility for which the aforesaid parcel of real property is required and is being taken, has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said parcel of property, as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

4. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fifth day of May, 1950.

EXHIBIT "B-2"

Minutes of May 25 and 26, 1950

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen the N. E. Union Avenue Section of Pacific Highway East, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Pacific Highway East is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, construction, and maintenance of the N. E. Union Avenue Section of the Pacific Highway East a parcel of real property located in Multnomah County, Oregon, and described as follows:

> A parcel of land lying in Lots 3, 4, 5, and 6 in Block 21 of Love's Addition to Portland of Section 10, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon; the said parcel being all that portion of Lots 3, 4, 5, and 6 of Block 21 of Love's Addition to Portland lying easterly of a line parallel to and 85 feet westerly of the center line of N. E. Union Avenue as said highway has been relocated over and across or adjacent to the said property, which center line is described as follows:

(Cont.)

EXHIBIT "B-2" (Cont.)

Beginning at a point which is Engineer's center line Station 114+97.12; said point being 948.67 feet North 71° 37' 10" West of the northeast corner of the Lewis Love D. L. C.; thence South 22° 03' 30" East a distance of 1302.88 feet to Station 128+00, the westerly line of said parcel crossing the north and south lines of said Block 21 approximately at Station 125+50 and Station 127+68 respectively.

The parcel of land to which this description applies contains 0.18 acres.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to acquisition to fee simple title to the aforesaid described property it is necessary that there be acquired all easements, and rights of access, and all rights of ingress, egress, and regress, except easements and rights of access for pedestrian use only, from and to the remaining land of the larger tract, of which the above-described property is a part, and the above-described property and any highway now or hereafter constructed thereon.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fifth day of May, 1950.

EXHIBIT "B-3"

Minutes of May 25 and 26, 1950

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Cascade Locks-Hood River Section of the said highway, and for such purpose, and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement, and maintenance of the Cascade Locks-Hood River Section of the Columbia River Highway two parcels of real property located in Hood River County, Oregon, and described as follows, to-wit:

Parcel No. 1:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 35, Township 3 North, Range 9 East, W. M., Hood River County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to R. Wesley Scoggin and Blanche Scoggin recorded in Book 41, Page 222 of Hood River County Record of Deeds; the said

parcel being all that portion of the foregoing described property included in a strip of land 100 feet wide on the northerly side and 150 feet wide on the southerly side of the center line of the Columbia River Highway as said highway has been relocated over and across or adjacent to the said property; which center line is described as follows:

Beginning at a point which is Engineer's center line Station 784+00.49; said point being 691.6 feet south and 14.6 feet west of the west quarter corner of Section 35, Township 3 North, Range 9 East, W. M.; thence on a 2864.79 foot radius curve right (the long chord of which bears North 70° 42' 30" East 765.2 feet) a distance of 767.5 feet; thence on a spiral curve right (the long chord of which bears North 80° 33' East 399.92 feet) a distance of 400 feet to Engineer's Station 795+67.99, said center line crossing the west and east lines of said property approximately at Stations 789+53 and 792+68 respectively.

The parcel of land to which this description applies contains 1.09 acres, of which 0.48 acre lies within the existing right of way, title to which hereby is alleged to be in the public, and 0.61 acre lies outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the North half ($N\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 35, Township 3 North, Range 9 East, W. M., Hood River County, Oregon, and being a portion of the following-described property: Tracts 1 and 2 which were conveyed by that certain deed to Wesley Scoggin, et us., recorded in Book 30, Page 419 of Hood River County Records of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land 100 feet wide on the northerly side and 150 feet wide on the southerly side of the center line of the Columbia River Highway as said highway has been relocated over and across or adjacent to the said property, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 792+20 opposite and 150 feet distant from which point the southerly line of the said strip of land intersects the west line of Tract 1 of said property; said point being 434.1 feet south and 750.6 feet east of the west quarter corner of Section 35, Township 3 North, Range 9 East, W. M.; thence on a spiral curve right (the long chord of which bears North 80° 52' 30" East a distance of 347.99 feet; thence North 81° 53' East a distance of 832.01 feet to Engineer's Station 804+00.

The parcel of land to which this description applies contains 4.86 acres, of which 0.40 acre lies within the existing right of way, title to which hereby is alleged to be in the public, and 4.46 acres lie outside of the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed and located, and will be

constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to acquisition of fee simple title to the aforesaid described property, it is necessary that there be acquired all easements and rights of access, and all rights of ingress, egress, and regress from and to the remaining land of the larger tract of which the above-described property is a part, and the above-described property, and any highway now or hereafter constructed thereon, except that there shall be reserved unto the owners of said remaining property right of private access for one approach not to exceed twenty-five (25) feet in width on the north side of the Columbia River Highway opposite Engineer's center line Station 791+50.

Private access as hereinabove referred to is defined as a right of access from and to land abutting the highway; said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property, which, in any manner caters to, invites, solicits from or is dependent upon the users of said highway.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fifth day of May, 1950.

EXHIBIT "B-4"

Minutes of May 25 and 26, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Sumpter Valley Highway is a highway under the jurisdiction and control of the State, and is in addition a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission has relocated in part, and proposes to construct, widen, straighten, and improve the Salisbury Junction-Poker Creek Section of the Sumpter Valley Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, the Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation in part and the widening, straightening, construction and maintenance of the Salisbury Junction-Poker Creek Section of the Sumpter Valley Highway a parcel of real property located in Baker County, Oregon, and described as follows, to-wit:

A parcel of land lying in Section 36, Township 10 South, Range 39 East, W. M., Baker County, Oregon; the said parcel being all that portion of said Section 36 included in a strip of land of variable feet in width, lying on each side of the center line of the Sumpter Valley Highway as said highway has been relocated, except that part of said strip of land lying within that tract of land conveyed to Orval V. Hindman by deed recorded in Book 149, Page 139 of Baker County Deed Records, said relocated center line being described as follows:

Beginning at a point which is Engineer's center line Station 4+ 11.0; said point being 1219 feet south and 570 feet west of the northeast corner of Section 36, Township 10 South, Range 39 East, W. M.; thence South 42° 10' 20" West 127 feet; thence on a spiral curve right (the long chord of which bears South 42° 50' 20" West) 200 feet; thence on a 2874.79 foot radius curve right (the long chord of which bears South 58° 10' 20" West) 1400.0 feet; thence on a spiral curve right (the long chord of

which bears South 74° 02' 50" West) 150 feet; thence on a 1637.02 foot radius curve right (the long chord of which bears South 87° 40' 45" West) 650.24 feet; thence on a spiral curve right (the long chord of which bears North 76° 51' 20" West) 350 feet; thence North 74° 48' 50" West, 328.63 feet; thence on a spiral curve left (the long chord of which bears North 77° 48' 50" West) 300 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 83° 14' 40" West) 431.39 feet; thence on a spiral curve left (the long chord of which bears South 64° 18' 10" West) 300 feet; thence South 61° 18' 10" West 159.14 feet; thence on a spiral curve right (the long chord of which bears South 62° 38' 10" West) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears South 69° 45' 55" West) 446.30 feet to Station 56+53.7 opposite and 40 feet distant from which Station the southerly line of said strip of land intersects the west line of said Section 36.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
4+11	33+50	40	40
33+50	35+00	50	40
35+00	41+50	40	40
41+50	50+00	60	40
50+00	56+53.7	40	40

The parcel of land to which this description applies contains 9.76 acres, of which 6.91 acres lie within the existing right of way, title to which hereby is alleged to be in the public, and 2.85 acres lie outside of the existing right of way.

2. The Commission does hereby find and declare that there is needed and required for a gravel pit for use in connection with the relocation in part and the widening, straightening, construction and maintenance of the Salisbury Junction-Poker Creek Section of the Sumpter Valley Highway a parcel of real property located in Baker County, Oregon, and described as follows, to-wit:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) and the Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 36, Township 10 South, Range 39 East, W. M., Baker County, Oregon, the said parcel being described as follows:

Beginning at a point which is Engineer's Station 17+00 on the relocated center line of the Sumpter Valley Highway, said point being 2025 feet south and 1564 feet west of the northeast corner of said Section 36; thence along the relocated center line of the Sumpter

Valley Highway as follows: On a 2864.79 foot radius curve right (the long chord of which bears South 67° 47' 30" West) 438 feet; on a spiral curve right (the long chord of which bears South 74° 02' 50" West) 150 feet; and on a 1637.02 foot radius curve right (the long chord of which bears South 87° 40' 45" West) 650.24 feet; thence North 51° 30' 10" East 301.95 feet; thence South 85° 44' 40" East 178.8 feet; thence North 47° 32' 40" East 685.66 feet; thence South 34° 08' 20" East 489 feet to the point of beginning; except that part of said described parcel lying within 40 feet of the relocated center line of the Sumpter Valley Highway, and also except that part lying within the existing right of way of said highway.

The parcel of land herein conveyed contains 5.7 acres.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fifth day of May, 1950.

EXHIBIT "B-5"

Minutes of May 25 and 26, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS the Santiam Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and improve a section of said highway within the corporate limits of Sweet Home, Oregon, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Highway Commission is authorized to take fee title to said real property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, improving, construction, and maintenance of a section of the Santiam Highway within the corporate limits of the City of Sweet Home, located in Linn County, Oregon, parcels of real property described as follows, to-wit:

Owner: Hazel Truitt and Joe Truitt
File No. 14292

A parcel of land lying in Government Lot 5 of Section 31, Township 13 South, Range 1 East, W. M., Linn County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Joe Truitt and Hazel Truitt, recorded in Book 191, Page 197 of Linn County Record of Deeds; the said parcel being described as follows:

Beginning at the northwest corner of said property, said point being on the southerly right of way line of the Santiam Highway and 30 feet distant from (when measured at right angles to) said highway center line at Engineer's Station 1517+18.6, said point also being 199.7 feet north and 1290.3 feet west of

(Cont.)

the northeast corner of the John T. Ames D. L. C. No. 46 in said Township and Range; thence south on the west line of said property a distance of 16.6 feet to a point which is 46.17 feet distant from the center line of said highway; thence North 76° 53' East parallel with said highway center line a distance of 60.5 feet to the east line of said property; thence North 0° 05' East along said property line a distance of 16.6 feet to the southerly right of way line of said highway; thence South 76° 53' West along said right of way line a distance of 60.5 feet to the point of beginning, containing 978 square feet.

Owners: Harry Swager and Rose M. Swager
File No. 15830

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 31, Township 13 South, Range 1 East, W. M., Linn County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Harry L. Swager and Rose Marie Swager, recorded in Book 213, Page 44 of Linn County Record of Deeds; the said parcel being all that portion of the foregoing described property lying north of a line 46 feet 2 inches southerly from and parallel to the center line of the Santiam Highway.

The parcel of land to which this description applies contains 1,262 square feet.

Owners: John Gilbert and Margaret Gilbert
File No. 15831

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 31, Township 13 South, Range 1 East, W. M., Linn County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to John and Margaret Gilbert, recorded in Book 185, Page 797 of Linn County Record of Deeds; the said parcel being all that portion of the foregoing described property lying north of a line 46 feet 2 inches southerly from and parallel to the center line of the Santiam Highway.

The parcel of land to which this description applies contained 1,027 square feet.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as

to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fifth day of May, 1950.

EXHIBIT "B-6"

Minutes of May 25 and 26, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof and additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes, and for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to state highways, or which may be conveniently reached from or by a public highway, and the Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or other places of attraction and scenic value which in the judgment of the Commission are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State, and is in addition a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate and improve the Viento-Hood River Section of said highway, and plans and proposes to enlarge, develop, and maintain the Viento State Park for public park and recreational purposes for the convenience of the public and general welfare and pleasure of the motoring public using said Columbia River Highway, and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, improvement, construction, and maintenance of the Viento-Hood River Section of the Columbia River Highway two parcels of real property located in Hood River County and described as follows, to-wit:

Parcel No. 1:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 35, Township 3 North, Range 9 East, W.M., Hood River County, Oregon; the said parcel being all that portion of said Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 35 included in a strip of land 100 feet wide on the northerly side and 150 feet wide on the southerly side of the center line of the

(Cont.)

Columbia River Highway as said highway has been relocated over and across or adjacent to the said Northwest Quarter (NW¼) of the Southwest Quarter (SW¼) of Section 35, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 784+00.49; said point being 691.6 feet south and 14.6 feet west of the west quarter corner of Section 35, Township 3 North, Range 9 East, W.M.; thence on a 2864.79 foot radius curve right (the long chord of which bears North 70° 12' 30" East 765.2 feet) a distance of 767.5 feet; thence on a spiral curve right (the long chord of which bears North 80° 33' East 399.91 feet) a distance of 400 feet to Station 795+67.99, said center line crossing the west line of a tract of land conveyed to Wesley Scoggin, et ux., by deed recorded in Book 30, Page 419 of Hood River County Deed Records, which line is the easterly line of said strip of land, the west line of said strip being along the west line of said Section 35. Except that part of said strip of land lying within those tracts conveyed to J. O. Jones by deeds recorded in Book 18 at Pages 409 and 639. Also, except that part of said strip of land lying within that tract of land conveyed to George L. and Gene I. Jett by deed recorded in Book 34 at Page 375.

The parcel of land to which this description applies contains 2.96 acres, of which 0.72 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 2.24 acres lie outside of the existing right of way.

Parcel No. 2:

All that portion of the Northeast quarter (NE¼) of the Southwest quarter (SW¼) of Section 35, Township 3 North, Range 9 East, W.M., Hood River County, Oregon, lying south of the existing Columbia River Highway and north of a line parallel to and 150 feet southerly of the center line of said highway as said highway has been relocated, said relocated center line being described as follows:

Beginning at Engineer's center line Station 795+67.99, said Station being 373 feet south and 1102 feet east of west quarter corner of Section 35; thence North 81° 53' East 1632 feet to Station 812, said center line crossing the east line of the Southwest quarter (SW¼) of Section 35 approximately at Station 811, containing 2.15 acres.

2. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in connection with the enlargement, development, and maintenance of the Viento State Park two parcels of real property located in Hood River County and described as follows, to-wit:

EXHIBIT "B-6" (Cont.)

Parcel No. 3:

A parcel of land lying in the Northwest quarter (NW¼) of the South west quarter (SW¼) of Section 35, Township 3 North, Range 9 East, W.M., Hood River County, Oregon; the said parcel being all that portion of said Northwest quarter (NW¼) of the Southwest quarter (SW¼) of Section 35 lying south of the O. W. R. & N. Co. right of way, west of a tract of land conveyed to George L. and Gene I. Jett by deed recorded in Book 34, Page 375, east of a tract of land conveyed to J. O. Jones by deed recorded in Book 18, Page 409, and lying north of a line parallel to and 100 feet northerly of the relocated center line of the Columbia River Highway, as said center line is described in parcel No. 1 herein, except that tract of land conveyed to Gordon G. Brown and Margaret E. Brown by deed recorded in Book 21, Page 344 of Hood River County Deed Records, containing 4.1 acres.

Parcel No. 4:

A parcel of land being all that portion of the Southwest quarter (SW¼) of Section 35, Township 3 North, Range 9 East, W.M., Hood River County, Oregon, lying east of a tract of land conveyed to J. O. Jones by deed recorded in Book 18, Page 639 of Hood River County Deed Records and lying south of a line parallel to and 150 feet southerly of the relocated center line of the Columbia River Highway, as said center line is described in parcels 1 and 2 herein, except that part of a tract conveyed to Wesley Scoggin, et ux., by deed recorded in Book 30 at page 419, which lies south of said line parallel to and 150 feet southerly of the relocated center line of the Columbia River Highway, containing 107.0 acres.

3. That the highway and park facilities for which the aforesaid property is required and is being taken has been planned, located, and will be constructed, developed, and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fifth day of May, 1950.

EXHIBIT "B-7"

Minutes of May 25 and 26, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and straighten the Brookings-California State Line Section of said highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, straightening, construction, and maintenance of the Brookings-California State Line Section of the Oregon Coast Highway real property located in Curry County, described as follows, to-wit:

A parcel of land lying in Block 27, Town of Brookings as platted and recorded December 1, 1920, situated in the Southwest quarter ($SW\frac{1}{4}$) of Section 5, Township 41 South, Range 13 West, W.M., Curry County, Oregon, the said parcel being described as follows:

Beginning on the westerly line of Lot 7, Block 27, Town of Brookings, at a point 10 feet northerly of the southwest corner of said Lot 7, Block 27; thence along the westerly line of said Lot 7, North 22° 20' West 20.47 feet; thence North 67° 19' East 208.02 feet to the easterly line of said Block 27; thence South 22° 20' East 21.78 feet to a point 10 feet from the southeast corner of said Block 27; thence parallel to and 10 feet northerly of the south line of Block 27 South 67° 40' West 208 feet to the point of beginning.

The parcel of land to which this description applies contains 4,394 square feet.

(Cont.)

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fifth day of May, 1950.

EXHIBIT "C"

Minutes of May 25 and 26, 1950

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of a parcel of land along and adjacent to the Oregon Coast Highway described as follows, to-wit:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) and in the Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 31, Township 1 South, Range 9 West, W.M., Tillamook County, Oregon, and being a portion of the following described property: Those tracts of land which were conveyed by those certain deeds to Barnhard Jacob, recorded in Book 22, Page 72, to Barnhard Jacob, recorded in Book 30, Page 128, and to Ben Jacob and Rosetta Jacob, recorded in Book 40, Page 102, Tillamook County Record of Deeds. The said parcel being described as follows:

Beginning at the southeast corner of the foregoing described tract described in deed recorded in Book 30, Page 128, said corner being 653.4 feet South 88° 59' 30" East of the southwest corner of the Southwest quarter ($SW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 31; thence North 0° 37' East, 631.5 feet to the northeast corner of that tract described in deed recorded in Book 22, Page 72; thence North 89° 22' 30" West, 280.41 feet to the southeast corner of that tract described in deed recorded in Book 40, Page 102; thence North 0° 29' 30" East, 492.96 feet to the northeast corner of the last mentioned tract; thence North 89° 24' West, 1269.2 feet along the north line of said tract to a line which is parallel to and 60 feet northeasterly from the relocated center of the Oregon Coast Highway; thence South 44° 17' East 1582.8 feet, parallel to said relocated center line to the south line of that tract described in deed recorded in Book 30, Page 128; thence South 88° 59' 30" East, 433.44 feet along the south line of said tract to the place of beginning, containing 22.377 acres, and

WHEREAS, after consideration, this Commission hereby finds and declares that the said property is no longer needed, required, or useful for highway purposes, and

WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $15,665.00, and the Commission is desirous of selling and disposing of said property, at a price not less than the said appraised amount, upon the basis of complete restriction of access to the abutting Oregon Coast Highway.

(Cont.)

NOW, THEREFORE, Be it Resolved that the Secretary of the Commission be, and he hereby is, authorized and instructed, to advertise the said property for sale in accordance with the terms and provisions of Chapter 437, Oregon Laws, 1949. Sealed bids for the sale of the said property shall be received by the said Secretary in the offices of the Commission in Salem, Oregon, at 2:00 P.M. DST on July 13, 1950, and shall be opened in the presence of the Commission's Chief Counsel or his authorized representative. The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

The published notice for the receiving of bids shall fix a minimum price of $15,665.00 for which the property shall be sold and shall further provide that the sale shall be made for cash, or upon terms of 20% of the bid price as an initial payment, with the balance payable in ten (10) equal annual installments on principal, accompanied by payment of 6% accrued interest on unpaid balances.

EXHIBIT "D"

Minutes of May 25 and 26, 1950

R E S O L U T I O N

WHEREAS, the Highway Commission on July 30, 1945, submitted to the Public Roads Administration a proposed Federal Aid Secondary System in the State of Oregon which included all of the Powell Butte State Secondary Highway No. 371; and

WHEREAS, the Public Roads Administration on January 29, 1946, deferred approval of a portion of the Powell Butte State Secondary Highway No. 371 as part of the Federal Aid Secondary System; and

WHEREAS, the County Courts of Deschutes and Crook Counties have passed resolutions requesting the Oregon State Highway Commission to resubmit to the Commissioner of Public Roads for approval this portion of State Secondary Highway No. 371; and

WHEREAS, subsequent thereto the United States Bureau of Public Roads, successor in name to the Public Roads Administration, was again requested to approve and did approve the designation of the entire length of the Powell Butte State Secondary Highway as a part of the Federal Aid Secondary Highway System;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE OREGON STATE HIGHWAY COMMISSION, all members being present and affirmatively voting as follows:

1. That the portion of the Powell Butte State Secondary Highway No. 371 generally described as follows, to-wit:

> From a junction with F.A.S. Highway No. 397 near the section corner common to Secs. 17, 18, 19 and 20, T. 17 S., R. 13 E., W. M., northerly and easterly to a junction with F.A.S. Highway No. 404 near the section corner common to Secs. 16, 17, 20 and 21, T. 16 S., R. 14 E., W.M., the total length of which is approximately 9.48 miles,

be and hereby is designated as Federal Aid Secondary Highway No. 542, and is shown colored in yellow on the accompanying map marked Exhibit 'A'. **

2. That this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1950.

FOOTNOTE: **

The exhibit mentioned in the above resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being Item No. 4 under the heading "Federal Highway Designations, Secondary," and said exhibit by this reference is made a part of this minute entry to the same extent as if copied in full herein.

May 26, 1950

EXHIBIT "E-1"

Minutes of May 25 and 26, 1950

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Phoenix	$ 1,360.63
Shaniko	116.75

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of May, 1950.

May 26, 1950

EXHIBIT "E-2"

Minutes of May 25 and 26, 1950

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Bay City	$ 1,519.93	Manzanita	$ 618.71
Canyon City	881.44	Maupin	754.31
Columbia City	923.82	Oakridge	2,799.71
Cornelius	2,206.44	Port Orford	2,132.98
Dayville	384.22	Richland	717.59
Dundee	590.45	Rogue River	1,339.12
Empire	1,997.37	Shaniko	155.38
Gearhart	1,734.64	Sherwood	1,590.55
Gold Beach	1,607.50	Summerville	226.01
Gold Hill	1,802.44	Turner	1,565.13
Imbler	514.18	Waldport	1,779.84
Ione	740.19	Yamhill	1,180.91

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of May, 1950.

May 26, 1950

EXHIBIT "F"

Minutes of May 25 and 26, 1950

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a county road, to-wit:

SILETZ-LOGSDEN SECTION of the LOGSDEN COUNTY ROAD (Federal Aid Secondary Highway No. 150) in LINCOLN COUNTY;

and in connection therewith to prepare a map showing the route and location of said highway section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, map and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the Siletz-Logsden Section of the Logsden County Road, particularly between Highway Engineer's Station 0+10 and Highway Engineer's Station 375+50, together with the map, which for identification purposes bears Map File No. 5B-36-15, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon; and,

2. It is further ordered that the said route and the survey of the same hereby is adopted as the route and location of the LOGSDEN COUNTY ROAD (Federal Aid Secondary Highway No. 150) between the above described points.

3. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

4. That this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1950.

May 26, 1950

EXHIBIT "G"

Minutes of May 25 and 26, 1950

RESOLUTION ACCEPTING COMPLETED CONTRACTS

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3123 with O. & S. Painters for painting the Harrisburg, Springfield and Creswell Bridges in Lane County, completed April 29, 1950.

Contract No. 3215 with Trowbridge & Flynn Electric Co. for installing traffic signals in Medford, Jackson County, completed April 21, 1950.

Contract No. 3219 with City Electric, Inc., for installing traffic signals in Cottage Grove, Lane County, completed April 17, 1950.

Contract No. 3226 with Trowbridge & Flynn Electric Co. for installing traffic signals in Roseburg, Douglas County, completed April 25, 1950.

Contract No. 3230 with D. W. Voreis for constructing a boat channel and clearing in Wallowa Lake State Park, completed January 20, 1950.

Contract No. 3263 with Snook Brothers for constructing the Mountain States Power Company Canal Bridge on the Santiam Highway in Linn County, completed May 9, 1950.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

May 26, 1950

EXHIBIT "H"

RESOLUTION LIFTING REDUCED LOAD LIMITS

ON VARIOUS STATE HIGHWAYS

WHEREAS, on the 19th day of December, 1949, and on the 6th day of February, 1950, and on the 21st day of March, 1950, and on the 3rd day of April, 1950, and on the 25th day of April, 1950, at meetings of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted resolutions reducing the maximum load limit on various state highways and sections of state highways; and

WHEREAS, subsequent to the passage of said resolutions, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolutions.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in the said resolutions of December 19, 1949, February 6, 1950, March 21, 1950, April 3, 1950, and April 25, 1950 on various state highways or sections thereof, to-wit:

HIGHWAYS LISTED IN RESOLUTIONS OF DECEMBER 19, 1949

Name of Highway	and No.	County	Section of Highway (by mile point)	Date Lifted 1950
Alsea	27	Lincoln	14.63 to 18.53 (Resolution #15)	May 26
Warm Springs	53	Wasco	0.00 to 13.20 (Resolution #16)	June 1

HIGHWAYS LISTED IN RESOLUTION OF FEBRUARY 6, 1950

Alsea	27	Lincoln	12.22 to 18.53	May 26
Crater Lake	22	Jackson & Klamath	54.60 to 69.70	May 11
Monmouth	194	Polk	Entire length	April 30
Little Butte	270	Jackson	14.15 to 30.33	May 11

(cont.)

May 26, 1950

EXHIBIT "H" (Cont.)

HIGHWAYS LISTED IN RESOLUTION OF MARCH 21, 1950

Name of Highway and No.		County	Section of Highway (by mile point)	Date Lifted 1950
Little Sheep Creek	350	Wallowa	0.00 to 8.00	April 28
Warm Springs	53	Wasco	0.00 to 11.30	June 1
Warm Springs	53	Wasco & Jefferson	13.70 to 25.30	June 1

HIGHWAYS LISTED IN RESOLUTION OF APRIL 25, 1950

John Day	5	Grant & Baker	176.00 to 207.00	May 7

HIGHWAYS LISTED IN RESOLUTION OF APRIL 3, 1950

Warm Springs	53	Jefferson	28.00 to 30.00	April 10
Warm Springs	53	Jefferson	25.30 to 28.00	June 1

be and the same hereby are rescinded and cancelled as of this date, and the maximum load limit on such highways hereafter shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways are located, and to the superintendent of the Department of State Police for his information.

Dated this 26th day of May, 1950.

OREGON STATE HIGHWAY COMMISSION

By Ben. R. Chandler, Chairman

Chas. H. Reynolds, Commissioner

M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer

May 26, 1950

EXHIBIT "I"

RESOLUTION

WHEREAS, the Highway Commission, pursuant to law, is vested with full power and authority to select, establish, locate, construct, improve, maintain, operate and administer all state highways, and said Commission is further required and is vested with power to designate state highways by number and by the point of beginning and the terminus thereof; and

WHEREAS, the Commission is vested with power and authority to erect and maintain suitable directional road signs on state highways within the State of Oregon at such places and of such material and design as the Commission may select and determine; and

WHEREAS, for the purpose of conforming with the provisions of said statutes and for the further purpose of making it possible to more efficiently direct traffic using state highways and also for the purpose of making available to the traveling public needed information relative to routes and destinations served by the state highway system, the Highway Commission has heretofore provided and put in operation and practice a system of routes and route numbers; and

WHEREAS, as a part of said highway route system, the route No. ORE 23 has been assigned to the following state highway:

> Over The Dalles-California Highway from its junction with the Columbia River Highway, US30, approximately 2 miles east of The Dalles southerly via Dufur and Tygh Valley to its junction with the Wapinitia Highway, ORE50, approximately 3 miles northeast of Maupin; and

WHEREAS, as a part of said state highway route system the route No. ORE50 has been assigned to the following state highway:

> Over the Mt. Hood Highway from its junction with the Pacific Highway West, US99W, in Portland easterly via Powell Boulevard, Gresham, Sandy, and Government Camp to its junction with the Wapinitia Highway approximately 3 miles east of Government Camp; thence southeasterly over the Wapinitia Highway via Bear Springs to its junction with The Dalles-California Highway, ORE23, approximately 3 miles northeast of Maupin; thence southerly over The Dalles-California Highway via Maupin to its junction with the Sherman Highway, US97, at the head of Cow Canyon; and

WHEREAS, recent highway construction and improvement has made it desirable to revise, assign and reassign certain route numbers; and

(Cont.)

EXHIBIT "I" (Cont.)

WHEREAS, the State Highway Commission has given due and careful consideration to the matter, based upon reports and recommendations of members of its staff;

NOW, THEREFORE, based upon the foregoing recitals of existing facts, it is hereby resolved by this Commission as follows:

1. That traffic on the highways of the state highway system may be more efficiently directed by revising, assigning and reassigning certain route numbers as hereinafter set forth.

2. That from and after the date of this resolution, route number ORE23 be and hereby is assigned to a route described as follows:

Over the The Dalles-California Highway from its junction with the Columbia River Highway, US30, approximately 2 miles east of The Dalles, southerly via Dufur, Tygh Valley and Maupin to its junction with the Sherman Highway, US97, at the head of Cow Canyon.

3. That from and after the date of this resolution, route number ORE50 be and hereby is assigned to a route described as follows:

Over the Mt. Hood Highway from its junction with the Pacific Highway West, US99W, in Portland, easterly via Powell Boulevard, Gresham, Sandy, and Government Camp to its junction with the Wapinitia Highway approximately 3 miles east of Government Camp, thence southeasterly over the Wapinitia Highway to its junction with the Warm Springs Highway, approximately at Bear Springs; thence southeasterly over the Warm Springs Highway via Warm Springs Agency to its junction with the The Dalles-California Highway, US97, at Madras.

4. That from and after the date of this resolution, route number ORE52 be and hereby is assigned to a route described as follows:

Over the Wapinitia Highway from its junction with the Warm Springs Highway, ORE50, near Bear Springs, easterly to its junction with the The Dalles-California Highway, ORE23, approximately 3 miles northeast of Maupin.

5. That the State Highway Engineer be, and he hereby is instructed to locate, relocate, change and add highway signs, revise and change official highway maps, and do such other things as are necessary or proper in order to make effective the revision, assignment and reassignment of highway route numbers set forth in this resolution.

6. That this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1950.

May 26, 1950

EXHIBIT "J"

RESOLUTION

WHEREAS, the Woodburn-Sandy Highway, (State Highway 211) is a state highway which passes through the town of Colton, and that said highway is intersected by Wall Street in said town at Highway Engineer's center line station 459+10.

WHEREAS, it has been demonstrated that the parking of vehicles along the northerly side of said highway between the aforesaid intersection and a point 150 feet easterly of said intersection impairs the vision of the operators of motor vehicles traveling both upon said highway and upon said street, and constitutes and is a hazard to traffic upon said Woodburn-Sandy Highway.

WHEREAS, it is the opinion and judgment of this Commission that public welfare and public safety require that the parking of motor vehicles be prohibited along the northerly side of said highway between the aforesaid intersection and a point 150 feet easterly of said intersection.

NOW, THEREFORE, Be It and It Hereby is Resolved by this Commission, all members being present and affirmatively voting as follows:

That the Commission does hereby find and declare, based upon investigation, reports and recommendations of its staff, that the parking of motor vehicles along the northerly side of the Woodburn-Sandy Highway between the intersection of said highway and Wall Street within the town of Colton, Oregon, at Engineer's Station 459+10 and a point 150 feet easterly thereof is and constitutes a hazard to traffic.

That the parking of motor vehicles between the above described termini be and the same hereby is prohibited.

That the State Highway Engineer be and hereby is instructed to erect a sign at the easterly terminus, and at such other points as in the judgment of said Engineer are necessary to accomplish the purpose of this resolution and action of the Highway Commission as herein declared, on which signs shall be printed in plain legible type "No Parking Here To Corner".

That a certified copy of this resolution be mailed to the Superintendent of State Police.

That this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1950.

May 26, 1950

EXHIBIT "K"

R E S O L U T I O N

WHEREAS, the Swift Secondary Highway, otherwise known and designated as State Highway No. 120, is a state highway under the jurisdiction and control of the State Highway Commission; and

WHEREAS, on property abutting on said highway, large stockyards are maintained by the Portland Union Stock Yards Company, and employees of said company and other persons park their vehicles within the right of way limits of said highway and leave said vehicles so parked for extended periods of time; and

WHEREAS the parking of vehicles on the said highway and on the shoulders thereof tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission there is created a hazard not only to through traffic but also to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission public welfare and public safety require that the use of the said highway and the shoulders thereof for parking purposes be prohibited within the area hereinafter set forth;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations of members of its staff, that the parking of motor vehicles on the southerly side of the Swift Secondary Highway between Mile Post 2.13, which is Engineer's Station 113+00, and Mile Post 2.26, which is Engineer's Station 119+80, covering a distance of 0.13 mile in Multnomah County, Oregon, creates a hazard not only to through traffic but also to persons owning and using said parked vehicles.

2. The Commission does hereby find and declare, based upon investigation, reports and recommendations of members of its staff, that the parking of motor vehicles upon the northerly side of the Swift Secondary Highway or the shoulders thereof between Mile Post 2.13, which is Engineer's Station 113+00, and Mile Post 2.43, which is Engineer's station 129+00, covering a distance of 0.30 mile in Multnomah County, Oregon, creates a hazard not only to through traffic but also to persons owning and using said parked vehicles.

3. That in the opinion of the Commission the right of way of said highway at the described locations is not of sufficient width to permit parking and at the same time provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

EXHIBIT "K" (cont.)

4. That this Commission does hereby further find and declare that the parking of vehicles on said highway, or the shoulders thereof, between the points above set forth, should be prohibited.

5. That the State Highway Engineer hereby is instructed to erect signs at said points, and at such places between said points, as in the judgment of said Engineer are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, on which signs shall be printed in plain legible type the words, "NO PARKING" or "NO PARKING ON HIGHWAY SHOULDERS".

6. That the prohibition against parking herein declared and set forth shall be effective only until such time as facilities for off-street parking have been provided, and, in no event, shall the said prohibition be effective for more than one year from the date of this resolution.

7. That the Secretary be and he hereby is instructed to send a certified copy of this resolution to the Portland Union Stock Yards Company, and to send a like copy to the Superintendent of State Police.

8. That this resolution be entered in the minutes and records of the State Highway Commission as of the 26th day of May, 1950.

May 26, 1950

Salem, Oregon
June 5, 1950

The State Highway Commission met in special session at 2:00 p.m. in the office of the State Highway Engineer, Room 325, State Office Building, for a discussion of matters pertaining to the operation of the Columbia River Ferry between Astoria, Oregon, and Megler, Washington. Present were:

Ben. R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

Present representing the Astoria Navigation Company, contractors for the operation of the ferries, were T. R. Williams, President, and his attorney, Mr. Gordon Sloan, both of Astoria. Representing the surety on the bond furnished by Astoria Navigation Company in connection with this operation were Calvin N. Souther and John F. McGinty, Attorneys. Mr. Floyd H. Simon, District Maintenance Superintendent of the State Highway Department, Astoria, who is supervisor of the ferry operations, was also present.

This meeting was called for the particular purpose of arriving at some definite conclusion with respect to the operation of the ferry which has been "tied up" for several days because of labor difficulties. The contract for the operation was awarded to Astoria Navigation Company by the State Highway Commission as a result of competitive bidding therefor on March 21, 1950. The contract provides that the Astoria Navigation Company commence operating on June 1, 1950, but because of labor difficulties the company did not comply therewith. Mr. Williams stated that his men are striking because of the unions' refusal to accept the terms of a settlement the company has offered; the wage scale offered is considerably above that in effect in the Puget Sound area, but is under the scale demanded by the unions. He asserted that the company does not intend to meet the unions' demands.

In reply to an inquiry from Chairman Chandler as to what the company wants the state to do, Mr. Williams stated that they have not asked the state to do anything as yet, and do not expect to. He recalled that he had brought the situation to the attention of the Highway Commission previously with the idea in mind that the Commission might have some suggestion to offer. He gave as his feeling that the unions are "out to break the state;" that they want the contract cancelled. The present attitude of the unions, he said, is against arbitration, but he gave as his belief that they would consent to arbitration, probably in about thirty days. He also said that the company intends to negotiate further with the unions, but not up to the extent the unions demand. At the request of Chairman Chandler the Chief Counsel explained the legal features involved. He pointed out that the Highway Commission is endeavoring to render public service, which has been stopped for the past few days, and that the Commission must act within a few hours to restore such service, and apparently the only way that can be done is for the state to take over the

operation temporarily. He suggested that the Astoria Navigation Company be given forty-eight hours' time within which to commence operating in conformity with the provisions of the contract, and that the company be disqualified and the contract cancelled if service is not restored within such time limit. He advised Mr. Williams that if the state takes over this operation it will not be "camouflage" — it will be an actuality, and the operation will be placed under Civil Service regulations.

Chairman Chandler advised that the Commission will not be in position to take definite action until the Astoria Navigation Company has voided its contract, but the Commission now knows what it has to do if the company fails to perform pursuant to the provisions of the contract. This ferry, he said, must be operated. If necessary to secure the service, the Commission will declare the contractor in default and will take over. He also said that public demandwill not allow the controversy between the company and the unions to continue. His statement was confirmed by Commissioners Reynolds and McIver, Commissioner Reynolds pointing out that the state is obligated to provide this ferry service, and is under heavy pressure to get it in operation. Mr. Williams requested fifteen days' time within which to confer with the unions involved, but his request was denied by the Commission.

This matter was discussed further at considerable length, and as a result a motion was made by Commissioner Reynolds that "if the ferries are not operating according to the contract within forty-eight hours from 3:00 p.m., Daylight Saving Time, Monday, June 5, 1950, the state take over the operation on a permanent basis and declare the Astoria Navigation Company in default." The motion was seconded by Commissioner McIver and carried by the unanimous vote of the Commission.

Following the departure of the group, the Commission ordered that a telegram, as follows, be sent to the Astoria Navigation Company confirming the decision made at this conference:

JUNE 5, 1950

ASTORIA NAVIGATION COMPANY
ASTORIA, OREGON

ATTENTION: T. R. WILLIAMS

THIS IS TO CONFIRM THE DECISION MADE AT TODAY'S CONFERENCE RELATIVE TO YOUR CONTRACT WITH THE STATE OF OREGON, BY AND THROUGH ITS HIGHWAY COMMISSION, BY WHICH ACTION YOU WERE ORALLY ADVISED BY THE COMMISSION THAT SAID CONTRACT WILL, WITHIN FORTY-EIGHT HOURS FROM 3:00 P.M., DAYLIGHT SAVING TIME, MONDAY, JUNE 5, 1950, BE RESCINDED UNLESS THE FERRIES ARE IN FULL OPERATION WITHIN THE TERMS AND MEANING OF SAID CONTRACT.

H. B. GLAISYER
SECRETARY

In this connection the Engineer was instructed by the Commission immediately to make arrangements as may be necessary for operation of the ferries as a state project, including insurance coverage and provisions that the Civil Service Commission may require.

The Engineer brought to the Commission's attention the need to purchase a power plant to furnish power and light at the Megler terminal of this ferry. He stated that he has endeavored without success to secure electrical energy from local concerns, so it is necessary for the state to own its own plant, which he estimated would cost about $3,300. The Commission unanimously approved the expenditure.

The Commission also considered routine matters as follows:

The Engineer reported that a serious traffic hazard is created every Friday, Saturday and Sunday evening on the Pacific Highway East (US99E) by reason of the parking of automobiles on the shoulders of the highway near establishments known as "Super Cafe" and "Antler Inn," north of Jennings Lodge. He said that cars park on both sides of the highway and in so doing block vision and endanger the lives of pedestrians who cross the highway at these locations -- in fact, two accidents occurred during the past week. He further stated that the conditions were investigated by the Traffic Engineer in company with Captain Gurdaine of the State Police, both of whom recommend as a solution of the problem the designation of a "NO PARKING ON HIGHWAY SHOULDERS" zone on both sides of the highway between M.P. 9.32, north of Super Cafe, and M.P. 9.63, south of Antler Inn. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion the question whether or not to take part in the controversy that exists relative to the use as a service station site of the vacant lot situate at the southeast corner of the intersection of Capitol Street (US99E) and Center Street in Salem, which property lies directly across Capitol Street from the new Highway Department building now under construction, and is within the "fringe" area adjacent to the Capitol Group. It appears that the State Highway Commission has been asked to register protest against the use of the property for the purpose intended by the owners of the same. The Commission decided unanimously not to become a party to this controversy.

The Engineer reported the necessity to post, on June 3, 1950, the West Diamond Lake State Secondary Highway for a fifty percent reduced load limit, allowing a maximum gross load of 36,000 pounds. He asked the Commission to approve this action. The Commission unanimously approved such posting by the adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a resolution from the Board of County Commissioners of Multnomah County requesting the designation as a state secondary highway of that portion of the Columbia River Primary Highway which extends easterly from its junction with the revised and newly constructed highway, about one mile west of Troutdale, to a point where the old and new highways connect near a place known as Dodson, a distance of 23.98 miles. After due consideration the Commission unanimously approved the request by

the adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter from Mrs. Lela Lambert, President, Oregon Roadside Council, to Honorable Douglas McKay, Governor of the State of Oregon, with respect to the appointment of a State Parks Superintendent upon retirement of the present Superintendent, Mr. S. H. Boardman, had the attention of the Commission. The Commission indicated its appreciation for the interest displayed by the Roadside Council, but took no action on the communication.

The Commission discussed briefly and referred to the Engineer for investigation and report, a letter from the Baker County Chamber of Commerce requesting improvement of the Haines-Anthony Lakes State Secondary Highway.

The Commission also considered and referred to the Engineer for report, requests from a number of Granges in Clackamas County for reconstruction of the Woodburn-Sandy State Secondary Highway between Estacada and Springwater, along what they called the "Dubois Creek Survey," in order to avoid the present "steep, narrow and crooked" road, known locally as "Hilltop Road."

The Chief Counsel reported receipt of a resolution from the Common Council of the City of Tillamook, wherein the Highway Commission is requested to make available to the Secretary of State a triangular tract of land situate between Second Avenue and Third Avenue East, near the south highway entrance to Tillamook, as a site for a regional state office structure. The Commission referred the matter to the Engineer for investigation and recommendation.

The Commission considered the date for its next regular meeting. It was recalled that the Commission at its meeting on May 25 and 26, set Thursday and Friday, August 17 and 18, as the date for its next regular meeting, but it now appears that such date is not convenient. After discussion, the Commission decided to hold its next meeting on Monday and Tuesday, August 21 and 22, 1950, and so ordered.

The Commission also decided tentatively to make its Eastern Oregon inspection trip during the week commencing Monday, July 17. (This was later changed to the week beginning Monday, July 24.)

The meeting adjourned at 4:30 p.m.

Chairman

Commissioner

Commissioner

State Highway Engineer

ATTEST:

Secretary

EXHIBITS "A" THROUGH "C"

Minutes of June 5, 1950

EXHIBIT "A"

Minutes of June 5, 1950

R E S O L U T I O N

WHEREAS, the Pacific Highway East is one of the major state highways of the state and is likewise a part of the Federal Highway System, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that in the vicinity of Jennings Lodge, a short distance north of Oregon City, Clackamas County, there is located on property adjacent to the said highway a cafe known as "Super Cafe" and an inn known as "Antler Inn", and that patrons of said establishments park their cars within the right of way limits of said highway and leave said cars so parked for extended periods of time; and

WHEREAS, the parking of said cars on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to thrcugh traffic but to pedestrians who desire to cross the highway and to the owners and occupants of said parked cars; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of cars should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upcn investigation, reports and recommendation made by and under the supervision of the State Highway Engineer, that the parking of motor vehicles along the Pacific Highway East (US99E) between Mile Post 9.32 (Highway Engineer's Station 141+00), north of "Super Cafe," and Mile Post 9.63 (Highway Engineer's Station 125+00), south of "Antler Inn," a distance of 0.31 mile, in Clackamas County, creates a hazard not only to through traffic but to pedestrians who desire to cross the highway and to persons owning and using said parked cars.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking facilities for cars and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided pedestrians and the motoring public.

3. That this Commission does further find and declare that the parking of cars for long periods of time on the right of way of said highway between said Mile Post 9.32 and said Mile Post 9.63 should be prohibited.

(Cont.)

4. That the State Highway Engineer be and he hereby is instructed to erect NO PARKING ON HIGHWAY SHOULDERS signs at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the owner and operator of said "Super Cafe" and to the owner and operator of said "Antler Inn", and that a like copy be mailed to the Superintendent of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the fifth day of June, 1950.

EXHIBIT "B"

Minutes of June 5, 1950

ORDER REDUCING MAXIMUM LOAD LIMITS

ON WEST DIAMOND LAKE SECONDARY HIGHWAY

WHEREAS, the West Diamond Lake State Secondary Highway has been duly designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

WHEREAS, said highway is in the judgment of the State Highway Commission being subjected to a kind and character of traffic which will damage and injure the said highway during the present period of freezing and thawing, and in order to protect the highway against such damage and injury it is deemed and is the judgment of the Highway Commission and said Highway Commission finds that it will be for the best interests of said highway that the maximum weights permitted and authorized by law be reduced during such period; and

WHEREAS, the State Highway Commission has after due investigation determined and found and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highway during said period shall be reduced and fixed as in this order provided;

NOW, THEREFORE, the premises being in part as above stated and the State Highway Commission being of the opinion that said West Diamond Lake State Secondary Highway was not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interest of said highway that the maximum total weight of the load and vehicle which shall be permitted upon said highway during the said period commencing on the dates hereinafter specified shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described highway shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles.

Name of Highway and No.		County	Section Restricted (by mile point)	Date Effective 1950
West Diamond Lake State Secondary	233	Douglas and Jackson	Entire Length. (Junction Crater Lake Hwy. to Junction Crater Lake North Hwy.)	June 3

(Cont.)

June 5, 1950

EXHIBIT "B" (Cont.)

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 115-394, O. C. L. A., shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the highway and at important crossroads on said highway so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of the counties affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this fifth day of June, 1950.

EXHIBIT "C"

Minutes of June 5, 1950

R E S O L U T I O N

WHEREAS, by legislative act, a certain state highway designated as a highway beginning at a junction with the Oregon Coast Highway in Astoria, thence easterly by way of Rainier, Portland, Hood River, The Dalles, Arlington, and Umatilla to the Oregon-Washington State Line near Wallula, Washington, is declared to be and is defined as a state highway, and has been given the name Columbia River Highway and the number 2, and is otherwise designated as U. S. Route No. 30, and

WHEREAS, by virtue of the provisions of Section 100-115, O. C. L. A., the Highway Commission is vested with authority to make such changes in the location of state highways as in its judgment and discretion will result in better alignment, more advantageous and more economical highway maintenance, or as will contribute to and afford a more serviceable system of state highways than is possible under present or existing locations, and

WHEREAS, the Highway Commission has found it necessary and desirable to relocate a section of the said Columbia River Highway No. 2 in Multnomah County, which section is more particularly hereinafter defined, and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of said highway as originally located has been eliminated and will no longer be needed as a part of the right of way of said section of the Columbia River Highway, and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the facts with respect to the relocation of a portion of the route of the Columbia River Highway, and to likewise impress upon said records the disposition to be made of the section of said highway or right of way eliminated by reason of said relocation,

NOW, THEREFORE, Be it and it hereby is resolved by this Commission, all members being present and voting affirmatively as follows:

1. That the route which begins at Engineer's Station 438+00, which beginning point is otherwise described as approximately one mile west of Troutdale, and extends easterly by way of Columbia River water level route a distance of 19.14 miles to Highway Engineer's Station 1450+00, which point is identified and described as Dodson, hereby is selected, designated, adopted and approved as the route and right of way of said Columbia River Highway between said termini, and said route and right of way location hereby is made a part of the Columbia River Highway and shall have the State Highway No. 2 and U. S. Route No. 30.

(Cont.)

2. That the section of said highway which is described as beginning at the intersection of the original Columbia River Highway with the revised Columbia River Highway at a point approximately one mile west of Troutdale and running thence easterly along the original route of said highway a distance of 23.98 miles to a connection with the revised route of said highway at Dodson, hereby is eliminated as a part of the right of way and route of the Columbia River Highway proper, and hereby is designated, selected and adopted as a secondary state highway, to be known as Crown Point Secondary State Highway No. 125, and shall be maintained by the State as a part of the secondary highway system for the use of persons living thereon and communities served thereby, and for the use and enjoyment of the public in general. (This section is shown colored in red on the attached map, marked Exhibit "A", which map by this reference is made a part of this resolution.) **

3. It is recognized that the Board of County Commissioners of Multnomah County, Oregon, has by formal resolution, duly and regularly adopted and entered in its official records and minutes, requested the Oregon State Highway Commission to select, designate and adopt as a state secondary highway and thereby make and constitute a part of the secondary highway system of the state, the route of and the right of way location above defined, and which, until the relocation of said section of the Columbia River Highway, was a part of the route of said Columbia River Highway, a copy of which resolution has been delivered by said County to the state.

That this resolution shall be entered in the minutes and records of the Highway Commission as of the fifth day of June, 1950.

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being File No. 14 under the heading "Resolutions Adopting Primary Highways," and File No. 16 under the heading "Resolutions Adopting Secondary Highways," and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

Portland, Oregon
July 10, 1950

The State Highway Commission met in regular session in the Green Room of the Imperial Hotel at 9:00 a.m. Present were:

Ben. R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

The Commission unanimously approved the minutes of the meetings of the Commission held on April 24 and 25, 1950, and on May 25 and 26, 1950.

The State Parks Engineer, Mr. C. H. Armstrong, reported on the following state parks matters:

1. Proposed agreement with Rolland F. and Evelyn A. Nohlgren re operation of a concession in Silver Falls State Park: The Parks Engineer advised that pursuant to authority previously granted by the Commission he has effected an arrangement with the Nohlgrens to operate this concession and that the arrangement has been set forth in agreement form prepared by the Chief Counsel. He presented the form, the provisions of which were approved by the Commission by unanimous vote. (The agreement was signed by the Commission on the following day.)

2. Overnight camping in Wallowa Lake, Silver Falls and Sunset Bay State Parks: The Parks Engineer presented an outline of the tentative plans of development at each location to provide necessary accommodations, and explained details. He estimated the cost of the proposed development at Wallowa Lake at $37,500; Silver Falls State Park at $42,900; and Sunset Bay at $25,700. He also said that if the Commission approves the projects, the plan is to conduct surveys, prepare plans and specifications, and contract the work this year so that the facilities will be available to the general public in 1951. In the discussion of this matter the Commission expressed the feeling that a demand for overnight camping privileges at these three parks fully justifies the expenditure of the funds required to provide them. Accordingly, the Parks Engineer was authorized to prepare the plans and specifications, and advertise for bids at the earliest possible time for construction of all three projects.

3. Proposed extension of present Vista House concession on the Columbia River Highway at Crown Point: The Parks Engineer advised that the present arrangement with Mr. Jack Flaucher expires on March 31, 1951, and that Mr. Flaucher has made inquiry whether or not

he is going to have the privilege of operating this concession another year, it being necessary for him to have the information this far in advance to allow him to order supplies. He said that Mr. Flaucher has operated the concession in a very fine manner and has returned considerable revenue to the state, amounting to $8,000 in 1948, and $6,300 in 1949. He also said that if this contract is extended, Mr. Flaucher would like to close up the establishment during the months of January and February when business is very slack and there is no particular demand for the service that he renders. He recommended that Mr. Flaucher be granted a one-year extension of this present contract, and that his request to close the concession during January and February be granted. The Commission approved the recommendation unanimously.

4. Report on a fire which occurred in Humbug Mountain State Park, Curry County: The Parks Engineer advised that this fire started from the burning of slashings on adjoining private property and got out of control because of a change in the wind. Very little damage was done to the large timber in the park, he said -- in fact, the park benefited to the extent that some of the undesirable brush was destroyed. The Commission took no action.

5. Construction of latrines in state parks located at Port Orford, Cascadia and Lava Caves; and the re-covering of the upper and lower outside decks of the Vista House: The Parks Engineer requested authority to contract such work, which is estimated to cost about $15,000 and provision for which is contained in the 1950 budget. The Commission approved the request unanimously.

6. Extension of existing agreement with Denny Logging Company covering removal of down-timber and snags in VanDuzer Corridor on the Salmon River Highway: The Parks Engineer advised that the present contract with this concern provides that the company shall pay $4.00 per M-FBM for this timber, which is to be salvaged in connection with the company's operations on adjoining property which it owns, and specifies that the company shall not operate on the highway. The company, he said, is extending its operations westerly about one and one-quarter miles, and has asked that the agreement be extended to cover the removal of similar materials from the state's property along this additional section, at the same rate. He gave as his understanding that the company is a "pretty fair" operator, although he does not have firsthand information because the company has not yet started removal of the timber under its first contract. He recommended approval of the company's request for the extension. As a result of the discussion, the Commission decided to defer action in the matter pending completion of the first contract arrangement. If the operation under the first contract is satisfactory, then the Commission will grant the extension as requested.

7. Request of C. L. Snider, Wilderville, to construct and operate a logging road across state park property in Josephine County: The Commission unanimously confirmed the oral authority previously given the Engineer to allow Mr. Snider to truck-haul logs across this property, which is described as wayside property in Mackin Gulch adjacent to the Pacific

Highway in Sections 26 and 35, Township 33 South, Range 6 West, W.M. (An agreement covering the matter was previously signed by the Commission.)

8. Report on accident that occurred at Silver Falls Youth Camp in Silver Falls State Park, resulting in the death of Harold L. Taylor, Jr.: The Parks Engineer submitted a written report on this subject and explained details. In the discussion he advised that Mrs. Taylor is not satisfied with the arrangements that have been made with the State Industrial Accident Commission to provide for her future welfare, and there is a possibility that she will refuse a settlement and will institute suit to recover a greater amount. The Chief Counsel advised that Mrs. Taylor has two alternatives, viz: she can either accept the allowance that the Industrial Accident Commission gives her, or she can reject the offer and seek to recover from her husband's employer. He advised that were Mrs. Taylor to seek recovery by litigation, suit could not be brought against the state, and if she were successful, the action would be in the nature of a tort, which could not be paid out of state highway funds. He gave as his feeling that it would be necessary for the legislature to pass on her case and to provide monthly payments to be made to her during her lifetime, or the payment of a lump sum. He suggested that Mrs.Taylor be advised to postpone any action that she has in mind until she knows just what the legislature will do for her The Commission referred the matter to the Chief Counsel to follow through, inasmuch as there is nothing that the Commission can do about it at the present time.

9. The Commission discussed briefly and ordered filed, a letter signed by 43 residents of Cascadia and vicinity, stating their appreciation for the work accomplished by Mr. S. H. Boardman as Superintendent of State Parks, and expressing their desire that he be retained in such capacity.

The Right of Way Engineer presented for the Commission's consideration a number of options that have been negotiated in connection with the acquisition of real property needed for state highway improvements. After careful consideration of the provisions of each option, the Commission unanimously approved acquisition of the properties at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

In the consideration of options obtained for right of way needed for the proposed Pine Street Project in Salem (Item 16158, and those immediately following in the attached resolution marked EXHIBIT "A") a question arose whether or not the Commission previously had authorized construction of this project and an allocation of funds therefor. Chairman Chandler advised that he had been unable to find anything in the records to indicate that the Commission had authorized the taking of bids for the work, or had programmed funds to finance it, notwithstanding that the project is included in the overall agreement with the City of Salem. He gave as his feeling that to clarify the record the Commission should at this time authorize the project and an expenditure of $280,000 of state funds to finance it and an additional improvement in the North Hollywood District when the City has made provision for "off-

street" parking of vehicles. As a result of discussion, the Commission unanimously approved an allocation of $280,000 of state funds to finance both projects, and authorized the Engineer to advertise for bids for construction of the North Hollywood Project when the City of Salem has provided for the off-street parking of vehicles.

The Commission also authorized the financing of the Marion Street Bridge piers project in Salem with state funds, in view of the refusal of the Bureau of Public Roads to approve an allocation of Federal Aid Funds for the purpose as was originally contemplated.

In this connection the Commission also discussed the matter of advertising for bids for construction of the steel spans for the Marion Street Bridge in Salem, and decided unanimously to defer the calling for bids for such work until all matters pertaining to right of way have been disposed of satisfactorily.

In his explanation of matters pertaining to the Salem Project, the Engineer also mentioned the necessity to provide for a new bridge over White River on the Mt. Hood Highway. The Commission deferred a decision in this matter pending inspection of this project during the progress of its proposed trip later in the month.

The Chief Counsel requested authority to institute condemnation proceedings to acquire certain parcels of real property that are needed for various highway improvements and which he has not been able to acquire by negotiation. He submitted the list of such properties, as follows, together with the offers that he recommended in connection with the condemnation proceedings:

		Recommended Offer
Vista Avenue-Multnomah County Line Section of the Sunset Highway		
R 14182 A. J. Paris		
Appraisal of dwelling	$ 18,772.00	
Appraisal of land:		
0.61 acre - 26,572 sq.ft. at 25¢ sq.ft.	6,648.00	
	$ 25,420.00	$ 25,500.00
Unit #2, Sullivan Gulch Highway		
R 14883 R. K. D. Co.		
Value of taking	$ 10,500.00	
Severance damage to remainder	1,500.00	
	$ 12,000.00	12,000.00
Redmond (5th Street) Section of The Dalles-California Highway		
R 16344 John Malick		
0.08 acre - 3485 sq.ft. at 25¢ sq.ft.	$ 871.25	
Damages to remaining property	1,500.00	
	$ 2,371.25	3,000.00

The Commission unanimously approved the request and the recommended offers. The attached resolutions relative thereto, marked EXHIBITS "B-1", "B-2", and "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

The Right of Way Engineer requested authority to negotiate acquisition of right of way needed in connection with a street improvement in the town of Bly. He stated that the Commission previously authorized this construction project, but when the right of way was investigated it was found that there are three building encroachments, two of which are of a minor nature, but the third, a loggers' club, will have to be removed at an estimated cost of $2,500. The Chief Counsel was instructed by the Commission to give the owners of all three properties official notice to move their buildings off the highway right of way. He was authorized to obligate an expenditure of $2,500 of state funds in connection therewith if absolutely necessary.

The Commission discussed, and upon recommendation of the Engineer approved deeding to Umatilla County a 2.64-acre tract of state-owned land which was originally acquired as a quarry site but no longer is needed for such purpose.

The Right of Way Engineer reported the results of taking bids in Salem on June 29 for the purchase of a number of buildings in the town of Canyonville. He submitted a list of the high bids received, as follows, and recommended acceptance of all of them at the prices quoted:

Item No.	Item	High Bidder	High Bid	Engrs. Est.
1.	Bldg. No. 15553	No Bids	$ - - -	$ 50.00
2.	Bldg. No. 15554	Mrs. Elmer Stanley, Canyonville	1,705.00	500.00
3.	Bldg. No. 15557	No Bids	- - -	200.00
4.	Bldg. No. 15561	Geo. Stevens, Canyonville	59.00	50.00
5.	Bldg. No. 15563	No Bids	- - -	100.00
6.	Bldg. No. 15085	Alvin Smith, Canyonville	51.00	50.00
7.	Bldg. No. 15086	" " "	201.00	50.00
8.	Bldg. No. 15473	" " "	31.00	25.00
9.	Bldg. No. 15090	Lynn L. Cloud	50.00	25.00

The Engineer and Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Right of Way Engineer also reported negotiated sales of miscellaneous properties, as follows, and recommended confirmation of the sales by the Commission:

File #	Location	High Bid or Sales Price	High Bidder or Purchaser	Items and Remarks
12611	Coos Bay	$ 400.00	Lawrence G.Carrol, Jr., Coos Bay	Buildings in way of construction.
9426	Judkins Point-Springfield Junction	25.00	Walter Lebold, Salem	Cash register in basement since 1942.
15090	Canyonville-Johns Highway 99	30.00	Walter Lebold, Salem	30# computing scale.
14767	Union Avenue-Portland Highway 99E	1,100.00	McCall Oil Co., 2710 SE 50 Ave. Portland	tanks, pumps & other service station equipment

The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Commission discussed a proposed agreement with Edwin and Rosella Norbeck relative to encroachment of their building upon the right of way of the Pacific Highway East in the town of Milwaukie. The Right of Way Enginner advised that the property on which the building is located was acquired by condemnation, and only a portion of the building, a glassed-in porch, is on highway property. He said that the owners of the building have requested the privilege of leaving the building as it is until the property is actually needed for state highway purposes, and they have stated that they will vacate the premises upon thirty days' notice. He recommended approval of the request. The Chief Counsel concurred therein. He also recommended execution of the agreement, which, he said, is simply to protect the state against adverse possession. The Commission unanimously approved the recommendation. (The agreement was signed by the Commission on the following day.)

A request was presented from Beddingfield and Grant, Attorneys, Coos Bay, in behalf of their client, R. H. W. Leathers, to purchase a portion of the old right of way of the Cape Arago State Secondary Highway at the east end of South Slough Bridge in the town of Empire, Coos County. The Engineer recommended against the sale of the property because it will be needed for future highway purposes, particularly in connection with the replacement of the present bridge structure. The Commission approved the recommendation.

The Engineer brought up for discussion the acquisition from the State Land Board of an 80-acre tract of land situate adjacent to the Cow Canyon-Glendale Juntion Section of the Pacific Highway. He stated that this property contains a source of water which is vitally needed in connection with the operation of the section maintenance headquarters located at that place. The State Land Board, he said, refuses to let the Highway Department use any of the water from the spring because it is the only water available for its property, and the Board is fearful that disposal of its water right will adversely affect the sale of its land; however, the Board is willing to sell the entire 80-acre tract to the Highway Department at a cost of about $1,200. He recommended purchase of the property at such figure in order to insure a water supply for the section maintenance headquarters. The Commission approved the recommendation.

The Engineer brought up for discussion a proposed agreement with Hazel Dolan covering the lease of an equipment storage headquarters at Seaside for a period of two years, ending May 1, 1952, at the rate of $25 per month. He advised that this is simply an extension of the prior lease which expired April 30, 1950, the only difference being that the rental rate has been increased from $15 to $25 per month, and that the lease is subject to cancellation by either party upon 60 days' written notice. He recommended approval of the agreement. The Commission approved the recommendation. (The lease agreement with Mrs. Dolan was signed by the Commission on the following day.)

The Commission had under discussion the purchase of private insurance covering buildings owned by the State Highway Department. At the request of Commissioner Reynolds, Mr. C. W. Parker, Property Manager, reported the results of investigations and study he had made of this subject. He particularly pointed out that the State Restoration Fund, which is provided to insure replacement of buildings destroyed by fire, etc., presently contains only $250,000, which would be entirely inadequate should a serious conflagration occur. He mentioned that he has discussed this matter with Mr. Robert B. Taylor, Insurance Commissioner, who suggests after viewing the shop premises in Salem, that the buildings located there should be insured for approximately $600,000 instead of $406,000 as presently listed in the inventory. Mr. Taylor, he said, suggests that the insurance rating bureau be asked to establish a fair insurable value of the buildings at the earliest possible time, and the insurable value of other important highway buildings located throughout the state, with the view of carrying private insurance on the main buildings, such as the shop buildings in Salem, La Grande, Klamath Falls, Coquille and Roseburg, the remaining buildings to be insured as in the past under the State Restoration Fund. Commissioner Reynolds mentioned that the State Restoration Fund would be sufficient to take care of small losses, but not the large ones. He expressed the feeling that private insurance should be purchased to cover the more important structures, and that the remaining buildings, or such of them as is considered advisable, be declared in the inventory that is presented to the Board of Control for coverage under the State Restoration Act. The Engineer recommended purchase of private insurance coverage immediately for the buildings at La Grande, Salem and Klamath Falls, and for the new State Highway Department office building when it is completed. The matter was discussed at considerable length, and as a result thereof the Commission referred the matter back to Commissioner Reynolds with full power to act as he considers advisable. (Commissioner Reynolds reported further on the subject the following day, at which time he made certain recommendations which the Commission approved unanimously. See ahead for additional paragraph.)

The Right of Way Engineer presented a number of small claims against the State Highway Department arising out of right of way settlements, as follows:

1. Claim of the Hardisty Estate, Grant County, for moving right of way fence on the Crow Flat-Grant County Line Section of the John Day-Burns Highway. The Right of Way Engineer explained that this fence was constructed on the highway center line rather than on the edge of the right of way by mistake, through no fault of the owners of the adjacent property who have agreed

to release the state from further obligation if paid the sum of $225. He recommended approval of the settlement. The Commission approved the recommendation.

2. Claim of Farrell E. Lindley for damages which he alleges resulted to his property by reason of construction of the Ladd Canyon Project. The Right of Way Engineer explained that Mr. Lindley's property is located in the town of North Powder and that his house is located in close proximity to the highway right of way; also, that when the right of way was negotiated it was thought that Mr. Lindley would not have to relinquish any of his front yard, which proved to be erroneous. Moreover, the right of way takes in part of Mr. Lindley's chickenhouse. Mr. Lindley, he said, has agreed to give the state a release from further obligation if paid the sum of $300. He recommended approval of such settlement. The Commission approved the recommendation.

3. Claim of Harold Craig in the amount of $400 for construction of a new water system to replace a well located on right of way that was acquired from him for the Ladd Canyon Project. The Right of Way Engineer stated that when this right of way was negotiated it was thought that Mr. Craig's well was beyond the right of way limits, but it was found later that the well was within the right of way, so it was necessary for Mr. Craig to construct a new water system, which he did, at a cost of $400. He recommended that Mr. Craig be reimbursed in such sum. The Commission approved the recommendation.

4. Claim of W. H. Gillinwater for moving a building on the Crescent Section of The Dalles-California Highway. The Right of Way Engineer explained that the land on which the building is located was acquired by the Commission some time ago for the proposed widening of The Dalles-California Highway in the town of Crescent, but the owner was allowed to leave his house on the property pending construction of the highway improvement. It now appears that Mr. Gillinwater, the owner of the house, has plans to improve it but does not want to proceed with the work until the house has been moved to its proper location, which is the obligation of the state. He further stated that there is no housemover available in the town of Crescent and that investigations reveal that it would cost an exorbitant sum to engage a mover from either Klamath Falls or Bend, so Mr. Gillinwater has finally consented to do the moving himself if paid the sum of $600. The Right of Way Engineer gave as his feeling that such sum is fair and reasonable and he recommended approval of the payment. The Commission approved the recommendation.

The Chief Counsel reported settlement of condemnation cases, as follows:

1. State of Oregon vs. Morris Rubenstein, et al, File L 1700. This case involves acquisition of a parcel of land containing 4,395 square feet on the Front Street Project in Coos Bay. The Chief Counsel advised that the original offer in this case was $5,000, which the owners rejected but later accepted. Of such sum, he said, $3,250 has been paid for a warranty deed, but the state has withheld the sum of $1,750 pending removal of the balance of Mr. Rubenstein's property located on the premises, and in the event that any of this personal property remains on the premises after August 15, 1950, the state is authorized to remove it and to deduct the cost thereof from the balance due Mr. Rubenstein. The Commission approved the settlement unanimously.

2. State of Oregon vs. Noyes E. Tyrell, et al, File L 1597.
This case involves the purchase of property needed as right of way for the Dodson-Bonneville Section of the Columbia River Highway. The Chief Counsel advised that the original offer authorized by the Commission was $4,500, which the owner refused. Subsequent thereto, additional appraisals were made by independent appraisers, which appraisals range from $5,000 to $6,200. The Chief Counsel further advised that after considerable negotiations with the attorney for the Tyrells, a stipulation was made and a form of judgment prepared and approved wherein the state agrees to pay the owners the sum of $6,300 for the property plus the sum of $200 attorney's fees; and the Tyrells are not to be given direct access to the highway from their remaining property, but such access shall be by a connection with the existing Bonneville Road. The Commission approved the settlement.

3. State Highway Commission vs. Jacob M. Siglin, et al, File L 1564.
The Chief Counsel advised that this case involves purchase of property necessary for right of way for the Delmar-China Camp Creek Section of the Oregon Cast Highway. The original offer, he said, was $2,800, which was refused. Subsequent to the filing of the complaint and prior to the trial, the property was re-appraised by independent appraisers and the highest appraisal was $3,500, which sum the jury in the case allowed, together with an additional sum of $29.10 as costs and $350 attorney's fees. The Commission approved the settlement unanimously.

The Commission discussed a report from the Chief Counsel on the encroachment of a building owned by Mr. J. Ross Smith, Portland, on Powell Boulevard (Mt. Hood Highway) in Portland. The Chief Counsel advised that the building is located on S. E. Powell Boulevard just east of the intersection with 85th Avenue, and that it encroaches on the highway right of way about six feet. He also said that Mr. Smith has come into ownership of the property only recently, but knew at the time he purchased it that the encroachment existed. He also said that Mr. Smith has been ordered to remove the building from the state's property but has requested permission to maintain it in its present location until such time as the right of way is needed in connection with the proposed improvement of the highway at this point, which improvement, incidentally, is not planned for any time in the near future. The Chief Counsel recommended, in view thereof, that Mr. Smith's request be approved and the matter be covered by appropriate written agreement to protect the state's interests. The Commission approved the recommendation.

The Chief Counsel requested instructions whether or not to continue to seek recovery on the bid bond furnished by State Construction Company in connection with its proposal for the construction of the Salem Bridge piers, in view of the Supreme Court's decision with respect to the Rushlight Case in Portland, which is similar and which was decided in favor of the contractor. He said he did not believe, in view of the decision of the Supreme Court, that the Highway Commission could recover the amount of the bid bond. He is gathering additional information and if that information is not favorable he will recommend to the Commission at its next meeting that the Commission not sue to recover on the bond. As a result of the discussion, a motion was made by Commissioner Reynolds, in view of the far reaching effect of the Supreme

Court's decision, that the Chief Counsel be instructed to do everything in his power to recover the amount of the bid bond. The motion was seconded by Commissioner McIver and carried unanimously.

The Commission discussed a written opinion from the Chief Counsel relative to its authority to control the use of motor boats on lakes and other bodies of water in the state. According to this opinion, the Commission has full control over lakes that it owns, such as Waverly Lake at Albany, but it does not have control over others, such as Wallowa Lake. The Engineer recommended, in view of this opinion, that the use of motor boats be prohibited on lakes which are under control of the State Highway Department, and that appropriate signs bearing such information be erected on the borders of such lakes. The Commission approved the recommendation unanimously and so ordered.

The meeting recessed for luncheon at 12:00 noon and reconvened at 1:45 p.m. with the same persons present and participating. At 2:00 p.m. bids as follows, for highway construction, were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Chandler announced that the awards of contracts would be made at 5:00 p.m. in the same room:

CITY OF SEASIDE IN CLATSOP COUNTY

12th AVENUE BRIDGE PROJECT

Lindstrom Bros., Inc., Portland	$ 33,205.00
Geo. E. Berry, Beaverton	34,930.00
C. J. Eldon, Portland	36,165.00
Port Constr. Co., Port Angeles, Wn.	39,090.00
Birkemeier & Saremal, Portland	41,625.00
Heavy Hauling Co., Astoria	43,400.00
R. H. Jones, Hillsboro	44,795.00
Gilpin Constr. Co., Portland	45,539.00
Valley Constr. Co., Portland	45,950.00

OREGON COAST HIGHWAY IN COOS COUNTY

CHROME PLANT-CEDAR POINT SECTION

E. L. Gates & Co., Inc., Medford	379,324.00
Roy L. Houck & Son, Salem	388,159.00
Parker-Schram Co., Portland	407,695.00
McNutt Bros., Eugene	419,810.00
Leonard & Slate, Ore. Ltd., & E. C. Hall Co., Portland	465,350.00
Coos Bay Dredging Co., Coos Bay	493,460.50

CRATER LAKE HIGHWAY IN JACKSON COUNTY

PROSPECT MAINTENANCE BUILDING PROJECT

R. H. Jones, Hillsboro	11,897.00
Enoch Maerz, Salem	13,580.00

(Cont.)

Prospect Maintenance Building (Cont.)

Durham & Sauer, Kerby	$ 13,681.02
Meade & Hobson, Grants Pass	13,956.00
H. Barnhart, Medford	16,184.46

PACIFIC HIGHWAY IN JACKSON COUNTY

ASHLAND UNDERCROSSING SECTION

Valley Concrete Co., Independence	26,213.00
Groesbeck & Hickson, Eugene	29,543.00
Osborn Constr. Co., Medford	34,128.26

OREGON COAST HIGHWAY IN LANE COUNTY

NEPTUNE PARK LATRINE

Robert C. Wilson, Corvallis	3,220.00
Gilbert Roberts, Hood River	3,500.00
Tom Deal, Newport	3,985.00
Tiller Constr. Co., Portland	4,860.00

NORTH SANTIAM SECONDARY & SANTIAM HIGHWAYS IN LINN & JEFFERSON COUNTIES

SANTIAM JUNCTION ROCK PRODUCTION PROJECT

A. H. Saxton & Sons, Corvallis	20,580.00
Grover C. Pomeroy & C. R.Badger, Salem	23,275.00

I. O. N. HIGHWAY IN MALHEUR COUNTY

BLUE MOUNTAIN OR BASQUE PATROL STATION DWELLING

Wm. B. Hickey, Burns	6,964.00
Gilbert Roberts, Hood River	7,600.00
Burns Lumber Co., Burns	7,900.00
Rohde Constr. Co., Pendleton	9,141.00

CROWN POINT SECONDARY HIGHWAY IN MULTNOMAH COUNTY

CROWN POINT-DODSON SECTION

D-H Paving Co., Vancouver, Wn.	7,350.00
O. C. Yocom Co., McMinnville	7,650.00
Oregon Asphaltic Paving Co., Portland	9,015.00
J. C. Compton Co., McMinnville	9,450.00

LITTLE NESTUCCA HIGHWAY IN TILLAMOOK COUNTY

YACH BRIDGE OVER LITTLE NESTUCCA RIVER

Wall & Son, Portland	25,660.00
Lindstrom Bros., Inc., Portland	28,558.50

(Cont.)

Yach Bridge over Little Nestucca River (Cont.)

J. F. Johnston, Sherwood	$ 28,560.00
E. C. Hall Co., Portland	30,250.00
C. J. Eldon, Portland	32,700.00
Port Constr. Co., Port Angeles, Wn.	35,930.00
Birkemeier & Saremal, Portland	38,000.00
Don L. Cooney, Inc., Seattle, Wn.	49,572.00

FOUR STATE HIGHWAYS IN WASCO, HOOD RIVER AND SHERMAN COUNTIES

DIVISION NO. 4-A RESEALING PROJECT

Babler Bros., Inc.	47,611.60
D-H Paving Co., Vancouver	49,064.00
Harr & Horton, Portland	50,412.00
Central Heating Co., Eugene	52,419.80
O. C. Yocom Co., McMinnville	54,259.00
J. C. Compton Co., McMinnville	58,256.00
Newport Constr. Co., Portland	69,052.40

Messrs. Ray L. Schee and Orin C. Mills, property owners, Prineville, were present and urged improvement of the Crooked River Highway for a distance of four blocks along South Main Street in their city. Mr. Schee was spokesman. He said that this street, which is the route of the Crooked River Highway, passes through a highly developed portion of their city, and presently consists of a dirt road which is very dusty during the dry season. He urged the oiling of the street and advised that the property owners will cooperate in every way possible. Chairman Chandler advised that this project is a new one to the Commission, but it will be given serious consideration and an engineering investigation will be made to determine just what is necessary. He suggested that the request be made in writing. The Engineer was authorized to make such investigation and report his findings. Following the departure of Messrs. Mills and Schee, discussion of this matter was resumed, during which it was pointed out by the Engineer that the Crooked River Highway is a Primary State Highway, but carries very little traffic. It was the feeling of the Commission that inasmuch as the road is a primary highway route, perhaps something should be done to alleviate the dust nuisance. The Engineer was again instructed to investigate the matter and report his findings at the next meeting.

The Chief Counsel brought up for discussion and requested instructions for the handling of highway funds due a city or town which has disincorporated, with particular reference to the City of Draperville, Linn County. He pointed out that because of its incorporation the City of Draperville became entitled to an allowance of state highway funds which, according to law, were to be expended for street construction, reconstruction, et cetera. He also pointed out that according to the provisions of the law, the amounts to be appropriated to the several cities are certified by the

Commission to the Secretary of State who is required to remit to the cities their allocated share on June 30 and December 31 of each year. It appears, he said, that the City of Draperville disincorporated on May 31, 1950; therefore, insofar as street construction is concerned, jurisdiction lies with the county court of Linn County, and the question now arises whether or not the city is entitled to receive, subsequent to June 30, any part of the highway revenues pursuant to appropriation either by the legislature or by the Highway Commission. He gave as his opinion that the City of Draperville is not entitled to receive or to have allocated to it any highway revenues subsequent to May 31, 1950. As a result of considerable discussion of this matter, the Commission ordered action taken to stop further payments to the City of Draperville, if necessary. The Chief Counsel was instructed to follow through on the matter. (For additional details with respect to the Chief Counsel's opinion on the subject, see copy of his written report to the Commission, dated June 26, 1950, in general files.)

The Chief Counsel requested instructions with reference to a drive-in theater's electric sign, which is being maintained on the westerly side of the Oregon Coast Highway near the city of Gearhart. He said that the sign's removal has been a matter of controversy for some time. He was instructed by the Commission to take necessary steps to have the sign removed.

The Chief Counsel brought up for discussion a claim made by Frank Hall, Eugene, for reimbursement for damage caused to sewer facilities on his property in Eugene by highway construction. He explained that Mr. Hall owns his home, which is adjacent to the recently constructed highway, and during the progress of the highway construction the sewer line, of which the city had no record, was damaged to such an extent that it cost Mr. Hall $117 for repairs, and he has asked reimbursement of such sum. It was the Counsel's opinion that the state is liable for this expense, and he recommended approval of the payment of such sum to Mr. Hall. The Commission approved the recommendation.

The Chief Counsel reported results of collections made through his department for the costs of repairing miscellaneous damage to the state highway equipment and facilities. He said that this function was assigned to Mr. Robert May, one of his attorneys, who has been very successful in the collection of the amounts due, and his purpose in bringing the report to the Commission's attention at this time is simply to let Mr. May have the credit for a job well done. The Commission expressed appreciation for Mr. May's efforts and ordered the report filed.

The Chief Counsel brought up for discussion the application of the Sportsmen Pilots of Oregon for the designation of a beach area near Netarts, Tillamook County, as a private aircraft landing field. He recalled that several months ago the Commission, at the request of this group, set aside temporarily for such purpose a section of beach about one mile long on the sand spit three miles southwest of Netarts, the legal requirements having been satisfied, and that he was instructed to prepare an appropriate form of permit covering the matter. Since then, he said, it has developed that Tillamook County has its own landing field and that a local commission, which serves under the county court, polices the area. It has been proposed, he

said, that the Sportsmen Pilots group withdraw its application, and that the permit be issued in favor of Tillamook County, such permit to contain a special clause to the effect that the State Board of Aeronautics will police the area with the help of the local commission. The Commission indicated its approval of such arrangement and instructed the Chief Counsel to present it to the parties concerned. Further report on the subject is to be rendered by the Chief Counsel at the Commission's next meeting.

The Commission discussed a resolution from the Clatsop County Court relative to the operation of vehicles on the ocean beach in the vicinity of Cannon Beach. The Chief Counsel pointed out that this resolution does not authorize the State Highway Commission to prohibit the operation of vehicles on the beach area, but simply indicates that the County Court wants the Highway Commission to regulate such traffic on the beach, which the Court alleges can be done under existing statutes. He also pointed out that the County Court by its resolution states that it is absolutely not necessary to prohibit vehicular traffic on the beach and that if such traffic were prohibited it would set up a condition which would practically ruin the beach area for resort purposes. In view of this information the Commission decided unanimously to do nothing further about the matter unless and until the County Court will present an unqualified request that this beach area be entirely closed to vehicular traffic. The Chief Counsel was instructed to convey the action to Mrs. Henry Mason, Portland, who represents about thirty property owners in Cannon Beach who petitioned the Highway Commission to prohibit the operation of vehicles on this beach area.

The Chief Counsel reported receipt of a letter from Attorneys Freed and Failing, Portland, regarding settlement of the claim of the Western Union Telegraph Company, amounting to $15,840.38, for the cost of repairing its facilities which were damaged by the Oneonta slide on the upper Columbia River Highway. He said that according to this letter the Western Union Company will settle the claim on the basis of the state's paying one-half of this expense; moreover, the Company will let the Highway Commission examine its records if the Commission wants the figures checked. The Commission approved such settlement unanimously subject to examination of the Company's records by the Commission's Auditor.

The Engineer reported the results of a further study of the need of a traffic signal at the intersection of Fairview Road with US30 (Columbia River Highway), Multnomah County. He recalled that a delegation from Parkrose appeared before the Commission at its last meeting and alleged that traffic counts previously taken at this intersection do not disclose actual conditions, and that there is more need of a traffic signal at this intersection than there is for the existing one at 112th Avenue, near the eastern edge of Parkrose. Recent investigations, he said, reveal that the maximum volume of traffic for any hour is 436 and that the count at the 112th Avenue intersection is 648. He pointed out that the nationally accepted warrant for a signal is 500 vehicles per hour, which indicates that a signal at the Fairview Road intersection is not warranted, but the other one is. In view of the circumstances he recommended that the request for the signal at Fairview Avenue be denied. The Commission approved the recommendation.

The Commission discussed a written report from the Engineer dated June 4, 1950, on a request from the Parkrose Chamber of Commerce for the widening of Sandy Boulevard between "the end of the present improvement and Troutdale." In his report the Engineer advised that the existing highway between 99th Avenue and 108th Avenue, through Parkrose, consists of a concrete pavement 36' wide, with an oiled surfacing on each side extending from the pavement to the existing curbs, thus providing a clear width of 60'. The pavement, he said, was laid in 1927 and the oiled surfacing in 1942, and it should be resurfaced with asphaltic concrete, which would cost about $25,000. The report also revealed that between 108th Avenue and 122nd Avenue, which is the eastern limit of Parkrose, the existing pavement is 27' wide, and that the cost of widening this section to provide a clear width of 60' would be about $90,000. He estimated the cost to widen Sandy Boulevard for four traffic lanes between Parkrose and a connection with the new Columbia River Highway one mile west of Troutdale, a distance of 6.004 miles, at $700,000. The Engineer recommended consideration by the Commission of the first two projects, at an estimated total cost of $115,000, in the formulation of the next construction program, but indefinite deferment of the request for widening between Parkrose and Troutdale. In the discussion of this matter, Commissioner Reynolds expressed his feeling that the improvement is unnecessary at the present time. Commissioner McIver stated that at times the traffic congestion on this section is very bad. The Commission deferred action on the matter pending further inspection of the section by Commissioners Reynolds and McIver. (A delegation from Parkrose appeared the following day regarding this project. See ahead for additional paragraph.)

The Engineer reported on requests from Nehalem Valley Grange and from Jewell Grange #876 for improvement of the Elsie-Jewell Road in Clatsop County, which they declared is closed to traffic during flood periods. He said that this is a county road which presently is being used as the route of the Fishhawk Falls State Secondary Highway, that it is nine miles in length and contains two short sections where the grade line is low at the crossings of Nehalem River. These sections, he said, are subject to flooding for a period of one or two days whenever there is a severe continuous storm which raises the water in the river. To eliminate the flooding condition, he said, will necessitate the raising of the grade line and construction of relief openings, which will cost several thousand dollars. He recommended against the improvement because the road serves only about 250 motor vehicles daily, and because there are short sections on other state highways which likewise are subject to flooding, and which are, in his estimation, far more important than this county road. The Commission approved the recommendation.

The Engineer presented a letter from County Judge H. M. Hoskins, Yamhill County, in reference to an inquiry whether or not Yamhill County is able and willing to contribute an additional $44,000 to assist in financing the construction of a bridge over the Yamhill River on a county road at Carlton. Judge Hoskins advised that it is impossible for the County to provide the additional funds because of the failure of its recent proposed bond issue for highway purposes. He also pointed out that the County is contributing toward this project about $25,000 of County money, which is the limit that it can go without disrupting its program. The Engineer recommended, in view of the circumstances, that the Commission authorize payment of the

extra expense with Federal Aid Secondary Highway funds. As a result of the discussion, the Commission decided unanimously to postpone this project until next year, and to release the County from payment of the extra expense. The funds previously allocated to it are to be kept intact and augmented by sufficient funds from the next apportionment to pay the costs involved, except those that the County has previously agreed to pay. The Commission ordered that the County Court be advised of the action taken.

Consideration was given by the Commission to the recommendation of the Memorials Committee of the Oregon Historical Society with regard to a request from Mrs. Serena Norton for permission to erect a marker on the right of way of the Corvallis-Newport Highway in memory of her great great grandfather, Nahum Amos King, who was a veteran of the War of 1812, and an Oregon Pioneer of 1845. The Committee recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported on the cost to conduct an economic study to determine the feasibility of a new highway extending easterly from Hillsboro along Baseline, to a connection with the Sunset Highway near Portland, which survey was previously requested by a delegation from Hillsboro. He estimated the cost to conduct such study at $1,500. The Commission unanimously approved the expenditure. (Mr. E. J. McAlear, Hillsboro lawyer, appeared before the Commission on the following day with respect to this matter, at which time the Commission's action was conveyed to him.)

The Commission discussed a written report from the Engineer dated June 27, 1950, on the subject of engineering costs incurred in connection with contract projects completed during 1949. In his report the Engineer points out that the average cost of engineering for the entire year, based on almost $19 million dollars worth of construction, is 6.65%, also that engineering costs are rising, so that it is apparent from the 1949 costs that engineering expense no longer can be held to the present 6% limit, but will be very close to 7%. He recommended in view thereof that the Commission authorize an increase in the allowance for engineering and contingencies in connection with all future contracts from 10% to 12½% so as to avoid overruns. The allowance would be applied 8% for engineering and 4½% for contingencies. In support thereof he advised that the Bureau of Public Roads in setting up its budgets allows 15% for engineering and contingencies, and that inquiries reveal there has been a major increase in engineering costs in the past several years in other states in the Pacific Coast area. (For details see copy of Engineer's written report in the general files.) In view of the facts disclosed by the Engineer, the Commission unanimously approved the increase recommended by him.

The Engineer reported the results of taking bids in Salem on June 26 for the sale of merchantable dead timber on the Sunset Highway in Clatsop County, as follows:

F. C. Hathaway, Seaside	$ 6.00 per M-FBM
Gerald Johanson, Astoria	4.30 per M-FBM
VanVleet Logging Company, Cannon Beach	3.10 per M-FBM

He recommended acceptance of the high bid submitted by Mr. F. C. Hathaway, Seaside, at $6.00 per M-FBM. The Commission approved the recommendation.

The Engineer also reported the results of receiving bids in Salem on June 29 for the sale of used equipment and scrap materials located at Salem. He presented a list showing the high bid for each item, as follows:

Item No.	Item	High Bidder	High Bid	Engr's. Est.
1.	Studeb.sedan,Dept.40-177	E. F. Henker, Aumsville	$ 162.50	$ 200.00
2.	Ford sedan, Dept.39-56	Ronald G. Nutting, Medford	156.75	90.00
3.	Ford Coupe, Dept.39-62	Bird Auto & Equip.Co.,W.Salem	201.87	100.00
4.	Ford pick-up,Dept.38-103	Bill Rock, Salem	121.00	100.00
5.	Ford truck, Dept.38-331	C & M Wreckers, Portland	132.50	125.00
6.	Ford pick-up,Dept.38-101	Holt Equip., Independence	87.00	100.00
7.	Chev. truck, Dept.39-231	Acme Auto & Truck Wreckers,Salem	107.77	130.00
8.	Chev. truck, Dept.38-217	John Schweitzer, Portland	106.00	120.00
9.	Chev. truck, Dept.39-235	Acme Auto & Truck Wreckers,Salem	87.77	130.00
10.	Chev. truck, Dept.39-224	F. B. Andersen, Salem	151.50	130.00
11.	Chev. truck, Dept.39-229	Claude C. Crane, Sweet Home	254.00	130.00
12.	Chev. truck, Dept.38-216	John Schweitzer, Portland	86.00	120.00
13.	Chev. truck, Dept.38-226	(John Schweitzer, Portland) (Albert J. Pirkl, Woodburn) tie	78.00	120.00
14.	Chev. truck, Dept.39-215	John Schweitzer, Portland	86.00	130.00
15.	Chev. truck, Dept.38-220	John Schweitzer, Portland	86.00	120.00
16.	Chev. truck, Dept.38-215	Acme Auto & Truck Wreckers,Salem	87.77	120.00
17.	Chev. truck, Dept.38-212	John Schweitzer, Portland	81.00	120.00
18.	Chev. truck, Dept.39-218	Albert J. Pirkl, Woodburn	86.00	130.00
19.	Chev. truck, Dept.38-205	Kenneth Richards, Monmouth	111.00	125.00
20.	Chev. truck, Dept.35-240	Bird Auto & Equip.Co., W. Salem	97.97	100.00
21.	Chev. truck, Dept.35-238	Bird Auto & Equip.Co., W. Salem	109.97	100.00
22.	Chev. truck, Dept.35-241	Bird Auto & Equip.Co., W. Salem	109.97	100.00
23.	Ford truck, Dept.37-398	Donald Schaefer, Woodburn	78.00	100.00
24.	Ford truck, Dept.41-349	Truck Wrecking Yard, Portland	150.00	130.00
25.	Ford truck, Dept.40-370	Truck Wrecking Yard, Portland	225.00	150.00
26.	Ford truck, Dept.40-383	Truck Wrecking Co., Portland	132.59	150.00
27.	Ford truck, Dept.40-364	Truck Wrecking Co., Portland	156.59	150.00
28.	Ford truck, Dept.40-388	Robert H. Reed, Sheridan	157.00	150.00
29.	Ford truck, Dept.40-330	Truck Wrecking Yard, Portland	225.00	150.00
30.	Ford truck, Dept.39-330	Truck Wrecking Co., Portland	131.59	130.00
31.	Ford truck, Dept.39-336	Truck Wrecking Co., Portland	128.59	130.00
32.	Ford truck, Dept.37-383	(John Schweitzer, Portland) (Hodes Auto Wrk.Co.,Portland) tie	57.00	100.00
33.	Ford truck, Dept.37-331	Truck Wrecking Co., Portland	62.59	100.00
34.	Ford truck, Dept.37-332	Hodes Auto Wrecking Co.,Portland	82.00	100.00
35.	McCormick mower,Dept.37-635	Clifford G. Helfer,Aumsville	12.50	3.50
36.	McCormick mower,Dept.37-643	G. R. Boatwright, Salem	15.00	3.50
37.	Air Compressor, Dept.29-532	Holt Equip., Independence	201.00	200.00
38.	Rex mixer, Dept.28-560	John Schweitzer, Portland	86.00	75.00
39.	Galion grader,Dept.33-569	West Salem Mach.Co., Salem	156.75	150.00
40.	Asphalt kettle,Dept.36-536	West Salem Mach.Co., Salem	37.60	60.00
41.	Asphalt kettle,Dept.34-537	Kenneth Dodd, Newport	125.00	30.00
42.	Asphalt kettle,Dept.30-543	West Salem Mach.Co., Salem	36.20	25.00
43.	Asphalt kettle,Dept.100	Holt Equip.,Independence	17.00	25.00

(Cont.)

Bids for used equipment and scrap materials (Cont.)

Item No.	Item	High Bidder	High Bid	Engr's. Est.
44.	Asphalt kettle,Dept.96	Alaska Junk Co., Portland	$ 21.77	$ 25.00
45.	Asphalt kettle,Dept.36-545	Gail Lane, Tigard	22.50	40.00
46.	Asphalt kettle,Dept.34-542	West Salem Mach. Co., Salem	33.20	30.00
47.	Asphalt kettle,Dept.35-536	John Schweitzer, Portland	27.60	30.00
48.	Asphalt kettle,Dept.42-538	John Schweitzer, Portland	27.60	40.00
49.	Asphalt kettle,Dept.34-544	John Schweitzer, Portland	32.60	25.00
50.	Asphalt kettle,Dept.37-535	John Schweitzer, Portland	17.60	25.00
51.	Asphalt kettle,Dept.36-546	Holt Equip., Independence	17.00	20.00
52.	Asphalt kettle,Dept.42-535	West Salem Mach.Co., Salem	32.65	50.00
53.	Asphalt kettle,Dept.33-538	John Schweitzer, Portland	27.50	25.00
54.	Allis-Chalmers tractor, Depts.39-810 & 40-906	John Schweitzer, Portland	513.13	600.00
55.	4-wheel trailer,Dept.21-826	Holt Equip., Independence	16.00	15.00
56.	Paving plant, Dept.29-650	Daniels & Son, Mulino	2,255.00	1,000.00
57.	Paving plant, Dept.29-651	West Salem Mach.Co., Salem	323.30	650.00
58.	Oil distributor	West Salem Mach.Co., Salem	239.10	300.00
59.	Speeder shovel,Dept.38-730	Holt Equip., Independence	2,560.00	1,250.00
60.	Speeder shovel,Dept.38-733	Lamm Motor Co., Portland	2,310.88	800.00
61.	Chev.pick-up, Dept.37-118	M. O. Barackman, Cornelius	200.00	90.00
62.	Buick sedan, Dept.41-178	Robert H. Reed, Sheridan	387.00	275.00
63.	Chev.pick-up, Dept.37-100	Leo A. Seamster, Salem	299.26	100.00
64.	Chev.pick-up, Dept.37-116	John Schweitzer, Portland	147.00	100.00
65.	Chev.panel deliver,37-150	Kenneth Dodd, Newport	201.00	100.00
66.	Ford station wagon,40-150	Bird Auto & Equip.Co.,Salem	159.00	150.00
67.	Ford truck, Dept.40-382	Truck Wrecking Co.,Portland	212.59	100.00
68.	Ford truck, Dept.37-406	Mitchell Horecny, Seaside	201.98	100.00
69.	Ford truck, Dept.38-332	Geo. Wiese, Portland	350.00	100.00
70.	Ford truck, Dept.40-357	Truck Wrecking Yard,Portland	250.00	120.00
71.	Ford sedan, Dept.40-57	Bill Rock, Salem	152.00	120.00
72.	Scrap batteries, 100 only	Sam Kline Junk Co., Salem	168.00	100.00
73.	Scrap tires, 60 tons		195.00	150.00
		Totals	$ 15,938.30	10,632.00

The Engineer recommended acceptance of the high bid in each instance with the following exceptions:

1. That all bids received for Item No. 57 be rejected because the high bid is considerably under the value of the equipment.

2. That the bids received for Item No. 39 be rejected and that this item be sold to Oregon State College for the amount of the high bid, $156.75.

3. That the successful bidders for Items No. 13 and 32 be determined by the toss of a coin, inasmuch as two identical offers were received for each of these items.

4. That Item No. 63, Chevrolet pick-up #37-100, be sold to Mr. Ivan R. Thornton, Brownsville, at his offer of $157, inasmuch as the offer of Mr. Leo A. Seamster, Salem, for this item was submitted by mistake,

Mr. Seamster having inadvertently inserted the amount of his bid under item No. 63, whereas he really intended for his bid to apply on Item 62, a Buick sedan #41-178, which information was substantiated by his discussion with the Secretary prior to and subsequent to the opening of bids.

The Commission unanimously approved the recommendations. To determine the successful bidder for Items 13 and 32, for which tie bids were received, the Secretary flipped a coin. John Schweitzer, Portland, won the toss in each instance. The Commission approved the sale of these two items to Mr. Schweitzer at his bid price.

The Engineer reported on the complaints registered by County Judge C. A. Tom, Sherman County, at the previous meeting of the Commission, particularly with respect to a deposit of scrap materials, et cetera, on a vacant lot adjacent to the maintenance headquarters at Rufus, and an alleged hazardous condition that exists at the junction of the old and the new routes of the Columbia River Highway at the westerly end of this town. He said that on June 21, Mr. W. W. Stiffler, Assistant State Highway Engineer, in company with Mr. L. V. Koons, District Maintenance Superintendent, inspected the premises, and as a result instructions were given to remove all scrap iron, steel and building materials from the lot and to take them to the district headquarters at The Dalles, and instructions were also given to eliminate the unsightly appearance of the property by blading. As to the connection between the old and new highway routes, he said instructions had been given to the Division Engineer at Bend to make a survey and submit his recommendation as to what should be done to remove the hazard. Commissioner Reynolds remarked that none of the things mentioned by the Engineer had been taken care of when he drove through the town of Rufus a day or two before the meeting. The Engineer was instructed to see that the matter is taken care of immediately.

The Engineer reported receipt of a communication from the Bureau of Public Roads stating its approval of the removal from the Federal Aid Secondary Highway System of a 1.8 mile section of Federal Aid Secondary Highway No. 538 near Summerville in Union County, and substitution therefor of a county road 2.9 miles in length which extends southerly from the town of Island City to a connection with the Old Oregon Trail (US30). He gave as his feeling that the latter mentioned road is of such importance that it should be improved in the next Federal Aid Secondary Highway Program. The Commission deferred its decision in the matter pending inspection of the road on its trip to the La Grande district later in the month.

Consideration was given by the Commission to a report from the Engineer on a request from the River Road Traffic Safety Committee, Eugene, that a footpath be constructed on the Junction City-Eugene Secondary Highway for the benefit and safety of school children and other pedestrians. The Engineer advised that the present footpath which is built over a portion of the area follows the ground undulations, and a considerable portion of it is covered by water in the wintertime. The delegation, he said, requested construction of a footpath on each side of the highway; however, since then agreement has been reached that the proposed work shall be limited to improvement of the present footpath on one side of the highway, which will be given a fair trial before a second footpath is constructed on the other side. He

estimated the cost to construct such a footpath, consisting of a grade four feet wide with an asphaltic wearing surface, at $10,000 for the two-mile section extending north from Eugene, and he recommended approval of the expenditure, the work to be performed by contract and bids to be taken at the August meeting of the Commission. In the discussion of this matter the question arose whether or not the highway right of way is of sufficient width to accommodate a footpath and if so, whether it is all clear or encumbered with building encroachments, et cetera. The Engineer gave as his understanding that the right of way is 60 feet wide, although in some places residents along the highway have extended their lawns onto the right of way. As a result of this discussion, the Commission unanimously authorized the contracting of the sidewalk construction as recommended, on the condition that there is sufficient width right of way for it and that the abutting property owners offer no objections. The Engineer was authorized and instructed to conduct a survey and stake the right of way limits. The Chief Counsel was instructed to contact the property owners and secure releases from them in writing. The Engineer was authorized to advertise this project for bids to be received when these matters have been satisfactorily disposed of.

The Engineer rendered a status report on the West Portland-Hubbard Highway. He exhibited a map showing the location of the highway, and showing also the estimated cost to construct the highway on a four traffic-lane basis and on a two traffic-lane basis. He pointed out that to complete the project will require 17.33 miles of construction on a four-lane basis, compared with 9.37 miles of construction on a two-lane basis. He pointed out that the estimated cost to complete a two-lane standard highway is $3,260,000, and to construct a four-lane facility is estimated to cost $5,215,400 including right of way, which is approximately the same in each instance. He recalled that the Commission previously approved and adopted a survey for this road and he gave as his understanding that the Commission also previously authorized negotiations for the right of way on the condition, however, that no commitment whatsoever was to be made as to construction of the project. The Commission unanimously confirmed the authority previously given the Right of Way Department to negotiate the right of way. The Chief Counsel was instructed to carry on such negotiations on the basis of a 220 foot right of way, which is required for a standard four-lane highway improvement on the interstate highway system.

The Engineer reported that pursuant to previous instructions from the Commission he made a personal inspection of the Warner Valley Secondary Highway to determine the adequacy of construction completed last year, and the type of surfacing that should be used on the section that is proposed for construction this year. He said that he found there has been some ravelling of the section completed last year but he did not consider it necessary to add additional surfacing at this time. He gave as his belief, however, that a thicker base and a heavier oil mat wearing surface should be provided on the new section, which will increase the cost of the proposed project about $74,000, making a total estimated cost of $274,000. He recommended that the project authorization for this improvement be increased $74,000 to permit construction of the heavier type surface. The Commission approved the recommendation unanimously and so ordered.

The Engineer requested instructions regarding the installation of a traffic signal at the intersection of Arlington Street and US99E in Gladstone.

He recalled that the Commission at its February meeting authorized the installation of this signal, which is estimated to cost $4,000, on the condition that the City of Gladstone pay fifty percent of the expense. The city, he said, was informed of the Commission's action, and has just recently advised that it does not have the money to pay its share and their budget committee does not wish to include the item in its budget for 1951. On the other hand, the city is inclined to the belief that the state should pay the entire cost because it is now issuing permits for truck-hauling of logs which cross the highway at this point. He recommended that nothing further be done with reference to this installation until the city agrees to pay its proportionate share of the cost involved. The Commission approved the recommendation unanimously.

The Engineer requested authority to enter into an agreement with Gas Heat, Inc., Salem, for the rental of one 575-gallon propane tank and one krug hand-pump with accessories, for a period of not to exceed six months, as a trial to determine the practicability of using propane gas for heating asphalt. He gave as his opinion that this method of heating asphalt is better and cheaper than the system now in use, and he recommended that the Commission authorize the renting of this equipment, which he said can be secured at the rate of $4.00 per month, with the idea of purchasing it later on if it proves to be satisfactory. The Commission approved the request unanimously. (A lease agreement with Gas Heat, Inc., covering the matter was signed by the Commission on the following day.)

Pursuant to previous instructions from the Commission, the Engineer reported on his investigations of sites for the construction of restroom facilities at Depoe Bay. He gave as his feeling that the best location for the restrooms is on the seaward side of the stone wall on the west side of the highway, where the top of the restrooms could be constructed flush with the top of the ground so as to maintain an unobstructed view of the ocean from the highway. He estimated the total capital investment involved at $18,000 and the annual maintenance operation cost at about $1,500. Commissioner McIver stated that he recently inspected this place in company with the State Parks Superintendent and that it is his opinion that this spot is and probably always will be one of the most interesting along the coast, and a very important place as a tourist attraction. He pointed out that the federal government is spending a lot of money improving the port facilities at this place, and he gave as his feeling that the people of this community should provide public facilities at their own expense. He also pointed out that at certain times high water from the ocean covers the location proposed for the restrooms, which feature, together with the high cost involved for construction and maintenance, are against the facility as a state proposition. In fact, he said, it would be a shame to desecrate the area with an installation of this kind. Chairman Chandler expressed himself similarly, adding that he personally is not in favor of the state's constructing the facilities. The Commission decided unanimously to postpone indefinitely further consideration of the restrooms.

In this connection the Engineer also reported on his investigations of the request of Mrs. Beulah Moore for public access to her premises through a stone wall on the west side of the highway, near the north end of the Depoe Bay Bridge. The Engineer stated that there are no objections from the highway

standpoint to allowing Mrs. Moore a connection from the present landing under the bridge, where a passageway has been provided for pedestrians to cross under the roadway at the bridge structure. He pointed out that it will be necessary for Mrs. Moore to build a reinforced concrete slab walk from the bridge to the rock bank on her property in accordance with the design of the State Highway Department, and he suggested, if the Commission allows Mrs. Moore to have this connection, that she be required to maintain the facility in perpetuity. The State Parks Superintendent who was present remarked that the construction of a restaurant building on Mrs. Moore's property, as she proposes, would obstruct the ocean view, and would be decidedly adverse to the best interests of the adjacent park. As a result of discussion the Commission decided that another attempt should be made to purchase Mrs. Moore's property. Accordingly, the Chief Counsel was authorized and instructed to carry on negotiations for it.

The Commission discussed with the Engineer matters concerning which delegations are scheduled to appear on the following day, as follows:

1. Request of Parkrose Chamber of Commerce for widening Sandy Boulevard (US30): The Commission decided to postpone action on this matter pending re-inspection of the project by Commissioner McIver.

2. Request of the Philomath City Council for widening the pavement of the Corvallis-Newport Highway full width between curbs through this town: The Engineer estimated the cost of the work at $40,000. The Commission took no action.

3. State Parks Superintendent and State Forester, re disposition of excess waysides along the Sunset and Wilson River Highways: The State Parks Superintendent explained that in the acquisition of some of the right of way for these highways, large tracts were acquired, resulting in the State Highway Department's owning considerably wider right of way than is absolutely necessary. He further stated that the State Forester wishes the Highway Commission to deed to the Forestry Department the excess acreage, which he proposes to reforest; and if the Highway Commission will grant his request, the Forestry Department will deed to the Highway Commission acreage that is needed in connection with Short Sand Beach State Park. He said that no cash outlay is involved, and he recommended the exchange. The Commission deferred a decision pending a discussion of the matter with the State Forester.

4. Request of the Moreland Commercial Club, Portland, for traffic controls on southeast McLoughlin Boulevard (US99E) Portland: The Engineer explained details and recommended approval of an arrangement with the City of Portland for the signalization of this highway on a fifty-fifty cost basis. The Commission deferred a decision pending a discussion of the matter with the delegation.

5. Request of the Southern Oregon Sugar Pine Corporation for permission to operate trucking equipment having four-wheel trailers and an overall length of 56 feet on the Tiller-Trail and Crater Lake Highways from Tiller to White City, near Medford: The Engineer explained details and recommended that the Commission join with the company on a fifty-fifty basis in the widening of the Tiller-Trail Highway so that loads of

such size may be transported over it with safety. He estimated the total cost of the work at $15,000, of which the state's share would consist of paying the cost of furnishing two or three trucks for hauling and fifty percent of the expense of flagmen. The Commission approved the recommendation. (For details see copy of Engineer's written report dated July 6, 1950, in general files.)

6. Roger L. Dick, Attorney, The Dalles, in behalf of residents of the City of Boardman regarding plans of the Commission to reroute the Old Oregon Trail through the Boardman district: The Engineer reported that the survey for this improvement, extending from Heppner Junction to Boardman, has been completed. He exhibited a map showing three alternate locations and explained details in connection with each. He recommended adoption of the center alternate location, colored blue on the map, with a connecting road between the Boardman-Stanfield Highway and the existing Columbia River Highway at Coyote overcrossing so as to eliminate the sharp turn in the present highway at the latter mentioned point. He requested the Commission's approval of the survey as recommended, and authority for the Right of Way Department to carry on negotiations for acquisition of needed right of way. As a result of careful consideration the Commission by unanimous vote approved the survey as recommended. The Chief Counsel was authorized to negotiate immediately for needed right of way, and the Engineer was authorized to advertise the project for bids as soon as right of way matters have been clarified, the understanding being that construction shall start at the Boardman end of the section and extend westerly as far as it is possible to go with the $590,000 which has been budgeted for this purpose.

In this connection the Engineer also reported that the survey for the location of the Mehama-Mill City Section of the North Santiam Highway in Marion County, is completed. He exhibited a map showing the located alignment and he explained details in connection therewith. He asked the Commission to approve the survey and to authorize the Right of Way Department to negotiate for the needed right of way. After careful consideration, the Commission by unanimous vote adopted this survey as recommended by the Engineer. The Chief Counsel was authorized to negotiate immediately for right of way. The Engineer was authorized to advertise for bids when right of way matters have been clarified. The attached resolution, marked EXHIBIT "C", approving both surveys as reported by the Engineer, which resolution by this reference is made a part hereof with like effect as thou h extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Commission discussed with the Engineer the bids received at the 2:00 p.m. opening for highway construction, and at 5:00 p.m. Chairman Chandler publicly announced the Commission's decision with respect to each project, as follows, the action of the Commission being by unanimous vote:

"Construction of the 12th Avenue Bridge in the city of Seaside, Clatsop County. The Commission received nine bids on this project, the low one being that of Lindstrom Bros., Inc., Portland, at

$33,205. The Commission has awarded the contract to Lindstrom Bros., Inc., at their bid price.

"2.10 miles of grading and paving on the Chrome Plant-Cedar Point Section of the Oregon Coast Highway north of Coquille, Coos County. E. L. Gates & Co., Inc., Medford, was the low bidder on this job at $379,324. There were five higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to E. L. Gates & Co., low bidder, when certain conditions have been satisfied.

"Construction of a maintenance building at Prospect on the Crater Lake Highway, Jackson County. R. H. Jones, Hillsboro, submitted the low bid for this project at $11,897. The Commission received four higher bids. The contract has been awarded to R. H. Jones at his bid price.

"Pavement widening and resurfacing on the Ashland Undercrossing Section of the Pacific Highway, Jackson County. The Commission received three bids on this job, the low one being that of Valley Concrete Co., Independence, at $26,213. The Commission has accepted the bid and awarded the contract to the low bidder, Valley Concrete Co. at its bid price.

"Construction of a latrine in Neptune State Park on the Oregon Coast Highway south of Yachats, Lane County. Robert C. Wilson, Corvallis, submitted the low bid for this project, at $3,220. There were three higher bids. The Commission has awarded the contract to the low bidder, Robert C. Wilson, at his bid price.

"Rock Production Project on the North Santiam Secondary and Santiam Highways, about 80 miles east of Albany, Linn and Jefferson Counties. The Commission received two bids on this project, the low one being that of A. H. Saxton & Sons, Corvallis, at $20,580. Grover C. Pomeroy & C. R. Badger, Salem, submitted the other bid at $23,275. The Commission has awarded the contract to the low bidder, A. H. Saxton & Sons at their bid price.

"Construction of a dwelling at the Blue Mountain or Basque Patrol Station on the I.O.N. Highway, Malheur County. Wm. B. Hickey, Burns, submitted the low bid on this job, at $6,964. There were three higher bids. The contract has been awarded to Wm. B. Hickey at his bid price.

"13.2 miles of bituminous pavement seal on the Crown Point-Dodson Section of the Crown Point Secondary Highway (old Columbia River Highway) Multnomah County. The low bid for this work was submitted by D-H Paving Co., Vancouver, Washington, at $7,350. There were three higher bids. The Commission has awarded the contract to D-H Paving Company at its bid price.

"Construction of the "Yach" Bridge over Little Nestucca River on the Little Nestucca Highway, Tillamook County. The Commission received eight bids on this project, the low one being that of Wall & Son, Portland, at $25,660. The contract has been awarded to the low bidder, Wall & Son, at their bid price.

"Recoiling project in Division No. 4-A on four state highways in the vicinity of Hood River, The Dalles, Maupin and Wasco in Wasco, Hood River and Sherman Counties. Babler Bros., Inc., Portland, was the low bidder on this project, at $47,611.60. Six higher bids were received. The Commission has awarded the contract to the low bidder, Babler Bros., Inc., at their bid price."

The meeting adjourned at 5:05 p.m. to reconvene the following morning in the same room.

Portland, Oregon
July 11, 1950

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben. R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

At 9:00 a.m. bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which Chairman Chandler announced that the award of contracts would be made at 4:00 p.m. in the same room.

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

CITY OF REDMOND, 5th STREET SECTION

	Using Metal Sewer Pipe	Using Concrete Sewer Pipe
F. L. Somers, Klamath Falls	$ 139,905.00	$ 133,730.00
Porter W. Yett, Portland	142,328.50	139,295.00
T. W. Thomas, Portland	- - -	149,944.00
Rogers Constr. Co., Portland	155,180.00	151,925.00
E. C. Hall Co., Portland	159,705.00	- - -
K. F. Jacobsen & Co., Inc., Portland *	- - -	162,354.00

* Bidder will accept award of only two projects.

CITY OF OAKLAND IN DOUGLAS COUNTY

LOCUST STREET SECTION

No bids received.

CITY OF YONCALLA IN DOUGLAS COUNTY

"B" STREET SECTION

No bids received.

JOHN DAY HIGHWAY IN GRANT COUNTY

MT. VERNON-PRAIRIE CITY ROCK PRODUCTION PROJECT

E. H. Itschner, Molalla	$ 18,980.00
Barney B. Helser, Portland	20,002.00
M. C. Lininger & Sons, Medford	20,294.00

KIMBERLY-LONG CREEK HIGHWAY IN GRANT COUNTY

HAMILTON HILL SECTION

E. H. Itschner Co., Molalla	67,708.00
O. C. Yocom Co., McMinnville	68,267.50
Rush Constr. Co., Enterprise	71,818.00
E. C. Hall Co., Portland	73,566.00
Rogers Constr. Co., Portland	75,668.00
Newport Constr. Co., Portland	77,240.00

CITY OF EAGLE POINT IN JACKSON COUNTY

WEST MAIN STREET SECTION

Valley Concrete Co., Independence	12,900.00
Central Heating Co., Eugene	15,120.00

WILLAMETTE HIGHWAY IN LANE COUNTY

MERIDIAN DAM DETOURS SECTION

	Using Asphalt	Using Tar
Roy L. Houck & Son, Salem	$ 69,549.00	$ - - -
Leonard & Slate, Ore.Ltd., & E. C. Hall Co., Portland	77,913.00	- - -

SILETZ-LOGSDEN COUNTY ROAD IN LINCOLN COUNTY

SILETZ-BENTILLA CREEK SECTION

Groesbeck & Hickson, Eugene	*	$ 112,326.00
Floyd Grahm Constr. Co., Lenanon	*	123,730.50
Ramsey Constr. Co., Corvallis		134,037.00

(Cont.)

Siletz-Bentilla Creek Section (Cont.)

Stevenson Constr. Co., Salem		$ 136,090.00
C. J. Eldon, Portland	**	162,184.00

* Bidder will accept only one project
** Bidder will accept only two projects

ALBANY-LYONS SECONDARY HIGHWAY IN LINN COUNTY

SCIO-THOMAS CREEK AND SCIO SECTIONS

		Using Asphalt	Using Tar
K. F. Jacobsen Co., Portland	*	$ 152,109.00	$ - - -
Porter W. Yett, Portland		152,650.50	- - -
Warren Northwest Inc., Portland		167,916.50	167,804.50
A. H. Saxton & Sons, Corvallis		178,542.00	- - -

* Bidder will accept only two projects

CITY OF BROWNSVILLE IN LINN COUNTY

KIRK AVENUE SECTION

Porter W. Yett, Portland	23,300.00
Warren Northwest, Inc., Portland	26,837.50

CITY OF HARRISBURG IN LINN COUNTY

7th STREET SECTION

Harrisburg Sand & Gravel Co., Harrisburg	5,619.78

I. O. N. HIGHWAY IN MALHEUR COUNTY

TUDOR RANCH-McDERMITT SECTION

J. C. Compton Co., McMinnville	24,633.50
Russell Olson Constr. Co., Pendleton	25,928.30
D-H Paving Co., Vancouver, Wn.	29,387.00

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

ONTARIO-NYSSA SECTION

Rogers Constr. Co. & Babler Bros., Inc., Portland	229,812.00
Parker-Schram Co., Portland	236,893.10
Porter W. Yett, Portland	242,070.00
C. E. Loseberg, Nyssa	248,130.80

CITY OF SALEM IN MARION COUNTY

PINE, COMMERCIAL AND LIBERTY STREETS

(Cont.)

Pine, Commercial and Liberty Streets in Salem (Cont.)

	Using Asphalt	Using Tar
Warren Northwest Inc., Portland	$ 215,080.00	$ 215,048.00
K. F. Jacobsen & Co., Portland *	221,076.00	- - -
Roy L. Houck & Son, Salem	236,871.00	- - -
J. C. Compton Co., McMinnville	244,815.00	- - -

* Bidder will accept award of only two projects.

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

GARIBALDI SECTION

Warren Northwest Inc., Portland	$ 51,848.30
Rich & Sons Nursery, Hillsboro	53,652.50
Acme Constr. Co., Eugene	54,880.00

MANZANITA-WHEELER COUNTY ROAD (OREGON COAST HIGHWAY) IN TILLAMOOK COUNTY

WEST NEHALEM SECTION

	Using Asphalt	Using Tar
Stevenson Constr. Co., Salem	$ 38,717.00	$ - - -
C. J. Eldon, Portland	40,924.00	- - -
Leonard & Slate, Ore.Ltd., Portland	47,209.00	- - -
Byers Bros., Astoria	47,333.33	- - -
G. D. Dennis & Sons, Portland	49,497.00	- - -
Rex C. Ayres Constr. Co., Portland	51,120.00	51,210.00
Heavy Hauling Co., Astoria	56,675.50	- - -
J. M. Purcell Constr. Co., Beaverton	61,560.00	- - -

CITY OF HELIX IN UMATILLA COUNTY

COLUMBIA STREET SECTION

Newport Constr. Co., Portland	14,904.00
Russell Olson Constr. Co., Pendleton	15,704.00
Morrison & Fisher, Walla Walla, Wn.	25,602.50

STARKEY SECONDARY HIGHWAY IN UNION COUNTY

HILGARD JUNCTION-RED BRIDGE SECTION

Groesbeck & Hickson, Eugene *	71,004.50
M. L. & C. R. O'Neil & Geo. E. Berry, Creswell	73,061.50
James S. Trummell, Nyssa	75,521.20
J. M. Purcell Constr. Co., Beaverton	78,710.00
Durbin Bros., Eugene	81,838.00
Darby & Foster, Roseburg	85,392.00
Natt McDougall Co., Portland	87,591.50
Stevenson Constr. Co., Salem	90,175.00

(Cont.)

Hilgard Junction-Red Bridge Section (Cont.)

Newport Constr. Co., Portland		$ 93,398.00
Norquist Bros., Sweet Home		97,739.50
Allen E. Sackett, Hood River		99,549.00
Parker-Schram Co., Portland		108,956.50
C. J. Eldon, Portland	**	123,358.00
Floyd Grahm Constr. Co., Lebanon	*	126,518.00

* Bidder will accept only one project
** Bidder will accept only two projects

CITY OF ENTERPRISE IN WALLOWA COUNTY

HIGHWAY (WALLOWA LAKE HIGHWAY) AND CITY STREETS (PARK & ALAMO) PROJECT

Russell Olson Constr. Co., Pendleton		34,850.00
Rush Constr. Co., Enterprise	*	50,480.00
Arthur Simonsen, Baker		53,128.50

* Bidder wil make lump sum reduction of $100 if also awarded Joseph Section.

CITY OF JOSEPH IN WALLOWA COUNTY

JOSEPH-WALLOWA LAKE SECDY. HWY. AND McCULLY AVENUE & ALDER STREET PROJECT

Rush Constr. Co., Enterprise	48,442.00

CITY OF BEAVERTON IN WASHINGTON COUNTY

BROADWAY AVENUE SECTION

Parker-Schram Co., Portland	8,896.50
Porter W. Yett, Portland	9,906.50
Rich and Sons Nursery, Hillsboro	11,172.00

CITY OF AMITY IN YAMHILL COUNTY

WOODSON AND OAK STREETS SECTION

O. C. Yocom Co., McMinnville	19,197.00
Warren Northwest Inc., Portland	21,610.00

Mr. H. E. Nordlund, Safety Engineer for the General Casualty Company, appeared before the Commission concerning employment of a full-time safety engineer for the State Highway Department. He pointed out that the General Casualty Company is now entering its second year as carrier of equipment accident insurance for the State of Oregon and that during the past year the insurance company has employed three full-time engineers to work with the various state agencies, including highway engineers, foremen and equipment

operators, in an educational program to prevent accidents. He said that fine cooperation has been received from the various employes contacted and much good has been accomplished, including a reduction of $20,000 in premium expense. The insurance company representatives, however, not being employed by the Highway Department, lack authority to place any definite program into effect. He gave as his feeling that the Highway Department would receive further benefits and premium reductions were the Commission to employ a full-time safety engineer, and he so recommended. The matter was discussed at some length but no action was taken. Following Mr. Nordlund's departure, the discussion was resumed and as a result thereof the Engineer was instructed to prepare a report containing his recommendations on the employment of a safety engineer, and to include therein the names of qualified personnel.

A delegation representing the Mohawk Valley Improvement Association, Lane County, was present concerning the improvement of the Marcola County Road (FAS Highway No. 228). This group was headed by Mr. T. L. Elvins, President, and included Murry Nedean, Claude Downing, Russell Campbell and Henry Page, officers of the Association, all of Mohawk. Mr. Elvins was spokesman. He stated that the Marcola Road is in very bad condition and that they were promised its improvement by a member of the Lane County Court who stated that such improvement would be financed with some of the first federal aid funds allotted to Lane County. He urged the Commission to proceed with the improvement, not on the present alignment, but in a new location that would coincide with a proposed highway extending northerly from the Willamette Highway at Goshen through Marcola, Holley, Stayton, Woodburn and on to Kelso, Washington. He exhibited a map showing the route of the proposed road and advised that their purpose is to secure a good road that can be traveled during their lifetime. He suggested that it be constructed as a toll road, if necessary. The group was informed by Chairman Chandler that the State Highway Commission has made no promise whatsoever, or indication to the Lane County Court that it would build the Marcola Road. According to the Engineer's estimate, he said, it would take about $500,000 to finance the work, which is entirely too costly for the Highway Commission to handle at the present time. He pointed out that the road is a county road under the jurisdiction of the county court, although it has been designated as a Federal Aid Secondary Highway and is eligible for federal funds, but it is not in the current construction program and indications are that its improvement is for a long time in the future, in view of which the Commission can make no promises now. As to Mr. Elvin's suggestion that the road be constructed as a toll road, Chairman Chandler advised that the Commission is opposed to toll road construction. This concluded the conference.

A delegation representing the Parkrose Chamber of Commerce and consisting of Harry H. Pearce, Director; Cliff Curry, Secretary; Robert A. Freeman, Treasurer, and Harry Cosgrove and W. M. Bowerman, members, appeared before the Commission regarding the improvement of Sandy Boulevard (US30) from the end of the presently improved section at 108th Avenue to Troutdale. Mr. Pearce headed the group. He particularly urged construction of a four-lane highway between 108th Avenue and 122nd Avenue, the existing highway being, in his estimation, entirely inadequate to handle present-day traffic, and much less able to handle the traffic there will be when heavy production is resumed at the Aluminum Plant near Troutdale. The group was informed by Chairman Chandler that as a result of this delegation's previous appearance before the Commission the

Engineer was instructed to investigate the section between 108th Avenue and 122nd Avenue, including the installation of curbs, but nothing was said at the time about extending the improvement to Troutdale. To improve the section between 122nd Avenue and Fairview, he said, is a costly project which the Commission is financially unable to undertake -- the only improvement the Commission can consider now is the project that was previously requested. The Commission will, he added, bear such project in mind in formulating its next construction program, although no definite promise or commitment can be made at this time. He inquired whether or not the people of Parkrose will construct sidewalks along this section if the state constructs a full width pavement, and stated that the Commission must have assurance that the local people will construct the sidewalks if the Commission proceeds with this project. Mr. Pearce replied that from inquiries he has made, he believes the people will cooperate to that extent. The matter was discussed at considerable length, but the Commission made no promise or commitment with respect to the project, other than to state that it will be given consideration in the formulation of the next construction program.

Mr. Freeman asked for the oiling of the shoulders along this highway between 108th and 122nd Avenues, and the cleaning out of debris that was left in the drainage ditches by the state's contractor, and from last winter's storms. The matter was referred by the Commission to the Engineer to investigate.

Following departure of the group, the Commission decided to make a personal inspection of the premises before making a definite decision.

The meeting recessed at 12:15 p.m. and reconvened at 1:30 p.m. with the same persons present and participating.

The following persons representing the City Council of the City of Philomath were present and urged the widening of the pavement on the Corvallis-Newport Highway, full width between curbs, through their city: Hon. Clifford Gee, Mayor, and Councilmen Gordon T. Larson, R. E. Scott and Pete Baker. Mr. Gee was spokesman for the group. He urged this improvement from the standpoint of traffic volume and gave figures showing the volume of traffic that passed over this street during the period 4:00 p.m. to 8:00 p.m. on July 10, as follows: passenger cars, 1,334; commercial vehicles, 430; loaded logging trucks, 130. Mr. Gee also stated that the city has under contemplation the construction of a sewer system next year, which will be installed along the edge of the present highway pavement. He urged the improvement of the highway, including drainage and construction of curbs, immediately following their sewer pipe installations. He also said that if it would be of any help to the Commission, three blocks of the proposed improvement could be done now without interfering with their plans for the sewer installation. As a result of discussion, the Engineer was instructed by the Commission to study the project and report his findings.

Mrs. Marion Y. Malston, Manager, Allen's Press Clipping Bureau, Portland, was present and asked the Commission to reconsider its previous action discontinuing the services of their bureau. The Commission indicated that it does not care to continue this service, but informed Mrs. Malston that the matter would be discussed.

Mr. S. H. Boardman, State Parks Superintendent, and George Spaur, State Forester, Salem, appeared before the Commission concerning a proposed exchange of excess wayside areas along the Sunset Highway and the Wilson River Highway, for timber areas adjacent to Short Sand Beach State Park. Mr. Boardman explained that the State Highway Department in connection with the acquisition of right of way for these two highways also acquired large acreages of burnt-over wayside land which is of no particular value for highway purposes, and that the State Forester desires to secure title to this acreage so he can rehabilitate it in connection with other reforestation work that he now has underway in that vicinity. He said that there are about 2,230 acres of excess property along the Sunset Highway and 2,062 acres along the Wilson River Highway, in exchange for which the Forestry Department will deed to the State Highway Commission two timber tracts containing 156 acres of land, which are essential for the proper development of Short Sand Beach State Park, and can not be obtained in any other manner. He recommended approval of the exchange, subject to retention by the Highway Commission of a right of way 400 feet wide along both highways, and areas that contain materials that are needed for highway construction. Mr. Spaur confirmed the statements made by Mr. Boardman, and said that he has the money and the manpower immediately available to perform the reforestation work, which he will extend onto the highway right of way where possible, if the Commission so desires. The Parks Superintendent exhibited maps showing the location of the properties involved in the exchange.

As a result of discussion, the Commission unanimously approved the exchange of the areas outlined by the Parks Superintendent.

Mr. Boardman also presented for the Commission's consideration a proposal for the development of a state park along the Columbia River about five miles upstream from McNary Dam. He said that there are available at this location two tracts of government-owned land, one of which contains 22 acres located near what is known as Cold Springs, and that either one is suitable for recreational purposes. He also said that the Army Engineers have funds available for construction of roadways and water supply, and perhaps for partial development of the area, so the cost to the state will be very little. He recommended that a study be made with the view in mind of acquiring one of the tracts for the purpose intended. The Commission approved the recommendation unanimously.

The Parks Superintendent brought to the Commission's attention the desirability of acquiring additional land for the John Day Fossil Beds State Park on the John Day Highway in Grant and Wheeler Counties. He recalled that a few years ago negotiations were carried on for the acquisition of 886 acres of land from the owner, Mr. James Cant, but the matter was dropped due to a difference of opinion concerning the value of the property, Mr. Cant having demanded $5.00 per acre whereas the state could not justify more than $2.50 per acre. He advised that this area is the only place in the world where erosion has made visible earth formations dating back millions of years, and is of great importance from the geological standpoint. He recommended that authority be granted to renew the negotiations, and he advised that an amount has been included in the 1950 budget to acquire the property in the event a satisfactory settlement can be reached, and if the Commission approves. The Commission unanimously authorized the negotiations as requested. The Parks

Superintendent was instructed to report the results thereof at the next meeting of the Commission.

A delegation from Portland representing the Moreland Commercial Club and the East Moreland Community Club appeared before the Commission in the interests of an improved access to the Pacific Highway East (McLoughlin Boulevard) at the Bybee Avenue underpass in Portland. Included in the delegation were Messrs. W. J. Prendergast, E. E. Alford and William R. Coon representing the Moreland Commercial Club, and Messrs. William McAlister, Del Milne and Glenn McCarty representing the East Moreland Community Club. Mr. Prendergast was principle spokesman for the group. He declared that the present connection facility at this location is dangerous and entirely inadequate due to the extremely heavy traffic on the state highway which makes it almost impossible at times for city-bound traffic from Bybee Avenue to enter the highway, and for highway traffic from the south to enter Bybee Avenue at this point. He said that a number of accidents have already occurred at this intersection and he urged that some sort of traffic control be provided to prevent additional accidents. Mr. McCarty endorsed the remarks of Mr. Prendergast, particularly pointing out the hazards that obtain because of existing conditions.

In the discussion that followed, Mr. Prendergast stated that they brought this matter to the attention of the City Traffic Engineer, who disclaimed responsibility on the part of the city and declared that such responsibility lies entirely with the state. Chairman Chandler replied that it is as much the city's duty to provide proper traffic control along this thoroughfare as it is the state's duty. He also said that the Highway Commission is willing to join with the city in providing necessary traffic control along this highway if the city is willing to pay fifty percent of the costs involved, subject only to the recommendation of the Engineer, who, he said, might recommend allowing no traffic whatsoever to enter the highway at this point. He authorized the delegation to carry to the city officials a message to that effect. The Engineer was instructed to give the matter further study and to consult with the members of the delegation, particularly Mr. Prendergast, in connection therewith.

Mr. Elton V. Jackson, Manager, Southern Oregon Sugar Pine Corporation, Medford, was present and urged certain improvements to the Dead Horse Canyon Section of the Tiller Trail Secondary Highway No. 230, Douglas County, so that trucking equipment having four-wheel trailers and overall length of 56 feet can operate over this highway with safety. Chairman Chandler advised that the Commission on the previous day discussed this matter with the Engineer, and at that time authorized the improvements in conformity with the tentative arrangement that the Engineer has effected with the company to do certain widening work, estimated to cost about $15,000, on the basis that the company and the state will share the expense approximately equally. The Commission's approval, he said, was given with the understanding that the operation of such trucking equipment over this highway, after the work is completed, will be subject to and depend upon the results of a test run. Mr. Jackson expressed his approval of the arrangement and stated that he is ready to proceed with the work the following Monday. He was told to consult with Mr. W. W. Stiffler, 2nd Assistant State Highway Engineer, concerning details.

A delegation from the town of Boardman, Morrow County, representing the City Council and interested citizens was present regarding the proposed revision of the Old Oregon Trail through this town. The delegation was headed by Mr. Roger L. Dick, The Dalles, Attorney for the group, and included the following: Royal B. Rands, Mayor; Councilmen Dewey W. West, Jr. and R. A. Parker; Arthur Allen, citizen, and Newton P. Lesh, Assistant Secretary, Northwest Oil Company, Portland. Mr. Dick, who was spokesman for the group, gave as their understanding that the State Highway Commission proposes to reroute the Old Oregon Trail so that it will bypass the town of Boardman. He said that he does not know the reason why the change is being made, but he presumes that some emergency exists which he believes could be corrected if the Commission were fully cognizant of the effect that the change will have on the people of this town. He asked the Commission to give careful consideration, in its deliberation of this subject, to the financial losses the people of Boardman will suffer. Because, he said, the people rely on the state to protect them and their property. He asked the Commission to give due consideration to the problem from what he stated is the "human standpoint" as well as the practical standpoint, and he suggested that a satisfactory solution would be the widening of the existing highway rather that the relocation of the highway. He presented a brief in support of his oral arguments, signed by all members of the City Council, in which the following reasons were given for their request that the highway be retained and improved in its present location:

1. A change in the highway as proposed would require a very large expenditure of funds, which could be avoided by improvement of the present highway.

2. Were the highway changed as proposed, it would result in a diminution of the present safety factor on the highway as it is now located, because there are no crossroads within the area, except within the city limits of Boardman where a restricted speed zone has been designated.

3. The proposed change would destroy much of the scenic value of the highway.

4. The relocation of the highway as proposed would result in the economic destruction of the City of Boardman where several hundred thousand dollars' worth of private property would be rendered almost valueless.

Mr. Dick also presented a resolution adopted by the Boardman City Council requesting improvement of the highway at its present location. A resolution was also presented from the Morrow County Court proclaiming its desire to have the highway retained in the present position as being in the best interests, welfare and safety, not only of the citizens of Boardman but also of the general public which passes through Boardman. A petition by property owners of the city of Boardman requesting the retention of the present highway route and offering right of way along such route was also presented by Mr. Dick. In this connection he filed executed options secured from all the property owners within the city of Boardman whose property would be needed in connection with widening of the present highway. In further

support of their request, Mr. Dick presented an agreement signed by a number of citizens of Boardman whereby they guarantee contributions totalling $8,760 for the purchase of additional right of way in the city of Boardman if the Highway Commission will retain the highway in its present location.

Chairman Chandler complimented the group on its presentation. He advised that the Commission has given this matter very careful study for some time and has considered it from all standpoints. Moreover, surveys have been made of several routes, and it was only on the previous day that the Commission finally decided to adopt a revised route as recommended by the Engineer, which route bypasses the town of Boardman but provides for a convenient connection into the town. He also said that the Engineer has been authorized to prepare descriptions of the right of way and that the Right of Way Department has been authorized to acquire the right of way as soon as the descriptions are made available. As to the safety factor, he said that in the acquisition of right of way the Highway Commission will also acquire access rights, so traffic will be allowed to enter the highway only at designated points. This matter was discussed further, but the Commission made no change in the action taken on the previous day.

Mr. E. J. McAlear, lawyer, Hillsboro, came before the Commission regarding a proposed highway extending due east from Hillsboro along Baseline to a connection with the Sunset Highway near Portland. He particularly inquired whether or not the Commission has acted on a request presented by a Washington County delegation some time ago for a survey to determine the feasibility of such a road. He was informed by Chairman Chandler that the Commission on the previous day authorized the Engineer to make an economic study of the situation, and an expenditure of $1,500 for the purpose. Mr. McAlear thanked the Commission for its consideration.

Mr. J. R. Pierson, Eugene, was present regarding his previous request for an opening in the median strip on Franklin Boulevard (US99) at its intersection with Agate Street in Eugene to permit highway traffic to reverse direction at this point. He stated that pursuant to the Commission's previous instructions he contacted certain businessmen in Eugene who are interested in this matter, and was successful in ra'sing the sum of $540.00 to assist in financing the project, which is estimated to cost $2,425.00. He asked the Commission to accept this sum as payment in full on the part of the local people, and to proceed with the work. The Commission took the matter under advisement.

Following Mr. Pierson's departure, the Commission again discussed the matter and at that time unanimously accepted the $540.00 contribution as payment in full of the obligation of the local people. The Engineer was instructed to proceed with the work.

The Commission had under discussion the appointment of a State Parks Superintendent to fill the vacancy caused by the retirement of Mr. S. H. Boardman on July 1, 1950. It was recalled that two years ago at the request of Mr. Boardman, Mr. C. H. Armstrong, who had been an employe of the State Highway Department in an engineering capacity since 1919, was appointed as his

understudy, with the understanding that, if his services proved satisfactory, he would succeed Mr. Boardman as State Parks Superintendent upon Mr. Boardman's retirement. It was the feeling of the Commission that this decision should be carried out, whereupon a motion was made, duly seconded and carried unanimously that Mr. C. H. Armstrong be appointed State Parks Superintendent as of July 1, 1950, at a salary to be determined by Civil Service regulations.

In this connection the Commission also discussed the employment status of Mr. S. H. Boardman. It was the feeling of the Commission that Mr. Boardman's services should be retained in some capacity, if possible, because of his intimate knowledge of park matters in this state gathered through the many years that he served as Superintendent of State Parks. In view thereof, the Commission decided unanimously to retain Mr. Boardman as State Parks Consultant, subject to regulations of the State Retirement Board, which allows year oy year appointment with pay for 600 hours of work. Chairman Chandler conveyed such information to Mr. Boardman and informed him that the matter of his salary will be decided later.

The Chief Counsel brought up for discussion a proposed settlement of the controversy with Mr. Wade F. Palmer, who at one time did business in Eugene under the name "Golden Fir Lumber Company." He explained that in November, 1948, the Commission leased to Mr. Palmer a tract of state-owned land on which Mr. Palmer proposed to stockpile lumber, and under the terms of that agreement Mr. Palmer agreed to pay $400 annually as rent. He was also required to furnish the state a bond in the amount of $1,000 to guarantee payment of the rent and cleanup of the premises. Mr. Palmer, he said, became involved financially and neglected to pay the rental charge. Moreover, he has disposed of his property so he has nothing left to pay off his indebtedness to the state. He further explained that due to the circumstances, demand was made upon Mr. Palmer's bond for two years' rental ($800) but the company refused to pay it, indicating, however, that it will consider a compromise settlement. He suggested settlement for the amount of $400, with the understanding that the company either will clean up the premises or will pay the state $100 to do the work. The Commission unanimously approved such settlement.

The Commission discussed and upon recommendation of the Engineer unanimously denied a request from numerous citizens of the city of Pendleton, transmitted through the Pendleton City Council, for the reopening of the Southwest 20th Street grade crossing of the Union Pacific Railroad tracks in Pendleton.

A letter was presented from R. T. Tuttle, Road Committee Chairman, Associated Businessmen of the McKenzie Highway, urging improvement of the McKenzie Highway to take care of the increased traffic which he declared this road carries. The Engineer advised that the average through-traffic on this highway is approximately 400 vehicles per day, although it increases rapidly toward Springfield. At Blue River the average is 1,000 vehicles daily, and near Springfield it approximates 3,500 vehicles daily. He further stated that no survey of the highway has been made to determine the cost to reconstruct it, but other studies indicate that a modern two-lane standard highway with adequate surfacing cannot be built for less that $60,000 per mile, or about $2,700,000 for the 45-mile section between Springfield and Willamette National Forest Boundary. He gave as his belief that there are more critical sections

on the primary highway system which should be given consideration before the McKenzie Highway is improved. The Commission concurred in the viewpoint of the Engineer and accordingly denied the request.

A letter was presented from Robert N. Dove, Salem, pointing out that a dangerous condition exists at the Four Corners intersection on the North Santiam Highway east of Salem, and suggesting some means of traffic control at this point. The Engineer advised that this matter has been investigated by the Traffic Engineer, who reports that fourteen accidents have occurred at this intersection during the past four years, practically all of them the result of uncontrolled turning movements. The intersection, he said, is a very busy one, approximately 6,500 vehicles passing through it daily. He also said that the Traffic Engineer recommends as a correction of the condition, the installation of a flashing beacon which will flash red on the non-highway legs of the intersection and amber on the highway legs, with a green arrow which will allow right-turn movements at all times. He estimated the cost of the installation at $264.00 and recommended approval of the expenditure. The Commission approved the recommendation unanimously.

A letter from the Baker County Chamber of Commerce requesting early improvement of the Haines-Anthony Lakes Secondary Highway, was presented. The Engineer stated that this highway is 12.6 miles in length and is surfaced with intermittent sections of gravel and/or decomposed granite. Also, that the road is difficult to travel during the winter months and is dusty and becomes corrugated during the dry season. He estimated at approximately $250,000 the cost to provide an oil surface highway that meets modern standards.

In the discussion of this matter the Engineer pointed out that the tentative construction program for 1952-54 contains an item of $300,000 of federal secondary monies for the improvement of the Baker-Salisbury Section of the Baker-Unity Highway. He suggested that the people of Baker might prefer improvement of the Haines-Anthony Lakes Highway, and, if so, the Commission might consider such project in lieu of the other. The Commission deferred a decision in the matter pending inspection of the highway on its trip through Eastern Oregon later in the month.

The Engineer brought up for discussion a request from the U. S. Army Engineers that the state, in its call for bids for the oiling of a 1.39 mile section of the Willamette Highway around Meridian Dam (bids opened at this letting), include the surfacing and oiling of detours at the expense of the government. He said that there are 2.69 miles of detours involved, of which the estimated surfacing cost is $39,000, and he advised that the Army Engineers have agreed in writing to reimburse the state for the actual cost of the work, plus ten percent for engineering and contingencies. He recommended approval of the request. The Commission approved the recommendation unanimously.

A petition was presented bearing the signatures of 752 residents of the town of Dexter and other nearby cities and towns in Lane County, requesting modification and improvement of the proposed means of access which will be made to and from the Willamette Highway east and west from the town of Dexter. The Engineer advised that this matter has been investigated, and the facts disclose the following:

1. That the access between the new and old highways, west of Dexter, which is now only 17 feet wide, should be widened to a surface width of 22 feet.

2. That the connection between the old and new highways east of Dexter should also be widened, and provision made for separation of traffic on the old road as traffic leaves and enters.

3. That the petitioners' request that all approach roads be widened to at least 30 feet is not justified, particularly in view of the fact that the surfacing on the main highway is only 24 feet wide.

4. In addition to the improvements requested in the petition, he said, the people of Dexter have asked for the lowering of a culvert under the old highway, and that this old highway be repaired before it is turned over to the county for maintenance. He gave as his feeling that the culvert should be lowered, if the town of Dexter will improve the outlet and inlet ditches, and that the old highway should be patched before it is turned back fo the county.

He recommended approval of the improvements as outlined above, which he estimated would cost about $1,000. The Commssion approved the recommendation unanimously.

The Engineer presented for the Commission's consideration a compromise settlement of the claim of Contractor Del R. Beebe for extra compensation arising out of the construction of the Delmar-Coaledo Section of the Oregon Coast Highway, Coos County. The Engineer stated that Mr. Beebe's original claim in the amount of $64,674 was for a line revision to avoid displacing the Southern Pacific Railroad, resulting in an increase of 103,600 yards of excavation, a considerable amount of which was in rocky material. The claim, he said, was entirely out of reason when compared with the overall cost, but a careful analysis reveals that the payment of $19,684 is justified, and Mr. Beebe has agreed to accept said sum as payment in full. He recommended approval of such settlement. The Commission approved the recommendation unanimously.

The Commission had under discussion a request from the City of Warrenton for an extension of the present highway contract at this place to include certain construction to eliminate a hazardous condition that exists on the adjoining section. The Engineer advised that this matter has been investigated and it has been determined that the present improvement should be extended about one-quarter of a mile. He estimated the cost of the additional improvement at $7,000 and recommended approval of the work, and that he be authorized to advertise the project for bids to be received at the August meeting of the Commission, in view of the fact that it is illegal to extend an existing contract. The Commission approved the recommendation and so ordered.

A petition was presented from residents and property owners along the Elkton-Sutherlin Secondary Highway requesting the oiling of a portion of such highway extending from its junction with US99 south of Sutherlin to its junction with the Umpqua County Road. The Engineer stated that this road is quite dusty during the summer season, and is also unstable during the winter; that

it has never been improved, and is not in a satisfactory condition to receive an oil treatment. He recommended that no attempt be made to oil the existing road until funds are available to reconstruct it properly. The Commission approved the recommendation, and agreed to give the project consideration in the formulation of future construction programs.

The Engineer reported a request from the Hood River County Court for the replacement of the Dee Bridge over the middle fork of Hood River, as a Federal Aid Secondary Highway project. He advised that the existing bridge is a 126-foot timber span structure, built in 1917, and now is in a bad state of repair. In fact, the truss is in such condition that it is being retained in service only by reason of temporary repairs, and the structure is in danger of failing at any time. He estimated the cost to replace the bridge at $40,000, and recommended that the project be given serious consideration by the Commission in the formulation of its next construction program. The Commission deferred a decision in the matter pending personal inspection of the bridge during the progress of its Eastern Oregon trip later in the month.

The Commission unanimously confirmed verbal authority given the Engineer on June 29, 1950, to spend $40,000 for the widening of eleven curves on the Oregon Coast Highway between Buena Vista Park, a short distance south of Gold Beach, and Carpenterville. This work, which is necessary to permit operation of truck and full trailer equipment having an overall length of 60 feet, is to be done as a minor betterment project.

The Engineer requested authority to spend $8,500 of state highway funds to widen the Union Creek Bridge on the Crater Lake Highway, in Jackson County. He explained that the existing bridge is only 20 feet wide, and is entirely too narrow to accommodate vehicular traffic and pedestrians at the same time with safety. He recalled that a number of years ago a footbridge was constructed adjacent to this highway structure, but this has now decayed to the extent that it is unsafe and has been blocked off to pedestrian use. The proposed widening, he said, will include the widening of the vehicular roadway, and the construction of a sidewalk on each side. He recommended approval of the expenditure because of the large volume of pedestrian traffic that crosses this structure during the recreational season. The Commission approved the expenditure unanimously.

The Engineer presented a list of sixty-seven cities and towns which have fulfilled the legal requirements for the expenditure of State Tax Street Funds accruing to them during the last six months' period of 1949. He said that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory, and he recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and approved a proposed agreement with the City of Redmond providing for a one-way street plan for state highway traffic on The Dalles-California Highway. By this agreement Sixth Street is designated a one-way street for southbound traffic, and Fifth Street is

designated a one-way street for northbound traffic. The agreement also provides that the state shall do certain things, including construction of the Fifth Street route, and that the city shall do certain things. (The agreement was signed by the Commission later in the session.)

In this connection the Engineer advised that when the plans for the Redmond project were prepared it was not contemplated that curbs or sidewalks would be constructed along the northerly portion of the Fifth Street route where there is no existing development. The city now advises, however, that it plans to construct sidewalks throughout the entire length of the project this year, and has requested that the construction of curbs be included in the Highway Commission's contract. He estimated the cost of the curb construction at approximately $10,000 and recommended approval of the expenditure. The Commission approved the recommendation unanimously, and authorized a $10,000 increase in the project authorization.

The Commission considered and approved an agreement with the City of Amity providing for the improvement of certain city streets as a Special State Tax Street Fund Project. (The agreement was signed later in the session.)

The Commission also discussed a proposed agreement with the City of Helix, covering the improvement of Columbia Street in that town as a Special State Tax Street Fund Project. The agreement provides that the state shall pay the entire cost, which was originally estimated at $14,500; however, a review of the bids received at this meeting reveals that the project will cost approximately $16,500. The Commission unanimously approved a maximum expenditure of $15,000 of state funds for this purpose and agreed to award the contract to the low bidder, Newport Construction Company, if the City of Helix will pay the costs over and above such sum. The matter was referred to the Engineer to ascertain the attitude of the city with respect thereto.

The Commission discussed a petition signed by approximately 250 residents of Tigard, Beaverton and vicinity, requesting the installation of automatic electric railroad signals at the grade crossing of the Southern Pacific Railroad and the Beaverton-Aurora Secondary Highway No. 141 at M.P. 2.55, Washington County. The Engineer advised that this matter has been investigated by the Traffic Engineer, who states that the sight distance at this crossing is not obstructed and gives as his opinion that speeding is the principle reason why accidents have occurred at this crossing during the past fifteen years. The Engineer also stated that he consulted with the Superintendent of the Southern Pacific Company, Mr. L. P. Hopkins, concerning the matter, and it is Mr. Hopkins' opinion that the installation of signals at this crossing would not result in any benefit to the Southern Pacific Company, so if the signal is installed it should be paid for by the county. The Engineer recommended that the request be denied insofar as the State Highway Department is concerned. The Commission approved the recommendation.

The Engineer reported that a check of the quantities in connection with the contract for the construction of the Luder Creek-Murphy Camp Section of the Umpqua Highway, Douglas County, indicates that the project authorization will overrun approximately $18,000, or 9.5 percent. The main reason for the

overrun, he said, is an increase in general excavation caused by "overbreak" and slides. He requested approval of an $18,000 increase in the project authorization for this job. The Commission approved the request.

The Engineer also requested authority to proceed with the preparation of a design for a proposed bridge over the Coquille River at a place known as Bullard's Ferry, near Bandon, in view of information received from County Judge L. D. Felsheim to the effect that Coos County has approved a bond issue to pay its share of the cost of this proposed structure, which was the condition imposed by the Highway Commission for the construction of the bridge. He estimated that it would cost about $8,000 to make the design. The Commission approved the expenditure.

The Engineer requested authority for an expenditure of $30,000 to finance construction of an equipment storage building and two cottages at the Flora Maintenance Headquarters on the Enterprise-Lewiston Highway. He said that the Highway Department has been renting quarters at this place on a month-to-month basis, but recently the owner of the building served notice that the building no longer would be available and that the property must be vacated before July 10, 1950, so it is necessary for the state to furnish its own buildings as there are no others available at this place. He explained that the estimated cost is distributed as follows:

Equipment storage building 32' x 52'	$13,500
Two cottages to house members of the maintenance crew - $7,000 each	14,000
Grading and surfacing grounds and supplying gas pump and septic tank	2,500
	$ 30,000

He advised that the 1950 budget contains an item of $15,000 for this purpose, so if the Commission approves the project it will be necessary to double the budgeted amount. He exhibited a floorplan of the proposed cottages. The Commission unanimously approved the request, subject to the review of the plans for the cottages by Commissioner McIver to whom they were referred with full power to act for the Commission. The Commission also authorized the transfer of $15,000 from the capital fund to the building fund in the maintenance account to take care of the extra expense.

The Engineer requested authority to enter into a contract agreement with General Construction Company to make wash-boring tests, as are necessary, to determine whether or not materials in the bed of the Columbia River are suitable for the construction of embankments in connection with the proposed improvement of the Columbia River Highway between Hood River and Mosier. He said that he has discussed this matter with the company, which has agreed to perform the work at a complete cost of $276 a day, plus $500 lump sum for towing their equipment to and from the job. He estimated that it would take approximately 15 days to do the work and that the total cost would be about $4,640. He presented for the Commission's consideration a form of agreement with the

company covering the matter. The Commission approved the arrangement unanimously and thereupon signed the agreement, which previously had been signed by the General Construction Company.

The Engineer reported that pursuant to authority previously given him by the Commission, he has awarded contracts as follows, bids for which were received by the Commission on April 24 and 25, and on May 26, 1950, the conditions of the awards having been satisfied:

Construction of Coos Bay (Fir Avenue-Ingersoll Avenue) Section of Oregon Coast Highway, Coos County. Bids received April 24, contract awarded May 26 to Coos Bay Dredging Company, low bidder.

Construction of Salisbury Junction-Poker Creek Section of the Sumpter Valley Secondary Highway, Baker County. Bids received April 25, contract awarded June 7 to Allen E. Sackett, low bidder.

Construction of Brookings-California State Line Section of Oregon Coast Highway, Curry County. Bids received May 26, contract awarded June 28 to Parker-Schram Company, low bidder.

Construction of the South Unit, Joseph-Wallowa Lake Section of the Joseph-Wallowa Lake Secondary Highway, Wallowa County. Bids received May 26, contract awarded June 8 to Durbin Bros., low bidder.

The Commission by unanimous vote confirmed such contract awards.

The Commission had under consideration the allocation of additional funds to finance construction of the Siletz-Logsden Road in Lincoln County from the end of the construction presently proposed, to the town of Logsden, which is the end of the designated Federal Aid Secondary Highway. The Engineer advised that the distance between Siletz and Logsden is 7.59 miles. He recalled that the Commission at this meeting opened bids for construction of the westerly four mile section, the low bid for the same being in the amount of $112,326, and he estimated the cost to complete the grading of the remaining section, 3.59 miles in length, at $95,000, including a small bridge across Scott Creek. He pointed out that there are not sufficient secondary highway funds available in the 1950-51 program in Division No. 2 to finance the additional project, in view of which he suggested that, if the Commission wants to go ahead with the work, the $95,000 be allocated from the first-year Federal Aid Secondary Funds in the Commission's next program, which funds he predicted should be available this fall. As a result of discussion of this matter, the Commission decided unanimously to reject the bid received today for the construction of the Siletz-Bentilla Creek Section, and to combine that project with the Bentilla Creek-Logsden Section so as to complete the two sections simultaneously in the next construction program. The Commission ordered that the funds set up for the Siletz-Bentilla Creek Project be held intact until the new federal monies are available.

A letter was presented from the County Court of Clatsop County requesting the elimination of a dangerous hazard which the court alleges exists on the lower Columbia River Highway in the vicinity of the Big Creek Logging

Company's railroad overcrossing. The Commission deferred a decision in this matter pending rendition by the Engineer of the results of a reconnaissance and economic survey of this highway, and others in Clatsop County, which survey is now being carried on.

There was presented for the Commission's consideration a form of a proposed agreement with James L. Payne, Architect, Salem, covering preparation by him of designs for highway department buildings, which agreement was authorized by the Commission at the previous meeting. It appeared to the Commission that the agreement had been prepared in conformity with the ideas expressed at such meeting, so the Commission approved it unanimously. (The agreement was signed later in the session.)

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

1. Erick Enquist, Contract No. 3077, for construction of Long Tom River Bridges on the Siuslaw Highway, Lane County, requested an additional extension of time from October 31, 1949 to April 23, 1950, within which to complete this job. He gave the following reason for failure to complete the project within the previously extended time limit: "To comply with the policy of the Highway Commission and the request by the Engineering Department." The Engineer advised that this job was completed within the previously extended time limit, except for some repainting of steel handrails and the removal of some forms. Moreover, the structures were open to traffic before the expiration of the extended time limit. He pointed out that the first extension of time was granted with the understanding that engineering costs incurred after August 31, 1949, were to be assessed against the contract. He recommended that the extension of time now requested be granted without additional penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. Leslie W. Stoker, Contract No. 3188, for construction of a reinforced concrete viaduct over the John Day River, and 0.56 mile of city street on the Prairie City (Bridge Street) Section in Grant County, requested an additional extension of time of 13 days, from April 30 to May 13, 1950, within which to complete this job. He alleged that he failed to complete the project within the previously extended time limit because of cold, damp weather. The Engineer advised that all work on this structure with the exception of painting of handrail and finishing of concrete surfaces was completed prior to November 30, 1949, the completion date specified in the contract; further, that the contractor was directed to discontinue the painting and surface finishing work until suitable weather obtained in the spring. Weather conditions were such, he said, that it was necessary to postpone the work again, so it was not completed until May 13, 1950. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

3. F. O. Laws, Contract No. 3268, for rock production on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and

Lincoln Counties, requested an extension of time of 20 days, from June 20 to July 20, 1950, within which to complete this job. He alleged that the reduced load limit placed by the Commission on this highway in the early spring did not permit him to transport his heavy equipment to the job, so he could not commence the work as soon as anticipated. The Engineer advised that the reason given by Mr. Laws for overrunning the time limit is correct. He further stated that the state has suffered no inconvenience by the delay, and he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

4. Jed Wilson, Contract No. 3254, for rock production on the Klaskanie Summit-Columbia County Line Section of the Nehalem Secondary Highway, Clatsop County, requested an extension of time of 30 days from June 30 to July 30, 1950, within which to complete this job. He gave the following reasons for overrunning the specified time limit: working on other state projects; adverse weather conditions which delayed completion of his obligations at Seaside; insufficient area on which to stockpile materials at the Jewell site, and his desire to dry-screen rock prior to crushing, which could not be done during wet weather. The Engineer advised that this contractor has been furnishing stockpile materials for the state under a purchase order, and his operations under the contract were delayed by reason thereof. He also said that the contractor's operations to a certain extent were handicapped by bad weather conditions. The delay, he added, has not inconvenienced the state nor increased engineering costs, in view of which he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. Fred Lemery, Contract No. 3259, for rock production on the Trail and Eagle Point Sections of the Crater Lake, Tiller-Trail and Little Butte Highways in Jackson County, requested an extension of time of 60 days from June 30, 1950, to August 30, 1950, within which to complete this project. He advised that he was unable to move his equipment onto the job until February 20, due to icy conditions of the highways, and for this reason was unable to complete the project within the specified time limit. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time is correct. Moreover, it was of advantage to the Highway Department not to have this heavy equipment moved on the highway. He also said that the state has suffered no inconvenience by reason of the overrun of time limit, in view of which he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. E. C. Swaggart, Contract No. 3207, for grading and oil mat surfacing on the Forest Boundary-Unity Junction Section of the John Day Highway, Baker County, requested an extension of time of 30 days, from July 31 to August 31, 1950, within which to complete this job. He stated that he was compelled to overrun the specified time limit because he could not work during the winter months, and the grading operations were held up by a long wet spring season. The Engineer stated that the state has not suffered any serious inconvenience by reason of the delay, except that it has incurred some extra engineering expense. He recommended that the extension of time as requested be granted, subject to the condition

that the contractor shall reimburse the state for the engineering charges from July 31, 1950, up to the date of completion of the job. The Commission approved the recommendation.

7. Rogers Construction Co., Contract No. 3082, for construction of bituminous macadam surfacing on the Troutdale-Dodson Section of the Columbia River Highway, Multnomah County, requested an extension of time of 229 days from October 31, 1949, to June 17, 1950, within which to complete this job. They stated that the project overran the time limit because they were instructed by the Assistant Division Engineer to discontinue crushing operations at Tunnel Point on August 13, 1949, and to set up a crushing plant at Coopey Quarry in May, 1950. The Engineer advised that the contractor had completed all bituminous macadam surfacing on the project within the specified time limit, and that the only work remaining was the stockpiling of maintenance materials. The traveling public, he said, has not been inconvenienced by the delay, neither has the state incurred any extra expense for engineering. He recommended in view thereof that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

8. R. & M. Construction Company, Contract No. 3273, for re-decking the Sandy River Bridge on the Columbia River Highway (old route), Multnomah County, requested an extension of time of 68 days, from June 30 to September 7, 1950, within which to complete this job. They gave as a reason for overrunning the time limit, a request from the State Bridge Engineer, Mr. G. S. Paxson, that construction on the project be postponed until after the smelt run in the Sandy River. The Engineer advised that this contract was scheduled for completion by June 30, 1950, and that the contractor normally would have started work early in the spring; however, the Fish and Game Commission requested that commencement of the work be postponed until after the smelt run in the Sandy River, which request was granted, and as a result thereof the work was delayed some 68 days. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

9. R. & M. Construction Company, Contract No. 3221, for construction of guardrail and sight posts on the Troutdale-Dodson Section of the Columbia River Highway, Multnomah County, requested an extension of time of 61 days, from June 15 to August 15, 1950, within which to complete this job. They attributed their failure to complete the project within the specified time limit to unfavorable weather conditions which did not allow necessary painting. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct. He further stated that the state has suffered no inconvenience by virtue of the delay, and for that reason it is his recommendation that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

The Commission in discussing the requests for extensions of time as listed above considered but did not necessarily adopt either the recommendations of the Engineer or the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that Contracts Nos. 2788, 2984, 3006, 3113, 3119, 3213, 3224, 3243, 3249, 3266, 3271, 3278, 3317, 3077, 3149, 3178, 3188, 3209, and 3298, for construction of state highway projects, have been completed according to the requirements of the contracts, or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Bids received at the morning session, for highway construction projects, were discussed with the Engineer by the Commission, and at 4:00 p.m. Chairman Chandler announced the Commission's decision with respect to each project, as follows, the action of the Commission being by unanimous vote:

"Grading and paving the 5th Street Section of The Dalles-California Highway in the city of Redmond, Deschutes County. F. L. Somers, Klamath Falls, was the low bidder for this job at $139,905, using metal sewer pipe, and $133,730, using concrete pipe. There were five higher bids. The bids have been referred to the Engineer with authority to award the contract to the low bidder, F. L. Somers, using concrete pipe, when certain conditions have been satisfied.

"0.31 mile of paving on Locust Street in the City of Oakland, Douglas County. The Commission received no bids for this project.

"Grading, surfacing and oiling on "B" Street in the city of Yoncalla, Douglas County. No bids were received for this project.

"Rock Production Project on the Mt. Vernon-Prairie City Section of the John Day Highway in Grant County. The Commission received three bids for this work, the low one being that of E. H. Itschner, Molalla, at $18,980. The Commission has referred the bids to the Engineer with authority to award the contract to E. H. Itschner, low bidder, when certain conditions have been satisfied.

"Surfacing and oiling the Hamilton Hill Section of the Kimberly-Long Creek Highway in Grant County. The low bid for this project was submitted by E. H. Itschner, Molalla, at $67,708. The Commission received five higher bids. The award of this contract has been made to the low bidder, E. H. Itschner, at his bid price.

"0.25 mile of paving on West Main Street in the City of Eagle Point, Jackson County. Valley Concrete Co., Independence, submitted the low bid on this job at $12,900. The next high and only other bid was submitted by Central Heating Co., Eugene, at $15,120. The Commission has awarded the contract to Valley Concrete Co. at its bid price.

"Surfacing and oiling the Meridian Dam Detours Section of the Willamette Highway, about 24 miles southeast of Eugene, Lane County. The Commission received only two bids for this work, the low one being that of Roy L. Houck & Son, Salem, at $68,549 using asphalt. Leonard & Slate, Ore. Ltd., submitted the only other bid, it being $77,913 using asphalt. Neither of the contractors submitted a bid based on the use of tar. The contract has been awarded to the low bidder, Roy L. Houck & Son, at their bid price.

"Grading and surfacing the Siletz-Bentilla Creek Section of the Siletz-Logsden County Road near Siletz, Lincoln County. Five bids were received for this project, the low one being that of Groesbeck & Hickson, Eugene, at $112,326. The Commission has rejected all the bids as being too high.

"Grading and paving the Scio-Thomas Creek and Scio Sections on the Albany-Lyons Secondary Highway near Scio; and on Main, North and West Streets in Scio, Linn County. K. F. Jacobsen Co., Portland, submitted the low bid for this project at $152,109 using asphalt. They submitted no bid based on the use of tar. The Commission received three higher bids. The contract has been awarded to the low bidder, K. F. Jacobsen Co., at their bid price using asphalt.

"0.59 mile of grading and paving on Kirk Avenue in the City of Brownsville, Linn County. The Commission received only two bids for this project, being those of Porter W. Yett, Portland, at $23,300, and Warren Northwest, Inc., Portland, at $26,837.50. The bids have been referred to the Engineer with authority to award the contract to the low bidder, Porter W. Yett, when certain conditions have been satisfied.

"Grading, surfacing and oiling on 7th Street in the City of Harrisburg, Linn County. Harrisburg Sand & Gravel Co., Harrisburg, submitted the only bid received for this project, at $5,619.78. The Commission has awarded the contract to the Harrisburg Sand & Gravel Co. at their bid price.

"Reoiling project on the Tudor Ranch-McDermitt Section of the I.O.N. Highway, Malheur County. Three bids were received for this job, the low one being that of J. C. Compton Co., McMinnville, at $24,633.50. The Commission has awarded the contract to the low bidder, J. C. Compton Co., at its bid price.

"Grade widening, paving and furnishing crushed materials in stockpile on the Ontario-Nyssa Section of the Old Oregon Trail Highway, Malheur County. The bid of Rogers Construction Co. & Babler Bros., Inc., Portland, was low on this job, being $229,812. The Commission received three higher bids. The contract has been awarded to Rogers Construction Co. & Babler Bros., Inc., low bidders, at their bid price.

"Grading and paving on Pine, Commercial and Liberty Streets in Salem, Marion County. Warren Northwest, Inc., Portland, submitted the low bid for this project at $215,080 using asphalt, and $215,048 based on

the use of tar. There were three higher bids. The Commission has awarded the contract to Warren Northwest, Inc. at its bid price based on the use of tar.

"Grade widening and paving the Garibaldi Section of the Oregon Coast Highway, Tillamook County. The Commission received three bids for this job, the low one being submitted by Warren Northwest, Inc., Portland, at $51,848.30. Award of this contract has been made to Warren Northwest, Inc., low bidder, at its bid price.

"0.45 mile of grading, surfacing and oiling on the West Nehalem Section of the Manzanita-Wheeler County Road (present route of the Oregon Coast Highway) Tillamook County. Stevenson Construction Co., Salem, submitted the low bid for this project at $38,717, based on the use of asphalt. They submitted no bid based on the use of tar. There were seven higher bids. The Commission has awarded the contract to Stevenson Construction Company, low bidder, at their bid price based on the use of asphalt.

"Grading, surfacing and oiling on Columbia Street in the city of Helix, about 16 miles northeast of Pendleton. Three bids were submitted for this work, the low one being that of Newport Construction Co., Portland, at $14,904. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Newport Construction Co., when certain conditions have been satisfied.

"Grading and roadbed topping on the Hilgard Junction-Red Bridge Section of the Starkey Secondary Highway in Union County. Groesbeck & Hickson, Eugene, submitted the low bid for this project at $71,004.50. They qualified their bid by stating that they would accept the award of only one project at this letting. The Commission received thirteen higher bids for this job. The contract has been awarded to Groesbeck & Hickson, low bidders, at their bid price.

"0.82 mile of grading, surfacing and oiling on the Wallowa Lake Highway and on Park and Alamo Streets in Enterprise, Wallowa County. Russell Olson Construction Company, Pendleton, submitted the low bid for this project at $34,850. There were two higher bids. The Commission has awarded the contract to Russell Olson Construction Company at its bid price.

"Grading, surfacing and oiling project on the Joseph-Wallowa Lake Secondary Highway and on McCully Avenue and Alder Street in Joseph, Wallowa County. Only one bid was submitted for this job, it being that of Rush Construction Company, Enterprise, at $48,442. The Commission has rejected the bid as being too high.

"0.23 mile of grading and paving on the Broadway Avenue Section of the Beaverton-Hillsdale Highway in the city of Beaverton, Washington County. Three bids were received for this project, the one of Parker-Schram Co., Portland, being low at $8,896.50. The Commission has awarded the contract to the low bidder, Parker-Schram Co., at its bid price.

"Grading and paving on Woodson and Oak Streets in the city of Amity, Yamhill County. The Commission received two bids on this project, that of O. C. Yocom Company, McMinnville, at $19,197, and that of Warren Northwest, Inc., Portland, at $21,610. The contract has been awarded to O. C. Yocom Company, low bidder, at its bid price."

A letter was presented from Arthur R. Kirkham, Vice President, K O I N, Portland, suggesting the development of picnic areas along US99E and US99W between Portland and Eugene, and along other arterial highways; also suggesting the erection of small signs pointing out to tourists special landscape features. Mr. Kirkham suggests also the need for development of viewpoints along certain highways, particularly mentioning the "rim rock" at Abert Lake on the Burns-Lakeview Highway. The Commission decided to give special attention to the things mentioned by Mr. Kirkham during the progress of its Eastern Oregon trip later in the month.

A letter was presented from the Baker County Chamber of Commerce Roads and Highways Committee requesting that the old route of the Old Oregon Trail between North Powder and La Grande be designated "US30 Alternate", and that appropriate signs be placed at each end of the new route of this highway. The Engineer pointed out that the designation of national highway routes is a function of the American Association of State Highway Officials, which he did not believe would approve such designation. He recommended that the request be denied. The Commission approved the recommendation.

Consideration was given by the Commission to the renewal of its subscription to the Highway Research Correlation Service for the fiscal year July 1, 1950 to June 30, 1951, at a cost of $1,898. The Engineer advised that this service is important, and of considerable value to the State Highway Department. He recommended that the subscription be renewed. The Commission approved the recommendation unanimously.

The Engineer presented for the Commission's consideration the type and description of the research project proposed to the Highway Research Board by the Committee on Highway Transport of the American Association of State Highway Officials, having to do with the effect of heavy axle loadings on existing pavements. He explained that the proposal is for this project to be sponsored jointly by all the State Highway Departments and be administered and directed by the Highway Research Board; also, it is expected that each State Highway Department will be asked to contribute $10,000 toward the financing of the project. He strongly recommended that the Oregon State Highway Department participate in this project. The Commission deferred a decision in this matter pending receipt of additional information from the Highway Research Board.

The Commission had under discussion the matter of extending its prior agreement with the City of Portland and the Secretary of State for a cooperative analysis of motor vehicle accidents. The Engineer recalled that the Commission, at its meeting on September 29, 1947, entered into the original agreement which expired December 31, 1949, although the participating parties have been operating under the provisions of that agreement since that expiration date. He further stated that the agreement provides that the state

and city police shall report accidents to the Secretary of State, who shall compile them and furnish copies of the compilation to the highway traffic engineer for further analysis. The City of Portland, he said, requires additional information, for which it has been paying the sum of $200 per month, but the proposal now is to get the City to increase its monthly payments to at least $300. He recommended that the agreement be renewed. The Commission approved the recommendation.

The Engineer reported that the State Speed Control Board on June 26, 1950, established a speed zone of 35 miles per hour on the westerly half of the Pacific Highway East within the corporate limits of Woodburn. The east city limits of Woodburn, he said, is common with the center line of the highway, so the action of the Speed Control Board, which has jurisdiction only within the city limits, has caused a peculiar situation -- the speed limit along the westerly half of the highway is 35 miles per hour, whereas a higher speed is allowed along the easterly half, which is outside of the city and under the control of the State Highway Commission. He recommended that the Commission take appropriate action to establish a 35 mile per hour speed limit on the easterly side of the highway. The Commission approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was presented from the Molalla Chamber of Commerce for such action as is necessary to reduce the speed of traffic which passes through the state highway intersection about one mile west of Molalla. The Engineer advised that on the section of highway in question the pavement is only 20 feet wide, with 6-foot shoulders, and roadside culture consists of residences, service stations and minor business establishments. He said that the average daily traffic along this section during 1948 was 2,000, and that during the three year period between January 1, 1946 and December 31, 1949, thirty-one accidents occurred, more than twice the average rate throughout the state. He recommended the designation of a 45 mile per hour speed zone for a distance of 1.27 miles, extending westerly from the west city limits of Molalla (M.P. 12.27 to M.P. 11.0), which will include the intersection referred to. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was presented from the Tillamook County Court for the designation of a "NO PARKING" area along the Wilson River Highway about two miles east of Tillamook where the court alleges a hazardous condition exists by reason of the parking of logging trucks on the highway right of way. The Engineer advised that this matter has been investigated by the Traffic Engineer, who states that a hazard does indeed exist at this point by reason of the parking of logging trucks, which sometimes stop partially on the paved surface of the highway. The Traffic Engineer, he said, recommends that a "NO PARKING ON HIGHWAY SHOULDERS" zone be established between M.P. 2.04 and M.P. 2.16, which is a distance of about 600 feet extending in each direction from the intersection of Schild County Road, where a highway cafe and service station are patronized by the log haulers. He stated his concurrence in the recommendation. The

Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and upon recommendation of the Engineer approved an agreement with P. L. and Virginia Finley, wherein the Finleys are granted permission to remove a small amount of earth materials from the right of way of the Columbia River Highway at Biggs Junction, in conjunction with the removal of several thousand yards of earth materials from adjacent property, which they own and are developing. (The agreement was signed by the Commission later in the session.)

The Commission also considered and upon recommendation of the Engineer approved an agreement with Evans Products Company, Coos Bay, covering construction and operation of a log scaling station and service road on the Oregon Coast Highway at M.P. 264.78 near Manning Slough, Coos County. (The agreement was signed later in the session.)

A letter was presented from Mr. Peter Shea, Portland, requesting permission to operate a popcorn, soft drink, ice cream and hot dog wagon at "Reeds Landing" on the Columbia River Highway, near Troutdale. The Commission denied the request as a matter of policy.

The Engineer asked the Commission to confirm the oral authority given him on June 9, 1950, to reinstate the P.U.C. log hauling permit of George Bristol Eddy, Springfield, Oregon, which was cancelled by the Commission at its meeting on May 26, for consistent violation of the rules and regulations governing his operations. He presented a letter from Mr. Eddy stating that if his permit is reinstated he will hereafter comply with all the rules and regulations governing his operations in all respects, including weights, dimensions and the submission of his loads to weighing on request. Mr. Eddy also agrees that if the permit is reinstated it will be with the understanding that it will be immediately cancelled on a permanent basis for further violations. The Commission approved the reinstatement of the permit.

The Engineer reported the need to post the McKenzie Highway between M.P. 58.0 and M.P. 75.67 for a reduced load limit of 50 percent on June 16, this section being between White Branch Creek Bridge and the Deschutes County Line. He asked the Commission to approve his action. The Commission approved the posting of this highway as recommended, and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that on June 26, he ordered restoration of legal weight loads on the Weston-Elgin Highway throughout its entire length; that on July 5, he ordered restoration of the legal weight loads on the McKenzie Highway between M.P. 58.0 and M.P. 75.67; and that on July 10, he ordered the legal weight loads restored on the West Diamond Lake Highway No. 233, throughout its entire length, the conditions which necessitated the posting of these highways for reduced loads no longer existing. He asked the Commis-

sion to confirm his action. The Commission approved the lifting of reduced load limits on each of these highways. The attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Engineer brought up for discussion a letter from Colonel Whipple, District Engineer, U. S. War Department, Walla Walla, Washington, regarding the furnishing of a bond and insurance in connection with the construction of underpinning under a state highway bridge crossing Catherine Creek in the city of Union, Union County. According to Colonel Whipple, the War Department cannot legally require a contractor to furnish such bond and insurance, so if such protection is absolutely needed by the state, the responsibility for furnishing it rests with the Union City Council. The Engineer advised that the underpinning is being constructed by the War Department under contract, and that the bond and insurance were required as protection for highway traffic during the time construction is underway, which is in conformity with standard policy. The probability that highway traffic would be endangered by this construction, he said, is very remote, and he suggested, in view of the circumstances, that it would be satisfactory to relieve both the Army Engineers and the city from the obligation to furnish the bond and the insurance. The Commission approved the recommendation.

The Engineer requested authority to submit to the Capitol Planning Commission a proposed plan for landscaping the new Highway Department office building grounds in Salem. He exhibited the plans as presently prepared. The Commission approved the plans as presented and authorized the Engineer to submit them to the Capitol Planning Commission for its approval.

The Commission discussed and ordered filed a letter from Mr. Ralph Walstrom, Portland, criticizing the Commission for its action with respect to maintenance of a stairway that is used by residents of the Highland District, Portland, in going to and from a bus stop on the Sunset Highway (Canyon Road) in Portland.

The Engineer requested authority for an expenditure of $10,835 for the purchase of office furniture and equipment, engineering equipment and blueprinting equipment, as detailed in his letter to the Commission dated July 5, 1950. The Commission approved the request unanimously.

The Commission confirmed authority previously granted the State Parks Superintendent to attend, at state expense, a meeting of the Columbia Basin Inter-Agency Sub-committee on Recreational Planning, at Grand Coulee, Washington, June 27 - 29, 1950.

The Commission also confirmed the authority previously granted George Hester, Assistant Office Engineer, to go to San Francisco at state expense with the Highway Legislative Interim Committee for a meeting with California authorities on June 7 and 8, 1950.

The Engineer requested authority for Mr. J. Al Head, Assistant Traffic Engineer, to attend at state expense a meeting of the West Section

Institute of Traffic Engineers in Los Angeles during August 3 - 4, 1950. He estimated the out-of-state travel expense at $130. The Commission approved the request, subject to confirmation by Governor McKay.

The Commission considered and upon recommendation of the Engineer denied a request from Glencullen Community Club, Portland, that the presently designated 40 miles per hour speed restriction on the Beaverton-Hillsdale Highway between S. W. 39th Avenue and S. W. 50th Avenue be further reduced to 20 miles per hour.

The Commission considered and unanimously confirmed Monday and Tuesday, August 21 - 22, as the date for its next regular meeting. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel, Portland.

The Commission also discussed a date for its Eastern Oregon inspection trip which previously had been tentatively scheduled for the week commencing July 17. It was decided to make such trip during the week commencing on July 24, 1950. The Engineer was instructed to prepare an itinerary based upon an overnight stop at Wallowa Lake.

The Commission discussed and ordered filed a written report from the Engineer dated July 6, 1950, showing the status of surveys needed for the Second Post War Program, as of June 30, 1950.

The Commission considered and again deferred action on the Engineer's request for authority to conduct surveys for certain primary and secondary highway projects.

The Commission discussed a request from the Lower Umpqua Chamber of Commerce that a textboard be erected on the Umpqua Highway at Scottsburg, commemorating this town, which is observing its 100th anniversary this year. The Engineer advised that pursuant to established practice this matter was referred to the Memorials Committee of the Oregon Historical Society for a recommendation as to the value of the textboard from an historical standpoint, and for the preparation of a text; that a reply has been received to the effect that the textboard is warranted. The Memorials Committee, he said, has submitted a text, as follows:

FEW OREGON COMMUNITIES HAVE HAD A MORE COLORFUL HISTORY THAN SCOTTSBURG. IT WAS NAMED FOR LEVI SCOTT, A PIONEER OF 1844, WHO HOMESTEADED HERE AND FOUNDED THE TOWN IN 1850. THERE WAS A LOWER TOWN AT THE HEAD OF TIDEWATER ON THE UMPQUA RIVER WHICH BECAME THE SITE OF BUSINESS HOUSES AND MILLS. A MILE UPSTREAM WAS THE UPPER TOWN, THE DISTRIBUTING AND SHIPPING POINT FOR THE MINING REGIONS AND COMMUNITIES OF SOUTHERN OREGON. AS MANY AS 500 PACK ANIMALS COULD BE SEEN LOADING

(Cont.)

HERE AT ONE TIME. THE DECLINE OF THE COMMUNITY BEGAN WITH THE OPENING OF PORTS NEARER THE MARKET POINTS IN SOUTHERN OREGON AND NORTHERN CALIFORNIA AND IN DECEMBER, 1861 A GREAT FLOOD WIPED OUT THE LOWER TOWN. RAILROAD BUILDING FURTHER INLAND BROUGHT THE END. HERE IN APRIL, 1854 WAS PUBLISHED THE FIRST NEWSPAPER IN SOUTHERN OREGON, THE UMPQUA WEEKLY GAZETTE.

The Engineer recommended approval of the text and the installation of the marker. The Commission approved the recommendation unanimously and instructed the Engineer to have the textboard erected before July 30, the date for the centennial celebration at this place.

The Engineer brought up for discussion the matter of acquiring access rights along the Pacific Highway between Junction City and Eugene. He said that sufficient width right of way for a four-lane highway was acquired along this section before the war, prior to the time the Highway Commission started to acquire access rights; that the area along the highway is rapidly developing so it would appear that within a few years it will be practically impossible to obtain the access rights except at large expenditure. He recommended that the Commission authorize the acquisition of access rights on the west side of the highway only, between these points, none being required on the east side of the highway because of the proximity of the railroad. The Commission approved the recommendation.

The Commission discussed a report from the Engineer on traffic violations that have heretofore been cited by weighmasters to justice courts in Jackson and Coos Counties, which citations have not yet been disposed of by the courts. The Commission referred these violations to the Chief Counsel with instructions to do what appears necessary in order to get the courts to take action.

A request was presented from Franck Bros. Logging Company for an extension of their agreement with the Commission covering the removal of dead timber from state highway property along the Wilson River Highway. They requested an extension of one year's time within which to complete their present agreement, which terminates on August 1, 1950. The State Parks Superintendent and the Engineer recommended approval of the request. The Commission approved the recommendation. An agreement covering the matter was signed by the Commission later in the session.

The Commission discussed a written report from the Engineer, dated July 7, 1950, regarding a reconnaissance survey for the improvement of the Siuslaw Highway between Junction City and Triangle Lake. This report covers engineering features and includes two alternate designs, one involving a deep cut at the summit of the Coast Range, and the other indicating construction of a tunnel at this point. According to the report, the estimated cost of the

first alternate is $591,260, whereas the cost of the construction involving the tunnel is $720,643. The Engineer stated that it is his intention to render an additional report later, on the economic benefits that the improvement will create. The Commission took no action on the report except to instruct the Engineer to send a copy of it to Senator Angus Gibson, Junction City, who headed a delegation which appeared before the Commission at its meeting in March, 1950, and requested the improvement.

The Engineer reported the results of contacting the City Council of the City of Aumsville with respect to a proposed improvement of the North Santiam Highway through this town. He said that the plans for the project were explained to the members of the Council, which agreed to the $15,000 project which he previously reported to the Commission. Moreover, the City Council has enacted an ordinance to the effect that the plan for widening the highway as proposed is satisfactory. He recommended in view thereof that the Commission approve the project and authorize him to advertise it for bids to be received at the August meeting of the Commission. The Commission approved the recommendation unanimously and so ordered.

The Engineer requested authority for Mr. Haven Nutting, who is employed as "Clerk of the Works" at the new State Highway office building in Salem, to go to Seattle at state expense for inspection of a new type door sash which it is proposed to use in this building. He estimated the out-of-state expense at $40. The Commission approved the request.

The Engineer reported that the Big Y Super Market, Inc., Medford, is constructing a market building in the western part of Eugene where 6th Avenue and 7th Avenue, state highway routes, come together, the building being located within the "Y" connection. The Company, he said, has requested two fifty-foot openings to its property from 7th Avenue and one opening fifty-four feet wide from 6th Avenue. He also said that the company wishes to lease some excess right of way that is owned by the state at this location. As to the curb openings, the Engineer advised that access to the highway is not controlled at this point, in view of which the Commission cannot deny the entrances. He gave as his feeling that no undue hazard would be created were traffic allowed to enter and leave the highway at the points mentioned, because they are one-way streets and there will be no left-turn movements across traffic either entering or leaving the property. He recommended approval of the company's request subject to the condition that the width of each opening shall be limited to fifty feet. As to the leasing of the state's property, the Engineer stated that he could see no objection to this, provided the company will agree to vacate the premises when the property is needed for state highway purposes, and will pay for the use of the area, which has an appraised value of $11,500. He recommended that the property be leased to the company for ten years at $550 per year. The Commission approved both recommendations by unanimous vote.

The Engineer reported receipt of a communication from the Bureau of Public Roads, stating that arrangements have been made with the Government of Turkey for a number of Turkish engineers to visit this country and familiarize themselves with the organization and the practices followed by

the United States in highway construction. The Bureau of Public Roads, he said, inquired whether or not the Oregon State Highway Department is willing to employ two of these engineers whose services will be available without compensation. He recommended approval of the proposition. The Commission approved the recommendation.

Commissioner Reynolds reported the progress being made with respect to the purchase of insurance on state highway properties, which matter was referred to him by the Commission on the previous day. He advised that he has arranged for insurance coverage on state highway properties situate at three locations, viz: Salem, Klamath Falls, and La Grande, and that this insurance will cover the buildings, including equipment (exclusive of motor vehicles) and stock, having a total value of $1,688,000. This insurance, he said, provides that any loss is payable for an amount not to exceed 50 percent of the total insured value, and the business will be handled through the Oregon Association of Insurance Agents, which has designated as its servicing agents Cole, Clark & Cunningham, Portland. He presented binders covering the arrangement and advised that policies will be furnished later when the rating bureau has established the rates.

Commissioner Reynolds also stated that he is arranging insurance coverage for other buildings throughout the state, particularly those located in Sullivan Gulch, Portland, which it is proposed will not be subject to the State Restoration Fund. The probabilities are, he said, that this policy will call for recovery of 25 percent of the purchase price of the property. Chairman Chandler and Commissioner McIver approved without dissent the arrangements made by Commissioner Reynolds with respect to this matter. The binders were referred to the Secretary for filing.

A request was presented from the City Council of Island City for the improvement of Main Street in this town for a distance of four blocks, south of First Street (Cove Highway) as a Special State Tax Street Fund Project. The Engineer advised that this street is used as a shortcut, particularly by trucks en route from ORE82 (Wallowa Lake Highway) to US30 (Old Oregon Trail), and in his opinion it qualifies for Special State Tax Street Funds. He estimated the cost of the proposed improvement at $12,500 and recommended approval of the project for 1950-51 funds, the entire cost to be paid by the state. The Commission approved the recommendation.

The Engineer brought up for discussion a proposed agreement with the U. S. Geological Survey, covering investigation of water resources. He advised that the U. S. Geological Survey is authorized by Congress to investigate such water resources and to enter into agreements with the states or municipalities whereby the costs involved are to be paid 50 percent by the Federal Government and fifty percent by the cooperating party. He gave as his belief that such a study of the State of Oregon would be of material benefit in securing the exact data needed to determine the size of structures, flood possibilities, et cetera. He estimated the cost of such survey at $6,000, of which the state's obligation would be $3,000 and recommended that the Highway Commission enter into such an agreement for a period of one year, expiring July 1, 1951. The Commission deferred action on this matter until its next meeting.

The Commission discussed a proposed agreement with Mr. Ralph Coons, Junction City, whereby Mr. Coons is granted permission to construct, maintain and use a temporary road over and across state highway property located adjacent to the Oregon Coast Highway at Cape Creek, Lane County. The Engineer and the State Parks Superintendent recommended approval of the arrangement outlined in the agreement, on the condition that Mr. Coons will furnish a surety bond in the amount of $1,000 to protect the state's interests. The Commission approved the recommendation unanimously but deferred signing the agreement until the provisions thereof have been accepted by Mr. Coons and the required bond has been furnished.

The Commission had under discussion the disposition to be made of portions of the old route of the lower Columbia River Highway between Rainier and Goble, Columbia County, which have been rendered valueless for state highway purposes because of reconstruction of the highway on revised alignment. The Engineer exhibited a map showing both the new and the old highway locations, and the portions of the old route which should be abandoned or turned over to Columbia County for future maintenance. He recommended appropriate action by the Highway Commission for the disposition of these areas in conformity with that shown on the map. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer requested instructions regarding the acquisition of right of way that is needed for the proposed Sullivan Gulch Highway in Portland, across property owned by the Ralph B. Lloyd Corporation. Due to the lateness of the hour, the Commission deferred discussion of this matter until its next meeting. The Right of Way Engineer was instructed in the meantime to discuss the matter with Commissioner McIver in his office.

The Commission considered, approved and signed agreements, et cetera, as follows:

Agreement with Roland F. and Evelyn A. Nohlgren covering operation of concession in Silver Falls State Park.

Deed conveying to Umatilla County 2.64 acres of state-owned land in exchange for land needed from the county.

Agreement with Edwin Norbeck and wife re encroachment upon highway right of way.

Agreement with Hazel Dolan covering lease of equipment storage headquarters at Seaside for two-year period, ending May 1, 1952, at rate of $25 per month.

Agreement with City of Redmond covering one-way street designation in that city for traffic along The Dalles-California Highway.

Agreement with City of Amity providing for improvement of certain city streets as a Special State Tax Street Fund Project.

Contract with General Construction Company to make wash-boring tests to determine suitability of materials in bed of Columbia River for embankment construction on US30 between Hood River and Mosier.

Extension agreement with Franck Bros. Logging Co. covering removal of dead timber along Wilson River Highway.

Agreement with P. L. Finley and Virginia Finley granting to them permission to remove a small amount of earth materials from the right of way of the Columbia River Highway at Biggs Junction.

Agreement with Evans Products Company covering construction and operation of a log scaling station and service road on the Oregon Coast Highway at M.P. 264.78, Coos County.

Agreement with James L. Payne, architect, covering preparation of designs for highway department buildings.

Agreement with Central Pacific and Southern Pacific Railroad Companies covering use of railroad property in connection with construction of the Barkley Springs-Algoma Project on US97 in Klamath County.

Agreement with City of Enterprise covering construction of a Special State Tax Street Fund Project.

Agreement with City of Scio covering a Special State Tax Street Fund Project.

Bargain and Sale Deed conveying unto Edson R. McCanse 4.42 acres of land adjacent to Ladd Canyon Section of Old Oregon Trail, Union County.

Equipment Lease from Gas-Heat Inc. covering rental of one 575-gallon propane tank and one krug hand pump with accessories for a period of not to exceed six months, at $4 per month, for trial in use of propane gas for heating asphalt.

Agreement with Frank E. Finlayson and wife disposing of their claim with reference to repairs to their residence building on Oregon Coast Highway near Newport.

Agreement with City of Brownsville covering construction of a Special State Tax Street Fund Project heretofore authorized by Commission on February 6, 1950.

Bargain and Sale Deed conveying unto Russell K. Gray and Thelma A. Gray 0.57 acre of land on east side of Siletz Highway at Mile Post 30.8, in Lincoln County.

Resolution revising, assigning and reasigning highway route numbers ORE23, ORE50 and ORE52.

Resolutions lifting reduced load limits on certain state highways.

Resolution prohibiting parking on sections of Swift Secondary Highway adjacent to and opposite the entrance to Portland Union Stock Yards Company.

Resolution prohibiting parking on a section of the Woodburn-Sandy Highway in the town of Colton.

Agreement with City of Eagle Point covering construction of a Special State Tax Street Fund Project.

Bargain and Sale Deed conveying unto James Hayes and Audrey L. Hayes 0.39 acre of land lying in Zara Sweet D. L. C. #68 in Lane County.

The meeting adjourned at 5:00 p.m.

Chairman

State Highway Engineer

Commissioner

ATTEST:

Secretary

Commissioner

July 11, 1950

EXHIBITS "A" THROUGH "K"

Minutes of July 10 and 11, 1950

EXHIBIT "A"

Minutes of July 10 and 11, 1950

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH HIGHWAY - UNIT #2

14712 - McMonies, Walter W. (Mayhew)
Right of Way
Option expires December 28, 1950

0.56 acre	$ 12,000.00	
Building (old shed)	500.00	
Amount to be paid owner (chrg. Right of Way)		$ 12,500.00

(Grantor to have free possession until 1/15/51)

Confirmation of:
Personal approval by Mr. Chandler and Mr. McIver 6/27/50
Phone approval by Mr. Reynolds 6/27/50

Access controlled.

15734 - W. H. McMonies Estate (Mayhew)
Right of Way
Option expires December 28, 1950

16,700 sq.ft.	32,500.00
Reinforce concrete bldg. 140'x 50' plus 12' x 55' wing and 40' x 50' basement	42,500.00

(Cont.)

SULLIVAN GULCH HIGHWAY - UNIT #2 (Cont.)

15734 - W. H. McMonies Estate (Cont.)

Amount to be paid owner (chrg. Right of Way) $ 75,000.00

(Grantor to have free possession until 1/15/51)

Confirmation of:
Personal approval by Mr. Chandler and Mr. McIver 6/27/50
Phone approval by Mr. Reynolds 6/27/50

Access controlled.

SULLIVAN GULCH HIGHWAY - UNIT #4

14862 - Lindstrom Brothers, Incorporated (Witt)
Right of Way
Option expires November 30, 1950

14,550 sq.ft. at 25¢ per sq.ft.	$ 3,637.50	
One-storey frame warehouse & office bldg. conc. basement (1500 sq.ft. at $5 sq.ft.)	7,500.00	
Frame cut-up shed	354.50	
Storage shed 14' x 36'	1,008.00	
Amount to be paid owner (chrg. Right of Way)		12,500.00

Entire taking.

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

14182 - Paris, A. J. (Witt)
Right of Way
Option expires December 9, 1950

0.50 acre at $7000 per acre	3,500.00	
Amount to be paid owner (chrg. Right of Way)		3,500.00

Access controlled.

SYLVAN SECTION, SUNSET HIGHWAY

(*) 15884 - Westfall, Dorothy Helmcke (DeSouza)
Right of Way
Option expires October 19, 1950

27,878 sq.ft. at 25¢ plus per sq.ft.	6,970.00	
Allowance - 1½ frame dwelling (½ basement) 1,912 sq.ft. at $2 per sq.ft.	3,824.00	
- 800' roadway, graded & rocked	1,000.00	
- Landscaping	750.00	
- Fruit trees (10) $25 each	250.00	
- Loss of all strawberries, etc.	100.00	
- Waiver of access to Canyon Road	250.00	

(Cont.)

EXHIBIT "A" (Cont.)

SYLVAN SECTION, SUNSET HIGHWAY (Cont.)

15884 - Westfall, Dorothy Helmcke (Cont.)

(Grantor shall have 3 months free occupancy after receiving payment, after which time rent shall be $15.00 monthly unless construction commences prior thereto.)

Amount to be paid owner (chrg. Right of Way) $ 13,144.00

Access controlled.

(*) 15882 - Helmcke, Elmer R. and Faun E. (Witt)
Right of Way
Option expires November 16, 1950

436 sq.ft. at 25¢ per sq.ft.	$ 109.00	
Allowance - changing 20' of fence at $2+	41.00	
- 133 azaleas (wholesale)	115.75	
Amount to be paid owner (chrg. Right of Way)		265.75

Access controlled.

(*) 15883 - Helmcke, Wilfred and Violet (Witt)
Right of Way
Option expires November 9, 1950

10,454 sq.ft. at 25¢ per sq.ft.	2,613.50	
Allowance in lieu of moving new dwelling	3,500.00	
Amount to be paid owner (chrg. Right of Way)		6,113.50

Access controlled.

SUNSET CAMP-MANNING SECTION, SUNSET HIGHWAY

5222-B - Schram, Ethel M. (Boone)
Waysides
Option expires July 21, 1950

1 acre at $500 per acre	500.00	
5 acres at $47.70 per acre	238.50	
New building - 1789 sq.ft. at $3.50 per sq.ft.	6,261.50	
Amount to be paid owner (chrg. Waysides)		7,000.00

Access not controlled.

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY

15952 - Parker, Edith S. (Witt)
Right of Way
Option expires December 7, 1950

(Cont.)

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

15952 - Parker, Edith S. (Cont.)

0.38 acre at $12.50 plus per acre	$ 482.00	
1-storey dwelling 48' x 24' at $2.75 sq.ft.	3,168.00	
Garage (double) and shed	150.00	
Amount to be paid owner (chrg. Right of Way)		$ 3,800.00

Entire taking.

WARRENTON JUNCTION SECTION, OREGON COAST HIGHWAY

16235 - Clatsop County (Boone)
Right of Way
Option expires November 17, 1950

5512 sq.ft. (lump sum)	1.00	
Amount to be paid owner (chrg. Right of Way)		1.00

(Grantor reserves a 25' commercial access easterly side of Lot 14, and 25' commercial access westerly side of Lot 15.)

Access controlled.

NORTH SALEM SECTION, PACIFIC HIGHWAY EAST

13881 - Woodroffe, Paul J. and Helen F. (Benson)
Right of Way
Deed signed

1872 sq.ft. (gratis)	0.00	
Amount to be paid owner (chrg. Right of Way)		0.00

Access controlled.

PINE STREET, SALEM

16158 - Gagle, Walter S. and Eleda J. (Benson)
Right of Way
Option expires December 19, 1950

0.427 acres and House (1008 sq.ft.) Lump sum	7,500.00	
Amount to be paid owner (chrg. Right of Way)		7,500.00

Grantor may remove blinds, shrubs and picket fence

Entire taking.

16167 - McKenzie, Frank E. and Dorothy C. (Benson)
Right of Way
Option expires December 19, 1950

1030 sq.ft. at 48¢ plus per sq.ft.	500.00

(Cont.)

EXHIBIT "A" (Cont.)

PINE STREET, SALEM (Cont.)

16167 - McKenzie, Frank E. and Dorothy C. (Cont.)

Amount to be paid owner (chrg. Right of Way) $ 500.00

Access not controlled

(Grantor to clear right of way of old house)

16242 - Oregon Electric Railway Company (Benson)
Right of Way
Letter of June 22, 1950

1350 sq.ft. at 15¢ per sq.ft. $ 202.50

Amount to be paid owner (chrg. Right of Way) 202.50

Access not controlled.

16165 - Seamster, Edna Pearl (Benson)
Right of Way
Option expires November 15, 1950

1002 sq.ft. at $1.00 per sq.ft. 1,002.00

Amount to be paid owner (chrg. Right of Way) 1,002.00

Access controlled.

16164 - Roeske, H. A. and Bertha (Benson)
Right of Way
Option expires November 16, 1950

697 sq.ft. (lump sum) 100.00

Amount to be paid owner (chrg. Right of Way) 100.00

Access controlled.

16166 - Atkinson, Leo D. and Betty Jean (Benson)
Right of Way
Option expires August 6, 1950

5-room house (31.3'x26.3'), 19t 54'x103', garage 7,500.00

Amount to be paid owner (chrg. Right of Way) 7,500.00

Entire taking.

16168 - Kaye, Keith S. and Dorothy E. (Benson)
Right of Way
Option expires November 21, 1950

450 sq.ft. at 30¢ per sq.ft. 135.00

Amount to be paid owner (chrg. Right of Way) 135.00

Access not controlled.

(Cont.)

EXHIBIT "A" (Cont.)

PINE STREET, SALEM (Cont.)

16154 - Anderson, Lulu D. (Benson)
Right of Way
Option expires December 7, 1950

9859 sq.ft. at 17¢ plus per sq.ft.	$ 1,766.00	
Allowance - fencing, $3.00 per rod, 28 rods	84.00	
- alteration of chicken house	150.00	
Amount to be paid owner (chrg. Right of Way)		$ 2,000.00

Grantor reserves right of access at Engr.Sta. 37+20 north side of hwy.

Access controlled.

16156 - Turner, Richard M. (Benson)
Right of Way
Option expires December 14, 1950

23,162 sq.ft. at 12¢ plus per sq.ft.	3,000.00	
Amount to be paid owner (chrg. Right of Way)		3,000.00

Entire taking.

16157 - Hauck, Theodore and Pauline (Benson)
Right of Way
Option expires October 11, 1950

9200 sq.ft. at 21¢ plus per sq.ft.	1,947.00	
5-room house 1204 sq.ft. - concrete drive and walks - carpeting	13,053.00	
Amount to be paid owner (chrg. Right of Way)		15,000.00

Entire taking.

16163 - Campbell, Ellen F.; and Murphy, Claude H. & Ethel (Benson)
Right of Way
Option expires November 23, 1950

4269 sq.ft. at 11¢ plus per sq.ft.	500.00	
Amount to be paid owner (chrg. Right of Way)		500.00

Access controlled.

SALEM-WEST SALEM SECTION, SALEM-DALLAS HIGHWAY

16382 - Wood, T. C. and Gladys C. (Benson)
Right of Way
Option expires December 18, 1950

4000 sq.ft. at 16¢ plus per sq.ft.	657.50	
Amount to be paid owner (chrg. Right of Way)		657.50

Access controlled.

EXHIBIT "A" (Cont.)

MEHAMA-MILL CITY SECTION, NORTH SANTIAM HIGHWAY

15424 - Cooke, E. D. (Nelson)
Right of Way
Option expires July 31, 1950

26,400 sq.ft. at $.05 per sq.ft.	$ 1,320.00	
Allowance - Fencing, 33 rods at $2.50 rod	82.50	
- Fruit tree	24.50	
- Moving small cabin	150.00	
Amount to be paid owner (chrg. Right of Way)		$ 1,577.00
STATE to construct commercial accesses at Engr.Sta. 778+90 north and south side of hwy. (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		1,677.00

Access controlled.

15425 - Estonson, Clarence W. and Alice N. (Nelson)
Right of Way
Option expires July 31, 1950

14,650 sq.ft. at $.05 per sq.ft.	732.50	
Allowance - fencing, 20 rods at $2.50 per rod	50.00	
- 4 filbert trees	80.00	
Amount to be paid owner (chrg. Right of Way)		862.50
STATE to construct commercial accesses at Engr.Sta. 780+90 north and south sides of hwy. (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		962.50

Access controlled.

15426 - Smith, Edwin D. (Nelson)
Right of Way
Option expires July 31, 1950

14,520 sq.ft. at $.05 per sq.ft.	726.00	
Allowance - fencing, 20 rods at $2.50 per rod	50.00	
- 5 fruit trees	125.00	
Amount to be paid owner (chrg. Right of Way)		901.00
STATE to construct commercial accesses at Engr.Sta. 783+25 north and south sides of hwy. (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		1,001.00

Access controlled.

SCIO-THOMAS CREEK SECTION, ALBANY-LYONS HIGHWAY

16139 - Roner, Anna; and Roner, Bennie & Donna (Haskin)
Right of Way
Option expires December 18, 1950

3.55 acres at $150 per acre	$ 532.50	
Amount to be paid owner (chrg. Right of Way)		$ 532.50
Additional amount to be paid owner if crop is destroyed before harvest - chrg. Right of Way		150.00
STATE to rebuild 170 rods of fence at $4.00 per rod (Estimated)	680.00	
Amount chargeable to Right of Way		680.00
GRAND TOTAL (Estimated)		1,362.50

Access not controlled.

16140 - Aspinall, Floyd W. and Bertha (Haskin)
Right of Way and Gravel Bar
Option expires December 12, 1950

5.785 acres at $100 per acre (gravel bar)	578.50	
5.23 acres at $150 per acre (right of way)	784.50	
Allowance - 392 rods fencing at $3.50 per rod	1,372.00	
- severance damage - 20 acres	450.00	
Amount to be paid owner (chrg. Gravel Bar)	578.50	
(chrg. Right of Way)	2,606.50	3,185.00
Additional amount to be paid owner if crop is destroyed before harvest (chrg. Right of Way)		200.00
STATE to construct road approaches at Stas. 692+20 south, 670+00 north, 683+00 north & south (Est.)	300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		3,685.00

(Old road when abandoned to revert to adjoining property owner.)

Access not controlled.

16313 - Boyanovsky, Tracie (Haskin)
Right of Way
Option expires December 18, 1950

0.63 acre at $150 per acre	94.50	
Allowance - fencing, 80 rods at $3.50 per rod	280.00	
- 3 apple trees at $15 each	45.00	
Amount to be paid owner (chrg. Right of Way)		419.50

(Cont.)

EXHIBIT "A" (Cont.)

SCIO-THOMAS CREEK SECTION, ALBANY-LYONS HIGHWAY (Cont.)

16313 - Boyanovsky, Tracie (Cont.)

STATE to re-establish road approach at Engr.Sta. 604+00 (Estimated)	$ 100.00	
Amount chargeable to Construction		$ 100.00
GRAND TOTAL (Estimated)		519.50

Access not controlled.

16315 - Winter, H. E. and Sigrid A. (Haskin)
Gravel Bar
Option expires December 12, 1950

2.25 acres at $100 per acre	225.00	
Amount to be paid owner (chrg. Gravel Bar)		225.00

Access not controlled.

16314 - Hellekes, Emil and Marie J. (Haskin)
Right of Way
Option expires December 6, 1950

3.25 acres at $169+ per acre	550.50	
Allowance - 157 rods fencing at $3.50 per rod	549.50	
Amount to be paid owner (chrg. Right of Way)		1,100.00
Additional amount to be paid owner if crop destroyed before harvest (chrg. Right of Way)		100.00
		1,200.00

Access not controlled.

16312 - Holland, Glenn A. and Dellarea (Haskin)
Right of Way
Option expires December 18, 1950

1.22 acres at $530+ per acre	650.00	
Allowance - fencing, 30 rods $3.50 per rod	105.00	
- move cane berries, post & wire 180'	35.00	
- move 1550' water pipe, make connections & backfill new trench	300.00	
Amount to be paid owner (chrg. Right of Way)		1,090.00
STATE to: Re-establish approach at 535+90 (Est.)	50.00	
Move & replace culvert pipe (Est.)	50.00	
Uncover water pipe & dig new trench (Est.)	150.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		1,340.00

(Three trees to be left standing as per agreement)
Access not controlled.

EXHIBIT "A" (Cont.)

BROWNSVILLE-CRAWFORDSVILLE SECTION, HALSEY-SWEET HOME HIGHWAY

16311 - Sayer, J. R., Jr. and Louise J. (Boone)
Gravel Pit
Option expires November 25, 1950

1.76 acres at $285.22 plus per acre	$ 502.00	
Amount to be paid owner (chrg. Gravel Pit)		$ 502.00

Access not controlled.

Confirmation of:
Phone approval by Mr. Chandler 5/31/50

SWEET HOME SECTION, SANTIAM HIGHWAY

15829 - Timber Service Company (Benson)
Right of Way
Option expires December 15, 1950

2254 sq.ft. (lump sum)	500.00	
Amount to be paid owner (chrg. Right of Way)		500.00
STATE to replace existing sidewalks and entrance driveways and lawn sprinkling system (Est.)	300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		800.00

Access not controlled.

15825 - Knopf, Clinton E. & Rosa H.; and Knopf, Vern C. & Wanda D. (Benson)
Right of Way
Option expires September 23, 1950

889 sq.ft. at 50¢ per sq.ft.	444.50	
Low bid for alterations on front of house	1,187.00	
Amount to be paid owner (chrg. Right of Way)		1,631.50

Access not controlled.

13458A - Long, Vivian Weddle (Benson)
Right of Way
Option expires October 4, 1950

1933 sq.ft. at $1.00 plus per sq.ft.	1,950.00	
Allowance - loss of business	650.00	
- low bid for moving service station	6,500.00	
Amount to be paid owner (chrg. Right of Way)		9,100.00

Access not controlled.

(Cont.)

EXHIBIT "A" (Cont.)

SWEET HOME SECTION, SANTIAM HIGHWAY (Cont.)

15823 - Ball, Neil L., by Ball, Earl S. (Benson)
Right of Way
Option expires October 12, 1950

920 sq.ft. at 50¢ per sq.ft.	$ 460.00	
Allowance - reduction of floor space in store	740.00	
- low bid for altering building	1,960.00	
Amount to be paid owner (chrg. Right of Way)		$ 3,160.00

Access not controlled.

15820 - Thomas, Ed and Bertha (Benson)
Right of Way
Option expires September 23, 1950

3596 sq.ft. at 50¢ per sq.ft.	1,798.00	
Allowance - low bid for moving service station, store, garage, tavern, house	15,280.00	
Amount to be paid owner (chrg. Right of Way)		17,078.00

Access not controlled.

15824 - Schmitz, Peter Jr. and Mary (Benson)
Right of Way
Option expires October 21, 1950

923 sq.ft. at 50¢ per sq.ft.	461.50	
Low bid for moving and re-establishing house	1,983.00	
Amount to be paid owner (chrg. Right of Way)		2,444.50

Access not controlled.

15837 - Landon, M. M. and Annette (Benson)
Right of Way
Option expires September 23, 1950
CORRECTION and Additional Payment

1265 sq.ft. at 50¢ per sq.ft.	632.50	
Low bid for moving service station	3,157.00	
Amount to be paid owner (chrg. Right of Way)		3,789.50
STATE to replace existing sidewalks and entrance drive (Estimated)	250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		4,039.50
*Moving Bid	3,112.00	
Amount previously approved May 25-26, 1950 Land	632.50	
Construction	250.00	3,994.50
Access not controlled. *Additional Cost		45.00

(Cont.)

EXHIBIT "A" (Cont.)

SWEET HOME SECTION, SOUTH SANTIAM HIGHWAY (Cont.)

15836 - Sagert, C. R. and Carrie
Right of Way
Option expires December 21, 1950 (Benson)

1350 sq.ft. at 50¢ per sq.ft.	$ 675.00	
Allowance - Low bid for moving service station	5,800.00	
- Loss of business while station being moved	325.00	
Amount to be paid owner (chrg. Right of Way)		$ 6,800.00

Access not controlled.

SCOTT CREEK SECTION, ALSEA HIGHWAY

16342 - Gray, K. W. and Dorthy S.
Gravel Plant
Option expires November 30, 1950 (Boone)

2.24 acres at $450 per acre (minus)	1,000.00	
Amount to be paid owner (chrg. Gravel Plant)		1,000.00
B.P.R. to construct approx. 700' drainage ditch from Engr.Sta. 570+84 to River.		
Amount chargeable to Construction (Est.)		350.00
GRAND TOTAL (Estimated)		1,350.00

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

12323 - Hyde, C. F. and Nellie F.
Right of Way
Option expires August 15, 1950 (Landon)

37,118 sq.ft. at $0.04+ per sq.ft. (lump sum)	1,500.00	
Amount to be paid owner (chrg. Right of Way)		1,500.00
STATE to pay 1950-51 taxes (chrg. Right of Way) Est.		17.00
GRAND TOTAL (Estimated)		1,517.00

Entire taking.

12325 - Beck, J. H. and Mata B.; and Hawkins, Virgil and Hannah E.
Right of Way
December 6, 1950 (Reeder)

1.20 acres at $1744 per acre (minus)	2,092.48	
0.69 acre at $590.60 per acre	407.52	
Amount to be paid owner (chrg.Right of Way)		2,500.00

(Grantor to replace all necessary fencing at no additional cost to the State)

(Cont.)

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY (Cont.)

12325 - Beck and Hawkins (Cont.)

STATE to construct private access at Eng.Sta. 246+40, south side of hwy. (Est.)	250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		2,750.00

Access controlled.

RICE HILL-OAKLAND, PACIFIC HIGHWAY

16094 - Young, Delia M. (Norlin)
Right of Way
Option expires December 8, 1950

2.04 acres (lump sum)	250.00	
Amount to be paid owner (chrg. Right of Way)		250.00
STATE to build fence along entire westerly side and tie in to existing fence at either end.(Est.)	250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		500.00

Access not controlled.

CANYONVILLE SECTION, PACIFIC HIGHWAY

15547 - Moore, Pearl N. (Haskin)
Right of Way
Option expires December 31, 1950

0.69 acre at $1000 per acre	690.00	
Amount to be paid owner (chrg. Right of Way)		690.00
STATE to construct road approach at Engr.Sta. 498+80 and driveway (Estimated)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		840.00

Access controlled.

15567 - Methodist Episcopal Church (Reeder)
Right of Way
Option expires November 23, 1950

2 lots (50' x 100') $780 per lot	1,560.00	
1½-storey house (30'x 28') $5 per sq.ft.	4,200.00	
New woodshed, 10'x 12' - $2 per sq.ft.	240.00	
Amount to be paid owner (chrg. Right of Way)		6,000.00

Access controlled - also on Lots 1 & 2

(Cont.)

EXHIBIT "A" (Cont.)

CANYONVILLE SECTION, PACIFIC HIGHWAY (Cont.)

15541 - Russell, Jack & Berthel
Right of Way
Option expires November 24, 1950 (Norlin)

8.77 acres at $1000 per acre	$ 8,770.00	
Amount to be paid owner (chrg. Right of Way)		$ 8,770.00
STATE to: Construct road approach at Engr.Sta. 489+00 west side, and reconstruct approach at Sta. 481+25 west side (Estimated)	400.00	
Install 6" pipe under highway, Engr. Sta. 486+00 (Estimated)	250.00	
Amount chargeable to Construction		650.00
GRAND TOTAL (Estimated)		9,420.00

(Grantor may salvage trees, plants, etc.)

Access controlled.

DELMAR-CHINA CAMP CREEK SECTION, OREGON COAST HIGHWAY

14127 - Campbell, Lillie M.
Right of Way
Correction and Additional Payment (Mayhew)

0.25 acre at $89 per acre	22.25	
Amount to be paid owner (chrg. Right of Way)		22.25

Previous approval 3/11/48 from Option on 6.98 acres for $621.22.
Area indicated in the executed deed 4/1/48, 7.23 acres.

CHROME-CEDAR POINT SECTION, OREGON COAST HIGHWAY

15611 - Detlefsen, Raymond A. and Frances
Right of Way
Option expires October 25, 1950 (Reeder)

0.35 acres at $300 per acre	105.00	
Allowance - fencing, 33 rods at $3 per rod	99.00	
Amount to be paid owner (chrg. Right of Way)		204.00
STATE to construct 84" C.I.P. Cattle Underpass if China Camp Creek Bridge is replaced with fill		
Amount chargeable to Construction (Est.)		4,000.00
GRAND TOTAL (Estimated)		4,204.00

Access controlled.

EXHIBIT "A" (Cont.)

BRUSH CREEK-HUNTER CREEK SECTION, OREGON COAST HIGHWAY

15656 - Johnston, Dayle and Anna Marie (Norlin)
Stock Pile Lease
Lease signed 6/3/50

0.5 acres (5-year lease) 10/10/49 to 10/9/54 $ 100.00

Amount to be paid owner (chrg. Stock Pile) $ 100.00

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY

16017 - Hotchkiss, William H. and Laura E. (Haskin)
Right of Way
Option expires November 24, 1950

0.09 acre at $2000 per acre	180.00	
0.04 acre at $1000 per acre	40.00	
Allowance for construction of basement and damage to homesite	100.00	
Amount to be paid owner (chrg. Right of Way)		320.00

Access not controlled.

16032C - Pedrioli, Joseph and Baptista; and Owsley, Wm. J.; and Christensen, Anton S. (Reeder)
Right of Way
Option expires November 9, 1950

0.045 acre at $1000 per acre	45.00	
Amount to be paid owner (chrg. Right of Way)		45.00

Access not controlled.

16006 - Oregon State Board of Forestry (Haskin)
Right of Way
Option expires October 16, 1950

766 sq.ft. (Gratis)	0.00	
Allowance to move stone sign, fountain and shrubbery	150.00	
Amount to be paid owner (chrg. Right of Way)		150.00

Access not controlled.

16018 - Van Vuran, Cornelius and Carolyn (Haskin)
Right of Way
Option expires December 5, 1950

0.17 acre at $2353 per acre	400.00	
Amount to be paid owner (chrg. Right of Way)		400.00

Access not controlled.

(Cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY (Cont.)

16039 - Freeman, Wilson and May L. (Haskin)
Right of Way
Option expires November 25, 1950

0.87 acre at $1000 per acre	$ 870.00	
Allowance - fencing, 140 rods at $4 rod	560.00	
- damage to front yard, barn lot, loading pens and scales	645.00	
- excavation of garage area and construction of steps to house	400.00	
- gate at $25	25.00	
Amount to be paid owner (chrg. Right of Way)		$ 2,500.00
STATE to: Construct road approaches at Engr.Sta. 1002+50 East and West (Est.)	150.00	
Reconstruct ditch for irrigation water (Estimated)	150.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		2,800.00

Access not controlled.

16040 - Duvall, E. J. and Katherine A.; and Shrader, James N. & Cordia (Haskin)
Right of Way
Option expires November 23, 1950

0.14 acre at $1000 per acre	140.00	
Allowance for damages to front yard	100.00	
Amount to be paid owner (chrg. Right of Way)		240.00
STATE to re-establish road approach at Engr.Stas. 1042+00 and 1044+20, and reconstruct driveway as per sketch map. (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		340.00

Access not controlled.

16009 - Echols, H. E. and Hattie K. (Haskin)
Right of Way
Have deed

8 lots - each 26' x 70', at $500 per lot	4,000.00	
Amount to be paid owner (chrg. Right of Way)		4,000.00

Access not controlled.

(Cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY (Cont.)

16036 - Wilson, Clifford and Hannah; and Wilson, Harriet B. (Haskin)
Right of Way
Option expires December 20, 1950

0.37 acre at $1000 per acre	$ 370.00	
Allowance - 70 rods fencing at $3 per rod	210.00	
Amount to be paid owner (chrg. Right of Way)		$ 580.00
STATE to reconstruct road approach, Sta. 960+20 (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		680.00

Access not controlled.

ASHLAND-NORTH WIDENING SECTION, PACIFIC HIGHWAY

16404 - Billings, John S. and Gladys M.
Right of Way
Option expires December 21, 1950

1.48 acre at $1067+ per acre	1,580.00	
Allowance - fencing, 118 rods at $3 rod	354.00	
Amount to be paid owner (chrg. Right of Way)		1,934.00
STATE to construct road approaches & gravel same at Stas. 18+80, 20+35, 21+65 & 28+60 n.side, (Est.)	600.00	
Amount chargeable to Construction		600.00
GRAND TOTAL (Estimated)		2,534.00

(Grantor to have permit for 4" pipe under hwy.)

Access controlled.

BIGGS SECTION, COLUMBIA RIVER HIGHWAY

16064 - Fulton, James G. and Lulu B. (Mayhew)
Gravel Pit
November 11, 1950

3.10 acres at $200 per acre	620.00	
Amount to be paid owner (chrg. Gravel Pit)		620.00

Access not controlled.

CITY OF REDMOND, 5th STREET, THE DALLES-CALIFORNIA HIGHWAY

16350 - Deschutes County (Cozad)
Right of Way
Option expires December 20, 1950

0.075 acres (gratis)	0.00

Entire taking.

16348 - Blair, Robert
Right of Way
Option expires December 30, 1950

0.06 acre (gratis)	0.00
0.02 acre at $.06 per sq.ft.	50.00

(Cont.)

CITY OF REDMOND, 5th STREET, THE DALLES-CALIFORNIA HIGHWAY (Cont.)

16348 - Blair, Robert (Cont.)

Amount to be paid owner (chrg. Right of Way)		$ 50.00
STATE to construct private entrance, west side, at Engr.Stas. 35 and 35+70 (Estimated)	$ 50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		100.00

Access controlled.

16349 - Norton, Clayton E. and Clara L.
Right of Way (Cozad)
Option expires September 5, 1950

28,077 sq.ft. at $.06 plus per sq.ft.	1,700.00	
House, 24' x 30'	3,800.00	
Garage, work shop & cellar 18' x 20'	1,000.00	
Two poultry houses with wire pens	300.00	
14 trees	285.00	
Raspberry & strawberry patches, flowers and shrubbery	620.00	
Lawn 36' x 65' and 30' x 35' at $.05 sq.ft.	175.00	
480 feet of fence at $.50 per foot (woven wire)	240.00	
Amount to be paid owner (chrg. Right of Way)		8,120.00

Entire taking.

16358 - Van Metre, Caroline
Right of Way (Cozad)
Option expires December 30, 1950

200 sq.ft.	5.00	
Amount to be paid owner (chrg. Right of Way)		5.00

Access controlled.

16359 - City of Redmond
Right of Way (Cozad)
Option expires December 30, 1950

0.546 acres Gratis

Access controlled.

ESPLANADE STREET-SOUTH 6th STREET, KLAMATH FALLS-MALIN HIGHWAY

16074 - English, Clara S.
Right of Way (Cozad)
Option expires September 7, 1950

(Cont.)

EXHIBIT "A" (Cont.)

ESPLANADE STREET-SOUTH 6th STREET, KLAMATH FALLS-MALIN HIGHWAY (Cont.)

16074 - English, Clara S. (Cont.)

20,000 sq.ft. at $.03 per sq.ft.	$ 600.00	
4,000 sq.ft. at $.05 per sq.ft.(lawn)	200.00	
Allowance - 6 trees	75.00	
- House 20'x 28', garage, woodshed	2,125.00	
Amount to be paid owner - (chrg. Right of Way)		$ 3,000.00

Entire taking.

16070 - Cleveland, H. O. (Cozad)
Right of Way
Option expires December 11, 1950

25,000 sq.ft. at $.02 per sq.ft.	500.00	
1,500 sq.ft. at $.05 per sq.ft. (lawn)	75.00	
Allowance - 100' wire fence at 50¢ per ft.	50.00	
- 5 shade trees and shrubbery	75.00	
- House 32' x 34', 18' x 22' annex	3,300.00	
Amount to be paid owner (chrg. Right of Way)		4,000.00

Entire taking.

15923 - Corbett, Howard (Cozad)
Right of Way
Option expires November 23, 1950

26250 sq.ft. at $.02 per sq.ft., and 75' graveled driveway	625.00	
House and garage (composition siding & roof)	775.00	
Rabbit house 12' x 30'	500.00	
10 shade trees at $10 each	100.00	
Amount to be paid owner (chrg. Right of Way)		2,000.00

Entire taking.

DRAKES CREEK-ADEL SECTION, WARNER HIGHWAY

16147 - Hagan, John; and Dyke, James G. (Cozad)
Right of Way
Option expires November 15, 1950

42 rods wire fence at $2.00 per rod	84.00	
86 rods wire fence at $3.00 per rod	258.00	
Amount to be paid owner (chrg. Right of Way)		342.00

Fencing south of highway not included in land purchase File No. 16148 approved 5/5/50.

EXHIBIT "A" (Cont.)

HILGARD JUNCTION-RED BRIDGE SECTION, STARKEY SECONDARY HIGHWAY

16369 - Condit, W. M. and Edna
Right of Way (Benfield)
Option expires December 15, 1950

3.63 acres at $100 per acre	$ 363.00	
Allowance - 605 rods fence at $2 per rod	1,210.00	
Amount to be paid owner (chrg. Right of Way)		$ 1,573.00

(Grantor to have trees at Engr.Sta.284+50)

Access not controlled.

16364 - McDonald, Flora; and Rugg, Lowell
Right of Way (Benfield)
Option expires December 22, 1950

2.387 acres at $50 per acre	119.35	
5.853 acres (gratis)	0.00	
Amount to be paid McDonald (chrg. Right of Way)		119.35
Allowance - fencing, 921 rods at $2.50 per rod	2,302.50	
- gates - four 40' spans at $50 each	200.00	
Amount to be paid Rugg (chrg. Right of Way)		2,502.50
		2,621.85
STATE to pipe water from spring at Engr.Sta. 117+50 to south side of right of way (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		2,721.85

Access not controlled.

16363 - Siegrist, Kendrick W. & Echo M.; and Siegrist, Herman & Augusta
Right of Way (Benfield)
Option expires December 28, 1950

13.447 acres at $100 per acre	1,344.70	
3.263 acres at $5.00 per acre	16.32	
Allowance - fencing, 191 rods at $2.50 rod	477.50	
- dismantling & rebuilding corrals, pens, and loading chute	250.00	
Amount to be paid owner (chrg. Right of Way)		2,088.52

Access not controlled.

SOUTH UNIT, JOSEPH-WALLOWA LAKE SECTION, JOSEPH-WALLOWA LAKE SECONDARY HIGHWAY

16212 - Peal, Ben & Eula Irene; and Peal, George F.; and Sannar, Lester D. & Virginia L. (Benfield)
Right of Way
Correction and Additional Payment

6.63 acres at $10 per acre (pasture)	$ 66.30	
3.55 acres at $100 (building sites)	355.00	
46,174 sq.ft. at 10¢ sq.ft. (surveyed lots)	4,617.40	
Allowance - 1001 rods fencing at $3 per rod	3,003.00	
Amount to be paid owner (chrg. Right of Way)		$ 8,041.70
STATE to: Place four 4" concrete pipes under highway at Eng.Stas. 195+50, 223+50, 247+00, and 278+00 (Est.)	240.00	
Extend cattle pass at Sta.138+89 (Est.)	550.00	
Amount chargeable to Construction		790.00
GRAND TOTAL (Estimated)		8,831.70

Previous approval of May 25, 1950:
11.24 acres 500.00
fencing 3,010.00
2 cattle passes 4,500.00
$ 8,010.00

Access not controlled.

Confirmation of:
Phone approval by Mr. Reynolds 6/8/50

SALISBURY JUNCTION-POKER CREEK SECTION, SUMPTER VALLEY SECONDARY HIGHWAY

15998 - Robertson, John W.; and Robertson, Mary C. (Mayhew)
Right of Way and Gravel Pit
Option expires August 5, 1950

5.7 acres at $206.50 per acre	1,177.05	
2.85 acres at $8.00 per acre	22.80	
Allowance - fencing, 542 rods at $3 rod	1,626.00	
Amount to be paid owner (chrg. Gravel Pit)	1,177.05	
(chrg. Right of Way)	1,648.80	
		2,825.85

Access not controlled.

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY

15051 - Oregon & Western Colonization Co.; and Mefford, George E. et al (Saling)
Right of Way
Correction Report - change of accesses

(Cont.)

LAWEN-CRANE SECTION, BURNS-CRANE HIGHWAY (Cont.)

15051 - Oregon & Western Colonization Co. (Cont.)

STATE to provide private accesses at Engr.Sta. north and south of Highway (Estimated)	$ 50.00	
Additional amount chargeable to Construction		$ 50.00

Amount previously approved 9/19/49 on Files 15051 & 15276 - $148.50

Also: Private accesses approved 9/19/49 at Stas. 1407+00 and 1369+00, north and south of highway, changed to commercial accesses.

Access controlled.

ONTARIO-NYSSA SECTION, OLD OREGON TRAIL HIGHWAY

16398 - Williams, Osman P. and Mildred S. (Landon)
Gravel Bar - Haul Road
Option expires December 27, 1950

0.71 acre at $422.50 per acre (lump sum)	300.00	
Allowance - 500' of 10" irrigation tile 65¢ ft.	325.00	
Amount to be paid owner (chrg. Gravel Bar)		625.00
STATE to: Fill existing ditch (Est.)	500.00	
Oil 200 feet of said road (Est.)	100.00	
Amount chargeable to Construction		600.00
GRAND TOTAL (Estimated)		1,225.00

Subject to reversion of title when gravel pit becomes exhausted.

16397 - Loe, Tom and Alice A. (Landon)
Gravel Bar
Option expires December 24, 1950

7.5 acres at $70 per acre	525.00	
Amount to be paid owner (chrg. Gravel Bar)		525.00

Subject to reversion of title when gravel pit becomes exhausted.

16400 - Thayer, Linnie (Landon)
Gravel Bar, Haul Road
Option expires December 27, 1950

0.25 acre at $200 per acre	50.00	
Amount to be paid owner (chrg. Gravel Bar)		50.00

Subject to reversion of title when gravel pit becomes exhausted.

EXHIBIT "A" (Cont.)

BEECH CREEK SECTION, PENDLETON-JOHN DAY HIGHWAY

16388 - Farra, Samuel P. (Cozad)
Right of Way
Option expires December 25, 1950

4.23 acres at $10 per acre	$ 42.30	
Allowance - 4000' merchantable timber at $11 per M	44.00	
Amount to be paid owner (chrg. Right of Way)		$ 86.30
STATE to construct private access at Engr.Stas. 130+90 and 149+20 north, and Sta.139+50 south (Estimated)	100.00	
Amount chargeable to construction		100.00
GRAND TOTAL (Estimated)		186.30

Access controlled.

16389 - Sproul, R. E. and Violet (Cozad)
Right of Way
Option expires December 25, 1950

2.73 acres at $10 per acre	27.30	
Allowance - 6000' merchantable timber at $11 per M	66.00	
- 163 rods barbed wire fence at $2.00 per rod *	326.00	
Amount to be paid owner (chrg. Right of Way)		419.30

* (97 rods barbed wire fence owned by Grantor on U.S. Govt. land, Sta.0 to 8)

Access Controlled.

16390 - G. G. Carson (Cozad)
Right of Way
Option expires December 25, 1950

0.80 acres at $10 per acre	8.00	
Allowance - 1500' timber at $11 plus per M	17.00	
Amount to be paid owner (chrg. Right of Way)		25.00
STATE to construct private access at Sta. 32, north side (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		75.00

Access Controlled.

HILGARD JUNCTION-RED BRIDGE SECTION, STARKEY SECONDARY HIGHWAY

16370 - Monese, Rose (Benfield)
Right of Way and Gravel Pit
Option expires December 28, 1950

7.82 acres at $75 per acre	$ 586.50	
Amount to be paid owner (chrg. Right of Way)		$ 93.00
(chrg. Gravel Pit)		493.50
STATE to provide 445 rods fence at $5 rod (Est.)	2,225.00	
and 2 gates at $50 each (Estimated)	100.00	
Amount chargeable to Right of Way		1,745.00
Amount chargeable to Gravel Pit		580.00
GRAND TOTAL (Estimated)		2,911.50

Access not controlled.

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY

15926 - Martinsen, John H. (Witt)
Right of Way
Option expires December 5, 1950

1 acre at $400 per acre	400.00	
Allowance - 27.5 rods fencing at $2.50 rod	68.75	
Amount to be paid owner (chrg. Right of Way)		468.75

Access controlled.

15927 - Wheeler, Zelma (Witt)
Right of Way
Option expires December 5, 1950

0.63 acre at $653.17 per acre	411.50	
Allowances - 1-storey frame cottage, 528 sq.ft. at $4.50 per sq.ft.	2,376.00	
- 20' planked bridge across creek	250.00	
Amount to be paid owner (chrg. Right of Way)		3,037.50

Access controlled.

SALEM SECTION, S. COMMERCIAL & S. LIBERTY ST. CONNECTION, PACIFIC HIGHWAY EAST

15908 - Anderson, Albert T. & Genevieve F. (Benson)
Right of Way
Option expires December 28, 1950

1,103 sq.ft. at 50¢ per sq.ft.	556.50
Allowances - 40 ft. board fence	100.00
Damages, shrubbery and lawn	343.50

(Cont.)

SALEM SECTION, S. COMMERCIAL & S. LIBERTY ST. CONNECTION, PACIFIC HIGHWAY EAST (Cont.)

15908 - Anderson, Albert T. & Genevieve F. (Cont.)

Amount to be paid owner (chrg. Right of Way)		$ 1,000.00
STATE to construct 16' access to Superior St. (Est.)	$ 50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		1,050.00

Access Controlled.

SULLIVAN GULCH HIGHWAY - UNIT #5

15505 - Kelley, J. H. and Vera M. (Mayhew)
Right of Way
Option expires December 4, 1950

2 acres of orchard at $1,200 per acre	2,400.00	
5 acres of cleared pasture land at $800	4,000.00	
1 acre of homestead and drives at $1,500	1,500.00	7,900.00
Improvements - 1550 sq.ft. at $5.50 per ft. (Main House)	8,356.00	
- Tenant house, 346 sq.ft. at $2.10 per sq.ft.	750.00	
- Horse and cow barn, 845 sq.ft. at $3.00 per sq.ft.	2,535.00	
- Garage - 453 sq.ft. at $3.00	1,359.00	
- 2 chicken houses, $50 each	100.00	13,100.00
Amount to be paid owner (chrg. Right of Way)		21,000.00
STATE to pay 1950-51 taxes (Est.)	200.00	
Amount chargeable to Right of Way		200.00
GRAND TOTAL (Estimated)		21,200.00

Entire taking.

5th STREET, REDMOND, SECTION, THE DALLES-CALIFORNIA HIGHWAY

16357 - McLauchlin, Lucien and Leila H. (Cozad)
Right of Way
Option expires December 26, 1950

0.70 acre (30,333 sq.ft. at 0.06 per sq.ft.)	1,820.00	
0.203 " (8,480 sq.ft. at 0.10 per sq.ft.)	848.00	
		2,668.00

(Cont.)

EXHIBIT "A" (Cont.)

5th STREET, REDMOND, SECTION, THE DALLES-CALIFORNIA HIGHWAY (Cont.)

16357 - McLauchlin, Lucien and Leila H. (Cont.)

Allowances - installing new septic tanks	$ 250.00	
- re-establishing flood lights	275.00	
- trench work and installation of heating unit	400.00	
- loss of 2 separate cabins, one attached to furnace room on east	3,100.00	
- re-establishing entire heating unit and furnace, tanks, etc. to go underground	1,000.00	
- trees, lawn, shrubbery destroyed	400.00	
- damage, reduction of area & re-establishing rear of bldgs.	1,407.00	
- loss of business during constr.	500.00	
		$ 7,332.00
Amount to be paid owner (chrg. Right of Way)		10,000.00
STATE to: Install 36" pipe under "H" Street to be used as tube heating plant (Est.)	660.00	
Provide com'l access at Sta.79+75 & 83+00 west side, plus 2 additional com'l accesses on "H" Street (Est.)	400.00	
Amount chargeable to Construction		1,060.00
GRAND TOTAL (Estimated)		11,060.00

Access Controlled.

TOLEDO-SILETZ SECTION, SILETZ SECONDARY HIGHWAY

16361 - Gray, Russell K. and Thelma A. ** (Eason)
Stock Pile Site (Property Exchange)
Have Mr. Gray's Deed

0.88 acre being deeded by Mr. Gray for 0.57 acre to be deeded by Oregon State Highway Commission to Mr. Gray.

In addition, Mr. Gray is to grade and clear a major portion of 0.88 acre.

FOOTNOTE: **

The Commission approved this transaction on assurance from the Right of Way Engineer that the deed for the property that the Grays are to convey to the state in exchange for the state's property, has been received.

EXHIBIT "A" (Cont.)

HILGARD JUNCTION-RED BRIDGE SECTION, STARKEY SECONDARY HIGHWAY

16365 - Payne, Porter Alex and Irene (Benfield)
Right of Way
Option expires December 20, 1950

1.25 acres cultivated at $100 per acre	$ 125.00	
2.5 acres pasture at $5.00 per acre	12.50	
Allowance - 337 rods at $3.50 per rod (Fence)	1,179.50	
- Moving 18' x 20' garage	100.00	
Amount to be paid owner (chrg. Right of Way)		$ 1,417.00

Access not controlled.

16371 - Vey, Joseph, Estate (Elizabeth Underhill and Rita C. Moore, heirs) (Benfield)
Right of Way
Option expires December 29, 1950

5.38 acres at $25 per acre	134.50	
Amount to be paid to owner (chrg. Right of Way)		134.50

Access not controlled.

ONTARIO-NYSSA SECTION, OLD OREGON TRAIL HIGHWAY

16392 - Milligan, Jess W. (Landon)
Right of Way
Option expires January 4, 1951

0.40 acre at $500 per acre	200.00	
Allowance - 50 rods fencing at $1.00 per rod	50.00	
Amount to be paid owner (chrg. Right of Way)		250.00
STATE to construct private access at Engr.Sta. 622+50 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		300.00

Access controlled.

16393 - Watanabe, Thomas and Ida (Landon)
Right of Way
Option expires January 4, 1951

0.48 acre at $500 per acre	240.00	
Amount to be paid owner (chrg. Right of Way)		240.00

(Cont.)

ONTARIO-NYSSA SECTION, OLD OREGON TRAIL HIGHWAY (Cont.)

16393 - Watanabe, Thomas and Ida (Cont.)

STATE to construct private access at Engr.Sta.632+10, west side, (Est.)	$ 50.00	
Amount chargeable to Construction		$ 50.00
GRAND TOTAL (Estimated)		290.00

Access controlled.

16394 - Malheur School District No. 40 (Landon)
Right of Way
Option expires January 4, 1951

0.08 acre at $1000 per acre	80.00	
Allowance - Moving three articles of playground equipment	100.00	
Amount to be paid owner (chrg. Right of Way)		180.00
STATE to provide private access at Engr.Sta. 637+57, west side, (Estimated)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		330.00

Access controlled.

16399 - Ontario-Nyssa Irrigation Company (Landon)
Temporary Easement for Haul Road
Option expires January 9, 1951

0.02 acre	1.00	
Amount to be paid owner (chrg. Gravel Pit)		1.00
STATE to construct a 5'x 10' cattle guard (Est.)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		201.00

16395 - Kelly, Harland W. and Viola I. (Landon)
Right of Way
Option expires January 2, 1951

0.62 acres at $500 per acre	310.00	
Allowance - Fence: 73 rods at $3.00 per rod	219.00	
Lawn: 1,100 sq.ft. at 10¢ sq.ft.	110.00	
Amount to be paid owner (chrg. Right of Way)		639.00

Access controlled.

EXHIBIT "A" (Cont.)

GOLD BEACH-BROOKINGS SECTION, OREGON COAST HIGHWAY

15702 - Skinner, Chas. H. and Esther (Haskin)
Park Site
Option expires July 19, 1950

185.14 acres at $140 plus per acre	$ 26,000.00	
Amount to be paid owner (chrg. Park Site)		$ 26,000.00

Access controlled.

NEHALEM HILL SECTION, OREGON COAST HIGHWAY

16468 - Augusta Tubbesing Estate (Mayhew)
Right of Way
Deed signed

.08 acre at $150 per acre	12.00	
Allowance - fencing (lump sum)	13.00	
Amount to be paid owner (chrg. Right of Way)		25.00

Access not controlled.

5th STREET, REDMOND, SECTION, THE DALLES-CALIFORNIA HIGHWAY

16346 - Links, Hiram (Cozad)
Right of Way
Option expires January 5, 1951

0.193 acre at $3,938 minus per acre	760.00	
Allowance - 13+ rods fencing at $3 per rod	40.00	
Amount to be paid owner (chrg. Right of Way)		800.00
STATE to provide accesses at Engr.Stas.31+35, 32+22, and 33, west side (Estimated)	75.00	
Amount chargeable to Construction		75.00
GRAND TOTAL (Estimated)		875.00

Access controlled.

16347 - Houk, J. O. (Cozad)
Right of Way
Option expires January 5, 1951

0.320 acre (60' R.W.) gratis	00.00	
0.107 acre at $.06 per sq.ft. minus	267.50	
Amount to be paid owner (chrg. Right of Way)		267.50
STATE to provide private accesses, east side, Stas.: 33, 33+50, 34, 34+50, 35 & 35+50; west sides, at Stas.33+20 and 34+50 (Estimated)	200.00	200.00
Amount chargeable to Construction		467.50

Access controlled.

(Cont.)

5th STREET, REDMOND, SECTION, THE DALLES-CALIFORNIA HIGHWAY (Cont.)

16360 - Roach, Anthony (Cozad)
Right of Way
Option expires January 8, 1951

50 sq.ft. (lump sum)	$ 25.00	
Amount to be paid owner (chrg. Right of Way)		$ 25.00
STATE to re-establish curb and walk destroyed (Est.)	75.00	
Amount chargeable to Construction		75.00
GRAND TOTAL (Estimated)		100.00

Access not controlled.

16345 - Clark, William M. and Cletas B. (Cozad)
Right of Way
Option expires January 5, 1951

29,723 sq.ft. at $.04 minus per sq.ft.	1,108.90	
4,290 sq.ft. at $.06 minus per sq.ft.	251.40	
60 ft. right of way through City, no cost	0.00	
Allowance - 50 rods fencing at $3.00 per rod	150.00	
- destruction of cow barn, stanchions, and concrete floor	350.00	
Amount to be paid owner (chrg. Right of Way)		1,860.30
STATE to provide private accesses, east side, at Stas.: 26+30, 28, 29+25, 30+25, 30+75, 31+25, 31+75, 32+25 and 32+75; west side, at Stas.: 28+75, and 29+75. (Estimated)	275.00	
Amount chargeable to Construction		275.00
GRAND TOTAL (Estimated)		2,135.30

Access controlled.

FLORA JUNCTION, ENTERPRISE-LEWISTON HIGHWAY

16466 - McCall, Roy and Allene J. (Benfield)
Maintenance Site

2.66 acres	1.00	
Amount to be paid owner (chrg. Right of Way)		1.00

FOOTNOTE: (*) 15884, Dorothy Helmcke Westfall; 15882, Elmer R. & Faun E. Helmcke; 15883, Wilfred & Violet Helmcke. R/W, Sylvan Section, Sunset Hwy. First presented to Commission at previous meeting. Action deferred pending recommendation from Engineer. Engineer advised he has investigated and thinks property will be needed for future highway widening. Concurs in Right of Way Engineer's recommendation that it be acquired now. Commission approved the recommendation.

EXHIBIT "B-1"

Minutes of July 10 and 11, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Sunset Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission proposes to widen and straighten the Vista Avenue-Multnomah County Line Section of said highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Sunset Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be restricted;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, straightening, construction, and maintenance of the Vista Avenue-Multnomah County Line Section of the Sunset Highway a parcel of real property located in Multnomah County, Oregon, and described as follows, to-wit:

A parcel of land lying in Section 6, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to A. J. Paris, recorded in Book 824, Page 258 of Multnomah County Record of Deeds; the said parcel being described as follows:

Beginning at the intersection of the west line of a tract described in Book 1182, Page 383, and the southerly right of way line of Canyon Road No. 1138, said point being north 1361.7 feet and east 807.1 feet from the south quarter corner of said Section 6; thence South 16° 56' 30" West a distance of 82.61 feet, thence along the arc of a 1542.5

(Cont.)

foot radius curve to the right (the long chord of which bears South 79° 20' 30" West 196.29 feet) a distance of 196.42 feet; thence continuing along the arc of a 1542.5 foot radius curve to the right (the long chord of which bears South 86° 10' 50" West 171.68 feet) a distance of 171.77 feet; thence North 25° 24' East 78.34 feet; thence along the arc of a 1472.5 foot radius curve to the left (the long chord of which bears North 85° 46' 30" East 115.98 feet) a distance of 116.01 feet; thence continuing along the arc of a 1472.5 foot radius curve to the left (the long chord of which bears North 78° 46' 20" East 243.66 feet) a distance of 243.94 feet to the place of beginning, containing 0.61 acre.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to acquisition of fee simple title to the aforesaid described property, it is necessary that there be acquired all easements and rights of access, and all rights of ingress, egress, and regress from and to the remaining land of the larger tract of which the above-described property is a part, and the above-described property, and any highway now or hereafter constructed thereon.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the tenth day of July, 1950.

EXHIBIT "B-2"

Minutes of July 10 and 11, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Sullivan Gulch Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Sullivan Gulch Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described parcel of real property, to wit:

File No. 14883
Owner: R. K. D. Co., an Oregon corporation

A parcel of land lying in the Terrence Quinn D.L.C., situated in Section 36, Township 1 North, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to R.K.D. Company recorded in Book 825, Page 22, of Multnomah County Record of Deeds; the said parcel being described as follows:

(Cont.)

EXHIBIT "B-1" (Cont.)

Beginning at the intersection of the west line of said tract with the center line of Northeast Sullivan Street in the City of Portland; thence along said west line to the southerly line of the O.W.R.and N. Company's right of way; thence northeasterly along said right of way line to the east line of said tract; thence southerly along said east line to a point which is 200.0 feet from (when measured along said east line) the northerly line of Northeast Sandy Boulevard; thence southwesterly to the place of beginning.

The parcel of land to which this description applies contains 0.87 acre.

2. That, in addition to acquisition of fee simple title to the aforesaid described property, it is necessary that there be acquired all easements of access and rights of ingress, egrees and regress from and to the remaining land of the larger tract, of which the above-described property is a part, and the above-described property, and any highway hereafter constructed thereon.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

6. That this resolution be entered in full in the minutes and records of the Commission as of the tenth day of July, 1950.

EXHIBIT "B-3"

Minutes of July 10 and 11, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, The Dalles-California Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of the federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and improve a portion of the existing highway and to relocate and construct the northbound traffic lane of the Redmond (5th Street) Section of said highway and for such purpose and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, The Dalles-California Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening and improving of a portion of the existing highway and the relocating, construction, and maintenance of the northbound traffic lane of the Redmond (5th Street) Section of The Dalles-California Highway a parcel of real property located in Deschutes County, Oregon, and described as follows, to-wit:

A parcel of land lying in the South half of the North half of the Southwest quarter of the Southeast quarter of the Northeast quarter ($S\frac{1}{2}N\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}NE\frac{1}{4}$) of Section 9, Township 15 South, Range 13 East, W.M., Deschutes County, Oregon, and being a portion of that property conveyed by that deed to John Malick, recorded in Book 83, Page 318, of Deschutes County Record of Deeds. The said parcel being all of said property lying West of the center line of The Dalles-California Highway, also that portion of said property included in a strip of land 40 feet in width, lying on the East side of the center line of The Dalles-California Highway

(Cont.)

July 10, 1950

(located via 5th Street in Redmond) as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 24+14.87, said Station being approximately 517 feet North and 1325 feet West of the East quarter corner of said Section 9; thence on a spiral curve left (the long chord of which bears South 2° 46' East) 130 feet to Station 25+44.87; thence on a 409.26 foot radius curve left (the long chord of which bears South 16° 02' East) 102.86 feet to Station 26+47.73, the East line of said strip of land crossing the North line of said property approximately opposite Station 24+37, and crossing the South line approximately opposite Station 26+20.

The parcel of land to which this description applies contains 0.153 acre, of which 0.073 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.08 acre lies outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid described property, it is necessary that there be acquired all easements of access and all rights or ingress, egress, and regress from and to the remaining land of the larger tract of which the above-described property is a part, and the above-described property, and any highway now or hereafter constructed thereon, except that there shall be reserved unto the owners of said remaining property right of access for an approach not to exceed 30 feet in width on the East side of The Dalles-California Highway, opposite Engineer's center line Station 25+90.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the tenth day of July, 1950.

EXHIBIT "C"

Minutes of July 10 and 11, 1950

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and permanent locations of the following sections of state highways, to-wit:

MEHAMA-MILL CITY SECTION of the NORTH SANTIAM HIGHWAY, in MARION COUNTY; and

HEPPNER JUNCTION-BOARDMAN SECTION OF THE COLUMBIA RIVER HIGHWAY, in MORROW COUNTY,

and in connection therewith to prepare maps showing the routes and locations of said sections of highways, and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the Mehama-Mill City Section of the North Santiam Highway in Marion County, particularly between Engineer's Station 299+00 and Engineer's Station 785+00, together with the map, which for identification purposes bears Map File No. 7B-1-14, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon; and **

2. That the relocation survey of the Heppner Junction-Boardman Section of the Columbia River Highway in Morrow County (described as follows: beginning at a point on the existing Columbia River Highway in Section 25, T 4 N, R 22 E, approximately at Highway Engineer's Station L^4 588+50, thence easterly along the Engineer's location survey L^4 line to a connection with the existing Boardman-Stanfield Highway at Engineer's L^3 location survey Station 1436+15.55, which is Highway Engineer's Station 89+00 on the Boardman-Stanfield Highway; thence easterly along said Boardman-Stanfield Highway approximately one and one-half miles to Engineer's location survey L^3 Station

(Cont.)

July 11, 1950

1504+71.36; thence northeasterly along said L^3 location survey 0.89 mile to the existing Columbia River Highway at the Messner Overcrossing at L^3 Station 1551+50), together with the map, field notes and other engineering data submitted by the Engineer, hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon; and

3. It is further ordered that the said routes and the surveys of the same hereby are adopted as the routes and locations of the NORTH SANTIAM HIGHWAY No. 162, and of the COLUMBIA RIVER HIGHWAY No. 2 between the above described points.

4. That when said sections of said highways are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

5. That this resolution be entered in the minutes and records of the Commission as of the tenth day of July, 1950.

FOOTNOTE: **

The map mentioned in this paragraph of this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, RESOLUTIONS ADOPTING SURVEYS FILE No. 51, and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "D"

Minutes of July 10 and 11, 1950

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the last six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Adams	$ 477.45	Florence	$1,709.21	Monroe	$ 878.62
Amity	2,003.02	Fossil	1,748.76	Mosier	610.23
Antelope	254.26	Garibaldi	2,539.80	Myrtle Creek	2,017.15
Arlington	1,720.51	Gaston	940.77	North Powder	1,062.25
Athena	2,130.16	Gervais	1,248.71	Oakland	1,675.31
Aurora	686.51	Glendale	1,573.60	Philomath	2,474.82
Banks	949.25	Granite	242.96	Pilot Rock	1,350.42
Bonanza	658.26	Grass Valley	576.33	Powers	2,152.76
Brownsville	2,712.14	Haines	1,065.08	Prairie City	1,980.42
Butte Falls	957.72	Halfway	1,175.26	Prescott	432.25
Carlton	2,723.44	Halsey	861.67	Riddle	1,757.24
Cascade Locks	1,986.07	Hubbard	1,415.40	St. Paul	517.00
Cave Junction	686.51	Huntington	2,681.06	Sandy	1,864.59
Clatskanie	2,579.35	Island City	500.05	Scappoose	1,418.22
Coburg	1,847.64	Jefferson	1,952.17	Siletz	1,644.23
Delake	1,802.44	Jordan Valley	774.09	Sisters	1,853.29
Donald	525.48	Joseph	1,675.31	Sodaville	279.69
Dufur	1,107.45	Lexington	630.01	Stanfield	1,599.03
Eagle Point	1,274.14	Lonerock	129.96	Sumpter	1,186.56
Eastside	2,505.90	Malin	1,511.45	Talent	2,022.80
Estacada	1,901.32	Merrill	1,830.69	Wasco	856.02
Falls City	2,019.98	Metolius	113.01	Willamina	2,503.07
				Yoncalla	1,067.90

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

(Cont.)

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the eleventh day of July, 1950.

EXHIBIT "E"

Minutes of July 10 and 11, 1950

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2984 with E. H. Itschner Co. for surfacing and oiling on the Washington State Line-Flora Junction Section of the Enterprise-Lewiston Highway in Wallowa County, completed October 18, 1949. Equipment removed June 6, 1950.

Contract No. 3006 with Leonard & Slate Oreg. Ltd. for grading and bituminous macadam surfacing on the Rainier-Goble Section of the Columbia River Highway in Columbia County, completed June 20, 1950.

Contract No. 3113 with Carl M. Halvorson for grading and paving on the Sundial Section of the Columbia River Highway in Multnomah County, completed June 15, 1950.

Contract No. 3119 with Arthur Gentemann for furnishing crushed materials in stockpiles on the Mosier Section on three State Highways in Hood River and Wasco Counties, completed April 15, 1950. Equipment removed May 5, 1950.

Contract No. 3213 with Baker Paving Co. for grading, surfacing and oiling four city streets in Gold Beach, Curry County, completed May 31, 1950.

Contract No. 3224 with J. C. Papin for grading and oil mat surfacing on the Table Rock Creek Section of the Baker-Homestead Highway in Baker County, completed June 21, 1950.

Contract No. 3243 with Umpqua River Navigation Co. for furnishing crushed materials in stockpiles on the Koepke Slough-Sawyers Ferry Road Section of the Umpqua Highway in Douglas County, completed May 3, 1950. Equipment removed June 1, 1950.

Contract No. 3249 with M. C. Lininger & Sons for furnishing crushed materials in stockpiles on the Murphy-Caves Camp Road Section of the Williams Secondary Highway in Josephine County, completed May 22, 1950.

Contract No. 3266 with E. C. Hall Co. for furnishing crushed materials in stockpiles on the Cow Canyon Section of The Dalles-California and Sherman Highways in Wasco and Jefferson Counties, completed May 27, 1950.

Contract No. 3271 with Acme Construction Co. for surfacing and oiling on the Noti-Elmira Section of the Richardson-Eugene Secondary Highway in Lane County, completed June 24, 1950.

(Cont.)

EXHIBIT "E" (Cont.)

Contract No. 3278 with Rush Construction Co. for furnishing crushed materials in stockpiles on the Heppner Junction-Lena Section of the Heppner Highway in Morrow and Gilliam Counties, completed June 30, 1950.

Contract No. 3317 with Babler Bros., Inc. for reoiling on the Mill City-Gates Section of the North Santiam Secondary Highway in Marion County, completed June 13, 1950.

Contract No. 3077 with Erick Enquist for construction of Long Tom River Bridges on the Siuslaw Highway in Lane County, completed April 23, 1950. Final cleanup May 25, 1950.

Contract No. 3149 with VaDare Construction Company for construction of Rock Creek and Sandy Creek Section on the Coos Bay-Roseburg Highway in Coos County, completed June 2, 1950.

Contract No. 3178 with W. R. Grasle Co. for constructing traffic signals in Eugene, Lane County, completed April 30, 1950. Signals required adjustment which was completed May 25, 1950.

Contract No. 3188 with Leslie W. Stoker, for construction of the Prairie City (Bridge Street) Section in Grant County, completed May 13, 1950.

Contract No. 3209 with City Electric, Inc. for constructing traffic signals in City of Klamath Falls in Klamath County, completed May 10, 1950.

Contract No. 3298 with Serge R. Perrin for constructing maintenance storage building near Milwaukie in Clackamas County, completed June 9, 1950.

Contract No. 2788 with C. J. Eldon for constructing the Coffey Creek Bridge on the Tiller-Trail Highway in Douglas County, completed November 24, 1947. Final settlement delayed due to claim of contractor.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "F"

Minutes of July 10 and 11, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway East

Highway number: 1E Route Number: US99E

Location of Termini		Established Speed
M.P. 33.90 (North limits, Woodburn)	to M.P. 34.67 (south limits, Woodburn)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

Note:

This action is corollary to resolution passed by State Speed Control Board, June 26, 1950.
This action confirms speed zone established by City ordinance June 17, 1937.

July 11, 1950

EXHIBIT "G"

Minutes of July 10 and 11, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Woodburn-Estacada Secondary

Highway number: 161 Route number: 211

Location of Termini		Established Speed
M.P. 11.00 (West of junction with Route 215)	to M.P. 12.27 (Molalla west city limits)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

July 11, 1950

EXHIBIT "H"

Minutes of July 10 and 11, 1950

R E S O L U T I O N

WHEREAS, the Wilson River Highway is one of the major state highways of the State and is likewise a part of the federal highway system, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that logging trucks and other vehicles frequently are parked within the right of way limits of said highway, particularly near its intersection with the county road known as the Schild Road, about two miles east of the city of Tillamook, and that said vehicles are left parked on the highway for extended periods of time; and

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and occupants of parked vehicles; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations made by and under the supervision of the State Highway Engineer, that the parking of motor vehicles along the Wilson River Highway between M.P. 2.04 (Highway Engineer's Station 80+00) and M.P. 2.16 (Highway Engineer's Station 86+00), a distance of 600 feet, extending a short distance in either direction from Schild Road intersection, in Tillamook County, creates a hazard not only to through traffic but also to traffic which enters the highway from the County Road and to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking facilities for large numbers of vehicles and at the same time to provide the degree of safety and convenience which, in the opinion of this Commission, should be provided the motoring public.

3. That this Commission does further find and declare that the parking of vehicles for long periods of time on the right of way of said highway within said termini should be prohibited.

(Cont.)

EXHIBIT "H" (Cont.)

4. That the State Highway Engineer be, and he hereby is, instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs at said termini, and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information and guidance, and a like copy to the County Court of Tillamook County.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 11th day of July, 1950.

EXHIBIT "I"

Minutes of July 10 and 11, 1950

ORDER REDUCING MAXIMUM LOAD LIMITS
ON A SECTION OF THE McKENZIE HIGHWAY

WHEREAS, the McKenzie Highway and the section of the McKenzie Highway hereinafter set forth or described has been duly designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the state of Oregon as a state highway; and

WHEREAS, said highway and section of highway is in the judgment of the State Highway Commission being subjected to a kind and character of traffic which will damage and injure the said highway and section of highway during the present period of freezing and thawing, and in order to protect the section of highway against such damage and injury it is deemed and is the judgment of the Highway Commission and said Highway Commission finds that it will be for the best interests of said section of highway that the maximum weights permitted and authorized by law be reduced during such period; and

WHEREAS, the State Highway Commission has after due investigation determined and found and it is the judgment of the Commission that the maximum weights which shall be permitted upon said section of highway during said period shall be reduced and fixed as in this order provided;

NOW, THEREFORE, the premises being in part as above stated and the State Highway Commission being of the opinion that said section of the McKenzie Highway was not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interest of said section of highway that the maximum total weight of the load and vehicle which shall be permitted upon said section of highway during the said period commencing on the dates hereinafter specified shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described section of highway shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles.

Name of Highway and No.		County	Section Restricted (by mile point)	Date Effective 1950
McKenzie	15	Lane	58.00 to 75.67 (White Branch Creek Bridge to Deschutes County Line)	June 16

(Cont.)

July 11, 1950

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 115-394, O.C.L.A., shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the section of highway and at the important crossroads on said section of highway so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of the counties affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 11th day of July, 1950.

EXHIBIT "J"

Minutes of July 10 and 11, 1950

RESOLUTION LIFTING REDUCED LOAD LIMITS ON VARIOUS STATE HIGHWAYS

WHEREAS, on the 21st day of March, on the th day of June, and on the 11th day of July, 1950, at regular meetings of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted resolutions reducing the maximum load limits on various state highways and sections of state highways; and

WHEREAS, subsequent to the passage of the said resolutions, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolutions.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in the said resolutions of March 21st, June 5th and July 11th, 1950, on various state highways or sections thereof, to-wit:

HIGHWAYS LISTED IN RESOLUTION OF MARCH 21, 1950

Name of Highway and No.		County	Section of Highway (by mile point)	Date Lifted 1950
Weston-Elgin	330	Umatilla, Union	Entire length	June 26

HIGHWAYS LISTED IN RESOLUTION OF JUNE 5, 1950

West Diamond Lake	233	Douglas, Jackson	Entire length	July 10

HIGHWAYS LISTED IN RESOLUTION OF JULY 11, 1950

McKenzie	15	Lane	58.00 to 75.67	July 5

be and the same hereby is rescinded and cancelled as of the respective dates listed above when the reduced load limit for each of said highway sections was lifted, and the maximum load limit permissible on such highways subsequent thereto shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and to the Superintendent of the Department of State Police for his information.

Dated this 11th day of July, 1950.

July 11, 1950

EXHIBIT "K"

Minutes of July 10 and 11, 1950

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Columbia River Highway known as the Rainier-Goble Section in Columbia County, the westerly terminus of which is at Highway Engineer's Station 557+00 of the relocated line and the easterly terminus of which is at Highway Engineer's Station 362+00 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, which eliminated sections or units will no longer be needed for highway purposes; and

WHEREAS, Columbia County and the Highway Commission have entered into an agreement under date of April 19, 1948, relating to the use and jurisdiction of the abandoned sections, to which agreement reference is here made; and

WHEREAS, the contract for the construction of the relocated section of the Columbia River Highway was completed on June 20, 1950, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portions of the old right of way, which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "A", "B" and "C" and are shown colored in red on map attached hereto and marked "Exhibit A", and by this reference made a part hereof, and are more particularly described as follows: **

Unit "A"

Beginning at State Highway Engineer's Station 552+00 of the relocated Columbia River Highway in the Northwest quarter of the Southwest quarter of Section 23, Township 7 North, Range 2 West, W.M.; thence southeasterly via the former route of the Columbia River Highway to State Highway Engineer's Station 512+00 of the relocated Columbia River Highway in the Southwest quarter of the Northeast quarter of Section 26, Township 7 North, Range 2 West, W.M.

Unit "B"

Beginning at State Highway Engineer's Station 506+70 of the relocated Columbia River Highway in the Southwest quarter of the Northeast quarter of Section 26, Township 7 North, Range 2 West, W. M.; thence southerly via the former route of the Columbia River Highway to Highway

(Cont.)

Engineer's Station 495+00 of the relocated line of said highway, in the Northwest quarter of the Southeast quarter of Section 26, Township 7 North, Range 2 West, W.M.

Unit "C"

Beginning at State Highway Engineer's Station 404+50 of the relocated Columbia River Highway in the Southwest quarter of the Northeast quarter of Section 2, Township 6 North, Range 2 West, W.M.; thence southeasterly via the former route of the Columbia River Highway to the line between the Southwest quarter of the Northeast quarter and the Northwest quarter of the Southeast quarter of Section 2, Township 6 North, Range 2 West, W.M.

shall hereafter, pursuant to said State-County agreement, be maintained by the County as county roads for the benefit and service of persons living thereon and communities served thereby. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said roads may be assumed and exercised by the County Court of Columbia County, and said roads shall hereafter be maintained by the County for public use.

2. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "E" and is shown colored in brown on map attached hereto and marked "Exhibit A", and is more particularly described as follows: **

Unit "E"

Beginning at State Highway Engineer's Station 420+80 of the relocated Columbia River Highway in the Northwest quarter of the Northeast quarter of Section 2, Township 6 North, Range 2 West, W.M.; thence southeasterly via the former route of the Columbia River Highway to State Highway Engineer's Station 409+80 in the Northwest quarter of the Northeast quarter of Section 2, Township 6 North, Range 2 West, W.M.

shall be and hereby is abandoned as a part of said highway, and hereafter all right, title and interest which the State has in said right of way shall be permitted to revert to the owners of the abutting land.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the relocation and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper but which are nevertheless retained by the State. In connection with all of said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for right of way and for highway construction, improvement, maintenance and other public purposes and uses. Therefore, the Commission does hereby find, declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A"

(Cont.)

shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. **

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission as of the eleventh day of July, 1950, and the Secretary hereby is directed to mail to the County Court of Columbia County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept as of this date the said abandoned sections of said old right of way and road shown colored in red on the map attached hereto and marked "Exhibit A", and by which said County shall assume, pursuant to said State-County agreement, jurisdiction and control over the same as a County road. **

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No.184 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

Inspection Trip
July 24-29, 1950

The State Highway Commission made its first annual inspection of state highways during the week commencing Monday, July 24, and ending Saturday, July 29. This trip took the Commission through the Eastern Oregon district. Overnight stops were made at Prineville, Pendleton, Wallowa Lake, Ontario and Burns. The inspection covered construction recently completed, that underway, and sites of improvements contemplated for the future. Also inspected were parks and recreational areas in the district covered.

Those making the trip were the following:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Assistant State Highway Engineer
C. H. Armstrong, State Parks Superintendent
C. G. Polk, Bureau of Public Roads
Ralph Watson, Public Relations Consultant
H. B. Glaisyer, Secretary

Mr. J. M. Devers, Chief Counsel, joined the group at Pendleton. Mr. E. F. Chidsey, Division Engineer, La Grande, accompanied the group from Pendleton to Burns.

On Monday morning the 24th, the Commission inspected several local projects in Portland, work underway on the Upper Columbia River Highway and on Timberline Road. Luncheon was taken at Timberline Lodge. In the afternoon the Commission inspected, among other projects, the newly constructed Warm Springs Highway. That evening the Commission held a short session at Ochoco Inn in Prineville, and the following matters were disposed of:

Mr. George H. Brewster, Redmond attorney, was present in behalf of the Central Oregon Irrigation District. He asked the Commission to allow the district to take 1,000 cubic yards of cinders annually from the Highway Department's cinder pit adjacent to The Dalles-California Highway about two miles north of the city of Redmond. This material, he said, will be used for the improvement of roads within the district and the district would like the privilege of taking material indefinitely. He said that the district recently gave the Highway Commission an easement across certain property on Fifth Street in the city of Redmond, which the state needed in connection with the improvement of that street, and he gave as his feeling that because of this concession the Commission might let the district have the cinders as requested. The matter was discussed at some length, during which the Commission explained that it particularly did not wish any more cinders taken from the pit located on Round Butte in The Cove-Palisades State Park. As a result of the discussion the Commission voted unanimously to allow the district to take 1,000 cubic yards annually out of its pits either north or south of Redmond for a period of ten years at no cost, it being strictly understood, however, that no cinders are to be taken out of the pit located in The Cove Park.

The Engineer requested authority for the expenditure of $9,800 in connection with the re-oiling contract awarded to Rogers Construction Company on the Forest Boundary-Jefferson County Line Section of the Warm Springs Highway in Wasco County, Contract No. 3335. He explained that when this contract was awarded it was contemplated to obtain materials from a quarry located on government-owned land, but the federal government did not make this quarry available, so it is necessary to obtain materials from some other source. 7,000 cubic yards of material are required, he said, and the contractor has agreed to furnish it from the newly designated quarry at the rate of $1.40 per cubic yard, a total of $9,800. He recommended approval of the expenditure in order to expedite the completion of the oiling work. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion the advisability of purchasing equipment now that will be needed in 1951, in view of the international situation, which may make it difficult to obtain equipment for replacements later on. In this connection he reported receipt of a communication from the State Board of Control requesting the submission of requisitions not later than August 8, 1950 for such equipment as is deemed necessary. It was suggested that, because of war conditions, the replacement of pre-war equipment be expedited so that the Highway Department will be in a position to carry on its activities on the most economical basis. The Engineer recommended that the Commission authorize the placing of orders now covering purchases to take up the balance remaining in the 1950 equipment budget and an additional sum of $475,000 from the amount to be budgeted in 1951 for the purchase of equipment. As a result of discussion of this matter the Commission unanimously approved the recommendation and instructed the Engineer to place the order immediately.

The Secretary reported a telephone conversation with the Commission's Chief Counsel, Mr. J. M. Devers, regarding the release of the semi-final and final payments to Walter Berndt Construction Company in connection with its Contract No. 3115 for the construction of the Snyder Creek-Crater Lake Highway Junction Section of the Sams Valley Secondary Highway, Jackson County. He said that this job is completed and final payment is about ready to be made, but instructions have been given the Auditor to hold the final warrants pending satisfactory settlement of the many claims that are outstanding against this work, such procedure being in conformity with long established policy and practice. According to the Highway Department's records, he said, the outstanding claims total approximately $32,000, whereas there is due the contractor a total of $16,535.48, which is far from sufficient to take care of the claims. He further stated that the Chief Counsel in the telephone conversation advised the release of the balance due the contractor because of his urgent need of it to pay some of the claims, but he was told that it could not be done because it is the Commission's practice to see that claims are properly satisfied. Moreover, the surety on the bond has asked that the funds be held intact by the state until released by the surety. The Commission discussed this matter at some length and as a result thereof ordered that no further funds be released to Walter Berndt Construction Company until the claims have been taken care of to the satisfaction of the Commission and proof of the payment of such claims has been received, and until the contractor's surety has approved payment in writing. The Commission instructed the Secretary to send to the members of the Commission, hereafter, a copy of each claim that is filed against highway contracts. This concluded the business session for this day.

Tuesday noon, July 25, 1950

The Commission inspected the Crooked River Highway within the city limits of Prineville, the improvement of which has been requested by a delegation from that town, following which the Commission motored to Pendleton, inspecting en route the Warm Springs Secondary Highway, the Shaniko-Fossil Secondary Highway, the Condon-Heppner Section of the Wasco-Heppner Secondary Highway, and the Heppner-Nye Junction Section of the Heppner Highway, the improvement of these highways having previously been requested by interested groups. The Commission took luncheon with the Heppner Chamber of Commerce, following which a short business session was conducted. Among the local people present were the Honorable Conley J. Lanham, Mayor of Heppner; County Judge Garnet Barratt; J. W. Mahoney; Jim Hoskin, Pilot Rock; C. G. Bracher, City Recorder, Pilot Rock; and County Judge James H. Sturgis of Umatilla County. The following projects were requested by the group:

1. Oiling of the unoiled section of the Heppner Highway between Nye Junction and Lena, 22 miles;

2. Complete construction of the Heppner-Spray Secondary Highway between Chapin Creek and the John Day Highway;

3. Substitution of a certain county road for another in the Federal Aid Secondary Highway System. The Commission was informed that this request would be made later in writing;

4. Retention of the present location of the Old Oregon Trail through the town of Boardman. They gave as their understanding that the Highway is to be reconstructed so as to bypass this town, and they alleged that such routing will destroy the town;

5. Mr. Mahoney urged the raising of the grade line on the Chapin Creek Section of the Heppner-Spray Highway, which, he said, is now too low. He also urged widening of the bridge on the Heppner Highway on North Main Street in Heppner. He said that the present bridge is too narrow and a serious traffic hazard exists. Another project requested by Mr. Mahoney was the improvement of the present highway between the Courthouse turn and their high school, where there is a bad drainage condition.

Judge Barratt endorsed the projects requested by Mr. Mahoney, and also urged the widening of the highway bridge located near the Courthouse in Heppner. Mr. Hoskin spoke for the further improvement of the Pendleton-John Day Highway, over which, he said, is being transported tonnage greatly in excess of that which the road carried three years ago. He also urged the oiling of the Nye Junction-Lena Section of the Heppner Highway, particularly from the standpoint of the people of Pilot Rock who wish to go to Heppner, but prefer going a roundabout way to Pendleton and Echo because of the present condition of the Nye Junction-Lena Section. Mr. Hoskin suggested that the saving that accrued in reduced maintenance cost on the Pilot Rock-Pendleton Section be used to oil the highway west of Nye Junction. It was

his feeling that such sum would go a long way toward building the latter mentioned section. Judge Sturgis endorsed the requests of the other speakers in behalf of the Nye Junction-Lena oiling project.

Chairman Chandler thanked the group for its presentation and advised that the Commission will give their requests due consideration in the programming of future highway funds. He particularly mentioned that a change in the Federal Aid Secondary Highway System such as that proposed by one of the speakers could not be considered until a request for such change is received in writing from the County Court.

The meeting adjourned at 3:00 p.m., following which the Commission inspected a proposed special state tax street fund project in the City of Pilot Rock. Mr. C. G. Bracher, City Recorder, explained what the city has in mind. The Commission referred the matter to the Engineer for customary investigation and report.

Tuesday evening, July 25, 1950

The Commission had dinner with the Pendleton Chamber of Commerce at The Country Club, following which a short business session was held during which a number of projects were requested by the local group. County Judge Sturgis presided. He asked the Commission for information concerning the proposed bridge across the Columbia River near McNary Dam, and whether or not the state would make a contribution of funds for studies in connection therewith. He was informed by Chairman Chandler that it is the intention of the State Highway Commission to treat the people of this district in exactly the same manner as the people of Wasco County were treated in connection with their proposed bridge across the Columbia River at The Dalles. In other words, the Commission definitely promises the people of Umatilla County that it will contribute $8,000 of state highway funds to assist in financing necessary surveys, on the same basis that a like sum was contributed for surveys in connection with the proposed bridge at The Dalles. That promise, he said, is the only one that the Commission can give today. He went on to say that the Commission must look at its problems from a statewide standpoint, and as in the past, the people of Umatilla County will get their fair share of highway revenue.

Mr. E. B. Aldrich, Editor of the Pendleton-East Oregonian, in speaking of the proposed bridge across the Columbia River at Umatilla, states a preference for a free bridge, with no tolls. Brief remarks were also made by Commissioners Reynolds and McIver and by the State Highway Engineer. Local people speaking were Paul Follett; John Walker, Hermiston, who endorsed the Umatilla Bridge project; Bob Harvey, Milton; Mr. Doty of Stanfield; Jim Hoskin, Pilot Rock, and Mr. Conklin. In reply to the speakers, Chairman Chandler advised that the Highway Commission is endeavoring to develop a three-year construction program but is handicapped because it does not know how much federal money is going to become available. When such information is released by the

Bureau of Public Roads, he said, it will be the problem of the Highway Commission to allocate funds where they will do the most good to take care of some of the 'rough spots' and to clear up some of the unfinished sections. In doing this, he said, the Commission must consider the state as a whole, and it will allocate to Umatilla County as much money as it can in due fairness to other parts of the state. He gave as his feeling that some of the uncompleted highway sections in the Umatilla district will be taken care of, but he said the Commission is not in a position to make a definite commitment or promise at this time.

Mr. Conklin mentioned rumors to the effect that the rerouting of US30 is being planned so as to bypass the city of Pendleton. He was informed by Chairman Chandler that the rumor is without foundation, and he suggested that for the true facts inquiry should be directed to the Salem office of the Commission.

The meeting adjourned at 9:45 p.m.

Wednesday, July 26, 1950

The Commission inspected 20th Street in Pendleton, which the City requests be opened up across the Union Pacific Railroad tracks to a connection with the Old Oregon Trail, then motored to La Grande, inspecting enroute Blue Mountain Forest Wayside and Catherine Creek State Park near Union.

Following luncheon at La Grande as guests of the La Grande Chamber of Commerce, the Commission conferred with members of the local group. Senator Fred E. Kiddle, Island City, presided. He requested the following:

1. Construction of an extension of Starkey Secondary Highway to a connection with the Pendleton-John Day Highway at Ukiah.

2. Installation of traffic signals on state highway routes in La Grande.

3. Designation of a one-way traffic routing for highway travel on Washington Street and Adams street, requiring traffic to go in one direction only on one of these streets and the opposite direction only on the other.

4. Improvement of the Wallowa Lake Highway. Senator Kiddle stated that this highway is outmoded, is rough and in need of repair.

5. Improvement of the Cove Secondary Highway between Union and Cove, which, he said, is now in a rough condition.

Commissioner Reynolds stated that the Highway Commission is in no position at the present time to make any promises in respect to these projects but will give them fair consideration. He also stated that the Commission is

interested in the development of state parks and hopes to be able to accomplish something toward that end.

Commissioner McIver expressed pleasure at being able to meet with the group. Chairman Chandler pointed out that the Highway Commission is not in a position at the present time to make a commitment or promise with respect to any project, because the Congress has not as yet provided necessary Federal Aid funds. He gave as his feeling that some of the minor projects in the Commission's tentative construction program may have to be postponed because of the international situation. He also gave as his feeling that secondary highway improvements should have more attention, and advised that in its apportionment of funds the Commission will give the same consideration to the La Grande district as it gives to the other districts in the state. This concluded the meeting.

The Commission then motored to Wallowa Lake, where Wallowa Lake State Park was inspected, particular attention being given to the matter of increasing the area to accommodate overnight campers.

Following dinner at Wallowa Lake Lodge the Commission held a special meeting at 9:00 p.m. in a room provided by Mrs. Irene Wiggins, operator of the lodge. Present at such meeting were the following:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Assistant State Highway Engineer
J. M. Devers, Chief Counsel
C. H. Armstrong, State Parks Superintendent
Ralph Watson, Public Relations Consultant
H. B. Glaisyer, Secretary

The following matters were discussed:

The State Parks Superintendent brought up for discussion the furnishing of telephone service in Silver Falls State Park. He said that the park is now served by a farmers' line, which is very unsatisfactory because the farmers do not maintain the line properly, but good service can be had through the facilities of Sublimity Telephone Company if the state will pay the cost of extending the present pole line a distance of about one and one-half miles from its present terminus south of the South Falls. He estimated the cost of such extension at $500 and recommended approval of the expenditure. The Commission approved the recommendation unanimously.

The Parks Superintendent also brought up for discussion the appointment of an assistant State Parks Superintendent. He said that he is in urgent need of assistance in order properly to perform the functions of his department, but he has no one particularly in mind. The matter was discussed, but action thereon was deferred until the next meeting. The Parks Superintendent was instructed to write the Commission in the meantime, stating the qualifications of an assistant and suggesting someone for the place.

Parks Superintendent Armstrong reported the status of a proposed state park in the vicinity of McNary Dam heretofore recommended by former State

Parks Superintendent S. H. Boardman. He said that the selected site lies along the Columbia River Highway between Cold Springs Highway Junction and Hat Rock, and takes in the area between the Union Pacific railroad and the Columbia River. He advised that interested parties in Pendleton contemplate meeting with the Army Engineers the following day concerning this park, and he suggested that it might be advisable to take advantage of the opportunity to suggest a plan of development for the area. It was the feeling of the Commission that a commitment at this time is not in order. The Parks Superintendent was asked to report the matter more fully at the next meeting of the Commission, when instructions will be given for his guidance.

The Parks Superintendent requested instructions concerning construction of a proposed roadway along the north side of Sand Creek from the Oregon Coast Highway to the beach at Short Sand Beach State Park. He said that such road is included in the plan for the development of the Park, and has the approval of the Tillamook County Court; however, he has just received a telegram signed by six members of the Nehalem Improvement Club who object to the roadway. He said that he has no idea what prompted the objection, but he has deferred construction of the road temporarily until he has had an opportunity to ascertain what is back of the complaint. The Commission approved the temporary suspension of this road construction.

The Chief Counsel presented for the Commission's consideration a form of agreement with the City of Portland covering the rerouting of the Pacific Highway West from S. W. Sixth Avenue to Broadway in order to fit in with the City's one-way traffic grid system. He recommended approval of the agreement. The Engineer concurred. The Commission approved the recommendation unanimously. (The agreement was signed by the Commission on August 22, 1950.)

The Chief Counsel brought up for discussion the appointment of Mr. C. H. Armstrong as State Parks Superintendent. He recalled that the Commission at the previous meeting approved such appointment and the matter was taken care of in the records by a simple minute entry. He suggested that the appointment should be by formal resolution, and he presented a form of resolution covering the matter. The Commission deferred action pending study of the resolution.

The Chief Counsel requested instructions concerning the disposition of a 22.377-acre tract of land which was acquired from Herman B. Jacobs in connection with a transaction for the purchase of right of way for the Tillamook-Pleasant Valley Section of the Oregon Coast Highway. He recalled that some time ago, pursuant to authority granted by the Commission, the property was advertised for sale at a minimum amount of $15,665, which was at the rate of $700 per acre, without access to the highway, but no bids were received. He further stated that according to the terms of the purchase, the Commission cannot lease the property and Mr. Jacobs has free use of it as long as it is not sold. He recommended that the property be re-advertised for sale on the basis of $600 per acre, or $13,425, without access to the highway, but that the bidder be permitted to submit an alternate offer for the property if granted access to the highway. The Commission deferred decision in the matter until its next meeting. The Chief Counsel was instructed to have available at that time a map showing the location of the property.

The Chief Counsel brought up for discussion the matter of releasing further payments to Walter Berndt Construction Company for work performed in connection with State Highway Contract No. 3115 for construction of the Snyder Creek-Crater Lake Highway Junction Section of the Sams Valley Secondary Highway. He recommended that monies now due and hereafter to become due to this company on this job be released to them because of the Commission's agreement with the company and with Mr. McCoy, Vancouver, Washington, who has been financing the work, which agreement, he said, prevails over the bond that was furnished by the contractor to guarantee satisfactory completion of the project and payment of the claims incurred in connection therewith. Chairman Chandler explained that the Commission had this matter under discussion when in Prineville and at that time ordered that further payments to the Walter Berndt Construction Company be held up pending satisfaction of the many claims that are on file against this job. Moreover, a letter has been received from the surety on the company's bond, requesting that further payments be held up until released by that office. He gave as his feeling that were the payments released now it would be breaking faith with the creditors who rely on the Highway Commission for protection. The Chief Counsel then advised that Mr. McCoy, a party to the agreement, is in a position to sue the State Highway Commission on this agreement if the Commission does not release the funds. The matter was discussed further and the Commission's final decision was not to release any further monies to Walter Berndt Construction Company until the claims have been satisfied and the letter has been received from the surety on the contractor's bond that it is satisfactory to release the funds. The Commission ordered that hereafter, when a contractor defaults and cannot carry on his contract according to the provisions thereof, he should be declared in default.

The Commission discussed a written report from the Engineer dated July 12, 1950, concerning weight violation cases pending in Justice Courts at Coquille, North Bend, Bandon and Medford. In his report the Engineer gives as his candid opinion that the efforts of the Commission to curb overloading are being defeated through the negligence of the various Justices of the Peace and District Attorneys in these counties in enforcing the statutes and prosecuting the cases pending. It was the feeling of the Commission that no action in the matter can be taken at this time.

The Commission also discussed briefly a report from the Engineer in respect to overheight and overlength violations in Lake County which previously had been cited to Justice of the Peace Tom Farrell, Lakeview, with particular reference to that portion of the report wherein Justice Farrell is quoted as advising weighmasters to stop writing citations involving overheight and/or overlength loads of logs, because he did not want them cluttering up his court. The Commission decided to do nothing with this matter at the present time.

The Engineer brought to the Commission's attention the need to construct a new bridge over White River on the Mount Hood Highway, the site of which was inspected by the Commission on Monday of this week enroute to Timberline Lodge. He estimated the cost of the new structure at $75,000. The Commission deferred action on this matter until its next meeting.

The Secretary presented requests from several Granges in Clackamas County for the improvement of the Woodburn-Estacada Secondary Highway between Estacada and Spring Water following the route of the DuBois Creek survey. The

Engineer advised that the survey to which they refer was made in 1936, at which time the improvement was estimated to cost about $250,000. He pointed out that the line would need modernizing at the present time, and that the cost to construct the road now would be considerably more than was originally estimated. The Commission deferred action.

The Commission considered a request from Warrenton School District, Clatsop County, for construction of a footpath along Fort Stevens Secondary Highway and US101, from Warrenton to their new high school approximately 1,000 feet south of the city limits. The Engineer estimated that it will cost about $500 to construct the footpath outside the city limits. He recommended approval of the project on the condition that the city will construct a connecting walk within the city limits. The Commission approved the recommendation unanimously.

The Commission discussed briefly and ordered filed a letter from the Mohawk Valley Improvement Association, Springfield, explaining that their appearance before the Highway Commission at the previous meeting was simply to ask for a survey of their valley so that the information would be available to the Commission in outlining a road program for this district. In this connection, the Engineer suggested that it might be advisable to inform the Association just what the prospects are for improvement of the Mohawk Valley-Marcola County Road which serves their community. It was the feeling of the Commission that this is a matter for the County Court of Lane County to handle inasmuch as the road is a county road under county jurisdiction.

The Commission discussed a request from the City of Silverton for installation of a flashing beacon at the intersection of Church Street and the Cascade Secondary Highway in Silverton. The Engineer advised that the matter has been investigated by the Traffic Engineer, who states that the signal is not warranted by the amount of traffic which passes through this intersection, and who recommends that the request be denied. He indicated his concurrence in the recommendation. The Commission approved the recommendation unanimously.

A letter was presented from Mr. G. S. Vergeer, City Manager of Milton, Umatilla County, requesting the installation of a traffic light at the intersection of Main Street in Milton with the new highway which extends from Milton to Walla Walla, Washington. The Engineer advised that a traffic study of this intersection reveals that the signal is not warranted, but that conditions could be improved by construction of a traffic island to channelize the movement of traffic, thus rendering the intersection less hazardous than it now is. He estimated the cost of the island at $350 and recommended approval of the expenditure. The Commission referred the matter back to the Engineer for a further study and report.

Consideration was given by the Commission to a letter from C. H. Demaray, Receiver for California and Oregon Coast Railroad Company, renewing his request for the installation of traffic signals at two highway-railroad crossings near Grants Pass. It was recalled that this matter was before the Commission at its meeting in April, at which time the Commission

denied the request because the company would not agree to pay fifty percent of the cost involved, and the Commission did not feel that there was justification for assumption by the state of the entire expense. The Commission again denied the request.

A request was presented from the Lake County Chamber of Commerce for construction of pavement full street width on two state highways that are in the city limits of Lakeview. The Engineer advised that this project has been investigated and it has been determined that the cost to improve the Klamath Falls-Lakeview Highway would be about $46,000, and the cost to improve the Fremont Highway would be about $118,000, a total of $164,000. He recommended that the request be denied because the present daily traffic within the city on the Klamath Falls-Lakeview Highway averages only about 1,500 vehicles, and that on the Fremont Highway 1,100; and because in his estimation there are more meritorious projects within the state than the improvement of either of these two highways at the present time. The Commission approved the recommendation.

The Engineer reported that in conformity with authority previously given him by the Commission he has awarded contracts as follows, bids for which were received by the Commission at its meeting on July 10-11, 1950:

Grading and paving Kirk Avenue in Brownsville, Linn County. Bids received July 11 - contract awarded July 19 to Porter W. Yett, low bidder.

Construction of Chrome Plant-Cedar Point Section of US101, Coos County. Bids received July 10 - contract awarded July 14 to E. L. Gates & Co., Inc., low bidder.

Grading, surfacing and oiling Columbia Street in the city of Helix, Umatilla County. Bids received July 11 - contract awarded July 14 to Newport Construction Company, low bidder.

Mt. Vernon-Prairie City Rock Production Project on the John Day Highway, Grant County. Bids received on July 11 - contract awarded July 20 to E. H. Itschner, low bidder.

Redmond (5th Street) Section of The Dalles-California Highway, Deschutes County. Bids received on July 11 - contract awarded July 21 to F. L. Somers, Klamath Falls.

The Commission unanimously confirmed the awards as reported by the Engineer.

The Commission had under discussion the request of Newport, Kern & Kibbe, Contract No. 3280, for rock production on Boardman-Cold Springs Section of the Columbia River, Hermiston, and Pendleton-Cold Springs Highways, for an extension of time of 10 days, from May 15 to May 25, within which to complete this job. They attribute their failure to complete the job within the specified time limit to time lost in repairing their equipment, and to furnishing 1,200 cubic yards of rock to the city of Umatilla for repairing

city streets. The Engineer advised that this project was actually completed on May 17, two days over the specified time limit, and that the state has been caused no inconvenience by the delay nor extra expense for engineering supervision. He recommended, in view thereof, that the extension of time as requested be granted without penalty. The Commission approved the recommendation unanimously.

The Engineer reported that Contracts No. 3082, 3115, 3267, 3269, 3280, 3306, 3310, 3351 and 3352, for construction of state highway projects, have been completed according to the requirements of the contracts, or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested authority to conduct surveys for certain primary and secondary state highway projects which are to be considered by the Commission in the formulation of future highway programs. He presented a list of such surveys, but the Commission deferred action on the same until its next regular meeting.

The Engineer asked the Commission to confirm the telephonic authority given him by Chairman Chandler and Commissioner McIver on July 13 to post both sides of the Oregon Coast Highway in the vicinity of Devil's Lake for "NO PARKING ON HIGHWAY SHOULDERS", particularly the section extending from Mile Point 123.20 (Engineer's Station 730+00) to Mile Point 123.58 (Engineer's Station 750+00). The Commission unanimously confirmed such posting by the adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was presented from the City of Prineville for establishment of a 25 mile per hour speed zone on a 1.22 mile section of the Ochoco Highway easterly from the east city limits of Prineville, and for establishment of a like speed zone on the Madras-Prineville Secondary Highway for a distance of 0.79 mile northwest from the city limits. The Engineer advised that this matter has been investigated by the Traffic Engineer whose studies indicate that a speed zone should be established on each section, but not as low as requested. He recommended the establishment of a 40 mile per hour speed zone at each location, particularly between Mile Points 19.45 and 20.67 on the Ochoco Highway and between Mile Points 25.32 and 26.11 on the Madras-Prineville Secondary Highway. The Commission unanimously approved the recommendation by the adoption of the attached resolutions relative thereto marked EXHIBITS "C-1" and "C-2", which resoltuions by this reference are made a part hereof with like effect as though extended in full herein.

A letter was presented from the Memorials Committee of the Oregon Historical Society recommending erection of a textboard in the John Day Fossil Beds adjacent to the John Day Highway in Grant County. The Engineer estimated the cost of such a textboard at $300 and recommended the erection of the same as requested. In this connection he presented a text for the proposed board,

which he said bears the approval of the Memorials Committee, as follows:

> THIS FORMATION TAKES ITS NAME FROM THE RIVER NAMED FOR JOHN DAY OF THE ASTOR OVERLAND PARTY OF 1811. FAMOUS THE WORLD OVER FOR THEIR WEALTH OF FOSSIL BONES, THE COLORFUL JOHN DAY BEDS WERE LAID DOWN IN LATE OLIGOCENE TIMES WHEN VOLCANIC ASH CHOKED STREAMS AND FILLED LAKE BASINS. ANIMALS OF BOTH FORESTS AND PLAINS WERE ENTOMBED. IT WAS A VARIED FAUNA INCLUDING BEAR DOGS AND GIANT CATS. RHINOS LIVED ON RIVER BANKS. TINY CAMELS AND THREE-TOED HORSES WERE ABUNDANT. THEIR BONES ARE BURIED HERE, AND WHEN BROUGHT TO LIGHT BY EROSION ILLUSTRATE ONE CHAPTER OF THE STORY OF OREGON'S ANCIENT PAST.

The Commission unanimously approved the erection of the textboard, and the text.

A letter was presented from Mr. John A. Laing, Chairman of the Travel Advisory Committee recommending the appointment of Messrs. Ralph A. Coan, recently elected President of the Oregon State Motor Association, and George M. Henderson, Assistant Vice President of the First National Bank of Portland, as members of the Travel Advisory Commission succeeding the late Dr. E. B. McDaniel and the late W.D.B. Dodson. The Commission unanimously approved the recommendation and instructed the Secretary to inform Mr. Coan and Mr. Henderson of their appointment as members of this Committee.

The Commission discussed a proposed budget for 1951 covering the activities of the Travel Department. The Engineer submitted a tentative budget prepared by Manley F. Robison, Director of the Travel Department, and approved by the Travel Advisory Committee, in the total amount of $275,000, which is $25,000 more than the 1950 budget. It was the feeling of the Commission that the 1951 budget should not exceed that approved for 1950. The Engineer was instructed to convey such information to Mr. Robison, with a request that he ascertain the attitude of the members of the Committee with regard thereto.

The Commission had under discussion the abandonment of a portion of the Sams Valley State Secondary Highway (old route) in Jackson County, which portion no longer is of value for state highway purposes in view of the fact that the highway has been re-aligned at this point. The Engineer presented a map showing the section proposed for abandonment. He pointed out that the old road is of value for county purposes to serve people residing on it and he recommended that it be turned over to the county for future maintenance. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to a request from the North Forty Club of Albany for the designation of a 40 mile per hour speed zone on the Santiam Highway (US20) for a distance of two and one-half miles westerly from the Willamette River at Albany, particularly from the bridge to a road known as "Scenic Drive". The Engineer advised that this matter has been investigated by the Traffic Engineer, who reports that a reduced speed limit on this section is not justified because, with the exception of one curve at the west

end of the bridge, the alignment is good and because the pavement is 20 feet wide with six-foot gravelled shoulders. However, the Traffic Engineer does recommend the erection of an oversize "CURVE" sign at each end of the curve. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously.

The Commission had under consideration the adoption of a resolution apportioning to the cities and towns of the state their respective shares of highway revenues that accrued during the first six months of the year 1950. The Engineer presented a tabulation showing the proposed apportionment, advised that it has been very carefully checked and is accurate, and recommended its approval. The Commission unanimously approved the apportionment as recommended. The attached resolution relative there, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission by unanimous vote.

Commissioner Reynolds brought up for discussion a letter received by him from Hon. George W. Peavy, Mayor of the City of Corvallis, in which Mayor Peavy indicates that the State Highway Commission some time ago made some sort of a commitment relative to the construction of the proposed new entrance of US99W into Corvallis from the north, if the City would take care of a certain drainage problem. It was the feeling of the Commission that no definite commitment was made with respect to such project; however, the Secretary was instructed to search the records and ascertain just what action was taken by the Commission with respect to it.

The Engineer presented a letter from W. Ovid Evans, Manager of Evans Fly Company, Bend, concerning the routing of The Dalles-California Highway through the city of Bend. Mr. Evans alleges that prior to the late war, the State Highway Department had plans for the rerouting of the highway along East 3rd Street so as to avoid right angle turns and a narrow underpass on Franklin Street. He suggests a one-way traffic system such as has been adopted by the city of Redmond. The Commission deferred action in the matter pending inspection of the situation when it passes through the city of Bend later in the week.

The Chief Counsel rendered a status report on his endeavors to recover the amount of the bid bond furnished by the State Construction Company in connection with its proposal to construct the piers for the Marion Street bridge across the Willamette River in Salem, the company having defaulted. He said that the company denies liability in the case and has hired Portland attorneys to defend them. The Commission took no action.

The Engineer presented a letter from Lofts and Son, Hood River, concerning the proposed improvement of the Columbia River Highway in Hood River which will require some of their property for right of way. Mr. Lofts advises that they have conducted a sand and gravel business at this location for many years and if the plans for the highway improvement materialize as proposed, it will put them out of business. He asked for definite information as to the proposed highway improvement so they can make their plans accordingly. In the discussion of this matter, the feeling was expressed that Lofts and Son may have brought their case to the Commission's attention in writing as an argument

to secure a bigger price for their property. The letter was referred to Commissioner Reynolds to answer.

Ralph Watson, Public Relations Consultant, discussed with the Commission matters pertaining to his proposed folio containing statistics and historical facts concerning the State Highway Department. He outlined briefly the proposed contents of the folio and advised that with the Commission's approval he will have it bound and mailed to the members of the legislature and candidates for legislative offices, for their information. Commissioner Chandler stated that he had studied the compilation of material and in his estimation it contains valuable information for the records, but there is a question whether or not it should be sent to members of the legislature. He suggested a preview of the contents by Commissioners Reynolds and McIver, and if they approve the publication and distribution of the copies as proposed, he will offer no objections.

The Commission approved and signed agreements, et cetera, as follows:

Ground lease from Frank Oliver, granting the State an area to be used as a rock crusher site in conjunction with Mt. Vernon-Prairie City Rock Production Project.

Agreement with City of Garibaldi covering the widening of the Oregon Coast Highway, within the city of Garibaldi.

Agreement with Gardiner Lumber Company granting permission to construct, maintain and use a parking lot under the Umpqua Bridge near Reedsport.

Agreement with City of Corvallis covering installation of traffic lights at eight intersections of the Pacific Highway West in Corvallis.

The meeting adjourned at 10:45 p.m.

Thursday, July 27, 1950

The Commission left Wallowa Lake at 8:00 a.m. and motored to Baker, where the members of the group were guests, at luncheon, of the Chamber of Commerce and Baker Lions Club. Enroute, the Commission inspected the county road which extends southerly from the city of Island City a distance of 2.9 miles to a connection with the Old Oregon Trail, bypassing the city of La Grande, which road was recently approved as a substitute for Federal Aid Secondary Highway No. 538 (county road near Summerville) in the Federal Aid Secondary Highway System.

The Commission also inspected construction underway on the revised location of the Old Oregon Trail, through Ladd Canyon, between La Grande and North Powder.

Following luncheon, the Commission motored to Ontario, inspecting enroute the Weiser and Payette spurs of the Old Oregon Trail, including the bridges over the Snake River at Weiser and Payette. An overnight stop was made at Ontario.

Friday, July 28, 1950

Leaving Ontario at 8:00 a.m., the Commission motored to Jordan Valley. Luncheon was taken at Madriaca's. The Commission then inspected recent construction and proposed construction on the I. O. N., the Rome-Princeton, and the Burns-Crane Highways. The Commission and its party were the guests of the Burns Chamber of Commerce for dinner, following which a short meeting was held with a local group headed by Mr. Morgan Timms, President of the Burns Chamber of Commerce. Those speaking in behalf of local projects were Messrs. Jim McConnell, Chairman of the Highway Committee of the Chamber of Commerce; Honorable R. M. Lowe, Mayor of Burns; Chester Craddock, Councilman; Ed Gens, School Director, Hines; and Honorable Elmo E. Smith, State Senator, John Day. Mr. McConnell gave as their Number One project improvement of the ports of entry into Oregon from the East. He urged completion of the 18-mile section of the Rome-Princeton Secondary Highway in the vicinity of Follyfarm, alleging that the completion of this section will reduce by some 150 miles the distance that tourists will have to travel to reach the ocean from eastern points. He also requested the re-oiling of the Burns-Sage Hen Hill Section of the Central Oregon Highway, completion of the Three Flags Highway (John Day-Burns Highway) north of the city of Burns, and improvement of the Burns-Frenchglen Highway because it passes through the Malheur Bird Refuge, a tourist attraction, and because the road serves the largest stockraising area in Oregon.

Mayor Lowe requested state aid in the re-alignment of West Monroe Street in Burns for a distance of three blocks where, he said, much development is taking place. He asked for the elimination of the curves in the existing road. Mr. Craddock endorsed the remarks of Mayor Lowe. Mr. Gens stated that the 40 mile per hour speed limit now in effect between Burns and Hines is too high for the safety of the many school children who have to walk to school along this highway. He asked the Commission to further restrict traffic to 25 miles per hour.

Senator Smith complimented the Commission on the work that it is doing, and advised the local citizens that the Commission is doing all that is possible with the monies that are available to provide a highclass road system for all parts of the state. Mr. Timms inquired what the people of

this district can expect with respect to the completion of the John Day-Burns Highway. He was informed by the Commission that the remaining work is within the national forest and will be constructed as a forest highway project, but there are no funds immediately in sight to finance it and none will be available until the Congress has appropriated the money. Chairman Chandler concluded the discussion by stating that the Commission has the projects in this district well in mind and will do the best that it can with the funds at its disposal. The meeting adjourned at 10:00 p.m.

Saturday, July 29, 1950

The Commission left Burns at 8:00 a.m. and drove to Bend. Enroute the Commission inspected the Section Maintenance Headquarters at Brothers. Arriving at Bend, the Commission inspected Pilot Butte State Park and the Division Headquarters. Luncheon was taken at Sisters, following which the Commission drove over the North Santiam Highway to Salem, thence to Portland, inspecting enroute activities at Detroit Dam and the newly constructed highway at that place.

Thus was concluded a very successful inspection trip through the eastern part of the state during which much valuable information was obtained.

Chairman

State Highway Engineer

Commissioner

ATTEST:

Secretary

Commissioner

EXHIBITS "A" THROUGH "E"

Minutes of July 24 - 29, 1950

EXHIBIT "A"

Minutes of July 24 - 29, 1950

RESOLUTION ACCEPTING COMPLETED CONTRACTS

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3082, with Rogers Construction Co., for surfacing on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County, completed June 16, 1950.

Contract No. 3115, with Walter Berndt Construction Co., for grading and surfacing on the Snider Creek-Crater Lake Junction Section of the Sams Valley Secondary Highway in Jackson County, completed June 20, 1950.

Contract No. 3267, with J. R. Taggart & Co., Inc., for surfacing on the Kings Valley-Read Creek Section of the Kings Valley Secondary Highway in Benton County, completed July 12, 1950.

Contract No. 3269, with Walter Berndt Construction Co. and Austin B. McCoy, for rock production on the Whiskey Creek-East Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties, completed July 6, 1950.

Contract No. 3280, with Newport Construction Co., and Kern & Kibbe, for rock production on the Boardman-Cold Springs Section of the Columbia River, Hermiston Secondary, and Pendleton-Cold Springs Highways in Umatilla County, completed May 17, 1950.

Contract No. 3306, with J. C. Compton Co., covering Division No. 1 Reoiling Project on four State Highways in Clackamas County, completed July 17, 1950.

Contract No. 3310, with Porter W. Yett, for grading and paving on the Sunset Highway-Cornelius Pass Road Connection of the Sunset Highway in Washington County, completed July 11, 1950.

Contract No. 3351, with Mid-State Construction Co., for construction of storage building at The Dalles in Wasco County, completed July 12, 1950.

Contract No. 3352, with Parker-Schram Co., for paving on the Hillsboro (N. 10th Ave.) Section in Washington County, completed July 13, 1950.

EXHIBIT "A" (cont.)

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

July 26, 1950

EXHIBIT "B"

Minutes of July 24 - 29, 1950

RESOLUTION

WHEREAS, the Oregon Coast Highway is one of the major state highways of the State and is likewise a part of the Federal Highway System, which highway throughout its entire length carries a large volume of traffic; and,

WHEREAS, it appears that cars and other vehicles are parked within the right of way limits of said highway, particularly near a race track located about two and one-half miles north of the town of Ocean Lake in Lincoln County; and,

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and occupants of parked vehicles; and,

WHEREAS, in the opinion of the Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows;

1. The Commission does hereby find and declare, based upon investigation, reports and recommendations made by and under the supervision of the State Highway Engineer, that the parking of motor vehicles along the Oregon Coast Highway between M.P. 123.20 (Highway Engineer's Station 730+00) and M.P. 123.58 (Highway Engineer's Station 750+00), a distance of 2,000 feet extending a short distance in either direction from the road entrance to the race track north of Ocean Lake in Lincoln County, creates a hazard not only to through traffic but also to persons owning and using said parked vehicles.

2. That in the opinion of this Commission, the right of way of said highway at said location is not of sufficient width to permit parking facilities for large numbers of vehicles and at the same time provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the parking of vehicles on the right of way of said highway within said termini should be prohibited.

(cont.)

EXHIBIT "B" (cont.)

4. That the State Highway Engineer be and he hereby is instructed to erect "No Parking on Highway Shoulders" signs at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 26th day of July, 1950, effective as of July 13, 1950.

July 26, 1950

EXHIBIT "C-1"

Minutes of July 24 - 29, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonalbe under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW. THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Ochoco

Highway number: 41 Route number: US28

Location of Termini		Established Speed
M.P. 19.45 (East city limits of Prineville)	to M.P. 20.67 (7th St. Extension Intersection)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

July 26, 1950

EXHIBIT "C-2"

Minutes of July 24 - 29, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Madras-Prineville Secondary

Highway number: 360 Route number: State 27

Location of Termini			Established Speed
M.P. 25.32 (One Mile Northwest of West Limits of Prineville)	to	M.P. 26.11 (North End of Traffic Interchange at West City Limits of Prineville)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

July 26, 1950

EXHIBIT "D"

Minutes of July 24 - 29, 1950

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate, and therefore the Commission has relocated, the section of the Sam's Valley Secondary Highway No. 271 known as the Snider Creek-Dodge Bridge Section in Jackson County, the westerly terminus of which is at Highway Engineer's Station 446+05 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 703+00 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for highway purposes; and

WHEREAS, Jackson County and the Highway Commission have entered into an agreement under date of February 28, 1949, relating to the use and jurisdiction of the abandoned section; and

WHEREAS, the contract for the construction of this relocated section of the Sam's Valley Secondary Highway No. 271 was completed on June 20, 1950, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area and section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "B" and is shown colored in red on map attached hereto marked Exhibit "A", and which eliminated area is more particularly described as follows:

Unit "B"

Beginning at State Highway Engineer's Station 453+80 of the relocated Sam's Valley Secondary Highway in the Southeast quarter of the Southeast quarter of Section 28, Township 35 South, Range 2 West, W.M.; thence Northeasterly via the former route of the Sam's Valley Secondary Highway to State Highway Engineer's Station 703+00 of the relocated Sam's Valley Secondary Highway in the Northwest quarter of the Southeast quarter of Section 17, Township 35 South, Range 1 West, W.M.

(cont.)

shall hereafter be maintained by the County as a county road for the benefit and service of persons living thereon and communities served thereby. The Commission hereby surrenders all jurisdiction over said abandoned section, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Jackson County, and said road shall thereafter be maintained by the County for public use as a county road.

2. The area shown colored in green on said Exhibit "A" includes right of way acquired for the relocation and construction of the said highway, and includes also some parts or areas of the old right of way. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

3. The boundaries of all real properties acquired for rights of way and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Jackson County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in red on the map attached hereto and marked Exhibit "A".

July 26, 1950

EXHIBIT "E"

Minutes of July 24 - 29, 1950

RESOLUTION

WHEREAS, by the enactment of Chapter 149, Oregon Laws 1949, it is provided as follows:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

AND, WHEREAS, by said law it is further provided that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND WHEREAS, by section 3 of said act it is provided that:

"Funds accrued and payable to cities under this act shall be remitted semiannually by the secretary of state to the financial officer of each city. The funds appropriated by this act shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the state highway commission who shall certify such apportionment to the secretary of state. Upon receipt of such certificate the secretary of state shall issue his warrants therefor payable to the cities in the amounts set out."

AND, WHEREAS, the moneys which have been credited to the state highway fund by the State Treasurer covering the period of January 1 to June 30,

inclusive, of the year 1950, which funds have accrued from sources designated in said legislative act, amount to $18,841,467.88 and are derived from funds accruing from the following sources:

Section 115-135, O.C.L.A. (motor vehicle license fees)	$ 6,013,347.12
Section 15, Chapter 413, Oregon Laws 1945, as amended by Section 4, Chapter 114, Oregon Laws 1947 (gasoline tax)	10,689,143.10
Section 29, Chapter 467, Oregon Laws 1947 (motor carrier fees)	2,029,470.39
From fines and penalties collected for violations of the motor vehicle and transportation laws	109,507.27
	$18,841,467.88

AND, WHEREAS, the ten percent of the $18,841,467.88 which is available for distribution among the cities amounts to $1,884,146.79; and

WHEREAS, after withdrawing the sum of $125,000 (one-half of $250,000) as provided in said act, which sum is to be administered by the State Highway Commission within the meaning of section 2 of said chapter 149, Oregon Laws 1949, there remains a balance of $1,759,146.79 which balance is, in response to the command of said statute, to be distributed among the cities of the state, each city being entitled to receive such share of said balance as its population bears to the total population of the cities; and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 149, Oregon Laws 1949, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting, as follows:

1. That the Commission does hereby find and declare that the funds made available for distribution among the cities of the state pursuant to said law should be and are allocated and apportioned to the cities named below in the amounts set opposite the names of the respective cities:

Cities of Populations 1,000 or More

City	Population	Amount	City	Population	Amount
Albany	5,654	$17,444.21	Baker	9,342	$28,822.74
Ashland	4,744	14,636.60	Bandon	1,004	3,097.63
Astoria	10,389	32,053.04	Beaverton	1,492*	4,603.25

(Cont.)

EXHIBIT "E" (Cont.)

Cities of Populations 1,000 or More (Cont.)

City	Population	Amount	City	Population	Amount
Bend	10,021	$30,917.65	Mount Angel	1,279*	$ 3,946.08
Burns	2,566	7,916.84	Myrtle Point	1,613*	4,976.57
Canby	1,236*	3,813.41	Newberg	2,960	9,132.45
Central Point	1,156*	3,566.59	Newport	2,019	6,229.19
Coos Bay	5,259	16,225.52	North Bend	4,262	13,149.49
Coquille	3,327	10,264.75	Nyssa	2,448*	7,552.78
Corvallis	8,392	25,891.72	Ontario	3,551	10,955.85
Cottage Grove	2,626	8,101.96	Oregon City	6,124	18,894.29
Dallas	3,579	11,042.24	Oswego	2,445*	7,543.52
Elgin	1,175*	3,625.21	Pendleton	8,847	27,295.53
Enterprise	1,787*	5,513.41	Portland	203,596**	628,151.89
Eugene	20,838	64,291.19	Prineville	2,358	7,275.10
Forest Grove	2,449	7,555.88	Rainier	1,183	3,649.89
Freewater	1,041*	3,211.78	Redmond	2,164*	6,676.56
Gladstone	1,910*	5,892.90	Reedsport	1,979*	6,105.78
Grants Pass	6,028	18,598.10	Roseburg	4,924	15,191.95
Gresham	2,724*	8,404.32	St. Helens	4,304	13,279.07
Heppner	1,419*	4,378.02	Salem	30,908	95,360.02
Hermiston	2,107*	6,500.70	Seaside	2,902	8,953.50
Hillsboro	3,747	11,560.57	Sheridan	1,504*	4,640.27
Hood River	3,280	10,119.74	Silverton	2,925	9,024.46
Independence	1,608*	4,961.14	Springfield	3,805	11,739.51
Jacksonville	1,011*	3,119.22	Stayton	1,353*	4,174.39
Junction City	1,415*	4,365.68	Sutherlin	1,300*	4,010.87
Klamath Falls	16,497	50,897.96	Sweet Home	2,141*	6,605.60
La Grande	7,747	23,901.71	The Dalles	6,266	19,332.40
Lakeview	2,466	7,608.32	Tillamook	2,751	8,487.62
Lebanon	2,729	8,419.76	Toledo	2,288	7,059.13
McMinnville	3,706	11,434.07	Union	1,398	4,313.23
Medford	11,281	34,805.11	Vale	1,374*	4,239.18
Mill City	1,223*	3,773.30	Vernonia	1,420*	4,381.11
Milton	1,849*	5,704.69	Warrenton	1,916*	5,911.41
Milwaukie	5,146*	15,876.88	West Linn	2,165	6,679.64
Molalla	1,236*	3,813.41	West Salem	2,005*	6,186.00
Monmouth	1,072*	3,307.43	Woodburn	2,200*	6,787.63
TOTALS:				504,955	$1,557,930.61

* Population as determined by actual count made under supervision of Secretary of State

** 2/3 of 1940 census, as provided in Chapter 425, Oregon Laws 1947

(Cont.)

EXHIBIT "E" (Cont.)

Cities of Populations Less than 1,000

City	Population	Amount	City	Population	Amount
Adams	169	$ 521.41	Empire	707	$2,181.30
Amity	709*	2,187.47	Estacada	673*	2,076.40
Antelope	90	277.68	Fairview	463*	1,428.49
Arlington	609	1,878.94	Falls City	715	2,205.98
Athena	754*	2,326.31	Florence	605*	1,866.60
Aumsville	244*	752.81	Fossil	619*	1,909.79
Aurora	243*	749.72	Garibaldi	899*	2,773.67
Banks	336*	1,036.66	Gaston	333	1,027.40
Barlow	52	160.43	Gates	422*	1,301.99
Bay City	538*	1,659.88	Gearhart	614*	1,894.37
Boardman	110	339.38	Gervais	442*	1,363.70
Bonanza	233	718.87	Glendale	557	1,718.50
Brownsville	960*	2,961.87	Gold Beach	569*	1,755.53
Butte Falls	339	1,045.91	Gold Hill	638*	1,968.41
Canyon City	312	962.61	Granite	86	265.33
Canyonville	787*	2,428.12	Grass Valley	204	629.40
Carlton	964*	2,974.22	Haines	377	1,163.15
Cascade Locks	703	2,168.96	Halfway	416	1,283.48
Cave Junction	243*	749.72	Halsey	305	941.01
Chiloquin	741	2,286.20	Hammond	422	1,301.99
Clatskanie	913*	2,816.87	Harrisburg	860*	2,653.35
Coburg	654*	2,017.78	Helix	183*	564.61
Columbia City	327	1,008.89	Hines	677	2,088.74
Condon	918*	2,832.29	Hubbard	501*	1,545.73
Cornelius	781*	2,409,61	Huntington	949*	2,927.94
Cove	321	990.38	Idanha	444*	1,369.87
Creswell	622*	1,919.05	Imbler	182	561.52
Culver	181*	558.44	Ione	262	808.34
Dayton	635*	1,959.16	Island City	177	546.10
Dayville	136	419.60	Jefferson	691*	2,131.93
Delake	638*	1,968.41	John Day	962*	2,968.05
Donald	186*	573.86	Jordan Valley	274	845.37
Drain	986*	3,042.09	Joseph	593	1,829.57
Draperville	207*	638.65	Juntura	167	515.24
Dufur	392	1,209.43	Lafayette	560*	1,727.76
Dundee	209	644.82	Lexington	223	688.02
Eagle Point	451*	1,391.46	Lonerock	46	141.92
Eastside	887*	2,736.65	Long Creek	238	734.30
Echo	454*	1,400.72	Lostine	204	629.40
Elkton	214*	660.25	Madras	795*	2,452.80

EXHIBIT "E" (Cont.)

Cities of Populations Less than 1,000 (Cont.)

City	Population	Amount	City	Population	Amount
Malin	535	$1,650.63	Rogue River	474*	1,462.43
Manzanita	219*	675.68	St. Paul	183	564.61
Maupin	267	823.77	Sandy	660*	2,036.29
Merrill	648	1,999.27	Scappoose	502*	1,548.81
Metolius	40	123.41	Scio	438*	1,351.36
Mitchell	219	675.68	Scotts Mills	227	700.36
Monroe	311	959.52	Shaniko	55	169.69
Monument	118	364.06	Sherwood	563*	1,737.02
Moro	309	953.35	Siletz	582*	1,795.64
Mosier	216	666.42	Sisters	656*	2,023.95
Mount Vernon	447*	1,379.12	Sodaville	99	305.44
Myrtle Creek	714*	2,202.89	Stanfield	566*	1,746.27
Nehalem	291*	897.82	Sublimity	280	863.88
North Powder	376	1,160.07	Summerville	80	246.82
Oakland	593*	1,829.57	Sumpter	420	1,295.82
Oakridge	991*	3,057.52	Taft	489*	1,508.70
Oceanlake	557*	1,718.50	Talent	716*	2,209.06
Paisley	237	731.21	Troutdale	538*	1,659.88
Philomath	876*	2,702.71	Tualatin	238*	734.30
Phoenix	641*	1,977.67	Turner	554*	1,709.25
Pilot Rock	478*	1,474.77	Umatilla	743*	2,292.37
Port Orford	755	2,329.39	Waldport	630	1,943.73
Powers	762*	2,350.99	Wallowa	992*	3,060.60
Prairie City	701*	2,162.79	Wasco	303	934.84
Prescott	153*	472.05	Weston	705*	2,175.13
Richland	254	783.66	Wheeler	259	799.09
Riddle	622*	1,919.05	Willamina	886*	2,733.56
Rockaway	952*	2,937.19	Yamhill	418	1,289.65
			Yoncalla	378*	1,166.24
TOTALS:				65,218	$201,216.18

* Population as determined by actual count made under supervision of Secretary of State.

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of July 26, 1950.

VOLUME 35

PART II

PART II

OF

VOLUME XXXV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

AUGUST 1, 1950

TO

NOVEMBER 30, 1950

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1950 Aug. 21	Subject
17076		Minutes of June 5 and July 10 and 11, 1950, approved.
		Parks Supt. reports on following matters:
		Speed limits in State Parks. Existing signs to be removed, "Slow" and similar signs to be installed.
		Wallowa Lake State Park. Acquisition of additional land from Mrs. Wiggins authorized.
		Sunset Bay State Park. Acquisition of 60 acres authorized.
17077		Collier State Park. Playground equipment donated by Collier accepted conditionally.
		Assistant State Parks Supt. Appointment of L.V.Koons approved.
		Dabney State Park. Installation of "No Parking" signs on hwy. adjoining park approved. See EXHIBIT "C".
17078		Ecola State Park. Acquisition of 50 acres from U. S. Govt. authorized.
		Salmon River Hwy. VanDuzer Forest Corridor. Permit to allow use of old road for log haul approved.
		Waverly Lake at Albany. Request to use motor boats on lake denied.
17079		Real Property. Options for acquisition approved. See EXHIBIT "A".
		Real Property. Acquisition of property for authorized projects to be speeded up.
		Condemnation cases to be expedited. Report on status to be made at next meeting.
		Condemnations proceedings authorized. See EXHIBITS "B-1", "B-2", "B-3" and "B-4".
17080		Douglas County. Canyonville. Beals' option. Payment of $75.00 approved.
17081		Real Estate. Sale and lease confirmed.
		Real Estate. Sale of miscellaneous property confirmed.
17082		Marion County 99E. Sale of 42.48 acres to Harvey Jacobsen approved.
17083		Klamath County. The Dalles-California Hwy. Algoma. Sale of Hans Uhrman property by private negotiation authorized.
		Portland. Steel Bridge. Mack Truck bldg. Sale or lease of property referred to Commissioner McIver for decision
		Warm Springs Hwy. Fencing 7.2 miles on Indian Reservation approved. State pays one-half.
		Wasco County. The Dalles. Deeding two tracts of land to Seufert Brothers approved.
17084		Tillamook County. Oregon Coast Hwy. Pleasant Valley. Jacobs' property. 22 acres to be re-advertised for sale.
		Coos County. Oregon Coast Hwy. North Bend. Coos Bay. Reinstatement of easement to Union Oil Company referred to Engineer.
		Klamath County. Sale of 0.63 acre to U. S. Govt. approved.
		Real property. Payment to Bedingfield, Marsh and Marsh for legal services approved.
17085		Edwin A. Pease. Personal obligation. Commission not to be involved.

Page	Date 1950	Subject
	Aug. 21	
17085		Coos County. Coos Bay. Permit to maintain gasoline tank under r/w approved.
		Lane County. Meridian Dam. Sale of 0.16 acres to U. S. Army Engineers approved.
		Hood River County. Columbia River Hwy. Viento-Sonny. Encroachment agreement with Railroad approved.
		Wasco County. Columbia River Hwy. Celilo Indian Village. Purchase of r/w confirmed. Indians not to be forced to move.
17086		"Through Stop" hwys. Resolution combining all such designations approved. See EXHIBIT "D".
		Coos County. Oregon Coast Hwy. Chrome Plant-Cedar Point. Paul Prince request for commercial access denied.
		Portland. Steel Bridge. Negotiations for purchase of upper deck to be dropped.
		Multnomah County. Corbett. County Road. Railroad grade crossing. Railroad's request that Hwy. Commission recommend no log hauling over this crossing approved.
17087		State Parks Supt. Appointment by resolution considered. Minute entry to suffice.
		Malheur County. Old Oregon Trail. Ontario. Compromise settlement with Mosso considered. Action deferred.
		Multnomah County. Columbia River Hwy. Oneonta slide. Agreement to pay 50% approved. Auditor to check Railroad books.
		Portland. Sandy Blvd. Agreement with Sandy Blvd. Drive-In Theater, Inc. for traffic facilities approved.
17088		Lane County. Oregon Coast Hwy. Florence. Improvement through city to be considered in next construction program.
		Gilliam County. Old Oregon Trail. Arlington. Route revision discussed. Action Deferred.
		Senator Hardie urges by-passing be deferred two years.
		Portland. Columbia River Hwy. Parkrose. Widening between 99th and 122nd avenues approved.
17089		Morrow County. Heppner Hwy. Heppner. Drainage project approved conditionally.
		Portland. US99E. Bybee Underpass. Construction of traffic facilities approved if City pays half.
		Tillamook County. Cape Lookout State Park. Request to construct road into park denied.
17090		Meeting recessed at noon to reconvene at 1:50 p.m.
		Bid opening time. Contractors' preference announced by Secretary.
		Bids received on the following projects:
		Mill Gulch-Salisbury Section
		North Powder River Section
		Oakland (Locust Street) Section
		Yoncalla ("B" Street) Section
		Union Creek Bridge Project
		Cascadia State Park Latrine

Page	Date 1950	Subject
	Aug. 21	
17090		Denver Avenue-Vanport Connection Section Gresham (Roberts Avenue) Section LaGrande Building Extension Project Flora Hdqtrs. Bldgs. Project
17092		Polk County. Salem-Dallas Hwy. Marion Street Bridge Approach. Earl C. Burk property. Condemnation authorized. See EXHIBIT "B-5".
17093		Budget to be furnished the State Budget Director approved. Gilliam County. Wasco-Heppner Secdy. Hwy. Cottonwood Canyon. Revised plan for expenditure of $80,000 approved. Tillamook County. Brickyard Road FAS Hwy. Improvement to be considered in next construction program. Marion County. US99E. "No Parking on Shoulders" resolution immediately north of Salem approved.
17094		Marion County. US99E. Woodburn. Installation of traffic signal at Young Street approved conditionally. Signal at Hardcastle Avenue denied. Douglas County. North Umpqua County Road. County Court requests that Del R. Beebe expedite contract work. Deschutes County. Gherking County Road No. 329. Improvement to be considered in next construction program. Umatilla County. Athena. Construction of foot bridge approved. City to pay half. Portland. US99W. Rasmussen Village. Authority to construct medial island confirmed.
17095		State Tax Street Funds Project Plans approved. See EXHIBIT "F-1", "F-2", and "F-3". Deschutes County. Bend. Installation of electric eye overheight signal at Greenwood Avenue undercrossing approved. Lower Columbia River Hwy. Grange requests improvement. Action deferred. Pacific East. Salem to New Era. Cities and townsrequest widening to four lanes. Action deferred.
17096		Morrow County. Old Oregon Trail. Revision in relocation plans approved. Hood River County. Mt. Hood Hwy. Replacement of White River Bridge approved. Warm Springs Hwy. Maintenance Bldg. Construction approved. Clackamas County. Maintenance Bldg. Construction authorized; also negotiation to acquire bldg. site. Deschutes County. City of Bend. Powell Butte Secdy. Hwy. City and County work on hwy. accepted.
17097		Clatsop County. Astoria. Installation of 3 lighted crosswalk signs approved. City to pay half. Budget. Transfer of funds to finance guardrail construction approved. Douglas County. Umpqua Hwy. Scottsburg-Reedsport. Construction of 3.6 miles of guard fence approved.

Page	Date 1950	Subject
	Aug. 21	
17097		Coos County. Cape Arago Secdy. Hwy. Charleston. Request for construction of guard fence and oiling. Action deferred.
17098		Benton County. Corvallis. Women's Club requests traffic, railroad crossing signals and lights. Action deferred.
		Clatsop County. Warrenton Secdy. Hwy. Warrenton. Project authorization increase approved.
		Tillamook County. Tillamook. Special State Tax Street Fund Project to be revived.
		Portland. Burnside Bridge. Installation of traffic signals approved. City to pay half.
17099		Lincoln County. Delake. Request for construction of public restrooms denied.
		Marion County. North Santiam Secdy. Hwy. Aumsville. Agreement with City approved.
		Extensions of time approved on following contracts: 3016, 3262, 3102, 3095, 3241, 3245, 3274, 3179 and 3287.
17102		Contracts completed and accepted: 3016, 3095, 3102, 3110, 3179, 3200, 3220, 3221, 3222, 3241, 3260, 3261, 3277, 3293, 3309, 3314, 3327, 3331, 3343, 3350, 3362, 3364, 3371, 3379. See EXHIBIT "G".
		Douglas County. Tiller-Trail Forest Hwy. Revised program approved.
17103		Log hauling. Beal Creek Logging Company and Andreatta Logging Company PUC permits suspended.
		Marion County. North Santiam Hwy. Detroit Dam. Changes in reduced speed limits. See EXHIBIT "H".
		Baker County. Medical Springs Secdy. Hwy. Southard stock pass to be eliminated.
17104		Pacific Hwy. West. Camp Adair. D. W. Hansen permitted to use surface waters.
		Linn County. Corvallis-East Side Secdy. Hwy. Removal of reduced load limit on Calapooya Bridge approved.
		F. B. Crandall authorized to attend Institute of Traffic Engineers in New York in September.
		Malcolm H. Hawke authorized to make trip to San Francisco re Oneonta Slide.
		Portland. Tualatin Valley Hwy. Protest received on reduced speed limit. Action deferred.
		Hood River County. Columbia River Hwy. Cascade Locks. Petition for reduced speed zone. Action deferred.
17105		Salem. Marion Street Bridge. Authority to call bids for steel structure confirmed.
		Equipment. Purchase of four traffic line markers confirmed.
		Benton County. US99W. Corvallis. Revision of north entrance into Corvallis to be considered when funds available.
		Klamath County. Klamath Falls. Routing of trucks on Klamath Avenue. Action deferred.

Page	Date 1950	Subject
	Aug. 21	
17105		Coos County. Coos Bay-Roseburg Hwy. Abandonment resolution adopted. See EXHIBIT "I".
		Budget. Travel and Information Dept. Expenditure of $250,000 for 1951 approved.
17106		Insurance of mobile equipment. Action deferred.
		Insurance on bldgs. acquired with r/w. Policy purchased.
		Insurance on Shop bldgs. Binders secured.
		Douglas County. US99. Roadway permit to cross quarry granted to Jay B. Moore.
		Deschutes County. Bend. Re-routing The Dalles-California Hwy. through city. Action deferred.
		Commission meeting. Next date set for September 28 and 29, 1950.
		Baker County. Dewey Avenue Underpass. Dedication ceremonies discussed.
17107		Salem. State Hwy. Office Bldg. Cornerstone ceremonies discussed.
		Portland. Airport Drive-Ross Island Bridge. Engineer presents plan to relieve traffic congestion. Action deferred.
		Insurance. "Proof of Loss" settlements. Secretary authorized to sign for Commission.
		Sunset Hwy. Log hauling on part approved.
17108		Truck scales. Installation to be expedited. Scales to be operated 16 hours per day.
		Portland. Sullivan Gulch. Eilene Rae Sealy protests rental payment. Counsel to iron out.
		Josephine County. Williams Secdy. Hwy. Request to haul 60-foot loads denied.
17109		Coos County. Cape Arago Secdy. Hwy. Charleston. Construction of footpath approved.
		Umatilla County. Hermiston. City requests widening of First Street and Gladys Avenue. Action deferred.
		Douglas County. Canyonville. Changes in proposed access to US99 approved.
		Log hauling. Oregon Coast Hwy. Bandon. Overload violations reported. PUC permits suspended for 17 operators.
17110		Truck scales. Weighing of loads to be fully expedited.
		Safety Engineer. Appointment of W. M. Strohmeyer approved.
		Delegations discussed. No action.
		Special State Tax Street Funds. Maximum expenditure of $15,000 reaffirmed.
17111		Awards of Contracts. Chairman makes public announcement.
		Meeting adjourned at 5:05 p.m.
	Aug. 22	
17112		Bids received on the following projects:
17113		Corvallis Traffic Signals Ochoco Avenue-Milwaukie Section, Milwaukie. Warrenton (Hayes Street-Morton Street) Section Empire (Broadway Street-North Commercial Street) Section Division No. 3-B Guardrail Project

Page	Date 1950 Aug. 22	Subject
		Prineville Maintenance Building Extension.
17114		Battlerock State Park Latrine.
		Lava Caves State Park Latrine.
		Burns (West Filmore Street) Section
		Vienta Park-Wygant Park Section
		Bybee Bridge Section
		Cave Junction (Lister Street) Section
17115		Maxwell Road-Eugene Section
		Sweet Home Section.
		Aumsville (Main Street) Section
		Pudding River-Silverton Section
		Oneonta Borrow Pit Excavation Project
17116		Broadway Bridge-Steel Bridge Section
		Vista House repairs
		Joseph (Highway and City Street) Project
		Mitchell Maintenance Building.
		Pacific Hwy. East. Delegation requests widening to four lanes between New Era and Salem. Action deferred.
17119		Gilliam County. Arlington. Delegation requests change in proposed routing of US30. No action.
17120		Klamath County. Klamath Falls. Delegation requests improvements in hwy. routes through the city. Request to be made as official action of City.
		One-way traffic routes,
		Signal on South Sixth and
		Designation of West Side Bypass for US97.
17121		West Portland-Hubbard Hwy. Delegation urges completion. No action.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Washington County. Hillsboro. Delegation requests improvement to Cornelius Pass Road and road from Hillsboro to North Plains. No action.
17122		Claim. George Goodrich in behalf of Glen Anderson, Jr., requests reimbursement for broken arm. Claim denied.
17123		Douglas County. Pacific Hwy. South of Canyonville. Contribution of $390,000 towards cost of project approved.
		Eugene. US99. University of Oregon request that State purchase land at Franklin Blvd. and 13th Avenue denied.
		Clackamas County. Oregon City. Traffic study at east end of state bridge authorized.
17124		Clackamas County. Oregon City. Singer Hill Road. Survey authorized at City's expense.
		Awards of contracts. Chairman makes public announcement.
17126		Curry County. Ocean Wayside. Borax Company property. Quitclaim deed to be requested if necessary.
17127		Surveys. Engineer's report considered. Authority granted to conduct surveys.

Page	Date 1950	Subject
	Aug. 22	
17130		H. B. Glaisyer. The Commission authorizes salary step increase effective January 1, 1950.
		Gasoline taxes. State Grange favors increase from 19 to 30% to counties. Engineer to contact McClure.
		"Samuel H. Boardman Park". Ocean wayside area in Curry County to be so named in honor of Mr. Boardman.
		"Banfield Expressway". Sullivan Gulch to be so named in honor of Mr. Banfield. See EXHIBIT "J".
17131		Coos County. Coos Bay. Bunker Hill addition. Lots to be removed from list of surplus properties.
		Malheur County. Old Oregon Trail. Oneonta-Nyssa. Condemnation of Kiesel property authorized. See EXHIBIT "K".
		Unfinished Business. Action taken on various items.
17136		Agreements and other papers signed.
17138		Meeting adjourned at 4:00 p.m.
17139		EXHIBIT "A". R/w options.
17155		EXHIBIT "B-1". Condemnation resolution. US99W.
17157		EXHIBIT "B-2". Condemnation resolution. US99W.
17159		EXHIBIT "B-3". Condemnation resolution. Sullivan Gulch.
17161		EXHIBIT "B-4". Condemnation resolution. Mt. Hood Hwy.
17163		EXHIBIT "B-5". Condemnation resolution. Salem-Dallas Hwy.
17166		EXHIBIT "C". "No Parking" resolution. Crown Point Hwy.
17168		EXHIBIT "D". Combined "Through Highway" resolution.
17170		EXHIBIT "E". "No Parking" resolution. US99E.
17172		EXHIBIT "F-1". State Tax Street Funds.
17173		EXHIBIT "F-2". State Tax Street Funds.
17174		EXHIBIT "F-3". State Tax Street Funds.
17175		EXHIBIT "G". Contracts completed.
17178		EXHIBIT "H". Speed limits. North Santiam Hwy.
17179		EXHIBIT "I". Coos Bay-Roseburg. Abandonment.
17181		EXHIBIT "J". "Banfield Expressway".
17182	Sept. 4	EXHIBIT "K". Condemnation. Ontario-Nyssa.
17184		Log hauling. Coos County Circuit Court allows cancelled permit haulers to resume operations. Case to be appealed.
		Log hauling. Cancelled PUC permits to be reinstated. Weighing operations to be continued 16 hours daily.
17185		Salem. State Hwy. Dept. Office Bldg. Corner stone ceremonies set for September 27, 1950.
		George C. Hester, Jr. Appointment as Chief Clerk approved.
		Truck scales. Condemnation authorized for acquisition of two sites.
17186		Union County. Imbler-Dry Creek County Road. Construction of Willow Creek Bridge to be investigated.
		Prequalification. Contractors' equipment and experience to be checked.
		Federal Aid Hwy. Bill. Provisions discussed. No action.

Page	Date 1950	Subject
	Sept.4	
17186		R. H. Baldock. Attendance at AASHO meeting in DesMoines, Iowa, September 15 and 16, 1950, authorized.
		Federal Aid Secdy. Hwy. projects. Status as affected by Korean War to be investigated.
		Wasco and Wheeler counties. Shaniko-Fossil Secdy. Hwy. Present plans for improvement confirmed.
17187		Meeting adjourned at 3:15 p.m.
	Sept.28	
17188		Bids received on the following projects: Estacada Maintenance Building Union Creek Bridge Widening Jasper Bridge Project Cascadia State Park Latrine Sand Station-Washington State Line Section Flora Maintenance Building Project South Yamhill River (McMinnville) Section
17189		Minutes of July 24-29, 1950 and August 21-22, 1950 approved.
17190		Parks Superintendent reports on the following matters: Ochoco State Park. Request to change name to Harold M. Baldwin State Park denied. McNary Dam recreational area. Parks Superintendent to ascertain cost of acquiring private property. Humbug Mountain State Park. Carver Lumber Company authorized to construct logging road across park. Ochoco State Park. Permission granted to construct power line across park.
		Wyeast State Park. Construction of logging road approved.
17191		ToUVelle State Park. Agreement with COPCO to furnish electricity approved. Silver Falls State Park. Transfer of power line to PGE approved. Samuel H. Boardman State Park. Borax Company to retain Sullivan lease. Park property complete except Crook property.
17192		Silver Falls State Park. Overnight camping. Purchase of water source requested. Action deferred. Gold Beach. Buffington request that State acquire land for park denied. Florence. Mrs. Sitherwood offer to sell land for park denied. Armitage State Park. Landscaping around cottage approved. Harris State Park. Improvement to roadway and parking space approved. Benson State Park. Improvement of area between hwy. and railroad approved.
17193		Van Duzer Corridor. Salmon River Hwy. Denny Logging Company to purchase timber and use logging road. Van Duzer Corridor. Salmon River Hwy. Revised agreement with Phelps Logging Company approved. Cape Lookout State Park. Construction of small road into park approved.

Page	Date 1950	Subject
	Sept.28	
17193		Wallowa Lake State Park. Negotiations to purchase additional area under way.
17194		Union County. Hilgard. Acquisition of picnic area to be investigated.
		Umpqua Lighthouse State Park. Acquisition of additional land to be expedited.
		Lincoln County. Depoe Bay. Acquisition of Beulah Moore property discussed. No action.
		Real property. Acquisition authorized. See EXHIBIT "A".
		Portland. T. H. Banfield Expressway (Sullivan Gulch). Order of construction discussed. Commissioner McIver suggests that construction start at east end. Engineer to report.
17195		Condemnation. Offers approved. Resolution. See EXHIBITS "B-1", "B-2" and "B-3".
17196		Sales of miscellaneous properties approved.
17197		Portland. Columbia Boulevard-Union Avenue. Nancy M. Finke option. Construction plans to be modified. Option denied.
		Crook County. Prineville. Easement agreement with City for haul road approved.
		Lane County. Pacific Hwy. Goshen-Creswell. Change in Bayley point of access approved.
		Clatsop County. Oregon Coast Hwy. Youngs Bay Bridge. Settlement with Kosloski for roadway approved.
17198		Lane County. Willamette Hwy. Trent Church of Christ. Sale of stockpile site to Church approved.
		Recessed at 12:00 noon to reconvene at 2:00 p.m.
		Malheur County. Old Oregon Trail. Settlement with John Mosso for r/w approved.
		Multnomah County. Columbia River Hwy. Oneonta. Payment of Union Pacific Railroad claim approved.
		Denton Construction Company. Claim of Internal Revenue Dept. Final payment deferred until all claims have been paid.
17199		Log hauling. Counsel advises re court decision. Revocation of PUC permits to conform with court ruling.
17200		Log hauling. Oregon Journal and Oregonian papers to be commended for editorial articles.
		Salem. Marion Street Bridge piers. State Construction Company to resist forfeiture of proposal bond.
		Curry County. Oregon Coast Hwy. Port Orford. Controversy with John R. Marsh over gas pumps in sidewalk. Action deferred.
		Gas pump set-back rule. Establishment of uniform policy discussed. Action deferred.
17201		Lincoln County. Yachats. Payment of J. H. Bennett claim for damages approved.
		Signs. Bob Collins and W. N. Kinney not to be sued for signs furnished. Payment to be in advance on future sales.
		Insurance agents. Cole, Clark and Cunningham appointed.
		Award of contracts. Chairman makes public announcement.

Page	Date 1950	Subject
	Sept.28	
17202		Jefferson County. Exchange of FAS roads approved. See EXHIBIT "H"
17203		Benton County. Corvallis. Corvallis Women's Club request for railroad grade crossing signals denied.
		Crater Lake Hwy. Reclassification of portion from Group II to Group I approved.
17204		Sale of used equipment in Salem and Klamath Falls approved. E. F. Henker declines to fulfill bid to buy used equipment. Sale to second high bidders approved.
		Tie bids decided by flip of coin.
17208		Federal Aid Hwy. Act, 1950. Engineer reviews contents. No action.
		Salem traffic plan. Engineer presents status report. No action.
		North Umpqua Forest Hwy. projects. Plans revised and approved.
17210		Portland. Canyon Road. Vista Avenue Bridge. Expenditure to match city funds for construction of median island approved.
		Rock production projects. 1951 Budget. Authority to call bids granted.
		Umatilla County. Hermiston. Widening of two bridges approved.
		Lane County. Willamette Hwy. Oakridge-Willamette City. Construction of footpath approved.
		Tillamook County. Oregon Coast Hwy. Beaver. Request for sidewalk on bridge denied. Widening to be considered later.
17211		Lane County. Eugene. Franklin Boulevard. Installation of mercury vapor lights denied.
		Salem. Traffic signals on state hwys. Installation on new routes approved. Additional installations after completion of both bridges approved.
		Yamhill County. McMinnville. Installation of traffic signal on Third Street approved.
17212		Tillamook County. Oregon Coast Hwy. Rockaway. Request for traffic signal at Beach Avenue denied.
		Marion County. North Santiam Hwy. City of Gates request for traffic signal denied.
		Portland. Agreement with City for traffic signals. Addition of two signals approved. No additional cost to the State.
		Coos County. Coquille. Request for traffic signal at Front and Taylor streets denied. Flashing beacon to be installed.
		Lane County. Pacific Hwy. Eugene-Goshen. Detour for overheight vehicles. Improvement of county road and payment to Mr. Glass for private railroad crossing approved.
17213		State Tax Street Funds. First half of 1950. See EXHIBIT "C".
		Umatilla County. Hermiston. Widening of hwy. route in city approved. City to remove trees.
17214		Portland. Landscaping west end of Steel Bridge. Work to be deferred until city sewer completed.
		Klamath County. Klamath Falls. Mayor requests 3 projects. West side by-pass route to be staked.

Page	Date 1950	Subject
	Sept.28	
17214		Washington County. Forest Grove. Construction of one-way street plan approved conditionally.
17215		Lincoln County. Oregon Coast Hwy. Nelscott. Illumination of traffic island approved.
		Engineer's award of contracts confirmed.
		Extensions of time granted as follows: Contract No.3339,3368, 3312, 3192, 3268, 3256, 3232, 3301, 3009, 3234, 3276, 3281, 3239, 3107 and 3034.
17220		Multnomah County. Mt. Hood Hwy. 82nd Avenue-Jenne Road. Reduced speed limit established. See EXHIBIT "E".
		Portland. North Denver Avenue. Reduced speed zone established. See EXHIBIT "F".
		Polk County. Salem-Dayton Secdy. Hwy. north of West Salem. Request for reduced speed zone denied.
17221		Clackamas County. Oswego Hwy. Request for reduced speed zone denied.
		Curry County. Oregon Coast Hwy. Langlois. Parallel parking ordered. See EXHIBIT "G".
		Curry County. Oregon Coast Hwy. Brookings. Parallel parking ordered. See EXHIBIT "H".
17222		Bridges. Expenditure of $800 to determine effect of wind forces on bridges approved.
		Columbia River Hwy. Bridal Veil. Termination of underpass agreement with Union Pacific approved.
		Salem. State Hwy. Office Bldg. Liquor Commission requests use of fifth floor. Request denied for time being.
		Timber. U. S. Dept. of Interior to be paid for Pine trees cut on their property.
		Salem. State Hwy. Office Bldg. Request to operate vending stand denied.
17223		Load limits. Reduced limits placed on three bridges. See EXHIBIT "I".
		Baker County. Baker. Dewey Avenue Underpass Dedication ceremonies set for November 8.
		AASHO meeting in Miami December 4-8, 1950. List of persons to attend approved.
		Malcolm H. Hawke, Auditor. Trip to Omaha, Nebraska confirmed.
		J. Al Head. Authority granted to go to Salt Lake City November 2 and 3 for meeting with Planning Engineers.
		Manley F. Robison authorized to attend Pacific Northwest Travel Association meeting in Spokane November 13 and 14.
17224		Retirement. Engineer's recommendation for retention and release of employees approved.
17225		W. J. Minkiewitz. Re-hiring in 1950 denied. May be re-hired in 1951.
		Throughway hwys. Installation and wording of signs on r/w approved.
17226		Lane County. Oregon Coast Hwy. Florence. Reduced speed zone approved. See EXHIBIT "J".

Page	Date 1950	Subject
	Sept.28	
17227		Douglas County. Pacific Hwy. Wilbur. Reduced speed zone approved. See EXHIBIT "K".
		Permits. Oregon Coast Hwy. Coos and Curry counties. Request for 60-foot length denied.
		Marion County. North Santiam Hwy. Agreement concerning abandonment of old hwy. approved.
		Salem. Willamette River. Marion Street Bridge. Agreement with City to install sewer and water mains on bridge approved.
17228		Lane County. Siuslaw Hwy. Economic analysis of the low pass section presented. No action.
		Clatsop County. Report presented on economic studies on various hwys. No action.
		Hood River County. Cooper Spur Road. Ski enthusiasts request snow removal. Action deferred.
		Coos County. Oregon Coast Hwy. Coos Bay-Coquille. Abandonment of old hwy. sections approved. See EXHIBIT "L".
		Clackamas County. Mt. Hood. Timberline Road designated as State Secdy. Hwy. No. 173. See EXHIBIT "O".
17229		Delegations' problems discussed. Action deferred.
		Meeting adjourned at 5:10 p.m.
	Sept.29	
		Bid opening. Secretary announces error in proposal for Garden Valley Road-Roseburg project.
		Bids received on the following projects: Timberline Jct. Bldg. Battle Rock Park Latrine Garden Valley Road-Roseburg Section Reedsport-Scottsburg Section Yoncalla Section on "B" Street Marion Street Bridge Steel Stout Creek-Mill City Section West Salem Section Wilson River Bridge
17231		Polk County. Salem-Dallas Hwy. West Salem. Construction of grade using dredged materials approved.
		Klamath County. Sprague River County Road. Matching of Federal funds for improvement discussed. Engineer to investigate.
17232		Columbia River Hwy. Celilo Indian Village. R/w application filed. No action by Washington authorities.
		Crook County. Paulina Secdy. Hwy. Delegation requests permanent improvement. No commitment.
		Hood River County. Cooper Spur Road. Delegation urges snow removal. Action deferred.
17233		Lane County. Fox Hollow Secdy. Hwy. Delegation requests oiling of 1 1/2-mile section. Action deferred.
		Jackson County. Pacific Hwy. Central Point-Ashland. Delegation requests widening to four lanes. No action.
17234		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.

Page	Date 1950	Subject
	Sept.29	
17234		Payroll deductions for group life insurance. Forrest Stewart of Oregon State Employees Association requests that payroll deductions be allowed for Association members. Action deferred.
		Hood River County. Mt. Hood Hwy. Mr. Hounsell protests barring of servicing cars on hwy. side of pumps. Servicing not to be allowed.
17235		Award of contracts. Chairman makes public announcement.
17236		Special Commission meeting date set for October 26, 1950.
		Regular Commission meeting date set for November 9 and 10, 1950.
		Ralph Watson, Public Relations Consultant, outlines plans for informing public of hwy. problems.
17237		Union County. Union. Sportsmen's Club requests extension of lease. Action deferred.
		Fire insurance on autos, trucks and equipment. Purchase of private insurance approved.
		Malheur County. Nyssa-Adrian Secdy. Hwy. Garrison Corner Section. Abandonment of parts approved. See EXHIBIT "M".
		Papers and agreements signed.
17238		Meeting adjourned at 4:30 p.m.
17239		EXHIBIT "A". Real property options.
17276		EXHIBIT "B-1". Condemnation resolution.
17278		EXHIBIT "B-2". Condemnation resolution.
17280		EXHIBIT "B-3". Condemnation resolution.
17282		EXHIBIT "C". State Tax Street Funds.
17283		EXHIBIT "D". Contracts completed and accepted.
17287		EXHIBIT "E". Powell Boulevard reduced speed zone.
17288		EXHIBIT "F-1". Denver Avenue reduced speed zone.
17289		EXHIBIT "F-2". Denver Avenue reduced speed zone.
17290		EXHIBIT "G". Langlois parallel parking.
17291		EXHIBIT "H". Brookings parallel parking.
17292		EXHIGIT "I". Reduced load limits on bridges.
17294		EXHIBIT "J". Reduced speed zone near Florence.
17295		EXHIBIT "K". Reduced speed zone near Wilbur.
17296		EXHIBIT "L". Abandonment resolution. Oregon Coast Hwy.
17299		EXHIBIT "M". Abandonment resolution. Nyssa-Adrian Hwy.
17301		EXHIBIT "N". Exchange of FAS Hwys
17303		EXHIBIT "O". Timberline Lodge Hwy. designation.

Page	Date 1950	Subject
	Oct.26	
17305		Budget for calendar year 1951.
		Four changes in amounts made.
17306		Maintenance Stations. Negotiation for sites authorized.
		Salem Shops. Paint shop to be isolated.
		Astoria Ferry. Engineer to review location of terminal site.
		Castle Rock and Boardman oases to be opened for public use.
17307		Parks Budget.
		Emigrant Springs and Honeyman Park. Funds for overnight camping facilities deleted.
		Rooster Rock Park. Development funds deleted.
		Short Sand Beach Park. Funds for construction of roadway deleted.
		Umatilla County. Columbia River Bridge below McNary Dam. Agreement providing for financing of surveys approved and signed.
		Multnomah County. Columbia River Hwy. Troutdale. Settlement of condemnation case with Mr. Martin discussed. Action deferred. (See ahead)
17308		Tillamook County. Salmon River Hwy. VanDuzer Corridor. Sale of down timber to Coastal Lumber Company approved conditionally.
		Curry County. Humbug Mountain State Park. Permission to operate logging road across park granted to T. M. Cross.
		Clatsop County. Sunset Hwy. Sale of dead timber by competitive bidding authorized.
		Clatsop County. Sunset Hwy. Agreement with F. C. Hathaway to purchase dead timber extended.
17309		Coos County. Maria C. Jackson State Park. Exchange of roadway areas within park approved. Permit granted Mr. Melton to construct logging road across park.
		Linn County. Albany. Waverly Lake. Lions Club request to develop lake property denied.
		Real property options for acquisition approved. See EXHIBIT "A".
		Sales of miscellaneous property approved as presented.
17310		Tillamook County. Oregon Coast Hwy. Tillamook-Pleasant Valley. A. J. Swett submits offer to purchase 22.377 acres. Compromise offer authorized.
		R/w acquisitions. R/W Engineer presents report on status.
		Marion County. N. Santiam Hwy. Payment of $75 to Olaf Knutsen for fence approved.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Multnomah County. Columbia River Hwy. Troutdale. Condemnation settlement with Paul Martin approved.
17311		Curry County. Samuel H. Boardman State Park. Deed received from Borax Consolidated. Letter of appreciation to be prepared.
		Construction Program 1952-53. Amount of funds available.
		Construction Program. Primary Fed. Aid projects approved for 1st year.
17313		Construction Program. Urban Fed. Aid projects for 1st year approved.
		Construction Program. Primary Federal Aid.
		Clatsop County. Columbia River Hwy. Big Creek Section to be expedited.
		Douglas County. Umpqua Hwy. Covered bridge over Lake Creek to be eliminated

Page	Date 1950 Oct. 26	Subject
17313		Construction Program. Urban Federal Aid. Lane County. Oregon Coast Hwy. Florence Section. Improvement of section in city to be included in program. Canvass of state for similar projects to be made.
17314		Permits. Blanket authority for use of excess properties for agricultural purposes granted.
		Alsea Hwy. Scott Creek Section. Encroachment permit to Austinna Loudenbeck approved.
		Marion County. North Santiam Hwy. Detroit. Hammond Lumber Co. request for change in access points approved.
		Clackamas County. US99E. Oregon City-New Era. Revised deed to Southern Pacific Company approved and signed.
		Clackamas County. Pacific Hwy. East. Canemah. Duplicate "Satisfaction of Mortgage" given by Fred M. Mallory and O.L. Smith approved and signed.
		Umatilla County. Pendleton. Deed conveying property to city of Pendleton approved and signed.
		Umatilla County. Pendleton Airport Road. Removal from state hwy. system approved. See EXHIBIT "B".
17315		Portland. T.H. Banfield Expressway (Sullivan's Gulch). Agreement with Lock-Wood, Inc., re property approved and signed.
		Lane County. Willamette Hwy. Pleasant Hill-Lost Creek. Deed conveying property to US Government approved and signed.
		Condemnations. Chief Counsel presents list. No action.
		Coos County. Oregon Coast Hwy. Coos Bay. Revocable encroachment permit granted Marshfield Bargain House and Junk Co.
		Signs. Chief Counsel requests authority to take necessary steps for removal of illegal advertising signs. Granted.
17316		Lake County. Lakeview. Trees cut on State property. Chief Counsel to collect the normal value.
		Wallowa County. Enterprise. Telephone Company claims $500 for moving poles. Action deferred.
		Log hauling. Judge King issues injunction to allow suspended haulers to resume operations. Chief Counsel preparing amendment to law. Engineer to keep complete record of violations.
17317		Klamath County. Sprague River Road. Federal appropriation deleted from the bill. Engineer's report ordered filed.
		Umatilla County. Request for exchange of roads in secdy. hwy. system. Action deferred.
		Union County. Old Oregon Trail. North Powder. Request for widening through city approved.
		Umatilla County. Pendleton-John Day Hwy. Ukiah. Cooperative maintenance agreement with BPR approved.
		Contracts awarded. Engineer's award of contracts confirmed.
17318		Extensions of time granted on following contracts: 3094, 3236, 3214, 3346, 3334, 3296, 3358, 3245, 3353, 3328, 3282, 3292, 3349.
17322		Contracts completed and accepted. See EXHIBIT "C".
		Benton County. List of projects requested. Action deferred.

Page	Date 1950 Oct. 26	Subject
17323		Morrow County. Farm Bureau requests improvement to Ione-Gooseberry Road and Rhea Creek Road instead of Lena-Pilot Rock Section. Original plan to be adhered to.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Senator Hardie requests extension of improvement. No action.
		Wallowa County. Joseph-Wallowa Lake Secdy. Hwy. Abandonment of old section approved. See EXHIBIT "D".
		Coos County. North Bend. Termination of lease agreement with Southern Pacific Company approved and signed.
		Clackamas County. Pacific Hwy. East. 'No Parking on Shoulders' near Marine Moorage approved. See EXHIBIT "E".
17324		Washington County. Beaverton-Hillsdale Hwy. Beaverton. 'No Parking on shoulders' near drive-in theater approved. See EXHIBIT "F".
		Josephine County. Pacific Hwy. Wolf Creek. 40-mile per hour speed zone approved. See EXHIBIT "G".
		Oswego Hwy. Request for 30-mile per hour speed zone denied.
		Malheur County. Central Oregon Hwy. Juntura. Erection of textboard to Peter Skene Ogden approved.
17325		Crook County. Ochoco Hwy. Powell Butte. Request for reduced speed zone denied.
		Unfinished business. Action deferred.
		Commission meeting set for November 9-10, and December 19-20.
		Lincoln County. Oregon Coast Hwy. Waldport. Construction of sidewalk in front of storage site approved.
17326		Josephine County. Holland Loop County Road. Construction of bridges to be deferred until County completes grading work.
		Malheur County. Old Oregon Trail. Ontario-Nyssa. Quitclaim deed reconveying haul road to Linnie Thayer approved, signed.
		Budget, 1951. State Police Fund. Increase of $69,024 approved.
		Clackamas County. Milwaukie. Director of Civil Defense request that Hwy. Dept. vacate Milwaukie offices denied.
17327		Agreements and other papers signed.
17328		Meeting adjourned at 5:00 p.m.
17329		EXHIBIT "A". Options for real property.
17334		EXHIBIT "B". Airport Road abandonment.
17336		EXHIBIT "C". Contracts accepted
17338		EXHIBIT "D". Joseph-Wallowa Lake Hwy. abandonment.
17340		EXHIBIT "E". No Parking, Pacific Hwy. East.
17342		EXHIBIT "F". No Parking, Beaverton-Hillsdale Hwy.
17344		EXHIBIT "G". Speed zone, Wolf Creek.

Page	Date 1950	Subject
	Nov.9	
17345		Bids received on the following projects: Birkenfeld-Washington County Line Rock Production Days Creek-Tiller Rock Production Canyonville Section
17346		Prineville Rock Production Drake Creek-Adel Section
17347		Greenleaf Creek Bridge Payette (Snake River) Bridge Section Drewsey-Juntura and Harper-Hope Rock Production Yamhill River-Salt Creek Section
17348		Weed and Muscott Bridges
		Minutes of September 4 and September 28-29 meetings approved.
		Parks. Parks Supt. reports on the following: Champoeg State Park. Playground facilities requested. Denied. Champoeg State Park. Renewed Henry Zorn's lease to portion for agricultural purposes. Union County. Jct. Starkey Secdy. Hwy. - Old Oregon Trail. Parks Supt. authorized to negotiate for acquisition of govt.-owned tract for wayside. Union County. Starkey Secdy.Hwy. Park area near "Red Bridge". Parks Supt. authorized to negotiate for acquisition from Mt. Emily Lumber Co. Sunset Bay. Gordon H. Duffield request to rent boats denied. Wallowa Lake. Acquisition of additional acreage. Mrs. Wiggins' price too high. Negotiations ordered continued. Douglas County. Umpqua Hwy. Myrtle tree area proposed for wayside. Negotiations with Henry Jenkins Estate authorized.
17350		Battle Rock State Park. Construction of latrine. Action deferred. Samuel H. Boardman Park. Letter of appreciation to Borax Co. approved and signed. Erection of marker authorized. Portland Chamber of Commerce request for survey of park needs. Action deferred pending delegation following day. Overnight Camping. Federation of Western Outdoor Clubs urge provision for such. Secretary's acknowledgment approved.
		Lincoln County. Oregon Coast Highway. Depoe Bay. Beulah Moore threatens suit for opening in stone wall. Negotiations for purchase of property to be abandoned.
17351		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Jackson County. Sams Valley Secdy. Hwy. Gold Hill-Snider Creek. Completed survey approved. See EXHIBIT "D".
		Real property. Acquisition authorized. See EXHIBIT "A".
		Storm damage to Southern Oregon hwys. Engineer estimates cost.
		Union County Sportsmen's Club granted 15-year lease to use state-owned property on Medical Springs Hwy.
17352		Washington County. Cornelius Pass Road and Hillsboro-North Plains Road. Improvement requested. Action deferred.
		Umatilla County. Milton. Request for traffic light denied. Construction of traffic island approved.
		Coos County. Cape Arago Secdy. Hwy. Request for guard fence at Charleston Bridge and oiling in Charleston denied.

Page	Date 1950	Subject
	Nov. 9	
17352		Clatsop and Columbia Counties. Columbia River Hwy. Astoria-Rainier. Improvement requested. Action deferred for delegation.
17353		Clatsop County. Oregon Coast Hwy. Proposed relocation across Young's Bay. Action deferred. Delegation to appear.
		Benton County. Pacific Hwy. West. Corvallis requests by-pass of business district on First Street. Delegation to appear.
		Pacific Hwy. West. Improvements between Monroe and McMinnville discussed. Action deferred.
17354		Clackamas. Pacific Hwy. East. Gladstone. Log hauling route discussed. Action deferred for delegation.
		Malheur County. US20. Nyssa. City request full width paving with curbs. Action deferred.
17355		Clatsop. Nehalem Secdy. Hwy. Astoria School District requests improvements. Widening of curve approved.
		Portland. Sandy Boulevard-N.E. 33rd Avenue. Cooperative construction of by-pass at intersection. Action deferred.
		Condemnations. Recommended offers approved. See EXHIBITS "F-1" through "F-6".
17357		Portland. T. H. Banfield Expressway (Sullivan Gulch). Amount to be offered for Lloyd Corp. property. S.P. & S. Railroad settlement to be separate.
		Bids received at morning session discussed.
		Awards. Chairman Chandler announces awards of contracts.
17358		Tillamook County. Sale of land. Sale of 22.377 acres to H. A. Swett approved.
17359		Umatilla County. Sale of land. Sale of small tract west of Pendleton to City approved.
		Baker County. Huntington. Lease of maintenance site from J.W. and Reba Bubb extended one year.
		Yamhill County. Newberg. Lease of maintenance hdqtrs. site from Carl N. Stevens extended one year.
		Polk County. Dallas-Coast Hwy. Dolf Corner-Salt Creek Section. Wade Arstill to be paid half the cost of new well.
		Lane County. Eugene. Jct. Broadway and Franklin Boulevard. State-owned tract leased to Catherine A. Ruth.
17360		Lane County. Pacific Hwy. Goshen-Creswell Section. Joseph Garske's request for change of access points granted.
		Condemnations. Counsel reports on cases settled since last report: State vs. Jeannie Barry State vs. Irene Roemhildt State vs. Myrtle Standley Miller State vs. Dan Norman et ux Settlements approved.
17361		Klamath County. Klamath Falls. South Sixth St. Andy Gigler's sign on power pole to be removed.
		Klamath County. Klamath Falls. Alameda Ave. Residents protest use by trucks. Action deferred.

Page	Date 1950	Subject
	Nov.9	
17361		Klamath County. Road on California state line. California request for cooperative improvement approved if County will transfer FAS funds.
17362		Lane County. Richardson-Eugene Secdy. Hwy. Noti-Austa Mill Section. Request for paving denied.
		Multnomah County. Crown Point Secdy. Hwy. Troutdale. Improvement of Main St. denied.
		Klamath County. List of 9 projects for future hwy. program ordered filed.
17363		State Tax Street Funds. Payments for 1949-50. See EXHIBITS "C-1", "C-2", "C-3".
17364		Josephine County. US99 Grants Pass. Traffic signal installation approved if City will pay half.
		Lane County. Pacific Hwy. Eugene. Installation of push-button traffic signal approved if City will pay half.
		Linn County. Albany. Improvements in front of state property. Payment of one city bill approved, one denied.
17365		Budget. Transfer of funds from Special Maintenance to Betterment and Construction accounts approved.
		Extensions of time approved as follows: Contracts No. 3238, 3303, 3325, 3401, 3111, 3196, 3294, 3390, 3377, 3237, 3305, 3257.
17369		Contracts completed and accepted as follows: Contracts No. 3206, 3281, 3395, 3111, 3216, 3245, 3294, 3360. See EXHIBIT "E".
		Meeting adjourned at 5:00 p.m. to reconvene the following day.
	Nov.10	Bids received on the following projects:
		Canyonville (5th Street) Section
		White River Bridge Section
17370		Lakeview Rock Production
		Newport Rock Production
		Lime-Payette Junction Rock Production
		Salem Traffic Signals
		Willow Creek-Boardman Section
17371		Union-Miles Bridge Rock Production
		Carlton Bridge over North Yamhill River
		Portland. Highland Parkway District. S. W. Canyon Court. Stairway accommodating bus patrons to be rebuilt.
		Insurance. Oregon State Employees Association requests payroll premium deductions. Deductions allowed all employees.
17372		Insurance. Medical and hospital coverage. Agreement renewal deferred pending clarification.
		R. H. Baldock, J. M. Devers, G. S. Paxson, Mark Astrup to attend annual meeting Highway Research Board, Washington, D.C.
		Josephine County. Redwood Hwy. Reduced load limit placed and removed.
		Salaries. Civil Service step increases approved for January 1, 1951.
17373		Douglas County. Pacific Hwy. Cow Creek. Claim of Blaine Johnson for timber cut. Settlement authorized conditionally.

Page	Date 1950 Nov.10	Subject
17373		Lane County. Siuslaw Hwy. Erick Enquist penalty for failure to complete Contract 3077 on time. Commission to review case.
		Benton County. US99W. Corvallis. Delegation requests rerouting on First Street and modernization between Monmouth and McMinnville. Action deferred for further study.
17375		Clackamas County. Gladstone. Log truck route. Delegation requests change. Action deferred.
17376		Clatsop County. Columbia River Hwy. Rainier-Astoria. Delegation requests improvements. Action deferred.
17377		Meeting recessed for luncheon, to reconvene at 2:00 p.m.
		Crook County. Paulina Secdy. Hwy. Delegation requests improvement. Action deferred. Delegation also inquires as to purchase of crushed rock from a contractor near Prineville.
		Roadside development. Thornton T. Munger requests endorsement of policy. Counsel to consult with Roadside Council.
17378		Parks. Delegation requests improvement of parks and survey of parks needs. Action deferred.
		Delegation requests that one of Highway Commission be commissioner of parks. No action.
		Clatsop County. Oregon Coast Hwy. Warrenton delegation requests construction over Youngs Bay. Action deferred.
17379		Contracts awarded. Chairman Chandler makes public announcement.
17380		Champoeg Park. Delegation request for installation of playground facilities denied.
		Unfinished business matters considered:
		Proposed legislation
17381		Re-alignment of the Oregon Coast Hwy. through Seaside.
		Peterson property on Ladd Canyon Section.
		McNary Dam park site.
		Haines-Anthony Lakes Secdy. Hwy.
		Union Oil Company slope easement between North Bend and Coos Bay.
		Tualatin Valley Hwy. Speed zone. Higher speed approved. See EXHIBITS "B-1" and "B-2".
		Ross Island Bridge cut-off.
17382		Silver Falls State Park, proposed addition.
		Umpqua Lighthouse State Park, proposed addition.
		State Construction Company. Collection of bid bond.
		Gasoline pumps on hwy. r/w.
		Paulina Secdy. Hwy. improvement.
		Cooper Spur Road snow removal.
		Fox Hollow Secdy. Hwy. oiling.
		Astoria-Megler Ferry terminals.
		Wage increase and cost of living adjustment.
17383		Rooster Rock State Park development.
		Lake Creek Bridge Section on the Umpqua Hwy.
		Enterprise Telephone Company claim.
		Umatilla County request for exchange of roads.
		South Benton County Chamber of Commerce requests 3 improvements
		State hwy. routes through cities and towns.

Page	Date 1950 Nov.10	Subject
17383		Logging and lumbering industry express desire for cooperation in preparing amendments to Oregon laws.
17384		Signs on contract projects. Installation discussed. Action deferred.
		Public Relations Consultant. Chairman outlines handling of legislative matters.
		Ochoco Hwy. Classification changed from Group II to Group I on part.
		Lane County. Siuslaw Hwy. Request of Swisshome sawmill to haul logs November 11 and 12 denied.
		Log hauling. Permit granted to haul logs over Columbia River Hwy. from Mitchell Point to Hood River.
17385		Agreements and other papers signed.
17386		Meeting adjourned 4:30 p.m.
17387		EXHIBIT "A". Options for acquisition of real property.
17422		EXHIBIT "B-1". Reduced speed limit. Tualatin Valley Hwy.
17424		EXHIBIT "B-2". Reduced speed limit. Sunset Hwy.
17426		EXHIBIT "C-1". State Tax Street Funds.
17428		EXHIBIT "C-2". State Tax Street Funds.
17429		EXHIBIT "C-3". State Tax Street Funds.
17430		EXHIBIT "D". Sams Valley Secdy. Hwy. survey.
17431		EXHIBIT "E". Contracts completed and accepted.
17433		EXHIBIT "F-1". Sullivan Gulch condemnation.
17435		EXHIBIT "F-2". Cascade Locks-Viento condemnation.
17438		EXHIBIT "F-3". Canyonville-Johns condmenation.
17440		EXHIBIT "F-4". Heppner Junction-Boardman condemnation.
17442		EXHIBIT "F-5". Sullivan Gulch condemnation.
17448		EXHIBIT "F-6". Pendleton-Cold Springs condemnation.

Portland, Oregon
August 21, 1950

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben. R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

The Commission unanimously approved the minutes of the meetings of the Commission held on June 5, 1950, and on July 10 and 11, 1950.

The State Parks Superintendent reported on the following park matters:

1. Speed limits on roadways in state parks: The Parks Superintendent advised that 15-mile per hour speed signs are now being maintained on some of the park roadways, but he has been informed by the State Police Department that they are not of much value, except from the psychological standpoint, because the State Police cannot enforce the rules or make arrests on the basis of the signs, although arrests could be made were signs such as "SLOW," "LOOK OUT FOR CHILDREN," "PEDESTRIANS," et cetera, placed in these areas. He recommended, in view thereof, that the existing speed limit signs be removed and special warning signs maintained in lieu thereof. The Commission approved the recommendation.

2. Acquisition of additional property at Wallowa Lake State Park: The Parks Superintendent recommended the purchase of an additional area at this park to accommodate people who desire to camp overnight. He suggested acquisition of the 33-acre tract adjoining the present park on the south and lying west of the Wallowa River. He stated that this property belongs to Mrs. Wiggins, from whom the original park was purchased, and he anticipated that the purchase price would not exceed $300 per acre, the rate paid for the original tract. The Commission authorized negotiations for the acquisition of this property, and ordered a status report for its next meeting.

3. Acquisition of a proposed addition to Sunset Bay State Park: The Parks Superintendent advised that the demand for camping in this park greatly exceeds the area available for such purpose. He suggested expansion of the park easterly to take in about 60 acres of land which is owned by George R. Landrith, D. H. Harding and Ralph Parker. The Commission unanimously authorized the securing of options for the acquisition of such property.

4. Acceptance of playground equipment donated by Mr. Alfred D. Collier, Klamath Falls, for use in Collier State Park: The Parks Superintendent advised that he is in receipt of many requests for the installation of playground equipment in state parks, but he has not encouraged such installations because of the possibility of accidents occurring in their use by children, which might place the Commission in the position of being liable for damages. Such facilities, he said, could be handled if a caretaker were employed to personally supervise them, and if the state were further protected by liability insurance. In the present instance, he said, Mr. Collier has stated a willingness to equip Collier State Park with suitable equipment at his own cost and expense. He questioned the advisability of accepting the offer for reasons stated. The Chief Counsel advised that the Commission could, if it saw fit, allow the installation of playground equipment if insurance were provided, and especially if a caretaker were employed to supervise its use. However, the selection of the equipment should be by the State Highway Commission. Chairman Chandler pointed out that the problem involves the establishment of a policy by the Commission. He gave as his feeling that it would be satisfactory in the present instance to accept the offer of Mr. Collier because of his generosity and public spirit, the Collier family having presented the park to the state as a gift and Mr. Collier having personally expended a considerable amount of his personal funds to equip it. All future requests for such facilities, or donations, should be denied, however, unless recommended by the State Parks Superintendent. Commissioners Reynolds and McIver concurred. A motion was thereupon made by Commissioner Reynolds that the Commission accept Mr. Collier's donation in this instance, but hereafter none shall be considered unless recommended by the State Parks Superintendent. The motion was duly seconded by Commissioner McIver and carried unanimously.

5. Appointment of an Assistant State Parks Superintendent: The Parks Superintendent advised that the magnitude of work in his department demands an assistant to take care of the many details, and to assist in the proper performance of his duties. He said that he is endeavoring to do a good job for the state, but is handicapped by the need to give his personal attention to many details that could be handled by an assistant under his direction. He recommended approval of the appointment of an assistant, and the selection of Mr. L. V. Koons for the place. He said that Mr. Koons has been connected with the State Highway Department for many years, at present being employed as District Maintenance Superintendent at The Dalles, and is well qualified for the work; and that he has secured clearance of the appointment from the State Highway Engineer. After careful consideration of this matter the Commission unanimously approved appointment of Mr. Koons to this position.

6. Parking of vehicles on shoulders of Crown Point Secondary Highway at Dabney State Park, Multnomah County: The Parks Superintendent advised that he is having considerable trouble with a certain class of people who stay all night in this park and use the park benches and tables for fire wood. Evicting them from the premises at a certain hour, he said, would not solve the problem because they would not leave, but if they were prohibited from parking their cars on the highway the probabilities are that

they would go elsewhere. He further stated that he discussed the situation with the State Police who advise that they can do nothing unless the Highway Commission will formally prohibit the parking of cars on the highway shoulders. He recommended adoption of an order to that effect. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

7. Acquisition of Government-owned property at Tillamook Head, Tillamook County: The Parks Superintendent advised that this area, which contains 50 acres of land, is surrounded by Ecola State Park and its acquisition is essential in order to fill out the park. He further stated that the property, which was used during World War II as a radar station site, has been declared surplus and can be acquired by the state either by purchase outright for the sum of $3,940, or on a rental basis. The purchase price, he said, includes payment of $2,640 for the land and $1,300 for a roadway located thereon, but does not include payment for buildings for which an additional sum of $450 must be paid if the state wants them. He urgently recommended acquisition of the property without the buildings, on the outright purchase basis. The Commission approved the recommendation unanimously.

8. Request of Roscoe Phelps Logging Company for permission to truck-haul logs over an abandoned section of the Salmon River Highway in Van Duzer Corridor: The Parks Superintendent advised that Mr. Phelps is logging on property adjacent to the highway and in connection therewith he has requested the privilege of truck-hauling the logs over the old road through this area which has been closed to traffic entirely for a long time. He gave as his belief that no harm will result if Mr. Phelps is allowed to use the road for the purpose intended and he recommended approval of the request. The Commission approved the recommendation, on the condition, however, that Mr. Phelps will not be allowed to construct any new roadway on the state's property, and that the matter is covered by an appropriate written agreement of one year's duration.

9. The Engineer presented a letter from W. C. Donahue, Albany, to Governor Douglas McKay, protesting the Highway Commission's order forbidding the use of motorboats on Waverly Lake at Albany, and requesting assistance from the Governor in having the order rescinded. The Engineer recalled that the Commission at the previous meeting adopted an order prohibiting the use of motorboats on this lake as a protection to bathers, anglers, and others who use the lake for recreational purposes. He further stated that in response to the Commission's instructions, he had appropriate signs erected on the shore of the lake notifying the public that boats equipped with motors hereafter are not allowed on the lake, and that Mr. Donahue's protest is a result of the posting.

It was the feeling of the Commission that Waverly Lake is too small to accommodate motorboats without endangering the lives of bathers and others. Accordingly, the Commission decided unanimously to adhere to its previous order prohibiting the use of the lake by such watercraft.

The Right of Way Engineer presented for the Commission's consideration a list of options obtained for the acquisition of real property that is needed for various highway improvements. As a result of careful consideration of each individual item, the Commission authorized the closing of the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

In the discussion of right of way matters, Chairman Chandler again cautioned the Right of Way Engineer to speed up negotiations for acquisition of right of way for projects which have been authorized by the Commission. He was authorized to employ additional agents, if necessary, to secure the desired results.

Also, in the consideration of right of way matters, particularly that of the Sullivan Gulch Project, Portland, the Right of Way Engineer was instructed to expedite purchases of right of way needed for Unit No. 2 and Unit No. 3 of this project. The Chief Counsel was instructed to expedite the condemnation of such properties as cannot be acquired by negotiation, so when the Commission is ready to proceed with construction of the project there will be no delays because of lack of needed right of way. The Commission ordered a full and complete report at its next meeting on the status of condemnation cases, not only for Sullivan Gulch, but also all other projects throughout the state.

The Chief Counsel requested authority to acquire by condemnation certain parcels of real property that are needed for various highway improvements. He submitted a list of such properties with the offers that he recommends in condemnation, as follows:

North Yamhill River-St. Joe Underpass Section, Pacific Highway West

		Recommended Offer
R 15162 Carl G. Gustafson		
Land	$ 2,000.00	$
House, well and orchard	500.00	
Total	$ 2,500.00	2,500.00

North Corvallis Section of the Pacific Highway West

R 14081 Joseph Francis Frank		
2.041 acres at $1,000.00	$ 1,930.00	
Residence	2,500.00	
Chicken House	100.00	
Woodshed	50.00	
	$ 4,580.00	4,000.00

Unit #2 Section of the Sullivan Gulch Highway

		Recommended Offer
R 14727 General Paint Corporation		
59,800 sq. ft. at $.40 per foot or Approximately 1.37 acres at $17,460 per acre	$ 23,920.00	
97,831 square feet of floor space at $3.00 per sq. ft. A depreciated valuation	293,493.00	
Railroad siding. American Appraisal Company - depreciated value	2,337.00	
Misc. items of damage	69,521.00	
Total	$389,271.00	$ 390,000.00

82nd and Powell Boulevard Section of the Mount Hood Highway

R 15658 Minnie C. Flanagan		
Land 399 sq. ft. at $1.50 per foot	$598.50	
Allowance for black top paving taken on the area of acquisition, sidewalk and approach areas - 50 sq. yds at $1.50 per sq. yd.	76.50	
Allowance for reduction of parking lot area, the rounding off of the corner of the corner lot. 10% of the estimated value of the corner lot at $9,000.00	90.00	
	$765.00	$1,000.00

After due consideration the Commission authorized the condemnation proceedings and the recommended offers. The attached resolutions relative thereto, marked EXHIBITS "B-1", "B-2", "B-3" and "B-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

The Right of Way Engineer reported on a right of way option secured from J. C. and Ella Beals, Canyonville. He said that this option was negotiated on the basis of payment of $600, but since the option was obtained, the alignment of the new highway has been revised so the Beals property is not required. In the meantime, Mr. Beals, who is the driver of a school bus, re-arranged his garage to fit the new highway location, which work cost him $75 and was unnecessary because the Beals property was not taken. Mr. Beals, he said, feels that, under the circumstances, the state should reimburse him for his expense. The Right of Way Engineer recommended approval of the payment of such sum. The Commission approved the recommendation.

The Right of Way Engineer reported the sale or lease of several tracts of state-owned property, as follows, and requested confirmation of the same by the Commission:

1. Sale of a 0.193 acre tract of land to Rosina and Ellen F. Steffen. Property located near Silverton on Salem-Silverton Road. (Deeds previously signed by Commission)

2. Sale of a 2.75 acre tract of land in Malheur County to the Oregon Portland Cement Company, consideration $82.50.

3. Sale of a tract of land in Multnomah County to the Oregon-Washington Railroad & Navigation Company, consideration $100.00. Property located near Rooster Rock.

4. Sale of a 2.80 acre tract of land in Umatilla County to the Oregon-Washington Railroad & Navigation Company, consideration $175.00.

5. Sale of a 4.34 acre tract of land in Deschutes County, near Redmond, to A. L. Chaplin, consideration $250.00.

6. Lease of Lots 1, 2, 3, 4, 5, 6, 7, and 9, Block 30, Coos Bay Flat "B" Addition to North Bend. Term 10 years. Annual rental $250.00. Lessee, Horace T. Byler.

7. Lease of a 53.07 acre tract of land near Glendale Junction, Douglas County, to Joseph O. Meyers. Term 10 years, Annual rental $225.00.

8. Lease of a 14.25 acre tract of land near Glendale Junction, in Douglas County, to S. T. Humphrey. Term 10 years. Annual rental $75.00.

The Commission unanimously confirmed the disposition made of these properties.

The Commission also unanimously confirmed the sales of the following listed miscellaneous properties as reported by the Right of Way Engineer:

	Item	Former Owner and Location	Purchaser	Sale Price
1.	40-gal. gas hot water heater	Pioneer Auto Court, Canyonville-Johns, Pacific	C. O. Slabaugh, Roseburg	$ 40.00
2.	Bldg.-Lot 3, Block 15	J. W. Reed, Canyonville-Johns, Pacific	Thurman L. Porter, Myrtle Creek	55.00

Sales of miscellaneous properties (Cont.)

Item	Former Owner and Location	Purchaser	Sale Price
3. Bldg.-Lot 2, Blk. 3	Marion Mault, Canyonville-Johns Pacific	Mrs. Elmer Stanley Canyonville	$ 200.00
4. Bldg. on r/w	Joseph P. Garske, Goshen-Creswell Pacific	Joseph P. Garske Goshen	1,200.00
5. Fuse box	H. P. Clark, Goshen Creswell, Pacific	H. P. Clark R. 1, Box 17 Springfield	5.00
6. Building	Elmer Stanley, Canyonville-Johns Pacific	Waldo W. Ott 10 Skyline Loop Eugene	35.00
7. 3 windows-24x28	Nemic Auto Court Canyonville, Pacific	Hal W. Lehman Salem	4.50
8. House, garage & 2 poultry houses	Clayton E. Norton Redmond, TheDalles California	M. A. Lynch Redmond	2,365.00
9. House, Barn or machine shop	Arnold H. Miller Delmar-Coos Bay, Oregon Coast Hwy.	Wm. W. Cannady P. O. Box 116 Coos Bay	200.00
10. House to be moved	Walter S. Gagle Pine St.-Salem Pacific Hwy.	Harold A. Lang 5085 Portland Rd. Salem	175.00

The Right of Way Engineer reported the results of receiving bids in Salem on August 9, for the purchase of 42.48 acres of state-owned land situated adjacent to the Pacific Highway East, south of Salem. He said that this property was advertised for sale pursuant to statutory requirements and that only one bid was received, it being that of Harvey Jacobsen, Salem at $4,675.00. He advised that the minimum appraised value of the property is $4,248, and he recommended acceptance of Mr. Jacobsen's bid because it exceeds such sum. The Engineer and Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously.

The Right of Way Engineer requested authority to negotiate the private sale of a house acquired from Hans Uhrman, adjacent to The Dalles-California Highway, near Algoma, Klamath County. He said that this property was advertised for bids to be received in Salem on August 3, 1950, and that the only bid submitted was that of Fred L. Cochran, Keno, at $77., which was refused because it was considerably under the appraised value of the building. It was his belief that he will be able to obtain a satisfactory offer if permitted to conduct private negotiations. The Commission unanimously approved the request.

The Commission had under discussion the disposition of the "Mack Truck Building", located on highway right of way acquired by the state at the east end of the Steel Bridge in Portland. The Right of Way Engineer suggested rental of the building because of the possibility that the land on which it is located may be required for future development of the highway at this point. He advised that the General Electric Company is interested in renting the property and has offered to pay $4,500 annually for its use on a twenty-year basis. Commissioner McIver gave as his feeling that if the property is not needed for state highway purposes for twenty years, it should be sold. The matter was discussed at some length and as a result thereof Chairman Chandler and Commissioner Reynolds referred it to Commissioner McIver with full authority to dispose of the property, either by sale or lease, as in his judgment will be to the state's best interest.

A request was presented from the Warm Springs Indian Tribe for state cooperation in the construction of right of way fences along the northerly 7.2 mile section of the Warm Springs Highway within the Warm Springs Indian Agency. The Engineer advised that recently the Highway Commission approved construction of right of way fences through the Indian Reservation southerly from the Warm Springs River crossing to the Reservation boundary, at a cost to the state of about $30,000, and that the present request is for state cooperation in the construction of an additional seven miles, northerly from the Warm Springs River. He estimated the cost of such fence construction at $17,313 and advised that the Indian Agency will assume one-half of this expense, so the state's outlay will be approximately $8,656.50. He recommended approval of the expenditure in order to complete the fencing through this Indian Reservation. The Commission approved the recommendation unanimously.

The Right of Way Engineer reported a request from Seufert Bros., The Dalles, that the state reconvey to them two small tracts of land which they sold to the state some months ago in connection with the acquisition of right of way for the Big Eddy-Dune Section of the Columbia River Highway. He said that the option obtained from Seufert Bros. contained provision for deeding back to them, after the highway is constructed, such portion of their land as is not needed for highway purposes. He said that he has discussed this matter thoroughly with the Engineer, who approves quit-claiming the property back to the former owners. He recommended that it be done. The Commission approved the recommendation unanimously. (The Commission executed the deeds later in the session)

The Chief Counsel requested instructions with regard to the disposition to be made of land acquired from Mr. Herman B. Jacobs, in connection with a right of way settlement on the Tillamook-Pleasant Valley section of the Oregon Coast Highway. He advised that, pursuant to previous instructions from the Commission, this property was advertised for bids to be received in Salem on July 13, 1950, at a minimum offer of $700 per acre, and without access to the highway. The advertisement, he said, appeared in the local papers in conformity with the statutory requirements, but no bid was received. He also said that the arrangement made with Mr. Jacobs at the time the property was acquired from him was to the effect that he would be allowed the use of the excess area (approximately 22 acres) without charge until the property is needed for highway purposes, or until the Commission sells it. Under such condition, he said, the Commission is prohibited from renting the property should it wish to do so. This matter was discussed at considerable length and as a result thereof, the Commission ordered that the property be readvertised for sale at the rate of $600 per acre, and subject to the same condition, that no access to the highway will be allowed.

The Commission had under discussion a proposed agreement with the Union Oil Company of California affecting property at the company's distribution station adjacent to the Oregon Coast Highway between North Bend and Coos Bay. The Chief Counsel advised that under date of October 21, 1941, a former Highway Commission acquired from the company an easement for highway slopes, but later the company's distribution manager in Seattle requested a relinquishment of the easement and such relinquishment was executed by the Highway Commission on January 17, 1950. It now appears, he said, that the company's legal department in Los Angeles considers that the relinquishment was a mistake, and that the matter would be in better form if restored to the original status of the easement, which this present instrument is intended to accomplish. The Commission deferred a decision in the matter pending a recommendation from the Engineer, to whom the matter was referred for study and a report.

The Chief Counsel presented to the Commission for its consideration a form of deed conveying unto the United States of America a tract of land containing 0.63 acre, in Klamath County, consideration - $100. He explained that this property is part of a stockpile site which was acquired by a former Highway Commission in 1928; that application was made by the Bureau of Reclamation for acquisition of the area, which application was approved by the Commission on August 10, 1948, at which time the Commission entered into an agreement with the Bureau regarding the sale, and the Bureau of Reclamation was given right of entry on the property. He also said that he did not know just why the matter had not been concluded before this, unless it was due to lack of funds, on the part of the Bureau of Reclamation, to finance the purchase, but he recommends approval of the transaction. The Commission approved the recommendation unanimously. (Bargain and Sale deed was signed by the Commission on the following day)

The Chief Counsel brought to the Commission's attention invoices submitted by J. B. Bedingfield, Attorney, Coos Bay, and Marsh and Marsh, Attorneys, McMinnville, in the amounts of $100 and $150 respectively, for services rendered the State Highway Department in connection with real

property acquisitions. He said that in both instances the service rendered was in connection with securing authority of the courts for transfer to the state, by means of Guardian deeds, lands owned by minors and needed as highway right of way. He recommended payment of the invoices. The Commission approved the recommendation and so ordered.

The Chief Counsel presented to the Commission a form of agreement between Edwin A. Pease and A. O. Schilling, for the disposal of a personal obligation. He explained that this agreement has been prepared as a result of a mutual understanding between the parties involved, but it involves an assignment of a portion of Mr. Pease's wages, which assignment, by the terms of the agreement, must be approved by the State Highway Commission. The Commission expressed a reluctance to become involved in any personal affair, such as this, and accordingly referred the matter back to the Chief Counsel to work out some other arrangement.

The Chief Counsel also brought to the attention of the Commission a minor problem that has arisen in the City of Coos Bay, whereby a property owner is maintaining a gasoline tank under a newly constructed sidewalk on the highway right of way. The Chief Counsel stated that the state has control from curb to curb on streets that are designated highway routes, but the city has control of the area back of the curbline. He gave as his feeling that the Commission should permit the tank to remain in its present location. In the discussion it was brought out that the entire right of way at this point was acquired by the state, so the State Highway Commission has full control. Chairman Chandler stated that the City of Coos Bay has no objection to the tank being under the sidewalk and he suggested, in view of the fact that the Highway Department owns the property, that a revocable permit of one year's duration be given to the property owner. The Suggestion was approved by Commissioners Reynolds and McIver, and it was so ordered. The Chief Counsel was instructed to prepare an appropriate agreement covering the matter.

The Engineer presented a request from the U. S. Army Engineers to purchase a small tract of land containing 0.16 acre, adjacent to the highway near Meridian Dam, Lane County, which property is needed for fill purposes in connection with the reconstruction of the Southern Pacific Railroad. He said that the property is of no use whatsoever to the State Highway Department, and he recommended that it be deeded to the Federal Government for $25, which the Army Engineers have offered to pay for it. The Commission approved the recommendation.

The Commission discussed and upon recommendation of the Engineer and Chief Counsel, approved an agreement with the Union Pacific Railroad Company and the O.W.R. & N. Company covering encroachment of the Columbia River Highway upon railroad company property between Viento and Sonny in Hood River County. (The agreement was signed on the following day)

The Engineer brought up for discussion the matter of acquiring right of way that is needed for the improvement of the Columbia River Highway through the Celilo Indian Village, east of The Dalles. He recalled that the Commission previously authorized the payment of $3,000 for land

that is needed from the Indians for this purpose, but the transaction was never completed because the property could not be turned over to the state free and unencumbered. It appears that the Indians will not move and the Agency officials are not inclined to force them to move. Following discussion, the Commission affirmed purchase of the right of way for $3,000, but made it clear that it does not intend to take action to make the Indians vacate the premises.

Pursuant to the Commission's previous instructions, the Chief Counsel presented a form of resolution which he stated combines several resolutions heretofore adopted by the Commission designating "through-stop" highways. The Commission unanimously adopted the resolution which is attached hereto, marked EXHIBIT "D", and by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel reported a request from Mr. Paul Prince, Coos Bay, that the access to the Chrome Plant-Cedar Point Section of the Oregon Coast Highway, which was granted him by the Commission in connection with a right of way settlement, be changed from "private" access to "commercial" access. He recommended that the request be denied because it would be unfair to others along this section who had been granted "private" access only. The Commission concurred in the view point of the Chief Counsel, and accordingly denied the request.

The Commission discussed a written report from the Chief Counsel on the proposed purchase by the state of the upper deck of the Steel Bridge, Portland. As a result thereof, the Commission decided to do nothing further in the purchase of this upper deck, and so ordered. (For details see copy of Chief Counsel's report, dated August 4, 1950, in general files.)

The Commission also discussed a written report from the Chief Counsel on an accident which occurred at a county road grade crossing of the Union Pacific Railroad at a place known as Corbett, Multnomah County. According to the report the accident involved a Union Pacific train and a logging truck, the operator of which had no permit from the State Highway Commission to enter the Columbia River Highway at this point, as he intended to do when the accident occurred. The Chief Counsel advised that he is in receipt of a letter from the General Manager of the Union Pacific Company requesting that the State Highway Commission join with the railroad company in recommending to the Public Utilities Commissioner that further use of this county road-railroad grade crossing be prohibited by logging trucks. He recommended approval of the railroad company's request. In the discussion that followed it was pointed out that the State Highway Commission has consistently refused to allow logging trucks to enter the Columbia River Highway at this point because of the hazards such movement would create to highway traffic. The Chief Counsel pointed out that the road that was being used by the log hauler is a county road under the jurisdiction of the Board of County Commissioners of Multnomah County.

It was the opinion and judgment of the Commission that the physical conditions prevailing at this place are such that extreme hazards would be created were the truck hauling of logs allowed at this point, and that such operations should not be allowed. The Secretary was instructed to direct a letter to the Public Utilities Commissioner setting forth the attitude of the Commission with respect thereto.

The Chief Counsel requested reconsideration by the Commission of the means of formal appointment of Mr. C. H. Armstrong as State Parks Superintendent. He recalled that the Commission at its meeting in July appointed Mr. Armstrong to such position but the appointment was by a minute entry only. He gave as his feeling that the appointment should be covered by resolution for the protection of the members of the Commission as well as Mr. Armstrong. He presented a form of resolution covering the matter. The Commission decided unanimously that the matter had been taken care of satisfactorily by the previous minute entry.

The Chief Counsel reported a compromise settlement of the condemnation case of the State Highway Commission vs. Mosso, concerning acquisition of right of way and a gravel pit which are needed in connection with improvement of the Old Oregon Trail near Ontario, Malheur County. He recalled that the Commission previously authorized an offer of $10,000 in the condemnation proceedings, but indications now are that the matter can be settled out of court for an additional amount of $1,182, or a total of $11,182. He said that he is not ready to recommend acceptance of this settlement, but is bringing it to the Commission's attention at this time as a matter of information. The Commission took no action on the matter.

The Chief Counsel presented for the Commission's approval a proposed compromise settlement with the Union Pacific Railroad Company of its claim for damages to its facilities caused by a slide along the upper Columbia River Highway at Oneonta. He pointed out that the total amount of the railroad company's claim is $134,120.50, which the company alleges is the amount of its expenditures for traffic and for clearing its right of way and mainline tracks of slide materials. Also, that the agreement provides that the state shall reimburse the company for 50 percent of the total cost, or $67,060.29, upon payment of which the railroad company releases the state from further liability. He recommended approval and execution of the agreement, which, he stated, has already been signed by the President and Secretary of the railroad company. It was the feeling of the Commission that the railroad company's books should be audited and the figures checked before the agreement is accepted and payment is made of the state's share, as provided therein. Accordingly, the Auditor was instructed to make such audit within the next ten days, it being understood that if the amount of the state's share, as shown in the agreement, is correct, then the Commission will sign the agreement.

The Commission considered and approved a form of agreement with the Sandy Blvd. Drive-in Theater, Inc., covering provision for access to a drive-in theater from US30 at Northeast 92nd Ave. and Sandy Blvd., Portland. The Engineer stated that this agreement provides that the owner of the theater shall pay the entire cost of the contemplated work, which includes pavement

widening and curb construction, which is estimated to cost $2,500; also that he shall reimburse the state in the amount of $2,845.25 for installing a necessary signal and for marking the pavement for traffic control. He recommended approval of the agreement. The Commission approved the recommendation. (The agreement was signed by the Commission later in the session)

The Commission had under discussion a report from the Engineer on the cost to improve the Oregon Coast Highway through the town of Florence, as previously requested by the City Council. The Engineer recalled that when this matter first came to the attention of the Commission, he estimated the cost of a complete improvement at $99,000, but the Commission could not see its way clear to allocate such sum at the time, and accordingly referred the matter back to him for an additional report to determine what could be done to take care of the drainage situation alone, without a complete improvement. Further investigation he said, reveals that there is no practical manner in which the drainage problem can be remedied without the installation of a storm sewer, owing to the flatness of the terrain which makes drainage difficult; moreover, the storm sewer will not work satisfactorily unless curbs are provided to control the flow of water. He gave as his opinion that the only satisfactory solution of the problem is construction of a full-width pavement with curbs and storm sewer, which he estimated would cost $99,000. He recommended serious consideration of the project for undertaking in the 1951 program. Chairman Chandler pointed out that the right of way is 100 feet wide, and that there is only an 18-foot pavement down the center of it; therefore a real traffic hazard exists because of poor drainage and the situation is getting worse as time goes on. He expressed himself in favor of the project as outlined by the Engineer for construction in 1951, if funds can be arranged to finance it. Commissioners Reynolds and McIver indicated their concurrence, whereupon it was unanimously agreed to consider the project in the formulation of the next construction program.

The Commission discussed briefly a proposed revision of the Old Oregon Trail through the town of Arlington, but deferred action pending the appearance of a delegation on the following day.

In this connection, the Secretary presented a letter from Senator Stewart Hardie, in which he states that it is the wish of the people of his district that the by-passing of the town of Arlington be deferred for another two years, if possible. The Commission took no action on the communication.

Pursuant to instructions previously given him by the Commission, the Engineer reported the cost to improve the Columbia River Highway (US30) through the community of Parkrose. He estimated such cost at $84,400, and recommended approval of the project, which consists of resurfacing the existing highway 60 feet wide between curbs from 99th to 108th Avenues; the widening of the existing 27-foot pavement to 60-foot width, with curbs, between 108th and 112th Avenues, and the widening of the existing 27-foot pavement to 48 feet, four-lane highway width, without curbs, from 112th to 122nd Avenues. The Commission approved the recommendation unanimously.

Consideration was given by the Commission to a written report from the Engineer, dated August 11, 1950, covering certain projects in the City of Heppner, which was presented to the Commission on its recent inspection tour through Eastern Oregon. The projects requested are:

1. Improvement of the Heppner Highway in the vicinity of the Heppner High School where a bad drainage condition exists, and

2. Widening of two bridges across Willow Creek within the city limits. According to the report, the estimated cost to improve the drainage condition adjacent to the High School is $15,300, of which amount the city has agreed to pay the cost of curb construction, estimated at $3,750.00, which leaves a balance of $11,550 to be paid by the state. The cost to widen the two bridges to a width of thirty feet without sidewalks is estimated at $35,000; however, the city has not indicated that it will share in this expense. The Engineer recommended approval of the drainage project, provided the city will contribute its proportionate share of the expense, but that the widening of the bridges be deferred until such time as traffic congestion justifies the expense. The Commission unanimously approved the recommendations.

Pursuant to previous instructions from the Commission, the Engineer reported the results of investigations with respect to providing better access to McLoughlin Blvd. (US99E) at Bybee Underpass in Portland, which was requested by a delegation that appeared before the Commission at the previous meeting. He said that he discussed this matter with City Commissioner Wm. Bowes, City Traffic Engineer F. T. Fowler, and some of the members of the Moreland group, and as a result thereof, a plan was evolved which appears to be satisfactory to all concerned. He explained that the plan involves the closing of S. E. Glenwood Street, the present approach from Bybee Blvd. to the Highway, and the construction of a new approach about 400 feet northerly therefrom where there is room to provide for channelization and signalization sufficient to eliminate existing hazards. The City of Portland, he said, has $20,000 available for channelization on McLoughlin Blvd., and if such sum is matched by the state, making a total of $40,000, he believed that there would be more than sufficient money available to finance the improved connection at Bybee Blvd., together with the channelization and signalization at S. E. Tacoma Avenue, where another very hazardous condition exists. He recommended approval of the project and an allocation of $20,000 of state funds therefor so that the work may be started in the near future. The Commission approved the recommendation unanimously on the condition that the City of Portland will pay fifty percent of the costs involved.

A report was rendered by the Engineer on a request of the Tillamook County Court for a roadway leading to Cape Lookout State Park, Tillamook County. The Engineer advised that the proposed park entrance is located 1.8 miles beyond the end of an existing county road, and that the estimated cost to construct such 1.8 mile section, including a crushed rock surfacing but no oil, is $51,000. He predicted that were this section of road constructed, the state would eventually have to take over and improve the county road, which is about four miles in length from where it connects with the Netarts

Secondary Highway. He estimated the cost of the ultimate improvement at $120,000 and annual maintenance cost at $6,000. He recommended that the county court's request be denied because of the urgent need for the funds to finance primary highway construction. The Commission approved the recommendation unanimously.

The meeting recessed for luncheon at 12:00 noon and reconvened at 1:50 p.m. with the same persons present and participating.

The Commission had under discussion replies received from contractors pertaining to the opening of bids at 2:00 p.m., when bid openings are held on Mondays, rather than at 9:00 a.m. as has been customary in the past. The Secretary presented numerous letters from representative contractors, nearly all of whom expressed a preference for bid openings on Mondays at 2:00 p.m. The remaining contractors stated that they had no preference. In view of these replies, the Commission decided unanimously to conduct its bid openings hereafter at 2:00 p.m. on Mondays and at 9:00 a.m. when its openings are held on other days of the week. A public announcement to that effect was thereupon made by the Secretary.

Bids, as follows, were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Chandler announced that the award of contracts would be made at 5:00 p.m.

BAKER-UNITY HIGHWAY IN BAKER COUNTY

MILL GULCH-SALISBURY SECTION

Rogers Constr. Co., Portland	$ 238,932.00
Rush Constr. Co., Enterprise	260,515.00
Newport Constr. Co., Portland	271,661.00
J. N. & M. J. Conley, Portland	283,059.75
E. C. Hall Co., Portland	287,378.00
F. H. McEwen, Eugene	299,994.50
Homer G. Johnson, Portland	311,889.00

OLD OREGON TRAIL IN BAKER AND UNION COUNTIES

NORTH POWDER RIVER SECTION

M. L. & C. R. O'Neil, North Powder	156,089.50
Lindstrom Bros., Portland	171,067.25
Heavy Hauling Co., Astoria	178,496.25
Valley Constr. Co., Portland	180,879.50
E. C. Hall Co., Portland	182,538.00
Floyd Grahm Constr. Co., Lebanon	183,138.25
C. J. Eldon, Portland	186,175.00
Rogers Constr. Co., Portland	188,885.00
Birkemeier & Saremal, Portland	192,985.00
Hamilton & Thoma, Eugene	193,866.50
Sather & Sons, Yardley, Wn.	198,386.50
Cosmo Gilo, Prineville	199,142.75

17091

CITY OF OAKLAND IN DOUGLAS COUNTY

OAKLAND (LOCUST STREET) SECTION

J. C. Compton Co., McMinnville	$ 15,740.00
Central Paving Co., Independence	19,520.00

CITY OF YONCALLA IN DOUGLAS COUNTY

YONCALLA ("B" STREET) SECTION

NO BIDS RECEIVED

CRATER LAKE HIGHWAY IN JACKSON COUNTY

UNION CREEK BRIDGE PROJECT

R. & M. Constr. Co., Central Point	9,990.00

SOUTH SANTIAM HIGHWAY IN LINN COUNTY

CASCADIA STATE PARK LATRINE

Everett M. DenHerder, Sweet Home	5,895.99
Santiam Ready Mix Co., Mill City	5,963.00

PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

DENVER AVENUE-VANPORT CONNECTION SECTION

Parker-Schram Co., Portland	15,810.90
Porter W. Yett, Portland	16,513.00
Rex C. Ayers Constr. Co., Portland	16,595.50

CITY OF GRESHAM IN MULTNOMAH COUNTY

GRESHAM (ROBERTS AVENUE) SECTION

Porter W. Yett, Portland	18,785.00
Parker-Schram Co., Portland	19,173.00
Vernie Jarl, Gresham	19,552.50

CITY OF LA GRANDE IN UNION COUNTY

LA GRANDE BUILDING EXTENSION PROJECT

Bechtel Bros., Elgin	43,998.00
McCormack Constr. Co., Pendleton	46,800.00

FLORA JUNCTION IN WALLOWA COUNTY

FLORA HEADQUARTERS BUILDINGS PROJECT

Bechtel Bros., Elgin	$ 31,860.00
Rohde Constr. Co., Pendleton	32,267.20
Gilbert Roberts, Hood River	34,817.00

The Chief Counsel requested authority to institute condemnation proceedings to acquire right of way needed for the west approach to the Marion Street Bridge over the Willamette River at Salem, where the proposed highway crosses land owned by Mr. Earl C. Burk. He said that Mr. Burk is demanding the sum of $82,000 for his property, which is entirely out of reason. He recommended an offer of $45,000 in condemnation. In response to an inquiry by Chairman Chandler as to why this property is needed at this time, the Engineer advised that it is upon this particular tract that it is proposed to place the materials which the Army Engineers are dredging from the Willamette River. He recalled that the Commission some time ago authorized an expenditure of several thousand dollars to place the dredged materials on this right of way in order to realize a saving of one-half the cost of constructing the highway fill were materials obtained from some other source. He strongly recommended acquisition of the right of way in order to take advantage of the materials offered by the Army Engineers and to realize the savings. Chairman Chandler advised that he had no previous knowledge of this right of way transaction; moreover, he had no idea that the state would be required to offer $45,000 for the property. He requested a complete report from the Chief Counsel covering the right of way for this project, including the original estimated cost of the same, and the amount that it appears the state is now going to have to pay for it. The Engineer and the Chief Counsel were cautioned hereafter to advise the Commission fully in advance as to the right of way requirements on all jobs so that the Commission will have full knowledge of the amount that each job is going to cost and will be in position to allocate funds as may be needed for it. A decision in this matter presently under discussion was deferred by the Commission pending receipt of the information requested of the Chief Counsel. Such information was presented later in the session by the Chief Counsel who advised that the original estimated cost of the right of way needed for this project was $50,000, as compared with the presently estimated cost of $65,000. He pointed out, however, that the actual cost may be more or less, as may be determined by the condemnation trial. It appeared to the Commission that the right of way needed from Mr. Burk is essential to the undertaking of this project, and that if acquired now a considerable saving in cost of the highway fill will accrue. As a result of discussion, the Commission authorized the Chief Counsel to condemn the Burk property, and in connection therewith to offer him $45,000 for it, with instructions to proceed at once with the case. The attached resolution relative thereto, marked EXHIBIT "B-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

August 21, 1950

The Commission discussed and by unanimous vote approved the 1951-53 Highway Department Budget, as prepared by the Auditor and recommended by the Engineer, for use by the State Budget Director in his budget report to the 1951 Legislative Assembly. The Engineer explained that this budget is entirely separate from the Highway Department working budget which will be presented for the Commission's approval later in the year. (The budget was signed by the Commission the following day.)

The Engineer reported a revised plan for the expenditure of the $80,000 allotment contained in the present construction program for improvement of the ten-mile section of the Wasco-Heppner Secondary Highway easterly from the summit of Cottonwood Canyon, in Gilliam County. He recalled that the Commission previously ordered that this money be spent for placing rock on a section of the existing road that previously had no surfacing, so as to make that section suitable for traffic. He also recalled a request from the citizens of this district for expenditure of the money on the proposed permanent alignment so far as the money would go. The section 4.47 miles in length on the westerly end of the section proposed to be improved, he said, is on very poor alignment with numerous right-angle turns, so any surfacing placed thereon would eventually be lost as the alignment is not satisfactory, even for market road purposes. He suggested, in view thereof, that this 4.47 mile section be regraded to a suitable secondary highway standard on permanent alignment, which would cost about $30,000, and that the entire ten-mile section then be surfaced, which would cost an extra $50,000, or a total of $80,000, the amount of the present allotment. He presented a map showing the proposed plan. The Commission unanimously approved the revised plan as reported, subject to further approval by the Bureau of Public Roads.

The Commission discussed a request from the county court of Tillamook County for inclusion in the next Federal Aid Construction Program the improvement of what is known locally as the "Brickyard Road" from its junction with the Oregon Coast Highway at Clements Corner, via Trask River County Road, to Fairview Junction with the Wilson River Highway. The Engineer advised that this request has been investigated and it has been determined that the approximate cost of constructing this road, which is 2.8 miles in length, would be about $63,000. The Commission decided unanimously to give this project consideration in the formulation of its next construction program.

A request was presented from the Department of State Police for the designation of a "NO PARKING ON HIGHWAY SHOULDERS" zone along the Pacific Highway East for a distance of about one and one-half miles immediately north of the north city limits of Salem where congestion of traffic is aggravated by the parking of many cars adjacent to the pavement by patrons of restaurants, night clubs, et cetera. The Engineer advised that the highway pavement at this location is only two lanes wide; many times traffic is blocked by maneuvers incident to the parking and unparking of vehicles, and considerable hazard exists. The Traffic Engineer, he said, has investigated the matter and makes the recommendation, in which he concurs, that a "NO PARKING ON HIGHWAY SHOULDERS" area be established between M. P. 48.87 (north limits of Salem) and Hayesville Drive, M. P. 47.35, on both sides of the highway. The Commission approved the recommendation unanimously by the adoption of the attached

resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a report from the Engineer on a request from the City of Woodburn for the installation of traffic signals on US99E at its intersections with Young Street and Hardcastle Avenue in the town of Woodburn. In his report the Engineer stated that this matter has been investigated by the Traffic Engineer, who recommends the installation of a traffic signal at the Young Street intersection on the condition that the City of Woodburn will assume fifty percent of the cost involved, and who also recommends that the request for the signal at Hardcastle Avenue be denied. The Engineer stated his concurrence in the recommendation. The Commission approved the recommendation unanimously.

A letter was presented from the Douglas County Court urging that something be done to speed up the contract work of Del R. Beebe on the North Umpqua Road, Douglas County, so as to assure completion of this project this year. The Engineer advised that he has already written Mr. Beebe to expedite this project, and as a result thereof Mr. Beebe has placed additional equipment on the job, so if favorable weather obtains, it is quite likely that the job will be completed this year as planned.

A letter was presented from the county court of Deschutes County, urging improvement of the Gherking County Road No. 329, in the Commission's next construction program. The Commission decided to give this project due consideration along with others in the formulation of such program.

The Engineer reported on a request from the City of Athena, Umatilla County, for construction of a footbridge across Wild Horse Creek at the south city limits, for the benefit and safety of pedestrians who are obliged to cross this creek in order to reach the city's swimming pool and park. He advised that the park and swimming pool are located on the easterly side of the Oregon-Washington Highway and on the south bank of Wild Horse Creek, and that there is considerable volume of pedestrian traffic across the highway bridge which is only 28 feet wide. A traffic count on June 9, 1950, he said, revealed 92 pedestrians and 2,649 vehicles, which indicates a potential hazard. He estimated the cost to construct a suitable foot bridge at $800, and recommended approval of the project in the interests of safety, on the condition that the City of Athena will pay fifty percent of the costs involved, it being his opinion that the city is obligated at least to that extent. The Commission approved the recommendation unanimously.

The Commission unanimously confirmed oral authority heretofore given the Engineer for an expenditure of approximately $11,000 of state highway funds to construct a medial island along Barbur Blvd. (US99W) in front of "Rasmussen Village", Portland, in order to prevent vehicular traffic from crossing this heavily traveled highway at this point. The work involved is to be performed by the City of Portland and the state is to reimburse the city in full for its expense. (An agreement covering

the arrangement with the city was signed by the Commission on the following day.)

The Engineer reported that the City of Weston has fulfilled the legal requirements with respect to the expenditure of state tax street funds which it received in the second half of 1949 from state highway revenues accruing during the first half of that year; also, that the Cities of Boardman, Chiloquin, Condon, Hines, Mitchell, Scotts Mills and Weston have fulfilled the legal requirements with respect to the expenditure of state tax street funds which they received in the first half of 1950 from state highway revenues accruing during the second half of 1949; also, that the Cities of Idanha and Mitchell have fulfilled the legal requirements with respect to the expenditure of state tax street funds which they received in the second half of 1950, from state highway revenues accrued during the first half of this year. He also advised that the plans of the projects proposed to be financed with the funds in each instance have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission unanimously approved the recommendation by the adoption of the attached resolutions relative thereto, marked EXHIBITS "F-1", "F-2 and "F-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer reported the results of an investigation heretofore ordered by the Commission concerning the installation of an electric-eye signal at the Greenwood Avenue undercrossing of the Oregon Trunk Railroad, on the Central Oregon Highway in the City of Bend, to indicate overheight loads and to warn operators of such loads to by-pass the structure because of the impaired clearance. The plans for the signal installation, he said, have been completed and it is estimated that the signal can be installed for $2,500 compared with an estimated cost of $20,000 to lower the roadway at this point. He recommended approval of the signal installation as a minor betterment project at a cost of $2,500 in order to avoid the expense of depressing the highway, which, he said, is not a feasible proposition because of drainage difficulties. The Commission approved the recommendation unanimously.

A resolution was presented from Columbia County Pomona Grange urging allocation of additional funds for the improvement of the lower Columbia River Highway, and that the work be started soon because of anticipated increase in traffic due to the Army's re-opening of the Beaver Ammunition Base at Clatskanie. The Commission deferred action on this matter pending rendition of the Engineer's report on his economic study of the highway situation in Clatsop County.

The Secretary presented requests from numerous cities and towns along the route of the Pacific Highway urging the widening of this highway for four lanes of traffic northerly from Salem to New Era, where the present four-lane highway terminates. The Commission deferred action on this matter pending presentations by a delegation scheduled to be present on the following day.

The Engineer asked the Commission to approve a minor revision in the plan for the relocation of the Old Oregon Trail (US30) between the towns of Heppner Junction and Boardman, particularly a slight change in the proposed alignment at Boardman. He exhibited a map showing the alignment originally approved by the Commission and the proposed change. He explained that the people of Boardman objected to the original line, but appear to be perfectly satisfied with the line as revised. He also explained that it is planned to acquire a 100-foot right of way on the city side of the highway which will allow sufficient room for business development along a frontage road to be built on that side of the highway. Access to the highway, he said, will be provided at the county roads at each end of the town, but direct access to the highway will not be allowed at any other point. He recommended approval of the revision. The Commission approved the recommendation unanimously.

The Engineer requested instructions relative to the reconstruction of the existing bridge across White River on the Mt. Hood Highway. He advised that the present bridge is a wooden structure which has decayed to such an extent that replacement is necessary. As a matter of information, he said that it is planned to raise the grade line of the new structure about 8 feet at the bridge site to permit passage of large boulders which the stream carries during periods of excessive run-off, such boulders heretofore having been blocked by the bridge, necessitating heavy expenditures to re-open the river channel and to repair damage done to the highway. He estimated the cost of the new structure, including necessary approaches, at $75,000, which is $41,000 more than the amount presently budgeted for the purpose, and he recommended approval of the expenditure using state funds only to finance it. The Commission unanimously approved the recommendation.

The Engineer requested authority to construct an additional equipment storage building 32' x 53' at the Warm Springs Maintenance Headquarters on the Warm Springs Highway, at an estimated cost of $12,000, and to construct a suitable headquarters for the storage of maintenance equipment at Estacada, which he estimated would cost about $11,800, including the building site. He advised that the capital outlay section of the 1950 budget provides for the construction of additional equipment storage buildings at the Warm Springs headquarters, but it does not provide for the building at Estacada, because when the budget was prepared a suitable building was being rented on a month-to-month basis. The owner of this building, he said, now refuses to renew the lease so equipment and small tools are now being stored in the open on a stockpile site. The need for the two buildings, he said, is urgent, and he recommended that he be given authority to construct them; also, that the Right of Way Department be authorized to negotiate the site for the building at Estacada. The Commission approved both requests unanimously.

The Commission had under consideration acceptance of the work accomplished by Deschutes County and the City of Bend in the reconstruction of a portion of the Powell Butte Secondary Highway as was required in order to permit expansion of the Bend Airport. The Engineer advised that this work was provided for in an agreement with the county and the city, dated October 1, 1948, wherein the county and the city agreed to reconstruct a portion of this

highway at their sole cost and expense. The work has now been completed, he said, and inspection reveals that it has been satisfactorily done. He recommended acceptance of the work by the Commission, as that is necessary before the Civil Aeronautics Authorities will approve it. The Commission unanimously accepted the project.

A request was presented from the City of Astoria for the installation of an overhead double-blinker sign at each of three cross-walks in Astoria, one being at the entrance to Columbia River Packers, another at Hellberg's Corner and the third at Bay Street. The Engineer advised that investigation reveals that the signs are warranted. He estimated the cost of the signs at $700 each, or a total of $2,100, and recommended approval of the installations, on the condition that the City of Astoria will pay 50% of the expense involved. The Commission approved the recommendation.

The Engineer requested authority to transfer $9,900 from the General Maintenance Budget to the Special Maintenance Budget to permit the financing of certain guard fence construction on the Coos Bay-Roseburg and Oregon Coast Highways, by contract. He explained that the Maintenance Department will be unable to complete this highly desirable work in its 1950 extra-gang maintenance program, so if the fences are to be constructed it is going to be necessary to have the work done by contract. He estimated that there would be 3,200 lineal feet of guard fence to build, and he recommended approval of the project for contracting, and transfer of the funds as requested. The Commission approved the recommendation.

In this connection the Engineer reported the desirability of constructing 3.6 miles of guard fence along the Umpqua Highway between Scottsburg and Reedsport, particularly along sections where the roadbed is very narrow and serious hazards exist for traffic. He said that he personally inspected the section, and in his opinion the guard fence is necessary to properly safeguard the traveling public. He estimated the cost of the guard fence construction at $50,000 and recommended approval of the project, because indications are that it will be some time before the highway can be reconstructed to modern standards that will not require this sort of protection. He pointed out that when the highway is reconstructed the guard fence can be moved to locations where the need is more urgent, so that considerable salvage can be made from the present investment. The Commission approved the recommendation unanimously.

Consideration was given by the Commission to a request by the Empire-Charleston Chamber of Commerce for construction of 250 feet of guard fence on the Cape Arago Secondary Highway at the Charleston Bridge and for the oiling of a triangular area at the intersection of this Highway with Broadway and Powell Streets in Charleston. The Engineer advised that this matter has been investigated in the field, but he has not had an opportunity to check the data so is not in position at this time to make a recommendation. In view of this information, the Commission deferred its decision pending the Engineer's report.

A resolution was presented from the Corvallis Women's Club requesting additional lights and signs on state highways and other arterial streets in Corvallis; the marking of pedestrian lanes at highway intersections; more rigid enforcement of speed regulations, and the installation of more appropriate signals at main intersections on 6th Street to warn motorists of approaching trains. As to the first request, the Engineer advised that the Commission previously approved the installation of 8 sets of traffic signals on the highway routes, bids for which are to be received on the following day. He also said that all stop signs covered by statute are entirely taken care of on state highway routes in Corvallis. As to observance of the rights of pedestrians, he said this is a matter of law enforcement by city officials. Concerning the second request, for the marking of pedestrian lanes at highway intersections, the Engineer stated that this function is a responsibility of the city, inasmuch as the state does not maintain pedestrian lanes within corporate limits. As to providing more rigid enforcement of speed regulations, the Engineer advised that this matter also is a matter for local regulation and enforcement, being within the city limits where the State Highway Department is without authority to act. Concerning the installation of signals to warn motorists of the approach of trains at the main intersections on 6th Street, the Engineer advised that only two of these crossings are on state highway routes, and that these two are relatively high on the railroad crossing signal priority list. The signalization of these crossings, he said, is quite complicated because of a railroad wye, and a considerable amount of train switching movements. It was his feeling that the city and the railroad company should share the expense of these installations equally with the state and he requested authority to discuss the situation with the city and the railroad officials to that end. The Commission deferred a decision in the matter pending an additional report from the Engineer as to the absolute necessity for the railroad crossing signals.

The Engineer requested authority to increase the project authorization for the construction of the Warrenton Secondary Highway Project in the City of Warrenton, from $42,825.20 to $53,000. He explained that the extra expense is required to provide a proper improvement on a portion of the job where unstable ground was encountered. The Commission approved the increase in the project authorization unanimously as requested.

The Engineer reported receipt of a communication from the City of Tillamook requesting the revival of a "special state tax street fund" project in their city which was approved by the Commission in 1949, but did not go forward because the city was unable to finance its share of the costs. The Engineer estimated the cost of the project at $42,000. He recalled that the original arrangement was for the state to contribute $15,000 and the city the balance, $27,000, but the project was dropped because the city could not finance its share. Advices from the city now he said, are to the effect that at a primary election this year the people approved a bond issue to provide the city's cooperative share of the project, in view of which he recommended that the project be revived on the original basis. The Commission approved the recommendation unanimously.

The Commission discussed a request from the City of Portland that the state join with the city on a fifty-fifty basis in channelizing and installing traffic signals on the Burnside Bridge, so as to make it possible

to reverse traffic that uses this structure during the evening and morning rush periods. The Engineer advised that the estimated total cost of the project is $7,200, and that the state's share would be approximately $3,600. He recommended approval of the expenditure. The Commission approved the recommendation.

The Commission considered and as a matter of policy denied a request from the Delake Chamber of Commerce for the construction of public rest-rooms adjacent to Dee River Bridge in Delake, it being the feeling of the Commission that the responsibility to provide such facilities is largely that of the locality in which the facilities are located.

The Commission also discussed and unanimously approved an agreement with the City of Aumsville, providing for the improvement of Main Street (North Santiam Highway) in this town, between Third Street and 11th Street, it appearing that the city has complied with the Commission's requirements by adoption of city ordinances prohibiting all parking on the paved portion of this street between the limits of the proposed improvement. (The agreement was signed by the Commission the following day.)

The Commission had under discussion the following requests for extensions of time within which to complete highway contracts:

1. Perkins Brothers, Contract 3016 for construction of three bridges over Sprague River on the Sprague River County Road in Klamath County, requested an additional extension of time of 24 days from May 30, 1950 to June 23, 1950 within which to complete this job. They alleged that they had been unable to complete the job within the previously extended time limit due to high water. The Engineer advised that because of cold weather he had directed that the job be shut down last fall and an extension of time up to May 30, 1950 was granted. He also said that all of the concrete was in place and the structures were open to traffic prior to May 30th, and only a small amount of clean-up work remained which was not completed until June 23, 1950. He recommended, in view of the circumstances, that the additional extension of time to and including June 23, 1950, as requested, be granted without penalty. The Commission approved the recommendation.

2. L. H. Morris Electric Company, Contract 3262 for installation of traffic signals on the Junction City-Eugene Section of the Pacific Highway in Lane County, requested an extension of time of 31 days from June 30 to July 31, 1950, within which to complete this job. They alleged they had failed to complete the project within the specified time limit due to an error in shipment whereby the brackets for the walk-wait signals were of different diameter than the poles. The Engineer advised that the reason stated by the contractor is correct, and since the error was not the fault of the contractor he recommended that the extension of time as requested, be granted without penalty. The Commission approved the recommendation.

3. Hollywood Electric Company, Contract No. 3102, for the installation of a traffic signal system in Grants Pass, Josephine County, requested an extension of time of 209 days from December 16, 1949, to July 13, 1950, within which to complete this job. They alleged that their failure to complete the job within the specified time limit was due to a necessary change in control equipment. The original equipment was defective and it was necessary to secure special supplementary equipment from the factory. The Engineer advised that the original installation was completed within the time allowed; however, the control equipment was found to be defective and the contractor was required to make corrections which have now been accomplished and the job is in an acceptable condition. In view of these circumstances he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

4. Lindstrom Brothers, Inc., Contract No. 3095 for construction of the Trask River Bridge on the Oregon Coast Highway in Tillamook County, requested an additional extension of time of 59 days from April 30, 1950, to June 28, 1950, within which to complete this job. They alleged that high water conditions in the Trask River during the spring,which prevented removal of sheet piling around one of the water pier coffer-dams,was the reason they failed to complete the job within the specified time. The Engineer advised that all work other than removal of the coffer-dam around the steel pier was completed within the previously extended time limit. The coffer-dam, he stated, was causing no inconvenience so he had permitted the contractor to defer its removal until the water receded. He recommended that the second extension of time be granted as requested, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

5. W. R. Grasle Company, Contract 3241 for the installation of tunnel lighting in the Arch Cape Tunnel on the Oregon Coast Highway in Clatsop County, requested an extension of time of 37 days from May 31, 1950 to July 7, 1950, within which to complete this job. They alleged that they were unable to complete the job within the specified time limit due to inability of the Westinghouse Electric Supply Company to meet the necessary delivery schedule of material. The Engineer advised that the delay was caused entirely by slowness in delivery of material by the Westinghouse Electric Supply Company and in view thereof, he recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation.

6. L. R. Kauffman, Contract 3245 for surfacing the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway in Lane County, requested an additional extension of time of 60 days from June 15, 1950, to August 15, 1950, within which to complete this job. He alleged that he had been unable to complete the job within limits of the first time extension due to an unexpected amount of sand stone overburden which had to be removed in opening up his quarry. The Engineer advised that the contractor has taken an unduly long time to do the work, and because of the isolated location of the project, con-

siderable extra engineering expense has been incurred. He recommended in view of these circumstances that the additional extension of time be granted as requested, with engineering costs to be assessed as a penalty from June 15, 1950, until completion of the job. The Commission approved the recommendation.

7. George E. Corliss, Contract 3274, for grading and oil mat surfacing on the Scott Canyon Section of the Scott Canyon County Road in Sherman County, requested an extension of time of 45 days from July 31, 1950 to September 15, 1950, within which to complete this job. Mr. Corliss alleged that his failure to complete the job within the specified time limit was due to a greater percentage of rock in the work than was anticipated and the necessity to close down operations from January 13 to February 13, 1950 because of extreme cold and deep snow. The Engineer advised that the contractor was very slow in processing the work due to poor management, lack of proper financing and lack of proper organization in his crews. He recommended in view thereof that the extension of time be granted as requested with the provision that Mr. Corliss shall reimburse the state for engineering costs incurred from July 31, 1950, until completion of the job. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

8. Stoen's Rock and Landscape Company, Contract 3179, for landscaping on the Eugene (High Street-Judkins Point) Section of the Pacific Highway in Lane County, requested an additional extension of time of 44 days from June 1, 1950, to July 14, 1950, within which to complete this job. They gave no reason for requesting the second extension of time. The Engineer advised that all work, except the adjustment of some sprinkler heads, was completed within the previously extended time, and the contractor could not perfect such adjustment until State Highway forces had completed certain seeding work which was the state's obligation. The over-run of time, he said, is not the contractor's fault and he therefore recommended that the additional extension of time be granted as requested, without penalty. The Commission approved the recommendation.

9. C. and S. Electric, Contract 3287 for traffic signal installation on the Charnelton to High Street Section of the Pacific Highway in Eugene, Lane County, requested an extension of time of 61 days from July 31, 1950, to September 30, 1950, within which to complete this project. They alleged that they had been unable to complete the contract within the specified time limit due to non-delivery of signal equipment and cable which had been ordered immediately upon award of the contract. The Engineer advised that the contractor did everything that could reasonably be expected to secure the special equipment and he recommended, in consideration of this fact, that the extension of time be granted as requested, without penalty. The Commission approved the recommendation.

The Commission in discussing the requests for extensions of time as listed above considered but did not necessarily adopt either the recommenda-

tions of the Engineer or the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that Contracts Nos. 3016, 3095, 3102, 3110, 3179, 3200, 3220, 3221, 3222, 3241, 3260, 3261, 3277, 3293, 3309, 3314, 3327, 3331, 3343, 3350, 3362, 3364, 3371 and 3379, for construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed, approved and signed the following joint letter with W. H. Lynch, Division Engineer, Bureau of Public Roads, and the Regional Forester of the U. S. Forest Service, Region 6, concerning the financing of construction on the Tiller-Trail Forest Highway in Douglas County.

Chief, Forest Service,
Commissioner of Public Roads,
Washington, D. C.

Dear Sirs:

Under Oregon Forest Highway Program Letter for the Fiscal Year 1947, approved by the Acting Chief of Forest Service November 5, 1946, and revised and approved September 20, 1948, there was allocated to Oregon Forest Highway Project 16-A1,B1,D1,M the sum of $260,000 Forest Highway Funds and $165,000 Oregon State Cooperative Funds. In order to bring the allocation of funds into agreement with the currently estimated costs it is now necessary to make the following revisions:

Project No. & Account No.	Route Name and Type of Work	Length Miles	Present Program Amounts	Recommended Revised Program Amounts
16-A1,B1,D1,M (7069-01)	Tiller-Trail Hwy. Grading & Surf.	8.339	$260,000 Forest Hwy. Funds $165,000 Oregon State Cooperative Funds	$408,000 Forest Hwy. Funds $165,000 Oregon State Cooperative Funds

It is recommended that the program be revised to provide for the additional funds. There are sufficient funds in the State unprogrammed balance to finance the project as recommended above.

Very truly yours,

W. H. LYNCH
Division Engineer

U. S. FOREST SERVICE, REGION 6
By_____
Regional Forester

(cont.)

Letter to Chief, Forest Service (cont.)

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler
Chairman

Chas. H. Reynolds
Commissioner

M. K. McIver
Commissioner

Attest: H. B. Glaiyser
Secretary

Consideration was given by the Commission to violations committed by the Beale Creek Logging Company, Myrtle Creek, Oregon, and by Andreatta Trucking Company, Ashland, Oregon, in connection with truck-hauling of logs on state highways, as reported by the Engineer. A careful review of the facts as disclosed by the records of these two operators convinced the Commission that the violations were deliberate and that both operators should be penalized. As a result of discussion, the Commission ordered the suspension of the P.U.C. permits of both operators for a period of thirty days each. The Secretary was instructed to so recommend to the Public Utilities Commissioner. (For details see copy of Engineer's report to the State Highway Commission in general files.)

The Engineer reported that the Bureau of Public Roads has completed its construction work on the North Santiam Highway in the vicinity of the Detroit Dam Reservoir, and that the need for continuing the 35 mile per hour speed limit heretofore ordered by the Commission for this section no longer exists, except along the portion immediately adjacent to construction activities at the dam. He recommended cancellation of the 35 mile per hour speed zone between M.P. 34.25 and M.P. 39.10 and from M. P. 40.20 to M.P. 46.75. Also, that the 25 mile per hour speed zone between M.P. 39.10 and M.P. 40.20 be retained in effect so long as construction operations at the dam are in progress. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported an arrangement with Mr. James L. Southard for the elimination of a stock-pass located at M.P. 19.10 on the Medical Springs Secondary Highway No. 340, in Baker County. He said that the structure is 18 years old and its complete reconstruction is necessary because of decay; however, Mr. Southard, for whose accommodation the cattle pass was built, has agreed to the elimination of the structure entirely, and to convey to the state all of his rights and interest in it if paid the sum of $50. The Engineer recommended approval of the arrangement so that the structure can be re-

placed by permanent fill. The Commission approved the recommendation. (An agreement with Mr. Southard covering the matter was signed by the Commission on the following day.)

The Commission had under discussion the granting of a revocable permit to Mr. D. W. Hansen for the appropriation and use of surface waters that collect in a small pond located in a Highway Department quarry, known as Coffin Butte Quarry, adjacent to the Pacific Highway West, near Camp Adair. The Engineer advised that Mr. Hansen wishes to use the water for irrigating property which he owns adjacent to and immediately south of the quarry site. He also said that the operation will not interfere with the state's use of the quarry, and he recommended approval of Mr. Hansen's request. The Commission approved the recommendation. (The agreement was signed later in the session.)

The Engineer reported that on July 26, it was necessary to place a 50 percent reduced load limit on the Calapooya River Bridge at M.P. 9.16, on the Corvallis-Eastside Secondary Highway No. 210, because certain structural members of the bridge were damaged as a result of a collision. Repairs, he said, have been made and legal weight loads were restored on August 3, 1950. He asked the Commission to confirm the posting. The Commission unanimously approved the Engineer's action in this matter.

The Engineer requested authority for the Traffic Engineer, Mr. F. B. Crandall, to attend the annual meeting of the Institute of Traffic Engineers in New York City during September 24 - 28, 1950. He estimated the out-of-state expense at $360. He also requested authority for the Auditor, Mr. Malcolm H. Hawke, to go to San Francisco at state expense to examine the records of the Western Union Telegraph Company with respect to its claim for damages arising out of the Oneonta slide on the Columbia River Highway. He estimated the out-of-state expense at $105.15. The Commission unanimously approved both requests.

A letter was presented from Mr. N. Ray Alber, Lawyer, Portland, protesting the posting of the Tualatin Valley Highway from Portland to Beaverton for a maximum speed limit of 35 miles per hour. Mr. Alber alleges that such speed restriction is dangerous because traffic does not respect it. The Commission referred the letter to the Engineer for investigation and report.

The Engineer reported receipt of a petition from businessmen of Cascade Locks requesting that appropriate facilities be provided on the Columbia River Highway in this town for the control of traffic speed. He stated that he informed the petitioners by letter that the State Highway Commission must work with the established representatives of the people of any city or town, which is the city council, and he suggested to them that they direct their petition to the city council so that the matter can be officially presented to the State Highway Commission should the city council see fit to do so. The Commission approved the Engineer's action in this matter.

In order to complete the records, the Commission unanimously confirmed action taken during its recent inspection trip through Eastern Oregon, on the following matters:

1. The Engineer was authorized to advertise for bids for construction of the steel portion of the Marion Street Bridge across the Willamette River in Salem as soon as plans can be prepared.

2. The Engineer was authorized to purchase four additional small traffic line markers at a cost of $800 each, or a total of $3,200, so that each division of the state will be supplied with one of these markers.

3. Letter from the Hon. George W. Peavy, Mayor of the City of Corvallis, inquiring concerning the construction of a proposed revision of the northern entrance of US99W into Corvallis. In his letter, Mr. Peavy gives as his understanding that the State Highway Commission has authorized construction of this project, and he inquires when the work is to go forward. The Secretary, as requested by the Commission on its inspection trip, presented excerpts from the meetings of the Highway Commission held on December 20, 1949 and on February 6, 1950, covering this subject. According to this record the Commission has at no time made any definite commitment or promise with respect to the construction of this improvement, although, according to the record, the Commission recognizes the need of the improvement and will give it consideration as funds become available. The Commission instructed the Secretary to convey such information to Mayor Peavy.

A letter was presented from Mr. and Mrs. M. F. Lentes, Klamath Falls, objecting to the routing of trucks on Klamath Avenue as is proposed by the Klamath Falls City Council, because of their investment in a motor court on this street. The Commission deferred action on this matter pending a conference with a delegation from Klamath Falls on the following day.

The Commission had under discussion the adoption of a resolution confirming in a formal manner the action taken at its meeting on March 21, 1950, with respect to the abandonment of a short section of the Coos Bay-Roseburg Highway at its crossing of Sandy Creek in Coos County. A form of resolution relative thereto was presented. The Commission unanimously adopted the resolution, a copy of which, marked EXHIBIT "I", is attached hereto and by this reference made a part hereof with like effect as though extended in full herein.

The Secretary presented a letter from Mr. John A. Laing, Chairman of the Travel Advisory Committee, containing a recommendation with respect to the amount needed in the 1951 Budget for the Travel and Information Department. In his letter Mr. Laing gives as his opinion that the budget should not exceed $250,000, and requests that such sum be entered in the 1951 Budget for the Travel Department. The Commission approved the recommendation unanimously and instructed the Engineer to set up in the 1951 Budget the sum of $250,000 for Travel Department use.

The Commission discussed briefly matters pertaining to the purchase of insurance covering mobile equipment owned by the State Highway Department. In this connection Mr. C. W. Parker, Property Manager, who was present, explained certain details at the request of Commissioner Reynolds. Further details were explained by Commissioner Reynolds, who stated that he is not in position today to recommend to the Commission any particular plan, but he believes that he will be able to do so by the time the Commission next meets. The Commission took no action on the matter.

Commissioner Reynolds also reported the status of securing insurance coverage for buildings acquired in connection with right of way purchases. He said the policy has been purchased through the State Insurance Agents' Association, at a reduction of $2,000 in the annual premium expense for like coverage under policies which are now being cancelled. He also said that binders have been obtained covering insurance for shop buildings and their contents at Salem, Klamath Falls and La Grande, and that the policies will be forthcoming as soon as the Insurance Rating Bureau has determined a rate, which it already has been asked to do. The Commission approved the report.

The Commission had under discussion a request from Mr. Jay B. Moore, Glendale, Oregon, for permission to construct and use a roadway across a state-owned quarry site at M. P. 245.8 on the Pacific Highway, near Glendale. The Engineer advised that Mr. Moore wishes this privilege solely for the purpose of securing access to his adjoining land for farming purposes. The matter has been investigated, he said, and it has been determined that the use of the property for the purposes intended will not be detrimental to the state's use of the quarry. He recommended approval of the request on a revocable permit basis. The Commission approved the recommendation. (The permit agreement was signed by the Commission on the following day.)

A letter was presented from Mr. W. Ovid Evans, Bend, concerning the routing of The Dalles-California Highway through the City of Bend. Mr. Evans suggests a route along East Third Street, which he says is in accordance with a plan that was made before World War II, and would involve no turns whatsoever, nor the routing of through traffic through narrow underpasses. The Secretary was instructed to thank Mr. Evans for his interest in this matter, and to inform him that the plan is being studied by the State Highway Department.

The Commission had under discussion the setting of a date for its next regular meeting, and decided unanimously to hold such meeting in Portland on Thursday and Friday, September 28 and 29, 1950. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

The Secretary brought to the attention of the Commission a letter just received from Mr. Leo Adler, Chairman, Program Committee, Baker County Chamber of Commerce, in which letter the State Highway Commission is invited to be present and to take part in the dedication of the Dewey Avenue Underpass in the City of Baker, on Thursday, November 9, 1950. Chairman Chandler and Commissioner McIver expressed doubt that they would be able to attend. The Secretary was instructed to inform Mr. Adler that the members of the

Commission will be present if possible, but in any event, the Commission will be represented.

The Commission had under discussion the setting of a date for the laying of a cornerstone for the State Highway Building now under construction in Salem. All members of the Commission expressed their intention to be present at this function, but a date for the ceremony was deferred for the time being. The Commission unanimously approved Chairman Chandler's suggestion that Mr. T. H. Banfield, who was chairman of the Highway Commission when the building was planned and the contract awarded, be invited to make the dedicatory speech.

The Engineer presented a plan for the relief of traffic congestion on the ramps between Harbor Drive and the west end of the Ross Island Bridge, Portland. The plan, he said, involves the diversion of all Macadam Avenue (Oswego Highway) traffic via the Water Street Underpass, thence along Hood Street to an ultimate connection with Macadam Avenue immediately south of the Ross Island Bridge. This routing, he said, presently involves two right-angle turns, but investigation reveals that they can be eliminated by constructing a diagonal cut-over from Hood Street to Macadam Avenue under the end of the bridge. He estimated the cost of the improvement at $26,000, which amount includes $9,300 for right of way which will have to be purchased from the Oregon Electric Railway Company. He recommended the project as being very desirable because it will relieve the Harbor Drive ramps of most of the Oswego Highway traffic. He presented a map showing an outline of the project and requested authority for the Right of Way Department to negotiate an option for the right of way. The Commission deferred a decision in the matter until its next meeting, and instructed the Engineer to discuss details of the plan with Commissioner McIver in the meantime.

The Chief Counsel brought to the Commission's attention the advisability of someone being designated by the Commission to execute, in its behalf, sworn statements which are required by insurance companies in connection with damage settlements to show "proof of loss". He suggested that the Secretary be given authority to execute such papers in behalf of the Commission. After due consideration, the Commission authorized H. B. Glaisyer, Secretary for the State Highway Commission, to execute for and in the name of the State of Oregon, by and through its State Highway Commission, all receipts, releases and proofs of loss required by insurance companies as may, in the judgment of the Chief Counsel for the State Highway Commission, be necessary or desirable, in all matters pertaining to the adjustment, compromise and settlement by the said Chief Counsel, of claims for loss sustained, or to be sustained, by the State of Oregon by and through its State Highway Commission.

The Engineer brought up for discussion the reclassification of the Sunset Highway between Nehalem Secondary Highway Junction on the west, and Tualatin Valley Highway Junction on the east. He recalled that the Commission at its June meeting this year classified this highway as a Group I Highway, permitting loads 60 feet overall in length, with the understanding, however, that log hauling would be prohibited. He further advised that numerous requests for permission to transport logs over this highway have been received, the latest ones being those of B. Dewey Sanders, Forest Grove, and Wilfred Bar-

nett, Hillsboro, who haul logs from a point about four miles west of the Sunset Tunnel to an unloading dock near Holbrook on the lower Columbia River Highway. The permits presently issued to these men, he said, require that they leave the Sunset Highway at Nehalem Secondary Highway Junction and travel through Forest Grove and Cornelius to Hillsboro, thence north over the Cornelius Pass County Road to the Columbia River Highway. The Engineer pointed out that the Tualatin Valley Highway is severely congested at this time, particularly through Forest Grove and Hillsboro, and he gave as his considered opinion that the opening of the Sunset Highway for log hauling traffic would aid considerably in relieving this congestion and the traffic hazards that presently obtain, and he recommended that the Commission take appropriate action to open it. The Commission unanimously approved the opening of the Sunset Highway to log hauling traffic, as recommended by the Engineer, and instructed the Secretary to notify the Public Utilities Commissioner accordingly.

The Engineer rendered a progress report on the installation of additional truck scales, as heretofore authorized by the Commission at its meeting in May. (For details see copy of Engineer's written report to the Commission, dated August 17, 1950, in general files). The Commission approved the report and in the discussion of the matter instructed the Engineer to give it priority status so that the remaining scales will be installed and in use at the earliest possible time. He was also authorized and instructed to operate the scales on a 16-hour per day basis, as recently was done at Bandon, so that a record that cannot be refuted may be had of each operator's loads. He was also authorized to employ additional weighmasters, if necessary, to obtain the desired results.

A letter was presented from Eilene Rae Sealy, representing Jane Amherst Preserves, Portland, in which Miss Sealy requests either the reappraisal of the property that the state acquired from her in Sullivan Gulch, or relief from a clause in her agreement with the Commission having to do with the payment of rental, should she still occupy the premises after May 1, 1951. The Chief Counsel stated that Miss Sealy is laboring under a misapprehension, because the agreement provides that she is to occupy the premises free of rent until March 31, 1951, and that if she wishes to continue in the same location after that time, the amount of the rent that she will pay will be decided by mutual agreement, but she is not definitely obligated to pay $240. per month as she assumes. The Commission referred the matter to the Chief Counsel to iron out.

The Secretary presented a letter from the Hon. Raymond Coulter, State Representative, Grants Pass, requesting in behalf of the Ben Dierks Lumber Company, Murphy, Oregon, permission to truck-haul lumber, involving loads 60 feet overall in length over the Williams Secondary Highway from Murphy to Grants Pass. The Engineer advised that this highway is a Group II Highway with many curves and that it will not accommodate loads of such length. He recommended that the request be denied. The Commission approved the recommendation and instructed the Secretary to inform Mr. Coulter it is necessary to deny his request as a matter of policy.

The Engineer reported on a request from the Charleston Elementary School Board, Coos County, for sidewalk construction on the Cape Arago Secondary Highway, Charleston, for the benefit and safety of school children and other pedestrians. He said that investigation reveals that the highway at the point where the sidewalk is wanted is through a deep cut, and the question previously before the Commission was whether or not to widen the cut or to construct a footpath over the top of the cut. He recommended the widening of the cut and construction of a walk immediately back of the ditchline, which he estimated would cost about $1,000. He gave as his belief that the children would not use a footpath over the cut where it would have to be built on a very steep grade. The Commission unanimously approved the construction of the footpath through the cut as recommended by the Engineer.

The Commission discussed briefly, but deferred action until its next meeting, a request from the City of Hermiston for the widening of First Street and Gladys Avenue (state highway routes in Hermiston), the cost of which, as estimated by the Engineer, is $4,100, including construction of curbs, all of which expense the city is asking the state to assume.

Pursuant to previous instructions from the Commission, the Engineer reported on a request from the Canyonville City Council for the opening of First Street in this town so as to permit traffic to pass from one part of the town to the other without taking a roundabout course which they are required to do under the present plan which restricts passage to two points, one at each end of the town. He said that he personally consulted with the members of the City Council and a solution to the problem was mutually agreed upon. He exhibited maps showing the proposed plan which involves changing the location of First Street where it crosses the highway, and the dead-ending of Second, Third and Fourth Streets, and the construction of service road connections at First Street and at Fifth Street, the main market street leading into the town from outlying districts. He again stated that the plan was approved by the members of the City Council,who stated that they would adopt city ordinances, as may be necessary, to place the plan into effect. He recommended approval of the plan. The Commission unanimously approved the arrangement as reccmmended.

The Engineer reported the results of a special check by weighmasters of log hauling operations on the Oregon Coast Highway in the vicinity of Bandon. He said that weighmasters operated the truck scales at Bandon 16 hours daily from July 24 to 28, inclusive, and from August 3 to 4, 1950, a total of seven days, during which time 812 loads of logs were weighed, of which 147 loads, or 18.1%,were overweight. The loads, he said, involve 64 operators, 27 of whom had Class I records (violations exceeding 10%) during 1949, and 35 had Class I records for the first six months during 1950. In analyzing the seven-day operation, he said, a definite pattern appears for some operators whose records show violations nearly every day, from which it is apparent that the small fines assessed by the local Justice of the Peace at Bandon, usually $5 or $7, have no effect whatsoever in restraining or controlling the practice of overloading. He presented a tabulation showing the results of the seven-day operation, and particularly pointed out the following operators, whose records, in his estimation, justify the suspension or cancellation of their permits:

(cont.)

List of operators (cont.)

Edward R. Barr	Warren Boice	Court A. Boice
Earl F. Edwards	Donald O. Fraser	Donald A. Hansen
Archie Kerber Log Co.	N. B. March	James F. Mauzey
Elmer A. McGinnis	May Moomaw	Moore Mill & Lbr.Co.
R. L. Riley	Chas. M. Storm	Albert H. Strain
Martha E. Ward	Albert S. Wells	

He called attention to the fact that the permits of the Archie Kerber Logging Company and Albert H. Strain previously had been cancelled for overloading, but were later reinstated when these operators promised in writing hereafter to keep their loads within the prescribed limits. It was his feeling that these two operators should be dealt with more severely than the others. The matter was given very careful consideration by the Commission, and as a result thereof, the Commission ordered that the permits of the Archie Kerber Logging Company and Albert H. Strain, be suspended for thirty days each, and that the permits of the remaining operators be suspended for ten days each. The Secretary was instructed to so recommend to the Public Utilities Commissioner.

In this connection, the Engineer was again instructed to expedite the installation of the remaining truck scales heretofore authorized by the Commission. He was also instructed to conduct additional seven-day scale operations at other points throughout the state where logging operations are underway, and to employ additional weighmasters, if necessary, to accomplish the purpose intended.

The Engineer brought up for discussion the appointment of a "Safety Engineer" to supervise and direct an accident prevention campaign for the State Highway Department. He recalled that Mr. H. E. Nordlund, Safety Engineer for the General Casualty Company, which carries the liability insurance on all state equipment, appeared before the Commission at its last regular meeting in the interests of this matter, and recommended that the Commission appoint a "Safety Engineer" to supervise an accident prevention program. Following Mr. Nordlund's departure, he said, the Commission requested a definite recommendation from the State Highway Engineer in behalf of some individual who is qualified to act in that capacity. He said that he has given this matter very careful consideration and has canvassed the personnel of the Highway Department, and in his estimation Mr. W. M. Strohmeyer, who is now employed as District Maintenance Superintendent at Portland, is well qualified for the position because of his diversified experience with the Highway Department over a period of more than 31 years. He recommended that Mr. Strohmeyer be selected for this position. The Commission approved the recommendation unanimously.

The Commission discussed briefly matters which are to be presented by delegations on the following day, but took no definite action thereon.

The Commission also discussed the bids received earlier in the session for highway construction, and in this connection the Commission decided

unanimously that the state's contribution of funds for Special State Tax Street Fund Projects in cities shall be limited to $15,000, and that each city must agree to contribute cash to cover the expense over and above such sum before the contract in which it is concerned is awarded.

At 5:00 p.m. Chairman Chandler publicly announced the awards of contracts, as follows, covering the projects for which bids were received at this session, the Commission's decision being by unanimous vote:

"Grading, surfacing and oiling the Mill Gulch-Salisbury Section of the Baker-Unity Highway, about 10 miles south of the City of Baker, Baker County. The Commission received seven bids for this project, the low one being that of Rogers Construction Co., Portland, at $238,932. The contract has been awarded to Rogers Construction Co., low bidder, at their bid price.

"0.90 mile of grading and topping; construction of reinforced concrete railroad overcrossing structure, bridge over the North Powder River, and two box culverts on the North Powder River Section of the Old Oregon Trail near the city of North Powder, Baker and Union Counties. M. L. & C. R. O'Neil, North Powder, submitted the low bid for this project at $156,089.50. Eleven higher bids were received. The Commission has awarded the contract to the low bidder, M. L. & C. R. O'Neil, at their bid price.

"0.31 mile of paving on Locust Street in the City of Oakland, Douglas County. Only two bids were received for this job, being those of J. C. Compton Co., McMinnville, at $15,740., and Central Paving Co., Independence at $19,520. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, J. C. Compton Co., when certain conditions have been satisfied.

"Grading, surfacing and oiling "B" Street in the City of Yoncalla, Douglas County. No bids were received for this project.

"Widening the Union Creek Bridge at M. P. 57.29 on the Crater Lake Highway, Jackson County. Only one bid was received for this job, being that of R. & M. Construction Co., Central Point, at $9,990. The Commission has rejected the bid as being too high.

"Construction of a latrine in Cascadia State Park, Linn County. Everett M. DenHerder, Sweet Home, submitted the low bid for this work at $5,895.99. One other bid was received, being that of Santiam Ready Mix Co., Mill City, at $5,963. The bids have been rejected by the Commission as being too high.

"Grading and paving the Denver Avenue-Vanport Connection Section on the Pacific Highway East about 0.7 mile north of Portland, Multnomah County. Parker-Schram Co., Portland, submitted the low bid for this project at $15,810.90. Two higher bids were received. The Commission has awarded the contract to Parker-Schram Co., low bidder, at its bid price.

"Grading and paving on Roberts Avenue in the city of Gresham, Multnomah County. Three bids were received for this work, the low one being that of Porter W. Yett, Portland, at $18,785. The contract has been awarded to the low bidder, Porter W. Yett, at his bid price.

"Construction of a shop building extension in the city of La Grande, Union County. The Commission received two bids for this project, being those of Bechtel Bros., Elgin, at $43,998, and McCormack Construction Co., Pendleton, at $46,800. Bechtel Bros. qualified their bid by stating that they would accept the award of only one project at this letting. The Commission has awarded the contract to Bechtel Bros., low bidder, at their bid price.

"Construction of a headquarters building at Flora Junction, Wallowa County. The Commission received three bids for this work, the low one being that of Bechtel Bros., Elgin, at $31,860. They qualified their bid by stating that they would accept award of only one bid at this letting. Rohde Construction Co., Pendleton, submitted the next low bid at $32,267.20. The bids have been rejected by the Commission as being too high."

The meeting adjourned at 5:05 p.m. to reconvene the following morning in the same room.

Portland, Oregon
August 22, 1950

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Auditor
C. H. Armstrong, Parks Superintendent
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which Chairman Chandler announced that award of contracts would be made at 3:00 p.m. in the same room.

Bids Received (cont.)

CITY OF CORVALLIS IN BENTON COUNTY

CORVALLIS TRAFFIC SIGNALS

City Electric, Salem	$ 17,689.21
Witzig Electric, Corvallis	20,741.00
Trowbridge & Flynn Electric Co., Medford	21,035.00
Electric Corp., Salem	22,775.00
Mill Electric Co., Salem	25,396.00

CITY OF MILWAUKIE IN CLACKAMAS COUNTY
OCHOCO AVENUE-MILWAUKIE SECTION

Parker-Schram Co., Portland	21,425.50
Q. L. Rufener, Portland	24,161.50
Porter W. Yett, Portland	24,722.00
Rex C. Ayers Constr. Co., Inc., Portland	24,787.00

CITY OF WARRENTON IN CLATSOP COUNTY

WARRENTON (HAYES STREET-MORTON STREET) SECTION

	Using Asphalt	Using Tar
Grimstad & Vanderveldt, Astoria	$ 8,412.50	- - -

CITY OF EMPIRE IN COOS COUNTY

EMPIRE (BROADWAY STREET-NORTH COMMERCIAL STREET) SECTION

Acme Constr. Co., Eugene	11,055.00
Porter W. Yett, Portland	12,354.00

COOS BAY-ROSEBURG AND OREGON COAST HIGHWAYS IN COOS AND CURRY COUNTIES

DIVISION NO. 3-B GUARD RAIL PROJECT

Rich & Sons Nursery, Hillsboro	8,640.00
Meade & Hobson, Grants Pass	9,088.00
R. & M. Constr. Co., Central Point	10,272.00
I. H. Peters, Eugene	12,800.00

CITY OF PRINEVILLE IN CROOK COUNTY

PRINEVILLE MAINTENANCE BUILDING EXTENSION

Bemis & Co., Portland	3,177.00
Robt. C. Wilson, Corvallis	3,750.00

OREGON COAST HIGHWAY IN CURRY COUNTY

BATTLEROCK STATE PARK LATRINE

Gilbert Roberts, Hood River	$ 4,535.00

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

LAVA CAVES STATE PARK LATRINE

Swendig & Son, Redmond	2,493.00
Gilbert Roberts, Hood River	3,435.00
Rohde Constr. Co., Pendleton	4,575.00
Santiam Ready Mix Concrete, Mill City	5,160.00

CITY OF BURNS IN HARNEY COUNTY

BURNS (W. FILLMORE STREET) SECTION

Russell Olson, Pendleton	15,303.00

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

VIENTO PARK-WYGANT PARK SECTION

Parker-Schram Co., Portland	274,110.00
Leonard & Slate, Oregon Ltd., Portland	285,689.00
Allen E. Sackett, Hood River	297,564.50
J. N. & M. J. Conley, Portland	312,602.00
Peter Kiewit Sons' Co., Longview	322,073.80
Vernie Jarl, Gresham	341,765.00
White Bros. Co., Seattle	350,542.00
Berke Bros., Portland	384,154.00
McNutt Bros., Eugene	397,699.50
Kuckenberg Constr. Co., Portland	417,028.00

TABLE ROCK MARKET ROAD IN JACKSON COUNTY

BYBEE BRIDGE SECTION

Tom Lillebo, Reedsport	177,350.00
Lindstrom Bros., Inc., Portland	181,132.50
Hamilton & Thoms, Eugene	183,222.00

CITY OF CAVE JUNCTION IN JOSEPHINE COUNTY

CAVE JUNCTION (LISTER STREET) SECTION

J. C. Compton Co., McMinnville	4,887.00

August 22, 1950

JUNCTION CITY-EUGENE SECONDARY HIGHWAY IN LANE COUNTY

MAXWELL ROAD-EUGENE SECTION

NO BIDS RECEIVED

SANTIAM HIGHWAY IN LINN COUNTY

SWEET HOME SECTION

	Using Asphalt	Using Tar
Warren Northwest, Inc., Portland	$ 118,312.00	$ 118,248.00
Babler Bros.& Rogers Constr.Co.,Portland	- - - -	146,185.00
Porter W. Yett, Portland	150,362.00	- - - -

NORTH SANTIAM SECONDARY HIGHWAY IN MARION COUNTY

AUMSVILLE (MAIN STREET) SECTION

Warren Northwest, Inc., Portland	$ 13,945.00

SILVERTON COUNTY ROAD IN MARION COUNTY

PUDDING RIVER-SILVERTON SECTION

	Using Asphalt	Using Tar
Warren Northwest, Inc., Portland	$ 158,710.00	$ 158,684.00
K. F. Jacobsen & Co., Inc., Portland	176,352.00	- - -
Rogers Constr. Co. & Babler Bros.,Portland	- - -	183,471.00
Porter W. Yett, Portland	191,614.50	- - -

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

ONEONTA BORROW PIT EXCAVATION PROJECT

R. E. Steelman Constr., Milton	$ 3,840.00
I. H. Peters, Eugene	4,200.00
C. J. Eldon, Portland	5,160.00
C. T. Malcom & Co., Portland	5,400.00
Homer G. Johnson, Portland	5,400.00
Vernie Jarl, Gresham	5,760.00
Q. L. Rufener, Portland	5,880.00
John A. Logan, Portland	6,540.00
Leonard & Slate, Oregon Ltd., Portland	6,600.00
Floyd Grahm Constr. Co., Lebanon	6,600.00
G. D. Dennis & Son, Portland	7,440.00
Rex C. Ayers Constr. Co., Portland	8,400.00
Rich & Sons Nursery, Hillsboro	9,000.00
Rogers Constr. Co., Portland	12,000.00

August 22, 1950

PACIFIC HIGHWAY WEST IN PORTLAND, MULTNOMAH COUNTY

BROADWAY BRIDGE-STEEL BRIDGE SECTION

C. J. Montag & Sons, Portland	$ 597,936.00
Kuckenberg Constr. Co., Portland	705,431.00
Guy F. Atkinson Co., Portland	739,565.90
Birkemeier & Saremal, Portland	759,315.50

CROWN POINT SECONDARY HIGHWAY IN MULTNOMAH COUNTY

VISTA HOUSE REPAIRS

Southwest Waterproofing Co., Portland	4,385.00
Fred Van Dyke, Portland	9,967.00

WALLOWA LAKE SECONDARY HIGHWAY IN WALLOWA COUNTY

JOSEPH (HIGHWAY AND CITY STREET) PROJECT

Russell Olson, Pendleton	46,959.00
Rush Constr. Co., Enterprise	48,116.00

CITY OF MITCHELL IN WHEELER COUNTY

MITCHELL MAINTENANCE BUILDING

Gilbert Roberts, Hood River	4,685.00
Robt. C. Wilson, Corvallis	4,773.00
Bemis & Co., Portland	5,077.00
Rohde Constr. Co., Pendleton	7,950.00

A large delegation representing US99E Association appeared before the Commission and urged widening of the Pacific Highway East for four traffic lanes between New Era, south of Oregon City, and Salem. The delegation was headed by Mr. Edgar W. Smith, President of the Portland Chamber of Commerce, and included the following persons who represented the counties, cities and towns along this highway:

MEDFORD

Paul B. Rynning	Jackson County Engineer	
L. G. Morthland	Jackson County Commissioner	

EUGENE

Deane Seeger	President	Chamber of Commerce
Fred Breune	Manager	Chamber of Commerce

(cont.)

Delegation (cont.)

ALBANY

T. M. Snyder	President	Chamber of Commerce
W. C. Donahue		Chamber of Commerce
D. J. Donahue	Manager	Chamber of Commerce

SALEM

R. L. Elfstrom	Mayor	R. L. Elfstrom Co.
Clay Cochran	Manager	Chamber of Commerce
Grant Murphy	Marion County Judge	
Ed Stadter, Jr.	District Attorney	Director of Chamber of Commerce
Clair Brown	(President	Chamber of Commerce)
	(Owner	Salem Navigation Co.)
Roland Jones	President	Farmers Union
Frank Chatas		Chamber of Commerce
G.F."Ted" Chambers	(Chrm.Highway Committee	Chamber of Commerce)
	(Owner	Valley Packing Company)
Russell Bonesteele	President	Bonesteele Sales & Service
James Nicholson	President	James Nicholson, Inc.
Albert Gille	Administrative Ass't.	State Board of Forestry
James Olson	Reporter	Capital Journal
Joe Hammel		Real Estate
A. W. Loucks	Owner	Home Fuel Company
W. W. Chadwick	Owner	Senator Hotel
Floyd Bressler	President	F. E. Bressler Co., Inc.
Harold Robertson	Manager	Terminal Ice & Cold Storage Co.
George Grabenhorst	Realtor	Grabenhorst Bros.
Ben Maxwell		Capital Journal
Lee Ohmart		Ohmart & Calaba, Realtors

WOODBURN

W. Earl Dunn		Chamber of Commerce
Pat M. Laughlin	Secretary	Chamber of Commerce
Blaine McCord	City Attorney	

CANBY

R. B. Eversole	Mayor	
John M. Rasmussen		Chamber of Commerce
E. J. Mitchell		

OREGON CITY

Raymond P. Caufield,	Mayor	
R. A. Finlayson	City Manager	
E. L. Baughman	President	Oregon City Planning Comm.
Irwin Adams	Radio Station KGON	
H. W. Lenz	President	Chamber of Commerce
Merle Brown	Distributor	General Petroleum

(cont.)

Oregon City Delegates (cont.)

James Wilson	Ass't. Mgr. Chrm., Highway Committee	Publishers' Paper Co. Chamber of Commerce
Walter Buse	Owner Member Willamette Valley Project Committee	Oregon City Lbr. Co. Chamber of Commerce
Henry Mellman	Ass't. to President	Oregon City Mfg. Co.
Don McGregor	Manager	Chamber of Commerce

PORTLAND

Arthur Farmer	General Manager	Chamber of Commerce
V. A. McNeil		Chamber of Commerce
Floyd Martin	Chrm. Highway Committee	Chamber of Commerce

Those speaking in behalf of the improvement were: Edgar W. Smith, President, Portland Chamber of Commerce; Herbert B. Roadman, President, Oregon US99 Highway Association, Roseburg; Hon. Howard C. Belton, State Senator, Canby Chamber of Commerce; A. A. Price, Chairman of Highway Committee, Chamber of Commerce, Tualatin; Hon. Charles A. Sprague, ex-Governor, Publisher, The Oregon Statesman, Salem; Walter W. R. May, Editor, Enterprise-Courier, Oregon City; and Fred Wiedemann, Chairman of Highway Committee, Wilsonville.

Mr. Smith complimented the Highway Commission on its accomplishments and outlined briefly the purpose of the delegation's presentation. He also introduced the speakers and pointed out that the delegation represents numerous communities, towns and cities along the Pacific Highway, including Roseburg, Eugene, Albany, Salem, Woodburn, Canby, Tualatin, Wilsonville, Oregon City and Portland. Mr. Herbert Roadman, president of the Oregon US99 Association, emphasized the need for improvement due to the increase in traffic and the great number of accidents on the present highway. He declared the people residing in the five counties south of Marion County, through which this highway passes, are 100% in favor of the proposed improvement. Senator Belton alleged that this section of highway is the most heavily traveled highway in the state and he urged the widening for immediate construction. He gave as his opinion that not much additional right of way would be required and that from 50% to 75% of the highway will be a necessary part of the West Portland-Hubbard Highway through Wilsonville. Mr. May, urged widening of the highway as a part of an over-all plan including completion of the West Portland-Hubbard Highway to reduce the present congested traffic conditions on the Pacific Highway East. He declared there is desperate need for the improvement from the local traffic standpoint as well as an accommodation to through traffic because it will serve the district that contains the largest population in the state. Mr. Wiedemann stated that the people he represents are principally concerned in completion of the West Portland-Hubbard High-

way; however, they are absolutely in accord with the widening of the Pacific Highway between New Era and Salem. The Highway Commission, he said, has the necessary facts to determine in what order construction should take place and he urged the Commission to act in accordance with these facts. Mr. Price stated that the people of his district want the West Portland-Hubbard Highway completed at the earliest possible time. He gave as their feeling that the widening of US99E between New Era and Salem should be considered as a coordinated part thereof. Mr. Sprague stated that he represents the Salem Chamber of Commerce. He said that the Salem Chamber of Commerce is interested in several projects including completion of the North Santiam Highway, construction of the Salem by-pass route for the Pacific Highway East, and the widening of the Pacific Highway East between Salem and Woodburn which they consider most urgent. He cited traffic count figures showing a great increase in traffic on this highway during the past ten years and advised that the highway will "explode" unless something is done soon to relieve this congestion. He gave as his opinion that there is no competition between widening of the Pacific Highway north of Salem and completion of the West Portland-Hubbard Highway as each route has its own function to serve, and he suggested that the widening work could be done by stage construction starting at the Salem end and proceeding northerly therefrom. Mr. Smith concluded the presentation by stating that the many other delegates present undoubtedly could add many arguments in support of this highway widening if there were time to present them. He filed with the Commission a folio containing many letters from various organizations, cities and communities along the route of the Pacific Highway urging the widening of this section of highway.

Chairman Chandler stated that the Commission appreciates the sincerity of the delegation in presenting its arguments and is glad to have its viewpoints; also that the Commission would like to do what has been requested but it involves the question of funds of which there are not sufficient available at this time, particularly in Division No. 2. The Commission, he said, is giving this matter a lot of thought and study and is doing the best it can with the money available; moreover, the Engineer has been instructed to study the conditions along US99 throughout its entire length so needed information will be available when the Commission feels that it can spare the money to finance improvement of the worst sections. He also said that the Commission is equally as desirous to proceed with the improvement as is the group here today and will do so when it can.

Messrs. R. B. Logan and Val Austin, Mayor and Councilman, respectively, of the City of Arlington were present in behalf of the City Council and Chamber of Commerce concerning a proposed improvement of the Old Oregon Trail through their city. Mr. Logan gave as their understanding that the Highway Commission proposes to reroute the highway closely paralleling the main line tracks of the O. W. R. R. & N. Company, which will eliminate the present route along their Main Street. He said that such routing will 'kill' their town from the tourist standpoint, and will deprive motorists of services which they need and which have been furnished them by the people of this town for many years. He suggested modifying the plan by designating Main Street for westbound traffic only, and utilizing Columbia Street, which is one block west of Main Street, for eastbound traffic only. He alleged that such a plan would create a large saving in expense of construction. He

presented letters from the City Council and the North Gilliam Chamber of Commerce endorsing such plan, and filed with the Commission a map showing the plan they have in mind.

Chairman Chandler advised that it is the desire of the State Highway Engineer and of the members of the State Highway Commission not to injure any community in any way, but the Commission must make its plans in conformity with the facts that are shown by engineering investigation, that it must provide a facility that will serve in the best possible manner the greatest number of people. Moreover, it must comply with the requirements of the federal government in connection with construction of interregional highways because the funds that the Commission proposes to use to finance the improvement in Arlington are largely federal funds. The Highway Commission, he said, will take all factors into consideration in arriving at its decision, but it must put the right road in the right place. Commissioner Reynolds gave assurance that if the highway is reconstructed in conformity with the Engineer's plan, every consideration will be given to a connection with the new highway so that the city of Arlington will not be isolated. This concluded the presentation.

Robert A. Thompson, Mayor of the City of Klamath Falls, and Matt Finnegan, Councilman, were present. Mayor Thompson stated that they were present seeking aid and advice concerning the designation of Klamath Avenue as a truck route paralleling Main Street, and the improvement and maintenance of this street as a state highway route. He suggested (1) designation of Klamath Avenue and Main Street as one-way traffic routes; (2) installation of a traffic signal at the intersection of South Sixth and Martin Streets to provide protection for the large number of people who have to cross South Sixth Street in going to the Post Office substation; and (3) designation of the west side bypass for US97 through the city of Klamath Falls as it affects the status of city-owned lots which may be needed as right of way.

As to the first project, it was pointed out by Chairman Chandler that the Highway Commission cannot spend highway funds for the improvement and maintenance of city streets, except a limited amount which has been set up by the legislature as a special state tax street fund for improvement of city streets that are being overstressed by heavy truck traffic or where there are heavy traffic increases. But such funds are not used in communities of more than 5,000 population, and the maximum spent in any one community is $15,000. Mayor Thompson then inquired if the Commission would designate Klamath Avenue as a one-way traffic route in one direction and Main Street as a one-way traffic route in the other direction. He was informed by Chairman Chandler that this is something for the city to decide for itself. However, if the City will make an official request for assistance in the solving of its traffic problems, the Commission will, in conformity with past practice, authorize the Engineer to make studies. Commissioner Reynolds and McIver endorsed Chairman Chandler's statement.

As to the installation of a traffic signal at South Sixth and Martin Streets, Mayor Thompson stated that many people must cross South Sixth Street to reach the Post Office substation, and a traffic light is essential

to their safety. He suggested a signal of the pedestrian push-button type. The Commissioner referred this matter to the Engineer for investigation. With reference to the request for the designation of a west side bypass for US97, Mayor Thompson was advised that this project is for a long time in the future, and the Commission does not feel that the time is propitious to designate a definite route. Mayor Thompson explained that the city is expanding, and that city-owned lots, which are becoming scarce, are very much in demand. He urged the Commission to authorize the staking out of the proposed alignment for this bypass so as to allow the city to sell 'fring' lots as occasion arises. The Commission instructed the Engineer to stake the right of way limits.

The following persons representing Barbur Boulevard Boosters, Portland, appeared before the Commission in the interests of the West Portland-Hubbard Highway: Arnold C. Harris, Chairman, Tom Turner, R. A. Coucher, Fred R. Chapman and L. E. Cornelius, all of Portland and West Portland; John H. Krieger, Tigard; S. G. Anderson, Lake Grove; and C. C. Boozier, Wilsonville. The group also included R. H. Corey, Consulting Engineer, Portland; and representatives of the Civic Club of the town of Wilsonville and of the Civic Club of Tualatin, including Mayor H. A. Walrod. Mr. Harris headed the group. He urged the early completion of the West Portland-Hubbard Highway as a relief route for the presently congested highway (US99E) between Portland and Salem. Mr. Harris and other members of the group based their request on the following: that this highway will provide a shortcut route between Portland and Salem; that it will eliminate the bottleneck condition which now exists in Oregon City; that it will lessen traffic over the Willamette River bridges in Portland; that it will provide proper highway facilities for the residents of the West Portland district in connection with the marketing of their products in Portland; and it will eliminate the costly and inadequate ferry that the state is now furnishing at Wilsonville. Mr. Corey stated that he is not a member of the Barbur Boulevard Boosters but has been retained by the group to urge the construction of the West Portland-Hubbard Highway from an engineering and economic standpoint. Chairman Chandler advised that the Highway Commission has given this highway a lot of study and has authorized negotiations to secure options for the right of way so that it will be available at such time in the future when the Commission can finance construction, but construction is an impossibility at the present time because of lack of funds. He pointed out that there are many needed improvements through the state that the Engineer estimates will cost about $450,000,000 to build, which is way beyond any amount that the Commission now has in sight. This highway, he said, will be built some time in the future, but the Commission is presently in no position to state just when.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. with the same persons present and participating.

A delegation from Hillsboro, representing the Chamber of Commerce, was present in the interests of the further improvement of the Cornelius Pass Road and the Federal Aid Secondary Highway which extends from Hillsboro to North Plains. This group was headed by Mr. Vance Weatherton, Secretary of the Chamber of Commerce, and included the following: W. C. Christensen, Tom Doyle, J. W. Barney, City Manager, and Lee McIntyre. Mr. Weatherton urged improvement of the Cornelius Pass Road for the benefit of the log haul-

ers who have to use it or are otherwise forced to transport their loads through Portland down to the unloading point at Holbrook on the Lower Columbia River Highway. He said that the two and one-half mile section immediately east of Hillsboro is satisfactory, but the four-mile section beyond that between West Union and Ray's Ranch is in a deplorably bad condition and it is beyond the financial ability of the county to maintain it. Mr. Barney pointed out that while the road is a county road, it was developed on the Federal Aid Secondary Highway system. He alleged that it has been neglected for the past twelve years. He also stated that the road is used extensively by log haulers from the Banks district, and that the volume of traffic that uses the road is ten times greater than that which uses the Nehalem Secondary Highway at Vernonia. Mr. Doyle confirmed the remarks of the other gentlemen. He added that it is a very important road and carries a tonnage that is greater than the tonnage that is moved into Portland from this district. He mentioned that the County has issued 240 permits authorizing truck hauling of logs over the road, and gave as his feeling that there is justification for expenditure for the improvement of the road of the fees that these truckers pay into the P. U. C. office. Chairman Chandler advised that the Commission has no money immediately available to finance such an improvement and will not have until Congress appropriates additional federal aid funds to finance highway work. Mr. Weatherton inquired whether or not the Highway Commission would contribute state highway funds on a matched basis with the county, in the event the federal funds should not materialize. He was informed by the Commission that the improvement of the Cornelius Pass Road is not a priority project, and it is doubtful under the circumstances if the Commission could spare the funds. In any event, there are no state funds available now. Commissioner Reynolds recalled that a group from Hillsboro appeared before the Commission recently with the request that a study be made of a proposed highway extending due east from Hillsboro along Baseline to a connection with the Sunset Highway, and the Commission authorized the Engineer to make a survey. He suggested that in his study of such matter the Engineer also make a study of a proposed connection with the Cornelius Pass Road to determine the practicability of a new road and an estimate of the cost to construct it. The Commission approved the suggestion. In concluding the conference, Mr. Weatherton stated that Washington County is financially able to maintain the Hillsboro-North Plains Road in a satisfactory condition, but is not able to keep up the Cornelius Pass Road in a satisfactory condition for the traffic that uses it.

Mr. George H. Goodrich, Attorney, Tillamook, appeared before the Commission in behalf of Mr. Glen Anderson, Sr., also of Tillamook, father of Glen Anderson, Jr., a ten-year old boy who sustained a broken arm while playing around some lumber that was piled on property leased from Mr. Anderson, about one and one-half miles west of Tillamook on Netarts Secondary Highway. Mr. Goodrich stated that the accident occurred at 6:00 p.m., July 15, 1950, while the boy was playing on lumber that was piled on this vacant lot by a Highway Department bridge crew. The lumber, he said, was not piled in good order and it toppled over on the boy, fracturing his arm. He gave as his thought that the state is liable, and he asked the Commission to reimburse the boy's parents for doctor bills etc., which, he said, amounted to $297.00. Chairman Chandler advised that in matters of this kind the Com-

mission is guided by the opinion and recommendation of its Chief Counsel, who in this instance considers that the state is not liable and who recommends that the claim be denied. He added that the Commission has adopted the recommendation.

Mr. W. H. Lynch, Division Engineer of the Bureau of Public Roads, was present and discussed with the Commission the financing of the remaining 2.4 mile section of the Pacific Highway south of Canyonville, Douglas County. He said that due to the present emergency and the importance of this interstate highway, he considers it desirable to advance this project to immediate construction when some means can be found to provide the funds to finance the work. The presently estimated cost of the construction, he said, is $934,000, but there are only $333,000 of unallocated forest highway funds available. The State Highway Engineer pointed out that a saving of $136,000 of state funds accrued in the awarding of the contracts now underway, and the Commission previously approved an allotment of $75,000 to this job when the present program was formulated, which together with the $333,000 forest highway funds makes a total of $544,000 immediately available and a balance of $390,000 to be provided. The suggestion was made that the state contribute an additional $390,000 to the work so that completion of the improvement may be expedited. Mr. Lynch stated that if the state will contribute such extra sum, he will advertise the project for bids to be received within the next thirty days and that any savings that materialize will accrue to the state. He also said that the surveys have been completed and needed right of way has been acquired, so there should be no delay on that account. As a result of the discussion, the Commission voted unanimously to contribute the extra $390,000 of state funds upon being assured by the Engineer that such sum is available, it being understood that several forest highway projects which may be deferred by reason of construction of this project will be given priority in the formulation of the next forest highway program.

The Engineer brought up for discussion a proposition submitted by Dr. H. K. Newburn, President of the University of Oregon, for the purchase of land at the intersection of Franklin Boulevard (US99) and 13th Avenue East in the city of Eugene, for park purposes and to minimize the hazard of vehicular turning movements from Franklin Boulevard into 13th Avenue. The Engineer explained that the land in question is triangular in shape and President Newburn has suggested that the state acquire two parcels at the apex of the triangle, which would cost an estimated $11,000. The balance of the property in this block, he said, is partially owned by the University and partially owned by the Williams Bakery Company of Eugene and it is the feeling of Dr. Newburn that this property will be donated for the cause. The Engineer also stated that if this property is acquired, it is the intention of the University of Oregon to develop and landscape it, and to provide for future maintenance of the area. It was the feeling of the Commission that the expense of acquiring this property is not justified by the benefits that would be realized, and accordingly the proposition was declined, notwithstanding that the Commission would like to assist Dr. Newburn in this undertaking.

The Engineer reported receipt of a request from the City Council of Oregon City that a study be made of the traffic conditions at the Willamette River Bridge on the Oswego Highway between Oregon City and West Linn. He said

there is considerable traffic congestion at this bridge at certain times of day, and it is the feeling of the City Council that this can be eliminated by the construction of a ramp from the bridge to the highway. He stated that such solution of the problem is impracticable, but there are possibilities of alleviating the trouble in some other manner. He recommended that he be authorized to make an investigation at state expense, because the bridge is on a state highway. The Commission approved the recommendation.

The Engineer also stated that the City Council of Oregon City would like a similar investigation made of the Singer Hill Road which extends from Main Street in Oregon City to the top of the bluff and is purely a city street. The City, he said, is asking for a survey at the City's expense, and he recommended granting the request on that basis. The Commission approved the recommendation.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:00 p.m. Chairman Chandler publicly announced the Commission's decision with respect to each project as follows, the Commission's decision being by unanimous vote.

"Installation of traffic signals at eight intersections on Pacific Highway West in Corvallis, Benton County. City Electric, Salem, submitted the low bid for this job at $17,689.21. There were four higher bids. The contract has been awarded to the low bidder, City Electric, at their bid price.

"Construction of 0.39 mile of service road and highway connection on the Ochoco Avenue-Milwaukie Section of the Pacific Highway East north of Milwaukie in Clackamas County. The low bid for this job was submitted by Parker-Schram Company, Portland, at $21,425.50. There were three higher bids. The Commission has awarded the contract to the low bidder, Parker-Schram Company, at their bid price.

"Grading, surfacing and oiling of 0.25 mile on the Warrenton (Hayes Street-Morton Street) Section of the Warrenton Secondary Highway in Warrenton, Clatsop County. Grimstad and Vanderveldt, Astoria, submitted the only bid received for this project at $8,412.50 using asphalt. They did not submit a bid for the use of tar. The contract has been awarded to Grimstad and Vanderveldt at their bid price.

"Paving 0.24 mile on the Empire (Broadway Street-North Commercial Street) Section of the Cape Arago Secondary Highway (Newmark Avenue) in Empire, Coos County. The Commission received two bids for this job, the low one being that of Acme Construction Company, Eugene, at $11,055. The Commission has awarded the contract to the low bidder, Acme Construction Company, at their bid price.

"Construction of 3,200 lin. ft. of metal guard rail in Division 3-B on the Coos Bay-Roseburg and Oregon Coast highways, Coos and Curry Counties. Rich and Sons Nursery, Hillsboro, submitted the low bid for this job at $8,640. Three higher bids were received. The contract has been awarded to Rich and Sons Nursery, low bidder, at their bid price.

"Construction of an extension to the maintenance building in Prineville, Crook County. The Commission received only two bids for this job, the low bid being that of Bemis and Company, Portland, at $3,177. The contract has been awarded to Bemis and Company, low bidder, at their bid price.

"Construction of a latrine in Battlerock State Park on the Oregon Coast Highway in Curry County. Gilbert Roberts, Hood River, submitted the only bid received for this job at $4,535. The Commission has rejected this bid as being too high.

"Construction of a latrine in Lava Caves State Park on The Dalles-California Highway in Deschutes County. Swendig and Son, Redmond, submitted the low bid for this job at $2,493. Three other bids were received. The Commission has awarded this contract to the low bidder, Swendig and Son, at their bid price.

"Grading, surfacing and oiling 0.5 mile on West Fillmore Street in Burns, Harney County. Russel Olson, Pendleton, submitted the only bid received for this project at $15,303. The Commission has referred this bid to the Engineer with authority to award the contract at the bid price when certain conditions have been satisfied.

"Grading, surfacing and oiling 1.16 miles on the Viento Park-Wygant Park Section of the Columbia River Highway in Hood River County. The low bid for this project was submitted by Parker-Schram Company, Portland, at $274,110. Nine other bids were received. The Commission has awarded the contract to the low bidder, Parker Schram Company, at their bid price.

"Construction of a 602-foot reinforced concrete and steel bridge and 0.57 mile of grading, surfacing and oiling on the Bybee Bridge Section of the Table Rock Market Road in Jackson County. Tom Lillebo, Reedsport, submitted the low bid for this job at $177,350. Two higher bids were received. The Commission has awarded the contract to the low bidder, Tom Lillebo, at his bid price.

"Grading and paving 0.13 mile on Lister Street in Cave Junction, Josephine County. The only bid received for this project was submitted by J. C. Compton Company, McMinnville, at $4,887. The Commission has awarded the contract to J. C. Compton Company at their bid price.

"Construction of 1.85 miles of asphaltic concrete footpath on the Maxwell Road-Eugene Section of the Junction City-Eugene Secondary Highway in Lane County. No bids were received for this project.

"Grading and paving 0.73 mile on the Sweet Home Section of the Santiam Highway in Linn County. Warren Northwest, Inc., Portland, submitted the low bid for this job at $118,248 using tar. They also submitted a bid of $118,312 using asphalt. Higher bids from two other contractors were also received on this project. The contract has been awarded to the low bidder, Warren Northwest, Inc., at their bid price using tar.

"Grading and paving 0.37 mile on the Aumsville (Main Street) Section of the North Santiam Secondary Highway in Marion County. Warren Northwest, Inc., Portland, submitted the only bid received for this job at $13,945. The contract has been awarded to Warren Northwest, Inc., at its bid price.

"3.23 miles of grading and paving on the Pudding River-Silverton Section of the Silverton County Road in Marion County. The low bid for this job was submitted by Warren Northwest, Inc., Portland, at $158,684 using tar. They also submitted a bid of $158,710 using asphalt. Three other contractors bid on this job. The Commission has referred all bids to the Engineer with authority to award to the low bidder when certain conditions have been satisfied.

"Oneonta Borrow Pit excavation project on the Columbia River Highway, Multnomah County. R. E. Steelman Construction, Milton, submitted the low bid for this job at $3,840. Thirteen higher bids were received. The contract has been awarded to the low bidder, R. E. Steelman Construction, at its bid price.

"Construction of seven reinforced concrete and steel structures and 0.37 mile grading and paving on the Broadway Bridge-Steel Bridge Section of the Pacific Highway West in Portland, Multnomah County. The low bid for this job was submitted by C. J. Montag and Sons, Portland, at $597,936. Three higher bids were received. The Commission has awarded the contract to the low bidder, C. J. Montag and Sons at their bid price.

"Waterproofing the balcony deck and porch deck on the Vista House at Crown Point on the Crown Point Secondary Highway, Multnomah County. The low bid for this job was submitted by Southwest Waterproofing Company, Portland, at $3,385. Only one other bid was received. The Commission has rejected all bids as being too high.

"Grading, surfacing and oiling 1.06 miles on Joseph city streets and on the Wallowa Lake Secondary Highway in Wallowa County. The Commission received two bids for this project, the low bid being that of Russell Olson, Pendelton, at $46,959. The contract has been awarded to Russell Olson at his bid price.

"Construction of a masonry block maintenance building at Mitchell, Wheeler County. Gilbert Roberts, Hood River, submitted the low bid for this job at $4,685. Three higher bids were received. The contract has been awarded to Gilbert Roberts, low bidder, at his bid price."

Chairman Chandler brought up for discussion the Borax Company property in Curry County, acquisition of which the Commission previously authorized as a part of the Curry County Ocean Wayside. He gave as his feeling that if the property cannot be acquired by warrenty deed, because of the in-

ternational situation, the company should be requested to transfer its interest in the property to the state by a quitclaim deed. Commissioners Reynolds and McIver indicated concurrence therein, whereupon the Chief Counsel was instructed to conclude this transaction immediately on such basis.

The Commission discussed the report from the Engineer on the status of surveys, including old surveys, recent surveys on the present construction program, and recent surveys not on the construction program, all of which have been approved; and needed surveys which the Commission has not as yet authorized. Particular attention was given to the surveys which the Engineer is now requesting authority to conduct so as to avoid delays in completing them and acquiring necessary right of way when the Commission is ready to proceed with construction of the several projects. As a result of the discussion, the Commission unanimously authorized the Engineer to conduct the surveys listed below for the suggested primary and secondary programs, and the Chief Counsel was instructed to negotiate for needed right of way when descriptions of the properties have been furnished him:

PRIMARY HIGHWAY AND SECTION	Length Miles	Estimated Cost	Estimated Cost Survey
Dalles-California:			
M.P. 182 - 198	16.0	$ 250,000	$ 15,000
John Day:			
Austin Spur-Forest Bdry.	16.0	360,000	10,000
Central Oregon:			
Sage Hen Hill	5.0	220,000	5,000
Lake County Section	14.5	100,000	5,000
Coos Bay-Roseburg:			
N. Fork Coquille R.-Pacific Hwy.	20.0	350,000	10,000
Santiam:			
Noble Slough-Foster	8.0	150,000	4,000
Salmon River:			
Sulphur Creek-Valley Jct.	10.0	200,000	7,500
Umpqua:			
Reedsport-Luder Creek	10.0	700,000	14,000
Oregon Coast:			
Brushes Creek-Rinehard Creek	4.0	375,000	6,000
Yachats-Waldport	8.0	210,000	4,000
Sullivan Gulch (Bridges)			10,000
Union Avenue (Bridges)			5,000
Center Street(Salem) Bridge			7,500

(cont.)

PRIMARY HIGHWAY AND SECTION	Length Miles	Estimated Cost	Estimated Cost Survey
Wilson River:			
Tunnel and Bridges		$ 360,000	$ 10,000
Pacific West:			
St. Joe Underpass			1,500
			$114,500
SECONDARY HIGHWAY AND SECTION			
Nehalem:			
Wash. Co. Line-Treharne	4.7)	$ 250,000	7,500
Oak Ranch-Vernonia	10.0)		
Forest Grove-Sunset Hwy.	9.0	150,000	4,500
Buxton-Summit	5.0	70,000	2,500
Bridges		250,000	7,500
Siletz:			
Siletz-Squaw Creek	18.3	200,000	18,000
Bellevue-Hopewell:			
Amity-Bellevue	6.5	150,000	8,500
Salem-Dayton:	20.0	325,000	15,000
Tiller-Trail:			
Deadhorse Canyon	.6	150,000	3,000
Canyonville-East	1.0	85,000	1,500
Starkey Extension:			
Ukiah-Meadowbrook (near Starkey) Outside National Forest	16.8	1,000,000	12,000
Elkton-Sutherlin:			
Calapooya Creek-Sutherlin	3.5	250,000	5,000
Bridge			1,000
North Santiam:			
Salem-Mehama	18.0	2,000,000	40,000
Sumpter Valley:			
Poker Creek-Sumpter	16.0	500,000	16,000
Klamath Falls-Malin:			
Lost River-Merrill	2.2	100,000	3,000
Alsea:			
Philomath-Alder Creek	11.0	250,000	5,500

(cont.)

SECONDARY HIGHWAY AND SECTION (cont.)	Length Miles	Estimated Cost	Estimated Cost Survey
Scappoose-Vernonia: Wilson Creek-Spitzenberg	7.0	$ 125,000	$ 1,000
Bertha-Beaverton: Multnomah Co. Line-West	3.5	200,000	4,500
Washington County Road: (Hillsboro-Cornelius Pass) Ray's Ranch-West Union	4.0	175,000	6,000
Yamhill-Newberg: Carlton Jct.-Newberg	5.0	70,000	1,000
Cascade: Molalla-Marquam	9.4	200,000	5,000
Salem-Dallas-Coast: Dolph Corner-Rickreall	4.5	210,000	2,000
Coos County Road: Bullards Bridge over Coquille R.		300,000	3,000
North Umpqua: Bridge			1,500
Crater Lake: Prospect-Union Creek	11.0	275,000	5,000
West Diamond Lake: Junction with Crater Lake Hwy.- M.P. 8.3	8.3	200,000	4,000
Medford-Provolt: Provolt-Jacksonville	16.0	275,000	2,000
Sams Valley: Gold Hill-Sams Creek	4.0		500
Williams: Grants Pass-Murphy	6.0	100,000	1,000
Jefferson County Road: N. Unit, Irrigation District Road	14.0	210,000	14,000
I.O.N.: Blue Mt. Pass	10.0	250,000	1,000

(cont.)

SECONDARY HIGHWAY AND SECTION (cont.)	Length Miles	Estimated Cost	Estimated Cost Survey
Heppner:			
Lena-Nye	21.6	$ 375,000	$ 10,000
Hilgard-Starkey:			
Bridges			2,000
Union County Road:			
Island City-Lone Tree	2.8	75,000	3,000
			$217,000

Commissioner Reynolds brought up for discussion the salary paid the Commission's Secretary, H. B. Glaisyer. He said that through oversight, Mr. Glaisyer did not receive the annual step increase in salary on January 1, as did the Division Engineers and other classified personnel, in view of which he recommended that Mr. Glaisyer be given the benefit of a $20.00 a month increase in salary retroactive to January 1, 1950, and he so moved. The motion was seconded by Commissioner McIver and carried by unanimous vote.

Commissioner Reynolds reported receipt of a communication from Mr. Elmer McClure, Master of Oregon State Grange, transmitting a copy of a resolution adopted by the Grange with regard to "division of gasoline taxes." According to this resolution, the Oregon State Grange goes on record as favoring an increase in the allocation of state road and/or highway funds due the counties from the present 19% to 30% because of alleged increases in the amount of state highway revenues. Commissioner Reynolds gave as his feeling that Mr. McClure should be given a very full and complete explanation of highway matters so as to clarify apparent misapprehensions that the State Grange is laboring under. The suggestion was approved by Chairman Chandler and Commissioner McIver, whereupon the Engineer was instructed to personally contact Mr. McClure relative thereto.

Chairman Chandler brought up for discussion the naming of the recently acquired Ocean Wayside in Curry County. He gave as his feeling that this park should be named the Samuel H. Boardman Park in honor of Mr. Boardman, who was State Parks Superintendent for many years, who promoted and developed from infancy the park and recreational areas within the boundaries of this state, and through whose personal efforts the Curry County Ocean Wayside Recreational Area was brought into being. Commissioners Reynolds and McIver expressed their feelings similarly, and it was so ordered. The Secretary was instructed to formally notify Mr. Boardman of the action taken.

Chairman Chandler also brought up for discussion the naming of the proposed highway through Sullivan Gulch in Portland. It was his thought that this highway should be named in honor of Mr. T. H. Banfield, former Chairman

of the State Highway Commission, because of Mr. Banfield's early association with the selected location, because it was largely through his personal efforts that the route was adopted as a state highway route despite local opposition, and in recognition of the valuable services rendered the state by Mr. Banfield during the seven years that he was a member of this Commission. After due consideration, motion was made, duly seconded, and carried unanimously, that this highway be named "Banfield Expressway." The attached resolution relative thereto, marked EXHIBIT "J", was thereupon adopted by the Commission. The Secretary was instructed to formally notify Mr. Banfield of the Commission's action.

The Right of Way Engineer brought up for discussion the question of the disposal of Lots 17, 18, 19, 20, 21 and 22 in Block 13 of Bunker Hill Addition to the city of Coos Bay, particularly the portion of such lots which lie outside the normal right of way width. He said that these lots were acquired for two purposes, viz: to protect the bridgehead of Cold Bank Slough, and for drainage purposes. He also said that he has received a number of requests from persons who wish to purchase this parcel of land, but has consistently refused to sell the land because of its value for State highway purposes. Some of these prospective purchasers, he said, are very insistent, for which reason it would be helpful if the State Highway Commission would take action officially to remove the property from its list of surplus land, so that anyone desiring to purchase it can be told definitely that it is not for sale. The State Highway Engineer concurred in the recommendation of the Right of Way Engineer, whereupon the Commission ordered that this parcel of land be removed from the list of surplus properties for retention by the State Highway Department for future highway use.

The Chief Counsel requested authority to acquire by condemnation certain property owned by the Fred J. Kiesel Estate, which property is required as a gravel pit and haul road for use in connection with the widening and future maintenance of the Ontario-Nyssa Section of the Old Oregon Trail. He said that he has been unable to reach a satisfactory settlement by negotiation, and there is need to expedite the transaction because the highway improvement is already under contract. The Commission approved the request unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to a "Summary of Unfinished Business" prepared by the Secretary as of July 26, 1950, particularly the items which were not reported on at this meeting. Action, as follows, was taken on the individual items:

1. Prohibition of bonfires on beaches and of trespassing on ocean banks of private property: The Chief Counsel advised that his study of this subject reveals that the Highway Commission does not have necessary police powers to control the situation and that he is preparing a bill for consideration of the 1951 legislature which will give the Commission authority. The Commission ordered the item deleted from the list.

2. Widening of the Pacific Highway north of Roseburg: The Engineer reported that since the last meeting of the Commission, a reconnaissance survey has been made for a highway location west of the Southern Pacific Railroad between the towns of Winchester and Shady Point, south of Roseburg and that indications are this location, which is on entirely new alignment, will prove to be a much better one than the present highway, and if so, costly reconstruction of the present highway north of Roseburg can be avoided. He exhibited maps showing the proposed location and requested authority to conduct a location survey on the route. The Commission unanimously approved the request and ordered that this item be removed from the list of unfinished business with the understanding that the Engineer's report on the survey will be considered as an entirely new subject.

3. Proposed addition to Bald Peak State Park, Yamhill County: The Commission ordered this item deleted from the list inasmuch as the price asked by the owner, as previously reported, is exorbitant.

4. Adoption of a policy with respect to granting farm crossings and limiting use thereof as access to state highways: The Commission considered this matter satisfactorily disposed of and ordered the item deleted from the list.

5. Proposed relocation of the Oregon Coast Highway across Youngs Bay between Astoria and Warrenton: The Commission ordered that this item be retained on the list of unfinished business pending receipt of the report ordered from the Engineer on right of way needed and the ownership thereof.

6. Proposed acquisition of additional parking space for automobiles at Celilo Falls Indian Village. The Commission ordered this item deleted from the list because it requires a rearrangement of Indian dwellings in which the Commission cares not to become involved.

7. Legislation which should be presented to the 1951 legislature: The Commission reiterated its desire to have a list of the matters upon which legislative action is to be sought, and accordingly instructed the Chief Counsel to prepare such list.

8. Employment of someone to replace the State Parks Historian, W. A. Langille, when he retires: The Commission decided to do nothing further with such appointment now, since Mr. Langille is still on the state payroll, and ordered this item deleted.

9. Improvement of the intersection formed by the Pacific Highway East, Pacific Highway West, and Swift Secondary Highway in North Portland: The Secretary presented a letter from Mr. F. J. Kernan with respect to his offer to donate right of way under certain conditions. The Commission ordered the letter filed and the item deleted from the list of unfinished business.

10. Request of the Umatilla County Court for the oiling of the 21-mile section of the Heppner Highway westerly from the Nye junction: The Commission decided to consider this project in the formulation of its next construction program, and instructed the Engineer to bring it to the Commission's attention at that time. This item is to be deleted from the list of unfinished business.

11. Request of the Bend Chamber of Commerce for improvement of Highway US97 south of Bend: The Commission ordered the item deleted from the list because there are no funds in sight to finance such a project.

12. Request of Beulah Moore for the re-opening of the stone wall at the north end of the Depoe Bay Bridge so as to permit access to the Oregon Coast Highway from her property. The Commission decided not to grant the request and ordered the item deleted from the list.

13. Request of users of the Fox Hollow Secondary Highway, Lane County, for the paving of this highway south of Eugene: The Commission ordered this item deleted from the list of unfinished business because no funds are available to finance the work now.

14. Proposed Special State Tax Street Fund project in the City of Milton, Umatilla County: The Commission disapproved the project, as the Engineer previously recommended they do, and ordered this item deleted from the list.

15. Obligations of the State Highway Commission covering construction and maintenance of city streets as outlined by Chief Counsel: The Commission decided to discuss this matter as an entirely new subject at a future time and ordered the item deleted from the list.

16. Encroachments on railroad company property at the east end of the Steel Bridge in Portland: The Chief Counsel stated that he is working on this matter and expects to have a favorable report to render to the Commission shortly. The Commission ordered the item removed from the list.

17. Complaints filed by County Judge C. A. Toms, Sherman County, regarding dangerous condition which he alleges exists at the junction of the old and new routes of the Columbia River Highway in the town of Rufus: The Engineer estimated the cost of the work at $500 and advised that highway forces are now working to eliminate the hazard, and that the work should be finished shortly. The Commission approved his action in the matter and ordered the item deleted from the list.

18. Request of the U. S. Forest Service for a contribution of $1,500 of state highway funds to finance the fire patrol on the Columbia River Highway due to road blocks caused by highway construction: The Commission denied the request and ordered the item deleted from the list.

19. Application of the City of Sweet Home for Special State Tax Street funds for a city street improvement: The Commission denied the request but

indicated that it would consider it when the 1951 program is arranged.

20. Request of the City of Rockaway for the installation of a traffic signal on the Oregon Coast Highway at its intersection with an important street that leads to the ocean beach: The Commission ordered this item retained on the program pending receipt of the Engineer's report on the subject.

21. Request for the widening of the Pacific Highway's north entrance into the city of Grants Pass: The Commission decided to give this project consideration in the formulation of its next construction program, and instructed the Engineer to bring it to the Commission's attention at that time.

22. Acquisition of right of way needed in connection with the Ladd Canyon project on the Old Oregon Trail, Union County, particularly across land owned by Mr. Peterson: The Commission ordered this item retained on the list of unfinished business pending receipt of the Engineer's report on the cost to widen and straighten a curve so as to avoid Mr. Peterson's property, for which he is demanding an exorbitant amount.

23. Request of Seaside Chamber of Commerce for reconstruction of the Oregon Coast Highway through Seaside, along Roosevelt Drive: The Commission deferred action on this matter pending receipt of a report from the Engineer on his economic study of the highway situation in Clatsop County.

24. Suggestion of Oregon Coast Highway Association that its manager, Mr. H. Tinnerstett, be appointed a member of the Highway Department Travel Advisory Board: The Commission ordered this item deleted from the list.

25. Request of Clackamas County Grange for reconstruction of the Estacada-Springwater Section of the Woodburn-Estacada Secondary Highway along DuBois Creek survey: The Engineer estimated the cost involved at $250,000, based on a survey conducted in 1936. The Commission ordered the item deleted from the list because there are no funds available to finance the work.

26. Request of the Tillamook City Council that certain state highway land at the south entrance of the Oregon Coast Highway into Tillamook be made available as a site for a building for use by the Secretary of State. The request was denied.

27. Request of the City of Prineville for improvement of the city street over which is routed the Crooked River Highway within the city limits: The Engineer advised that pursuant to previous instructions from the Commission, he had this matter investigated and it has been determined that a satisfactory improvement can be made for about $5,000. He recommended approval of the project for construction in 1951. The Commission approved the recommendation unanimously.

28. Request of City of Philomath for improvement of Main Street (Corvallis-Newport Highway) by paving full width, and construction of curbs and drainage facilities: The Engineer estimated that this work would cost about $21,000. He pointed out that in the tentative list of projects for the next construction program, provision has been made for the improvement of the weak section of the Alsea Highway westerly from its junction with the Corvallis-Newport Highway. He suggested that, if the Commission wishes to authorize the improvement in the city of Philomath, the work be done along with this Alsea Highway project. The Commission approved the suggestion and so ordered.

29. Proposed park site at McNary Dam: The Commission ordered this item retained in the list of unfinished business and instructed the Parks Superintendent to make additional investigation and report.

30. Proposed addition to John Day Fossil Beds State Park: The Parks Superintendent stated that pursuant to previous instructions from the Commission, he carried on negotiations with the owner of this property and reached a settlement, except that this owner is demanding retention of grazing privileges, which he cannot approve. He was instructed by the Commission to continue negotiations.

31. Request of Baker County Chamber of Commerce for improvement of the Haines-Anthony Lakes State Secondary Highway: The Commission decided to consider the project in the formulation of its next construction program.

32. Request for oiling the south end of the Elkton-Sutherlin Secondary Highway, Douglas County: The Commission decided to consider this project in the formulation of its next construction program.

33. Request of Hood River County Court for construction of a new bridge over the Middle Fork of Hood River on the Hood River Secondary Highway at Dee: The Commission decided to consider this project along with others in the formulation of its next construction program.

34. Approval by Commissioner McIver of plans and designs for Highway Department dwellings: The Commission ordered this item deleted from the list.

35. Suggestion of Mr. Arthur R. Kirkham, Portland, for development of picnic areas along highways, and installation of directional signs pointing out landscape features: The Commission ordered this item deleted from the list inasmuch as the Engineer was instructed, during the progress of the Commission's recent inspection trip through Eastern Oregon, to erect appropriate signs pointing out landscape features to tourists.

36. The question of contributing $3,000 of state highway funds in cooperation with the U. S. Geological Survey for study of stream flow in Oregon: The Commission decided unanimously not to contribute funds for this project.

37. Request that the county road extending south from the city of Island City, Union County, to a connection with US30 east of La Grande, be designated a Federal Aid Secondary Highway: The Commission confirmed the action taken during the progress of its recent trip through Eastern Oregon approving the designation of this road as a Federal Aid Secondary Highway and the construction of the same with Federal Aid Secondary Highway funds.

38. Proposal for the testing of roadway surfaces using various axle loadings. The Commission deferred action on this matter pending receipt of more information from the Highway Research Board, and ordered the item deleted from the list for the time being.

39. Request of the City of Milton for the installation of a traffic light on the Oregon-Washington Highway at its intersection with Main Street in this town. The Commission referred this matter to the Engineer for investigation and report.

The Commission considered, approved and signed agreements, et cetera, as follows:

Two deeds conveying two small tracts of land to Seufert Bros., which land was acquired from them in connection with acquisition of right of way for Big Eddy-Dune Section of Columbia River Hwy.

Deed conveying to United States of America a tract of land containing 0.63 acre, in Klamath County.

Option to purchase small triangular tract of land containing 0.16 acre, adjacent to Willamette Highway near Meridian Dam, Lane County, by Army Engineers.

Agreement with owner of drive-in theater at N.E. 92nd and Sandy Blvd. Portland.

Agreement with City of Aumsville providing for improvement of North Santiam Highway in this town.

Joint letter with Bureau of Public Roads and U. S. Forest Service wherein provision is made for additional funds for certain projects in Forest Highway Program.

Release agreement with Clarence Southard covering cattle-pass.

Revocable permit in favor of B. W. Hanson allowing the use of surface waters that accumulate on Coffin Butte Quarry Site adjacent to Highway 99W near Camp Adair.

Agreement with Jay B. Moore, Glendale, permitting construction and use of a roadway crossing state-owned quarry site at M.P. 245.8 on Pacific Highway near Glendale.

Agreement with City of Sweet Home covering improvement of Santiam Highway through this town.

Agreement with City of Cave Junction providing for improvement of Lister Street as a Special State Tax Street Fund Project.

Agreement with City of Portland changing route of US99W from 6th Avenue to Broadway, necessitated by one-way street system.

Agreement with City of Burns providing for improvement of W. Fillmore Street as a Special State Tax Street Fund Project.

Agreement to construct a medial island along Barbur Blvd. in front of Rasmussen Village, Portland, at estimated cost of $11,000.

Bargain and Sale Deed conveying unto Chas. E. Eckelman 3.77 acres of land situate near Arrata Road and Sullivan Gulch, Multnomah County.

Bargain and Sale Deed conveying unto Harvey Jacobsen & Wife 42.48 acres of land in Marion County.

Bargain and Sale Deed conveying unto A. L. Chaplin & Iris G. Chaplin 4.34 acres of land in Deschutes County.

Bargain and Sale Deed conveying to Oregon-Portland Cement Co. a 2.75 acre tract of land on Dixie-Lime Section of Old Oregon Trail Highway in Baker County.

Lease for Land with Joseph O. Meyers for 53.07 acres of land situate in Douglas County, covering a period of 10 years.

Lease for Land with S. T. Humphrey for 14.25 acres of land situate in Douglas County, covering a period of 10 years.

Lease for Land with Horace T. Byler and Margaret A. Byler (Byler Fuel Company) a parcel of land situate in Coos County.

Bargain and Sale Deed conveying to Oregon-Washington Railroad & Navigation Company a tract of land in the Troutdale-Multnomah Falls Section of the Columbia River Highway. Consideration named in instrument is $100.00.

Bargain and Sale Deed conveying to Oregon Washington Railroad & Navigation Company a tract of land in Umatilla County, Oregon

Resolution reducing maximum load limits on a section of the McKenzie Highway.

August 22, 1950

1951-1953 biennial budget estimate.

Resolution designating a 45 mph speed zone on Woodburn-Estacada Secondary Highway between a point west of its junction with Route 215 and Molalla west city limits.

Resolution designating a 35 mph speed zone on Pacific Highway East between north limits and south limits of City of Woodburn.

Resolution lifting reduced load limits on various state highways.

Resolution reducing maximum load limits on West Diamond Lake Secondary Highway.

Resolution prohibiting parking of vehicles on highway shoulders on Pacific Highway East (US99E) between mile Post 9.32 and Mile Post 9.63.

Resolution prohibiting parking of motor vehicles along Wilson River Highway between Mile Post 2.04 and Mile Post 2.16.

The meeting adjourned at 4:00 p.m.

Chairman

State Highway Engineer

Commissioner

ATTEST:

Secretary

Commissioner

August 22, 1950

EXHIBITS "A" THROUGH "K"

Minutes of August 21 and 22, 1950

EXHIBIT "A"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

SULLIVAN GULCH HIGHWAY - UNIT #5

11954-A Eckelman, Charles E. and Clara Marie
Right of Way (Boone)
Option expires February 2, 1951

0.45 acre at $1,200 per acre	$ 540.00	
Allowance - 40 rods fence at $3 per rod	120.00	
- moving section of barn, water and irrigation lines	1,040.00	
Amount to be credited owner (chrg. Right of Way)		$ 1,700.00
STATE to deed to Grantor 3.77 acres at $550 per acre, chargeable to Grantee		2,073.50
Amount to be credited Right of Way (chrg. Grantee)		373.50

Access controlled.

DENVER AVENUE SECTION, PACIFIC HIGHWAY WEST

15072 - United States Government - General Services Administration
Right of Way (Mayhew)
Quitclaim deed

25.887 acres GRATIS

Access not controlled.

NORTHEAST UNION AVENUE SECTION, PACIFIC HIGHWAY EAST

14797 - Hodes, Michael and Sarah
Right of Way (Mayhew)
Option expires February 3, 1951

7841 sq.ft. at 30¢ minus per sq.ft.	2,350.00	
Includes allowances for: gravel surfacing, fencing, moving material from part taken, concrete slab, and attorneys fees		
Amount to be paid owner (chrg. Right of Way)		2,350.00

Access not controlled.

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY

15920 - Duvall, R. L. and G. B.
Right of Way (Witt)
Option expires February 1, 1951

1370 sq.ft. at 10¢ minus per sq.ft.	130.70
Allowance - moving garage, & loss of trees, etc.	100.00

(Cont.)

EXHIBIT "A" (Cont.)

CASCADE LOCKS-VIENTO SECTION, COLUMBIA RIVER HIGHWAY (Cont.)

15920 - Duvall, R. L. and G. B. (Cont.)

Amount to be paid owner (chrg. Right of Way) $ 230.70

Access controlled.

15947 - Mead, Ruby Wells (Witt)
Right of Way and Park
I

6.60 acres for right of way GRATIS

102 acres, more or less, for Park GRATIS

Entire Taking.

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION, SUNSET HIGHWAY

14188 - Jefcott, Raymond A. (Witt)
Right of Way
Option expires November 19, 1950

1.06 acres at $1,250 per acre $ 1,325.00
Waiver of access to Canyon Road 350.00

Amount to be paid owner (chrg. Right of Way) 1,675.00

Access controlled.

SUNSET CAMP-MANNING SECTION, SUNSET HIGHWAY

5226-A Murphy, Edwart T. and Cora (Boone)
Waysides
Option expires January 25, 1951

3.27 acres at $25.00 per acre 81.75

Amount to be paid owner (chrg. to Parks) 81.75

Access to be at existing approach, Stat. 1741.

Access controlled.

MILWAUKIE-OCHOCO STREET SECTION, PACIFIC HIGHWAY EAST

13778 - U. S. A. - Public Housing Administration (Mayhew)
Right of Way
Permanent Easement - Signed

1.14 acres GRATIS

Access not controlled.

BARBUR BOULEVARD-MARION COUNTY LINE SECTION, WEST PORTLAND-HUBBARD HIGHWAY

4841 - Hymes, Howard H. and Eleanor K. (Mayhew)
Right of Way
Option expires February 3, 1951

29,316 sq.ft. at 10¢ per sq.ft.	$ 2,931.60	
Frame one-storey house and garage	2,869.40	
Allowance - taking of spring, reduction of area, re-arrangement of brick wall, etc.	700.00	
Amount to be paid owner (chrg. Right of Way)		$ 6,500.00

(Grantor to have 6 months free occupancy beginning date option is accepted, thereafter to pay $26.00 per month)

Access controlled.

SALEM-WEST SALEM SECTION, SALEM-DALLAS HIGHWAY

16383 - Miller, Marvin W. and Eleanor M. (Benson)
Right of Way
Option expires January 25, 1951

1500 sq.ft. at 40¢ per sq.ft.	600.00	
2500 sq.ft. at .023¢ per sq.ft.	57.50	
Amount to be paid owner (chrg. Right of Way)		657.50

Access controlled.

SOUTH LIBERTY-SALEM, PACIFIC HIGHWAY EAST

16590 - Kiltz, Aline; and Thompson, Lou (Eason)
Right of Way
Permit - signed 8/1/50

Permit to lower and repair sidewalk	10.00	
Amount to be paid owner (chrg. Right of Way)		10.00

MEHAMA-MILL CITY SECTION, NORTH SANTIAM HIGHWAY

16475 - Stone, Manley J. (Benson)
Right of Way
Option expires February 7, 1951

3.45 acres at $50 per acre	172.50	
Allowance - 150 rods fencing at $2.50 rod	375.00	
Amount to be paid owner (chrg. Right of Way)		547.50
STATE to construct approaches on both sides at Stat. 440+00 (Estimated)	100.00	

(Cont.)

EXHIBIT "A" (Cont.)

MEHAMA-MILL CITY SECTION, NORTH SANTIAM HIGHWAY (Cont.)

16475 - Stone, Manley J. (Cont.)

Amount chargeable to Construction		$ 100.00
GRAND TOTAL (Estimated)		647.50

Access controlled.

16486 - Stamos, John (Benson)
Right of Way
Option expires February 7, 1951

2.02 acres at $35.00	70.70	
Amount to be paid owner (chrg. Right of Way)		70.70

Access controlled.

16479 - Draper, Robert and Dorothy (Benson)
Right of Way
Option expires February 6, 1951

9.2 acres at $35.00 per acre	322.00	
Allowance - 74 rods fence at $2.50 per rod	185.00	
Amount to be paid owner (chrg. Right of Way)		507.00

Access controlled.

16488 - Lively, Roy G. and Edna L. (Benson)
Gravel Pit
Option expires February 1, 1951

4.27 acres at $35 per acre	149.45	
Amount to be paid owner (chrg. Gravel Pit)		149.45

Access controlled.

16481 - Knutson, Oluf and Helga (Benson)
Right of Way
Option expires February 1, 1951

1.28 acres at $100 per acre	128.00	
1.00 acre at $72 per acre	72.00	
Allowance - 40 rods of fence at $2.50 per rod	100.00	
- loss on 54 rods of div. fence	50.00	
Amount to be paid owner (chrg. Right of Way)		350.00
STATE to construct road approach at Stat. 553+50 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		400.00

Access controlled.

EXHIBIT "A" (Cont.)

MEHAMA-MILL CITY SECTION, NORTH SANTIAM HIGHWAY (Cont.)

16478 - Lively, Roy G. and Edna L. (Benson)
Right of Way
Option expires February 1, 1951

26.23 acres at $35 per acre	$ 918.05	
Amount to be paid owner (chrg. Right of Way)		$ 918.05

Access controlled.

16477 - Beringer, Lula (Benson)
Right of Way
Option expires February 9, 1951

2.78 acres at $50.00	139.00	
Allowance - 107 rods fence at $2.50 per rod	267.50	
Amount to be paid owner (chrg. Right of Way)		406.50

Access controlled.

16472 - Winzer, Karl O. and Lois E. (Benson)
Right of Way
Option expires February 9, 1951

0.813 acre at $50.00 per acre	40.65	
Allowance - 36 rods fence at $2.50 per rod	90.00	
Amount to be paid owner (chrg. Right of Way)		130.65

Access controlled.

16473 - Kirsch, Boniface L. and Nellie M. (Benson)
Right of Way
Option expires February 8, 1951

1.281 acres at $50 per acre	64.05	
Allowance - 57 rods fence at $2.50 per rod	142.50	
Amount to be paid owner (chrg. Right of Way)		206.55

Access controlled.

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST

14610 - Pyle, W. F. and Pacia (Haskin)
Right of Way
Option expires January 9, 1951

1.099 acre at $1,380 plus per acre	1,520.00	
Allowance - moving cabin and re-establishing facilities, move chicken sheds	680.00	
- 20' x 20' foundation	400.00	
- complete waiver of access	100.00	
Amount to be paid owner (chrg. Right of Way)		2,700.00

Access controlled.

EXHIBIT "A" (Cont.)

NORTH CORVALLIS SECTION, PACIFIC HIGHWAY WEST (Cont.)

14622 - Johnston, J. E. and Lizzie M. (Haskin)
Right of Way
Option expires January 27, 1951

2.507 acres at $1,000 per acre	$ 2,507.00	
2.29 acres at $262 per acre	600.00	
Allowance - fencing 46 rods at $3.50 per rod	161.00	
Amount to be paid owner (chrg. Right of Way)		$ 3,268.00

Access controlled.

14292 - Truitt, Hazel A. (Devers)
Right of Way
Option expires February 1, 1951

978 sq.ft. at $1.27 plus per sq.ft.	1,250.00	
Amount to be paid owner (chrg. Right of Way)		1,250.00

(Commission authorized payment on condemnation of $1000 on 5/25/50)

Access not controlled.

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

12339 - Mounts, George and Minnie D. (Reeder)
Right of Way
Option expires January 25, 1951

5.70 acres at $500 per acre	2,850.00	
Barn - 42' x 62' at $1.50 per sq.ft.	3,906.00	
Allowance - fencing, 141 rods at $3 per rod and 2 gates at $20 each	463.00	
- severance damage & loss of pasture	781.00	
- to revise water system	500.00	
Amount to be paid owner (chrg. Right of Way)		8,500.00
STATE to provide private access at Sta.375+00 east side of hwy. and grade and gravel approx. 100' beyond r/w line (Estimated)	300.00	
Provide private access at Sta.375+00 west side of hwy. (Estimated)	200.00	
Amount chargeable to Construction		500.00
GRAND TOTAL (Estimated)		9,000.00

Access controlled.

(Cont.)

EXHIBIT "A" (Cont.)

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY (Cont.)

12338 - Gonyea, W. H. and Lucille D. (Landon)
Right of Way and Park
Option expires December 25, 1950

16.37 acres at $250 per acre	$ 4,092.50	
*25 acres for public park & scenic purposes	GRATIS	
Allowance - fencing 231 rods at $3 per rod	693.00	
Amount to be paid owner (chrg. Right of Way)		$ 4,785.50
STATE to construct road approach, west side, Sta.343+85 (Estimated)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		4,835.50

*(For park purposes only, with reversion clause)

Access controlled.

12324 - Stapleton, Gertrude (Reeder)
Right of Way
Option expires January 24, 1951

14,250 sq.ft. at 4¢ per sq. ft.	570.00	
0.52 acre at $826 plus per acre	430.00	
Amount to be paid owner (chrg. Right of Way)		1,000.00

(Grantor to have access to Norton Street which connects to proposed hwy. at Sta.246+30 north side.)

Access controlled.

NORTH ROSEBURG SECTION, PACIFIC HIGHWAY

16046 - Gardner, John P. and Brenda L. (Norlin)
Gravel Bar
Option expires October 7, 1950

8.0 acres at $625.00 per acre	5,000.00	
Amount to be paid owner (chrg. Gravel Bar)		5,000.00

16047 - Executors of C. E. Miller Estate and John D. Todd et al (Norlin)
Gravel Bar and Haul Road
Option expires November 15, 1950

13.02 acres for gravel bar		
0.90 acre for haul road easement		
13.92 acres at $575 minus per acre	8,000.00	
Amount to be paid owner (chrg. Gravel Bar)		8,000.00

EXHIBIT "A" (Cont.)

NORTH ROSEBURG SECTION, PACIFIC HIGHWAY (Cont.)

16047 - Executors of C. E. Miller Estate (Cont.)

STATE to construct gate at entrance of haul road to county road (Estimated)	$ 25.00	
Amount chargeable to Construction		$ 25.00
GRAND TOTAL(Estimated)		8,025.00

CANYONVILLE SECTION, PACIFIC HIGHWAY

15557-A Mault, Albert and Beulah (Haskin)
Right of Way
Option expires December 31, 1950

30,600 sq.ft. at 10¢ minus per sq.ft.	3,000.00	
Low Bid for moving house to be placed on concrete foundation, and replacement of 2500 gal. septic tank and drainage field	2,975.00	
Amount to be paid owner (chrg. Right of Way)		5,975.00

(Grantor reserves access of existing lane to outer highway.)

Access controlled.

15540 - Ward, Florence L. (Norlin)
Right of Way
Option expires January 9, 1951

1.97 acres at $1,395 plus per acre	2,750.00	
Amount to be paid owner (chrg. Right of Way)		2,750.00

Access controlled.

16227 - Gross, Herbert J. and Myrtle (Haskin)
Right of Way
Option expires January 5, 1951

0.17 acre at $600 minus per acre	100.00	
Amount to be paid owner (chrg. Right of Way)		100.00

Access controlled.

15087 - Gaubert, William and Corda (Haskin)
Right of Way
Option expires January 10, 1951

3.83 acres at $887 plus per acre	3,400.00	
Low bid for moving house	1,671.28	
Amount to be paid owner (chrg. Right of Way)		5,071.28

EXHIBIT "A" (Cont.)

CANYONVILLE SECTION, PACIFIC HIGHWAY (Cont.)

15087 - Gaubert, William and Corda (Cont.)

STATE to construct road approach at Sta.60+00 (Estimated)	$ 100.00	
Amount chargeable to Construction		$ 100.00
GRAND TOTAL (Estimated)		5,171.28

Access controlled.

15555 - Daniels, Chris and Freda (Norlin)
Right of Way
Option expires February 8, 1951

70' x 200' Lot, (14,000 sq.ft. at 0.46+)	650.00	
Amount to be paid owner (chrg. Right of Way)		650.00

Entire taking.

15559 - Jensen, Walter R. (Haskin)
Right of Way
Option expires February 7, 1951

9576 sq.ft. at 12¢ plus per sq.ft.	1,200.00	
Well used for drinking water & irrigation	500.00	
Allowance - damages in lieu of moving	800.00	
Amount to be paid owner (chrg. Right of Way)		2,500.00

Access controlled.

16306 - Erwin, Alfred L. and Oralee (Byrum)
Right of Way
Option expires January 5, 1951

53 sq.ft. of land (lump sum)	30.00	
Amount to be paid owner (chrg. Right of Way)		30.00

Access controlled.

15560 - Goodell, Ralph K. and Laura May (Haskin)
Right of Way
Option expires January 24, 1951

1.19 acres at $2000 per acre	2,380.00	
House, 336 sq.ft. at $3.50 per sq.ft.	1,176.00	
Barn, 1080 sq.ft. at 50¢ plus per sq.ft.	544.00	
Amount to be paid owner (chrg. Right of Way)		4,100.00

Access controlled.

EXHIBIT "A" (Cont.)

CASCADE GORGE-PROSPECT SECTION, CRATER LAKE HIGHWAY

16545 - Dobtyn, Joseph B. and Christine E.; and Chapman, Victor L. & Velma (Reeder)
Quarry and Haul Road
Option expires October 17, 1950

1.01 acres at $200 per acre (Haul Road)	$ 202.00	
17.11 acres at $134.31 plus per acre	2,298.00	
Allowance - severance damage to 80 acres	500.00	
Amount to be paid owner (chrg. Quarry)		$ 3,000.00
Amount to be paid lessee for reduction of acreage (chrg. Quarry)		100.00
		3,100.00
STATE to: Provide road approach to haul road Sta.318+60 northerly side (Estimated)	150.00	
Provide two road approaches on haul road (Estimated)	200.00	
Fence east side of haul road, 69 rods, $5.00 per rod (Estimated)	345.00	
Provide 3 steel gates 14' wide, $25.00 each (Estimated)	75.00	770.00
TOTAL AMOUNT Chargeable to Quarry (Est.)		3,870.00

Confirmation of approval by Mr. Chandler and Mr. McIver 7/20/50.

BROOKINGS-CALIFORNIA STATE LINE SECTION, OREGON COAST HIGHWAY

16012 - Keehnel, W. H. and Lola R.; and Hart, Fenn A. and Grace (Haskin)
Right of Way
Option expires December 31, 1950

0.06 acre at $1,350 per acre	81.00	
Amount to be paid owner (chrg. Right of Way)		81.00

Access not controlled.

REDMOND (FIFTH STREET), THE DALLES-CALIFORNIA HIGHWAY

16356 - Central Oregon Irrigation District (Cozad)
Permanent Easement for Right of Way
Option expires January 5, 1951

0.4 acres GRATIS

(The State Highway Commission granted the Central Oregon Irrigation District the right to remove 1,000 cubic yards of cinders per year for ten years from the state pits in Deschutes County in lieu of payment.)

Access not controlled.

(Cont.)

EXHIBIT "A" (Cont.)

REDMOND (FIFTH STREET), THE DALLES-CALIFORNIA HIGHWAY (Cont.)

16344 - Malick, John (Cozad)
Right of Way
Option expires January 18, 1951

1873 sq.ft. at 10¢ plus per sq.ft.	$ 200.00	
Allowance - clearing r/w of sign and light	250.00	
- damages, reduction of area, and traffic divider located in front of business building	1,800.00	
Amount to be paid owner (chrg. Right of Way)		2,250.00
STATE to provide commercial accesses at Sta. 26, and Sta. 24+90 east side (Estimated)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		2,450.00

Access controlled.

ESPLANADE-SOUTH SIXTH STREET SECTION, KLAMATH FALLS-MALIN HIGHWAY

16075 - Spence, Carl W. (Cozad)
Right of Way
Option expires February 9, 1951

44,431 sq.ft. at 4¢ minus per sq.ft.	1,750.00	
House 20' x 24' and woodshed	1,550.00	
Allowance - 7 trees, shrubbery, garden, berry patch and lawn	700.00	
Amount to be paid owner (chrg. Right of Way)		4,000.00

(Grantor to have free possession for 6 months beginning 8/10/50)

Entire taking.

16068 - Hill, E. L. and Blanche B.; and Cavin, G. E., and Vernie (Cozad)
Right of Way
Option expires February 9, 1951

21,780 sq.ft. at 4¢ minus per sq.ft.	870.00	
House 28' x 26'	1,580.00	
Poultry house	50.00	
Allowance - fencing (picket) 50 rods at $5	250.00	
- 3 trees, raspberry patch, lawn	250.00	
Amount to be paid owner (chrg. Right of Way)		3,000.00

(Grantor to have free possession for 6 months beginning 8/10/50)

Entire taking.

EXHIBIT "A" (Cont.)

GREEN SPRINGS HIGHWAY

2527-2528-2529 - Weyerhaeuser Timber Company (Saling)
Stockpile sites
Ground Lease expires 8/14/55

Renewal of Lease — GRATIS

0.39 acre)
0.15 acre) Stockpile sites
0.17 acre)

Access not controlled.

MT. VERNON-PRAIRIE CITY SECTION, JOHN DAY HIGHWAY

16458 - Oliver, Frank (Benson)
Quarry
One year lease (signed)

1.24 acres	$ 50.00	
Amount to be paid owner (chrg. Quarry)		$ 50.00

Lease executed by State Highway Commission, July, 1950.

BEECH CREEK SECTION, PENDLETON-JOHN DAY HIGHWAY

16487 - Dickey, Eppler (Cozad)
Right of Way
Option expires January 25, 1951

0.72 acres (lump sum)	10.00	
Amount to be paid owner (chrg. Right of Way)		10.00
STATE to provide private access south side, Sta. 138+50 (Estimated)	25.00	
Amount chargeable to Construction		25.00
GRAND TOTAL (Estimated)		35.00

Access controlled.

HILGARD-RED BRIDGE SECTION, STARKEY SECONDARY HIGHWAY

16362 - Mt. Emily Lumber Company (Benfield)
Right of Way
Option expires January 6, 1951

13.16 acres	GRATIS	
STATE to fence from Sta.425+30 to 428+00, 22.5 rods at $5 per rod (Estimated)	112.50	
Amount chargeable to Right of Way (Estimated)		112.50

Access not controlled.

EXHIBIT "A" (Cont.)

SNAKE RIVER BRIDGE SECTION, PAYETTE SPUR HIGHWAY

16135 - Prindle, Archie and June (Benfield)
Right of Way
Option expires January 19, 1951

2.58 acres at $200 per acre	$ 516.00	
Allowance - fencing 103 rods at $2 per rod	206.00	
Amount to be paid owner (chrg. Right of Way)		$ 722.00
STATE to: Provide private access at Sta.59+22 east and 85+50 east and west (Estimated)	50.00	
Re-establish road to river (Estimated)	95.00	
Rebuild concrete boat ramp (Estimated)	105.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		972.00

Access controlled.

16136 - Oltman, Donald H. and Phillis M. (Benfield)
Right of Way
Option expires January 18, 1951

0.29 acre at $100 per acre	29.00	
Allowance - fencing 40 rods at $2 per rod	80.00	
Amount to be paid owner (chrg. Right of Way)		109.00
STATE to provide private access at Sta.78+32 west (Estimated)	25.00	
Amount chargeable to Construction		25.00
GRAND TOTAL (Estimated)		134.00

Access controlled.

SULLIVAN GULCH HIGHWAY - UNIT #4

14865 - Lock-Wood Inc. (Mayhew)
Right of Way
Option expires November 9, 1950

37,875 sq.ft. at 40¢ per sq.ft.(includes value of 20'x 375' parcel under easement from RR)	15,150.00
Allowances -	
Pavement & graveled road to railroad spur	2,236.00
Removal or wrecking of factory - 21,856 sq.ft. at $1.75 per sq.ft.	38,247.00
Removal or wrecking of two warehouses - 2,970 and 7,070 sq.ft.	6,216.00
One shed, tool house, & unloading shed	610.00

(Cont.)

EXHIBIT "A" (Cont.)

SULLIVAN GULCH HIGHWAY - UNIT #4 (Cont.)

14865 - Lock-Wood Inc.

Allowances: (brot.fwd. from preceding page)	$ 62,459.00	
Blower and refuse collector	8,827.00	
Moving, resetting, & obsolescence of machinery	18,564.00	
Obsolescence of fire and yard equipment, and general tools	4,099.00	
Power wiring of machines	2,040.00	
Amount to be paid owner (chrg. Right of Way)		$ 95,989.00

(Grantor to clear site of all bldgs. & improvements except foundation & floors within 2 years from date of acceptance of this option.)

Access not controlled - takes up to city street.

MEHAMA-MILL CITY, NORTH SANTIAM HIGHWAY

16474 - Wolfkiel, Earl Ralph
Right of Way
February 8, 1951 (Benson)

1.62 acres at $50 per acre	81.00	
Allowance - 70 rods fence at $2.50	175.00	
- 2 gates at $20	40.00	
Amount to be paid owner (chrg. Right of Way)		296.00
STATE to build approaches from both sides at Sta.429+50 (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		396.00

Access controlled.

16480 - Goschie, E. C. and Lois A.
Right of Way (Benson)
Option expires February 8, 1951

11.06 acres at $35 per acre	387.10	
Allowance - 292 rods fence at $2.50 per rod	730.00	
- 2 gates at $20 each	40.00	
- severence damage	500.00	
Less credit - previous r/w to be deeded to Goschie, 9.75 acres	- 100.00	
Amount to be paid owner (chrg. Right of Way)		1,557.10

(Cont.)

EXHIBIT "A" (Cont.)

MEHAMA-MILL CITY, NORTH SANTIAM HIGHWAY (Cont.)

16480 - Goschie, E.C. and Lois A. (Cont.)

STATE to: Construct stockpass at Sta. 528+50 (Estimated)	$ 2,300.00	
Construct approaches from both sides, and private roadway 20' wide at Sta.529+00 (Estimated)	100.00	
Amount chargeable to Construction		$ 2,400.00
GRAND TOTAL (Estimated)		3,957.10

Access controlled.

CANYONVILLE SECTION, PACIFIC HIGHWAY

15551 - South Umpqua Rod and Gun Club (Norlin & Haskin)
Right of Way
Option expires February 14, 1951

6 lots at $500 per lot	3,000.00	
Building, 5,000 sq.ft. at $2.60 per sq.ft.	13,000.00	
Amount to be paid owner (chrg. Right of Way)		16,000.00

Access controlled.

STEEL BRIDGE-CHERRY AVENUE SECTION, PACIFIC HIGHWAY WEST

16584 - Jordan, Louis D. and Matilda P. (Johnson)
Right of Way
Option expires February 16, 1951

2094 sq.ft. at 20¢ per sq.ft.	418.80	
House - two-storey with basement	5,348.60	
Amount to be paid owner (chrg. Right of Way)		5,767.40

Access not controlled.

16585 - Kehrli, Rose (Johnson)
Right of Way
Option expires February 18, 1951

1993 sq.ft. at 21¢ per sq.ft.	418.53	
House - two-storey with basement, 47'x20'	5,348.60	
Amount to be paid owner (chrg. Right of Way)		5,767.13

Access not controlled.

16587 - Nielson, Maren (Johnson)
Right of Way
Option expires February 18, 1951

EXHIBIT "A" (Cont.)

STEEL BRIDGE-CHERRY AVENUE SECTION, PACIFIC HIGHWAY WEST (Cont.)

16587 - Nielson, Maren (Cont.)

1500 sq.ft. at 30¢ per sq.ft.	$ 450.00	
House - two-storey with basement, 26' x 34'	5,304.04	
Amount to be paid owner (chrg. Right of Way)		$ 5,754.04

Access not controlled.

16592 - Grigsby, Walter D. and Julia M. (Johnson)
Right of Way
Option expires February 17, 1951

191 sq.ft. at 20¢ per sq.ft.	38.20	
Amount to be paid owner (chrg. Right of Way)		38.20

Access not controlled.

16591 - Harry J. Goldhammer Estate (Johnson)
Right of Way
Option expires February 17, 1951

Grantor to deed State approx. 1000 sq.ft., plus 36'x 22' house, and a 12' slope easement on grantor's adjacent property	GRATIS
STATE to deed to Grantor approx. 4100 sq.ft. in exchange for above property	GRATIS

Access not controlled.

MILL GULCH-SALISBURY SECTION, BAKER-UNITY HIGHWAY

16377 - United States National Bank, Trustee; and John W. Robertson, et al (Mayhew)
Right of Way
Option expires February 18, 1951

8.2 acres at $5 per acre	41.00	
Allowance - 650 rods fencing at $2.25 per rod	1,462.50	
Amount to be paid owner (chrg. Right of Way)		1,503.50

Access not controlled.

16467 - United States National Bank, Trustee; and John W. Robertson, et al (Mayhew)
Quarry and Stockpile
Option expires February 21, 1951

5.7 acres at $5.06+ per acre	28.85	
Amount to be paid owner (chrg. Quarry Site)		28.85

EXHIBIT "B-1"

Minutes of August 21 and 22, 1950

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, the Highway Commission proposes to widen, straighten, and relocate, in part, the North Yamhill River-St. Joe Underpass Section of the Pacific Highway West, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, straightening, relocating, in part, construction, and maintenance of the North Yamhill River-St. Joe Underpass Section of the Pacific Highway West a parcel of real property located in Yamhill County, Oregon, described as follows, to-wit:

> A parcel of land lying in St. Joe Orchard Homes, situated in Section 11, Township 4 South, Range 4 West, W.M., Yamhill County, Oregon; the said parcel being part of Lots 54 and 55, St. Joe Orchard Homes No. 1 in said County and State, and beginning at the southeast corner of said Lot 55; thence in a northerly direction on the west side of the railroad right of way to the south side of the Pacific Highway West; thence following in a southwesterly direction along the south line of said right of way to a point where said right of way intersects the south line of said Lot No. 54; thence northeasterly along the south line of Lots 54 and 55 to the place of beginning, containing 2 acres, more or less.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

(Cont.)

EXHIBIT "B-1" (Cont.)

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-first day of August, 1950.

EXHIBIT "B-2"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate a section of said highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Highway Commission is authorized to take fee title to said real property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes for use in connection with the proper relocation, construction, and maintenance of the North Corvallis Section of the Pacific Highway West the following-described real property, to-wit:

A parcel of land lying in the W. F. Dixon D. L. C. #50 in Township 11 South, Range 5 West, W.M., Benton County, Oregon, and being the following-described property: That tract of land which was conveyed by that certain deed to Joseph Francis Frank, recorded in Book 65, Page 367 of Benton County Record of Deeds; the said parcel being described as follows:

Beginning at a 3/4" iron rod which is 2.682 chains North 23' West of the southwest corner of the John Stewart D. L. C. No. 49, Township 11 South, Range 5 West, W. M., and running thence North 23' West along the west line of said Claim 8.652 chains to a 3/4" rod at the south side of the Corvallis & Eastern Railroad right of way, which point is 9.192 chains South 23' East of the southeast corner of Claim No. 48; thence South 36° 37' West along said right of way 3.432 chains to a 3/4" rod; thence South 18° 04' West along the east side of the S. P. R. R. right of way 5.415 chains to a 3/4" rod; thence South 78° 48' East 3.855 chains to the place of beginning, containing 1.930 acres.

Also: Beginning at a 3/4" pipe which is on the west line and 14.777 chains North 23' West of the southwest corner of John

(Cont.)

Steward D. L. C. No. 49 also 5.749 chains South 23' East of the southeast corner of Claim No. 48 in Township 11 South, Range 5 West, W. M., and running thence South 18° 04' West along the east side of S. P. R. R. right of way 3.643 chains to the intersection of the east line of said right of way with the north line of the Corvallis and Eastern R. R. right of way; thence North 36° 37' East along the Corvallis & Eastern R. R. right of way 1.912 chains to the west line of said Claim No. 49; thence North 23' West 1.927 chains to place of beginning, containing 0.111 acres.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-first day of August, 1950.

EXHIBIT "B-3"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Sullivan Gulch Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation of motor vehicles promoted, and highway travel in general safeguarded, the parcel of real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Sullivan Gulch Highway, for the purpose of establishing, constructing, and maintaining a throughway, the following-described parcel of real property, to-wit:

A parcel of land lying in Holladay's Addition to East Portland, situated in Section 35, Township 1 North, Range 1 East, W.M., Multnomah County, Oregon; the said parcel being all that part of Lots 3, 4, 5, 6, and 7, Block 124, Holladay's Addition lying south of the O. W. R. & N. Co. right of way; all that part of Block 129, Holladay's Addition, lying south of the O. W. R. & N. Co. right of way; and all that part of N. E. 11th Avenue lying between Blocks 124 and 129, Holladay's Addition, and south of the O. W. R. & N. Co. right of way.

The parcel of land to which this description applies contains 59,800 square feet; 12,800 square feet in Block 124; 39,500 square feet in Block 129; 7,500 square feet in N. E. 11th Avenue.

2. That the highway facility for which the aforesaid parcel of real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcel of property, as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

4. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-first day of August, 1950.

EXHIBIT "B-4"

Minutes of August 21 and 22, 1950

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Cascade Secondary Highway and the Mt. Hood Highway are highways under the jurisdiction and control of the State and are in addition parts of a federal highway system; and

WHEREAS, for the purpose of providing highways which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct channelizing islands and right-turn lanes at the intersection of said highways, and for such purpose, and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Highway Commission is authorized to take fee title to said real property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the construction of a channelizing island and a right-turn lane at the intersection of said Cascade Secondary Highway and said Mt. Hood Highway the parcel of real property located in Multnomah County, Oregon, described as follows, to-wit:

> A parcel of land lying in Lot 7, Block 3, Grand View Heights, in Section 9, Township 1 South, Range 2 East, W. M., Multnomah County, Oregon; the said parcel being described as follows:
>
> Beginning at the northwest corner of said Lot 7, Block 3; thence south along the west boundary of said Lot 40 feet; thence east 3 feet; thence northeasterly on a 45 foot radius curve to the right through an arc of 62° 44', a distance of 49.27 feet (the long chord of which curve bears North 31° 22' East 46.85 feet) to the north boundary of said Lot 7; thence west along the north boundary of said Lot 7, a distance of 27.38 feet to the point of beginning, containing 399 square feet.

EXHIBIT "B-4" (cont.)

2. That the highway facilities for which the aforesaid parcel of real property is required and is being taken have been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said parcel of property, as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

4. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-first day of August, 1950.

August 21, 1950

EXHIBIT "B-5"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Salem-Dallas Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate and improve the section of the said highway as hereinafter set forth, and for such purpose and in connection therewith the real property hereinafter described in paragraph 1, together with all rights and interest of any kind or nature therein, is necessary, and any easement, reservation, exception, or right in the nature of an easement in the real properties described in paragraph 4 is necessary; and

WHEREAS, the Commission is authorized to take fee title to the real property hereinafter described in paragraph 1; and

WHEREAS, the Commission is authorized to take and extinguish any right or interest, if any there be, by which a right or easement of access, ingress, egress, or regress may accrue to that real property, less the real property described in paragraph 1 hereinafter, which is described in that deed of conveyance from S. L. Burk to Florence Burk recorded in Book 87, Page 404, Deed Records of Polk County, Oregon, hereinafter referred to in paragraph 3; and

WHEREAS, the Commission is authorized to take any right, interest, easement, or right in the nature of an easement, if any there be, in the real properties described in those certain deeds of conveyance referred to in paragraph 4 hereinafter; and

WHEREAS, the Salem-Dallas Highway is a major highway of the State, and as such carries large volumes of traffic, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Highway Commission does hereby find and declare that there are needed and required for right of way for use in connection with the relocation and improvement of the West Salem Section of the Salem-Dallas Highway two parcels of real property located in Polk County, Oregon, described as follows, to wit:

EXHIBIT "B-5" (Cont.)

Parcel No. 1

A parcel of land lying in Sections 21 and 22, Township 7 South, Range 3 West, W.M., Polk County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Florence Burk recorded in Book 87, Page 404, of Polk County Record of Deeds; the said parcel being described as follows:

Beginning on the southerly line of Edgewater Street (State Highway No. 30) at a point which is 60.3 feet South 23° 25' East and 350 feet North 58° 05' East from the southwest corner of Block 1 of Churchmere Addition to West Salem; thence South 31° 55' East along the easterly line of a tract conveyed to A. L. and Lillian H. Cummins by deed recorded in Book 133, Page 129, a distance of 70 feet; thence northeasterly parallel to and 70 feet distant from the southerly line of said Edgewater Street 1087.66 feet; thence North 31° 55' West 70 feet to the southerly line of Edgewater Street; thence northeasterly along the southerly line of Edgewater Street 250 feet to the easterly line of said property; thence South 37° 10' East along said easterly line to the southeast corner of said property; thence westerly along the southerly line of said property to a point South 31° 55' East of the point of beginning, said course being along the easterly line of said Cummins tract; thence North 31° 55' West along said easterly line to the place of beginning.

The parcel of land to which this description applies contains 8.341 acres.

Parcel No. 2

A parcel of land lying in Sections 21 and 22, Township 7 South, Range 3 West, W.M., Polk County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Florence Burk recorded in Book 87, Page 404, of Polk County Record of Deeds; the said parcel being described as follows:

Beginning at the southeasterly corner of that tract of land conveyed to A. L. and Lillian H. Cummins by deed recorded in Book 133, Page 129; thence South 58° 05' West (parallel to Edgewater Street in West Salem) 350 feet to the southwest corner of that tract of land conveyed to Lorraine L. and Irene W. Stock by deed recorded in Book 123, Page 431; thence North 31° 55' West along the westerly line of said Stock tract 150 feet to the southerly line of Edgewater Street; thence South 58° 05' West 20 feet, more or less, to the westerly line of said Burk property; thence South 21° 25' East along said westerly line 198 feet to the southwesterly corner of said property; thence easterly along the southerly line of said property to a point which is South 31° 55' East of the beginning point of this description; thence North 31° 55' West to the point of beginning, containing 0.355 acre.

(Cont.)

EXHIBIT "B-5" (Cont.)

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to the acquisition of fee simple title to the afore-described real property it is necessary that there be acquired and extinguished such interest, if any there be, by which a right of access, ingress, egress, or regress, or any right in the nature of a right of access, ingress, egress, or regress, may accrue, by virtue of the adjacency of the relocated Salem-Dallas Highway on the real property described in paragraph 1, to that real property, less the real property described in paragraph 1 above, which is described in that certain deed of conveyance from S. L. Burk to Florence Burk recorded in Book 87, Page 404, Polk County Record of Deeds.

4. The Highway Commission does hereby find and declare that there are needed and required for the purpose of providing a highway which will more adequately serve the traveling public in the relocation of West Salem Section of the Salem-Dallas Highway all rights of reservation or interests, if any there be, existing in the southerly eighty feet of the real properties described in the following designated deeds of conveyance, all recorded in the deed records of Polk County, Oregon, in the books and at the pages hereinafter indicated, which rights of reservation or interests, if any there be, exist by virtue of such deeds of conveyance, which were from Earl C. Burk and Eunice O. Burk, husband and wife, Pearl C. Couey, a widow, and Modella May Rodgers and Clyde Rodgers, wife and husband, as grantors,

To T. C. Wood and Gladys C. Wood	Book 123, Page 428
To A. L. Cummins and Lillian H. Cummins	Book 133, Page 139
To D. R. Osborn	Book 124, Page 489
To Mark G. Gehlar	Book 124, Page 15
To Bert Picha	Book 123, Page 426
To F. Gilbert Lieser	Book 125, Page 368

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in the interest of said property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-first day of August, 1950.

EXHIBIT "C"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, the Crown Point Highway, otherwise known and designated as Secondary State Highway No. 125, is a state highway under the jurisdiction and control of the State Highway Commission; and

WHEREAS, Dabney State Park abuts upon said highway between Highway Engineer's Stations 5+00 and 26+39.9 upon the center line of said highway; and

WHEREAS, persons park their vehicles within the right of way limits of and upon the south side of said highway and leave said vehicles so parked for extended periods of time, both during hours of daylight and darkness, while using the facilities of Dabney State Park and for other purposes; and

WHEREAS, the parking of vehicles on the southerly side of said highway and on the shoulders thereof southerly of the travelled portion of said highway tends to restrict and impair the use of the travelled portion of the highway to such an extent that in the opinion of the Highway Commission there is created a hazard not only to through traffic but also to parked vehicles and persons therein; and

WHEREAS, in the opinion of this Commission public welfare and public safety require that the use of said highway and the shoulders on the southerly side thereof for parking purposes be prohibited within the area hereinafter set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare, based upon investigations, reports and recommendations of the members of its staff, that the parking of motor vehicles on the southerly side of the Crown Point Highway and the shoulders thereof southerly of the travelled portion of said highway between Highway Engineer's Stations 5+00 and 26+39.9 in Multnomah County, Oregon, creates a hazard not only to through traffic but also to parked vehicles and persons therein.

2. That this Commission does further find and declare that the parking of motor vehicles upon the southerly side of said highway and on the shoulders thereof southerly of the travelled portion of said highway between the engineer's stations above set forth should be prohibited.

3. That the State Highway Engineer hereby is instructed to erect signs at said engineer's stations and at such places between said engineer's

(Cont.)

stations as in the judgment of said Engineer are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, on which signs shall be printed in plain, legible type the words "NO PARKING," or "NO PARKING ON HIGHWAY SHOULDERS."

4. That the Secretary be and he hereby is instructed to send a certified copy of this resolution to the Superintendent of State Police and to send a like copy to the State Parks Superintendent.

5. That this resolution be entered in the minutes and records of the State Highway Commission as of the 21st day of August, 1950.

EXHIBIT "D"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, the Highway Commission, under and within the approval of provisions of Section 115-351, O.C.L.A., is authorized with respect to highways under its control and jurisdiction to designate main traveled highways as through highways, and

WHEREAS, all of the highways of the State which are known and identified as primary state highways and all of the highways of the State which are known and identified as secondary state highways are public highways under the jurisdiction and control of the State Highway Commission, and

WHEREAS, the Commission heretofore under the authority of said act designated certain primary state highways, and in some instances sections only of primary state highways; and likewise this Commission heretofore designated certain secondary state highways, and in some instances sections of certain secondary state highways, as through highways, which said acts on the part of the Commission are expressed in the following resolutions:

(1) Resolution approved and adopted April 27, 1943 and entered in Volume 28, Part 1, of the Minute Book of the Commission;

(2) Resolution approved and adopted December 14, 1945 and recorded in Volume 30, Part 2, of the Minute Book of the Commission;

(3) Resolution approved and adopted August 26, 1947 and recorded in Volume 32, Part 1, of the Minute Book of the Commission;

(4) Resolution approved and adopted November 25, 1947 and recorded in Volume 32, Part 2, of the Minute Book of the Commission; and

(5) Resolution approved and adopted September 21, 1949 and recorded in Volume 3, Part 2, of the Minute Book of the Commission, and

WHEREAS, subsequent study of all facts, conditions and circumstances gives evidence of the fact and conclusion that the volume, the kind and the character of the traffic now using said highways and the speed at which such traffic moves demonstrates that each and all of said highways constitute and are main traveled highways within the meaning and purpose of said act, and

WHEREAS, based upon the report and recommendations of State Highway Engineer and the State Traffic Engineer, and based upon a full consideration of all matters, conditions and circumstances pertinent to said highways, the kind and volume of traffic and the speed at which said traffic moves, it is the judgment of this Commission that each and all state highways are and should be declared main traveled highways and are therefore qualified to be declared through highways within the purpose and meaning of said act.

(Cont.)

EXHIBIT "D" (Cont.)

NOW, THEREFORE, be it, and it hereby is resolved and ordered by the Commission, all members being present and voting affirmatively as follows:

1. That all primary state highways and sections thereof heretofore designated by the Commission as through highways under the provisions of said section 115-351, O.C.L.A., and all highways hereafter selected, adopted and established as primary state highways hereby are designated as through highways under the provisions, purposes and meaning of said law.

2. That all secondary state highways and all sections thereof, together with all secondary state highways hereafter located, established and constructed as secondary state highways hereby are designated as through highways within the meaning and purpose of said law.

3. That there is attached hereto and by this reference made a part hereof a map or print marked "Exhibit A", on which map or print there is shown colored in red all of the highways under the jurisdiction of the Highway Commission and which under this resolution are declared to be through highways.

4. That the State Highway Engineer be, and he hereby is instructed to place or cause to be placed and thereafter maintained along all through highways at all points where streets or roads intersect or enter said highways or sections of highways, signs or markers notifying drivers of vehicles to stop before entering or crossing said highways.

5. That said Engineer be and he hereby is instructed to place such signs and markers as nearly as practicable at the place or places where said cross or intersecting roads or streets meet a prolongation of the nearest property line abutting upon such through highways, and such signs or markers so placed or installed shall indicate or disclose to all drivers of motor vehicles entering said highways from any of said cross or intersecting roads or streets the place where the stop shall be made.

6. Said signs or markers shall conform in shape, design, size, and other physical characteristics to the specifications and standards heretofore approved for such signs and markers and which have heretofore been adopted and are again here ratified.

7. That nothing in this resolution and no action hereby taken by the Commission shall in any manner or to any extent nullify or rescind the action of the Commission in and by the adoption of the resolutions hereinabove enumerated with respect to the designation of highways as through highways, but all of the highways or sections of highways enumerated in said resolutions shall be deemed as through highways from the dates upon which they were so declared in said resolutions hereinabove mentioned.

8. This resolution shall be entered in the minutes and records of the Commission as of August 21, 1950.

EXHIBIT "E"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, the Pacific Highway East, otherwise known and designated as US99E, is a state highway under jurisdiction and control of the State Highway Commission; and

WHEREAS, the section of said highway from the north city limits of Salem to a point 1.52 miles northerly thereof is extremely congested by vehicular traffic, which situation is aggravated by the parking of cars immediately adjacent to the paved section of said highway, which parking of cars is done by patrons of restaurants, night clubs and other commercial institutions of which there are a great number in said area; and

WHEREAS, the changing and maneuvering of vehicles within the traveled portion of said highway in connection with the parking and unparking of said vehicles tends to restrict and impair the use of said traveled portion of the highway to such an extent that in the opinion of the Highway Commission there is created a hazard, not only to through traffic moving over said highway, but to parked vehicles and the occupants thereof as well; and

WHEREAS, it is the opinion of this Commission that public welfare and public safety require and demand that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE BE IT, AND IT IS HEREBY RESOLVED and ordered by the State Highway Commission, all members being present and affirmatively voting as follows:

(1) The Commission, based upon investigation and reports now before the Commission and based upon the recommendation of its engineers, does hereby find and declare that the parking of motor vehicles along the Pacific Highway east between M.P. 48.87 at the northerly limits of Salem (which point is likewise identified as being Engineer's Station 33+00) and M.P. 47.35 at Hayesville Drive (Engineer's Station 120+00), the total distance of which is 1.52 miles, in Marion County, Oregon, creates and is a hazard not only to through traffic, but to parked vehicles and the occupants thereof.

(2) It is the opinion of this Commission that the right of way of said highway at said location is of insufficient width to permit the parking of vehicles in large numbers and at the same time provide the degree of safety and the convenience to which, in the opinion of this Commission, the motoring public is entitled to and needs.

EXHIBIT "E" (Cont.)

(3) That this Commission does further find, declare and order that the parking of vehicles for long periods of time on the right of way of said highway within said termini should be, and hereby is prohibited.

(4) That the State Highway Engineer be, and he hereby is instructed to erect and thereafter maintain NO PARKING signs at the termini of said area and at such points between said termini as in his judgment are necessary to properly inform and advise the public and as will accomplish the purpose of this resolution and order. The Engineer is further instructed to place on said sign the words, "NO PARKING ON HIGHWAY SHOULDERS." It is further ordered that the Secretary to the Highway Commission be, and he hereby is instructed to deliver a certified copy of this resolution to each of the following persons:

Superintendent of State Police;
Sheriff of Marion County;
Chief of Police of the City of Salem.

(5) It is further ordered that this resolution and order be entered in the minutes and records of the Commission as of the 21st day of August, 1950.

EXHIBIT "F-1"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there has been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1949 to the town hereinafter named for disbursement for street purposes as provided in said law, the amount set opposite the name of the town:

Weston - - - $ 1,496.48

AND, WHEREAS, said town has, by appropriate action evidenced by official instrument a certified copy of which has been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolution filed with the State Highway Commission by the above named town hereby is approved.

2. That the action taken by said town as evidenced by appropriate resolution by it adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said town so as to qualify it to receive and use the funds to it apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in said town a duly certified copy of the resolution adopted by the town, together with a copy of the resolution approving the plans submitted by the town.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of August, 1950.

EXHIBIT "F-2"

Minutes of August 21 and 22, 1950

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the last six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Boardman	$ 310.77
Chiloquin	2,093.43
Condon	2,593.48
Hines	1,912.62
Mitchell	618.71
Scotts Mills	641.31
Weston	1,991.72

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of August, 1950.

August 21, 1950

EXHIBIT "F-3"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Idanha	$1,369.87
Mitchell	675.68

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of August, 1950.

August 21, 1950

EXHIBIT "G"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3016, with Perkins Brothers for constructing the Sprague River Bridges, completed June 23, 1950. This acceptance delayed pending receipt of request for extension of time.

Contract No. 3095, with Lindstrom Brothers, Inc., for constructing the Trask River Bridge in Tillamook County, completed June 28, 1950. This acceptance has been held pending receipt of request for extension of time.

Contract No. 3102, with Hollywood Electric Company for installing traffic signals in Grants Pass in Josephine County, completed July 13, 1950.

Contract No. 3110, with Lindstrom Brothers, Inc. for constructing the Marys River Bridge at Wren in Benton County, completed July 21, 1950.

Contract No. 3179, with Stoen's Rock and Landscape Company for landscaping on the Eugene (High Street-Judkins Point) Section of the Pacific Highway in Lane County, completed July 14, 1950.

Contract No. 3200, with Newport Construction Company and Kern and Kibbe for grading and bituminous macadam surfacing on the Big Eddy-Dune Section of the Columbia River Highway in Wasco County, completed June 24, 1950. Final cleanup completed July 20, 1950.

Contract No. 3220, with Warren Northwest, Inc., for pavement resurfacing on the Otis-Sulphur Creek Section of the Salmon River Highway in Lincoln County, completed July 20, 1950.

Contract No. 3221, with R. & M. Construction Co., for installing guard rail and sight posts on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County, completed August 9, 1950.

Contract No. 3222, with Newport Construction Company and Kern and Kibbe for grading and oil mat surfacing on the Holdman-Helix Section of the Holdman-Helix County Road in Umatilla County, completed July 22, 1950.

Contract No. 3241, with W. R. Grasle Company for installing lights in the Arch Cape Tunnel in Clatsop County, completed July 7, 1950.

EXHIBIT "G" (Cont.)

Contract No. 3260, with J. N. & M. J. Conley for oil mat surfacing on the Chiloquin-Sprague River Section on the Sprague River County Road in Klamath County, completed July 15, 1950.

Contract No. 3261, with J. N. & M. J. Conley for bituminous macadam surfacing on the Chiloquin (Chocktoot Street) Section of Chiloquin City Streets in Klamath County, completed July 31, 1950.

Contract No. 3277, with W. R. Grasle Company for installing traffic signals in Salem, Marion County, completed July 31, 1950.

Contract No. 3293, with Barney B. Helser for furnishing crushed material in stockpile on the Rome-Crooked Creek Section of the I. O. N. and Rome-Princeton Highways in Malheur County, completed July 15, 1950.

Contract No. 3309, with M. C. Lininger & Sons for furnishing crushed material in stockpile on the Moro-Kent School Section of the Sherman Highway in Sherman County, completed July 25, 1950.

Contract No. 3314, with F. L. Somers for furnishing crushed material in stockpile on the Juniper Ridge-Alkali Lake Section of the Lakeview-Burns Highway in Harney and Lake Counties, completed July 20, 1950.

Contract No. 3327, with Gilbert Roberts for constructing latrine in Ziba Dirmick Park in Hood River County, completed July 31, 1950.

Contract No. 3331, with J. N. & M. J. Conley for furnishing crushed material in stockpiles on the Klamath Agency Section of the Crater Lake, The Dalles-California, Modoc Point, Chiloquin and Klamath Lake Highways in Klamath County, completed July 1, 1950.

Contract No. 3343, with J. C. Compton Company for oil mat surfacing on the Heppner Junction-Jordon and Ione Sections of the Heppner Highway and Ione City Streets, Morrow and Gilliam Counties, completed July 31, 1950.

Contract No. 3350, with Bechtel Brothers for constructing a State Highway storage building at La Grande in Union County, completed August 10, 1950.

Contract No. 3362, with D-H Paving Company for placing a seal coat on the Crown Point-Dodson Section of the Crown Point Secondary Highway in Multnomah County, completed August 1, 1950.

Contract No. 3364, with Babler Brothers, Inc., for reoiling on the Division No. 4-A Reoiling Project in Hood River, Sherman and Wasco Counties, completed August 10, 1950.

(Cont.)

EXHIBIT "G" (Cont.)

Contract No. 3371, with J. C. Compton Company for recoiling on the Tudor Ranch-McDermitt Section of the I. O. N. Highway in Malheur County, completed August 8, 1950.

Contract No. 3379, with Newport Construction Company for grading and oil mat surfacing on the Helix (Columbia Street) Section of the Helix City Streets in Umatilla County, completed August 12, 1950.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "H"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, during the surfacing and oiling of the North Santiam Highway, the State Highway Commission on May 16, 1949, adopted a resolution establishing a 35-mile speed limit between M. P. 34.25 and M. P. 39.10, and between M. P. 40.20 and M. P. 46.75 on the North Santiam Highway in Marion County, Oregon; and

WHEREAS, the surfacing and oiling of said highway between the aforesaid mile posts have been completed and the Commission has caused an engineering and traffic investigation to be made, and based upon said engineering and traffic investigation has determined that no reduced speed limit is necessary within said sections of said highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THE STATE HIGHWAY COMMISSION, all members being present and affirmatively voting as follows:

1. The Commission does hereby find and declare, based upon investigations, reports, and recommendations of the members of its staff, that no reduced speed limit is necessary between M. P. 34.25 and M. P. 39.10, and between M. P. 40.20 and M. P. 46.75.

2. That this Commission does hereby declare and order that the said resolution of May 16, 1949, fixing 35 miles as an established speed on the North Santiam Highway between M. P. 34.25 and M. P. 39.10, and between M. P. 40.20 and M. P. 46.75, be and the same hereby is rescinded.

3. That said resolution of May 16, 1949, in all particulars not expressly rescinded herein shall remain in full force and effect and hereby is reaffirmed.

4. That the Secretary be and he hereby is instructed to send a certified copy of this resolution to the Superintendent of State Police.

5. That this resolution be entered in the minutes and records of the State Highway Commission as of the 21st day of August, 1950.

August 21, 1950

EXHIBIT "I"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Coos Bay-Roseburg Highway known as the Sandy Creek Section in Coos County, the westerly terminus of which is at Highway Engineer's Station 910+00 of the relocated line and the easterly terminus of which is at Highway Engineer's Station 935+00 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway as formerly located has been eliminated from the boundary of the new location; and

WHEREAS, Coos County and the Highway Commission have entered into an agreement under date of January 25, 1949, modified by agreement under date of March 21, 1950, relating to the use and jurisdiction of the eliminated section of the said highway; and

WHEREAS, the contract for the construction of the said relocated section of the Coos Bay-Roseburg Highway was completed on June 2, 1950, and highway traffic is now routed over said relocated section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the section or unit of the right of way of said highway which is eliminated by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That certain portion of the old right of way of the Coos Bay-Roseburg Highway lying between Highway Engineer's Station 917+80 and the eastern terminus of the old bridge over Sandy Creek at approximately Engineer's Station 922+15 of the old route of the said highway is hereby eliminated from the state highway system, and is abandoned as and for a state highway.

(a) Attached hereto, marked "Exhibit A" and by this reference made a part hereof, is a map upon which said eliminated section of the Coos Bay-Roseburg Highway is colored in red. **

2. Notwithstanding the elimination of the said section of the old Coos Bay-Roseburg Highway from the route of the highway, it is the judgment of the Commission that the said section is needed for and is valuable for public use and that the same should be preserved for public use, and should not be permitted to revert to private ownership.

3. The Highway Commission hereby surrenders all jurisdiction over said eliminated section, and hereby consents that jurisdiction and control

over said section may be assumed and exercised by the County Court of Coos County, in accordance with the terms of that certain agreement entered into by and between the State, by and through its Highway Commission, and Coos County, under date of January 25, 1949, and as modified by agreement under date of March 21, 1950, which agreements provide for the maintenance of said section by the County as and for a public way.

4. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. As to all said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and for highway construction, improvement, maintenance and other public use. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the area shown colored in green on said "Exhibit A" shall be retained and held by the State for the benefit of the public, and shall not be permitted to revert to or become the property of abutting owners. **

5. The boundaries of all real property acquired for right of way, and the boundaries of all real property to which title is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. The Secretary is hereby directed to mail to the County Court of Coos County a duly certified copy of this resolution, and said County Court is hereby respectfully requested to take appropriate official action for the purpose of accepting and assuming jurisdiction and control over the eliminated section of the said highway, and for establishing the same as a county road.

7. This resolution is to be entered in the minutes and records of this Commission as of the 21st day of August, 1950.

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, in Abandonment and Retention Resolution File No. 201, and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J"

Minutes of August 21 and 22, 1950

R E S O L U T I O N

WHEREAS, T. H. Banfield during his service as Chairman of the Oregon State Highway Commission devoted his energy, his purpose, his business experience and his citizen ambition toward the accomplishment of a highway system for Oregon possessed of the utmost degree of safety, convenience and landscape value; and

WHEREAS, an example and illustration of his hoped for and desired accomplishment is the new highway now under construction through Sullivan Gulch; and

WHEREAS, it is deemed by this Commission fitting and eminently appropriate that said route, which when completed will embody the attributes of convenience, safety and scenic value, should bear the name of and be known as the "T. H. Banfield Expressway";

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, all members being present and voting affirmatively:

1. That the new highway route now under construction through Sullivan Gulch, which route begins at the east city limits of the City of Portland and ends at the east end of the Burnside Bridge in said City, shall be and hereby is named and shall forever be known as the "T. H. Banfield Expressway".

2. That appropriate plaques be prepared and one erected and thereafter maintained in attractive and proper repair and condition at each entrance to said expressway, on which plaques shall be the words "T. H. Banfield Expressway".

3. That this resolution be entered in the minutes and records of the Commission as of August 22, 1950.

August 21, 1950

EXHIBIT "K"

Minutes of August 21 and 22, 1950

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Old Oregon Trail Highway is under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, reconstruct, and improve the Ontario-Nyssa Section of the Old Oregon Trail Highway, and for such purposes and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Highway Commission is authorized to take fee title to said property for gravel pit and hauling road and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for a gravel pit and hauling road for use in connection with the widening, construction, improvement, and maintenance of the Ontario-Nyssa Section of the Old Oregon Trail Highway two parcels of real property located in Malheur County, Oregon, and described as follows, to-wit:

Parcel No. 1:
(Gravel Pit)

A parcel of land lying in Lot 1, West half of the Northwest quarter of the Northwest quarter ($W\frac{1}{2}$ $NW\frac{1}{4}$ $NW\frac{1}{4}$) of Section 3, Township 19 South, Range 47 East, W.M., Malheur County, Oregon; the said parcel being described as follows:

Beginning at a point which is 126 feet south and 102 feet east of the northwest corner of said Section 3; thence South 46° 29' 20" East, 516.3 feet; thence South 17° 52' 20" East, 778.7 feet; thence North 71° 08' 40" East, 150.4 feet; thence North 8° 33' 50" West, 592.7 feet; thence North 0° 09' 10" East, 499.8 feet; thence South 86° 45' 10" West, 670 feet to the point of beginning, containing 7.78 acres, more or less.

(cont.)

EXHIBIT "K" (cont.)

Parcel No. 2:
(Hauling Road)

A parcel of land lying in Lot 1, West half of the Northwest quarter of the Northwest quarter ($W\frac{1}{2}$ $NW\frac{1}{4}$ $NW\frac{1}{4}$) of Section 3, Township 19 South, Range 47 East, W. M., Malheur County, Oregon; the said parcel being described as follows:

A strip of land 20 feet in width, 10 feet on each side of the following-described center line: Beginning at a point which is 126 feet south and 102 feet east of the northwest corner of said Section 3; thence North 86° 14' 10" West 2,092 feet to King Avenue, containing 1.0 acre, more or less.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-second day of August, 1950.

August 21, 1950

Portland, Oregon
September 4, 1950

The State Highway Commission met in special session at 1:30 p.m. in the Arlington Club for discussion of recent developments with respect to the Commission's order of August 21, 1950, suspending the P. U. C. permits of a number of log haulers who had been found to be consistent and deliberate violators of the laws, rules, and regulations governing their operations. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
R. B. Sipprell, Director of Permits
H. B. Glaisyer, Secretary

The Chief Counsel reported that a temporary injunction was issued by Judge Dal M. King of the Circuit Court for Coos County permitting these operators to resume operations and that all are again hauling logs over state highways with the exception of the Moore Mill & Lumber Company of Bandon, which has challenged the authority of the Public Utilities Commissioner to cancel its permit and has taken the matter to court. This Company, he said, has retained the services of Ralph King, Attorney, Portland, and it is expected that the case will come to trial on Friday, September 8. The Chief Counsel advised that the Public Utilities Commissioner wants the State Highway Commission to intervene in the case, and he requested instructions whether or not to do so. It was the feeling of the Commission that the matter is of such importance to the State Highway Department that an active part in the case is warranted. Whereupon, the Chief Counsel was authorized and instructed to assist the Public Utilities Commissioner as requested. He was also instructed to appeal the case to the Supreme Court in the event the lower court's decision is adverse to the state's interests. In this connection the Commission decided, in view of the temporary injunction granted by Judge King, to recommend to the Public Utilities Commissioner the reinstatement of all of the permits which were suspended by his (Public Utilities Commissioner's) order of August 28, 1950, pending a decision in the Moore Mill & Lumber Company case. The Secretary was instructed to inform the Public Utilities Commissioner accordingly.

There followed a general discussion of log hauling matters, particular attention being given to ways and means of stopping the over-

loading of equipment which causes pavement failure and the expenditure of large sums for repairs. As a result of this discussion the Engineer was instructed to conduct weighing operations sixteen hours daily for seven days at each of the following locations where most of the flagrant cases of overloading occur:

Bandon
Camp White (North Medford)
Tillamook
Pilot Rock.

The Commission ordered that weighing operations be carried on during the hours of 4:00 a.m. to 8:00 p.m. at each place and that a full and complete record of the results of the weighing be kept for future reference. The Engineer was authorized to employ additional help as may be necessary to carry out these instructions. This concluded the discussion of log-hauling matters.

Consideration was given by the Commission to the setting of a date for laying the cornerstone of the State Highway Department Office Building now under construction in Salem. It was decided unanimously to hold the ceremony at 3:00 p.m. on Wednesday, September 27, 1950 (the hour was later changed to 1:30 p.m.), and to ask Governor Douglas McKay to give the cornerstone laying address. To Chairman Chandler was assigned the honor of "cementing in" the cornerstone.

The Commission discussed a request from the Engineer for authority to appoint a 'chief clerk' to assist him in the correlation of the functions of the various departments under his supervision. The Engineer recommended the appointment of Mr. George C. Hester, Jr. on a trial basis, with a classification rating of C. E. IV, which carries a salary range of $440 to $540 per month. The Commission unanimously adopted the recommendation subject to the condition that the appointment shall be on a temporary basis and that the Engineer shall be fully responsible for all acts of Mr. Hester.

The Engineer reported difficulty in acquiring two heretofore authorized scale sites, one being adjacent to the Pacific Highway in Jackson Bottom, just north of the city of Ashland, and the other adjacent to the Redwood Highway near the town of O'Brien. He explained that the owners of both sites refuse to sell the properties, so it appears necessary to acquire them by condemnation. He requested authority for the Chief Counsel to institute such proceedings. The Commission unanimously approved the recommendation.

Commissioner Reynolds inquired concerning the construction of the Willow Creek Bridge on the Imbler-Dry Creek County Road. He said that construction of the highway section on which this bridge is located has been completed, but the bridge contractor has not as yet started his work. The Engineer was instructed to look into the matter.

In this connection the Engineer advised that some of the contractors really are not qualified to perform some of the work that has been awarded to them. He expressed a feeling that the prequalification statements submitted by the contractors should be analyzed somewhat more thoroughly, particularly as to the contractors' experience in the performance of work for which they request bidding forms, and as to the equipment which is available to them to handle the work, which information is not clear in the statements that they submit to the Highway Department. He said that hereafter he would have the cost analyst check the statements from that standpoint so as to make certain that contractors are not over-rated as to those features.

The Engineer reported briefly the provisions of the Federal Aid Highway Bill that is now before the Congress. The Commission took no action.

The Engineer requested authority to attend, at state expense, a meeting of the Executive Committee of the American Association of State Highway Officials, which is to be held in Des Moines, Iowa, on September 15 and 16, 1950. He estimated that his out-of-state travel expense would amount to $187.20. The Commission approved the request unanimously.

Commissioner Reynolds inquired concerning the present status of the Federal Aid Secondary Highway projects, funds for which are provided in the current Highway Program. The Engineer advised that he has not yet received definite word from the Bureau of Public Roads whether such projects are to be eliminated from the program because of the war situation. He was instructed to write Mr. W. H. Lynch, Division Engineer, Bureau of Public Roads, and obtain as much information on this subject as is available.

In this connection, mention was made of the proposed improvement of the Shaniko-Fossil State Secondary Highway No. 291, in Wasco and Wheeler Counties. It was the feeling of the Commission that its commitment to this project is such that the work must go forward as planned if any possible way can be found to finance it.

The meeting adjourned at 3:15 p.m.

Chairman

Commissioner

Commissioner

State Highway Engineer

Secretary

September 4, 1950

Portland, Oregon
September 28, 1950

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Ass't. State Highway Engineer
W. W. Stiffler, 2nd Ass't. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. W. Enfield, Assistant Counsel
C. H. Armstrong, Parks Superintendent
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary, pursuant to previously published notice, following which Chairman Chandler announced that the awards of contracts would be made at 3:00 p.m.:

CITY OF ESTACADA IN CLACKAMAS COUNTY

ESTACADA MAINTENANCE BUILDING

Foothills Constr. Co., Oswego	$ 8,310.00
Enoch I. Masrz, Salem	9,500.00
Robt. C. Wilson, Corvallis	9,695.00
Stockton & Son, Gresham	10,997.00
Serge R. Perrin, Oregon City	11,391.00
D. E. Johnson, Milwaukie	12,780.00

CRATER LAKE HIGHWAY IN JACKSON COUNTY

UNION CREEK BRIDGE WIDENING

R. & M. Constr. Co., Central Point	$ 9,990.00
Robt. M. Snyder, Lowell	13,020.00

SPRINGFIELD-CRESWELL HIGHWAY IN LANE COUNTY

JASPER BRIDGE PROJECT

Hamilton & Thoms, Eugene	$ 208,370.00
Valley Constr. Co., Portland	221,900.00
Lindstrom Bros., Portland	225,935.00
E. C. Hall Co., Portland	237,330.00
General Constr. Co., Portland	249,060.00
C. J. Eldon, Portland	253,585.00

STATE ROUTE 20 IN LINN COUNTY

CASCADIA STATE PARK LATRINE

Enoch I. Maers, Salem	$ 4,975.00
Raymond W. Lillie, Albany	5,029.00
Everett M. Den Herder, Sweet Home	5,247.00

COLUMBIA RIVER HIGHWAY IN UMATILLA COUNTY

SAND STATION-WASHINGTON STATE LINE SECTION

A. H. Saxton & Sons, Corvallis	$ 118,973.50
Newport Constr. Co., Portland	122,207.50
Rush Constr. Co., Enterprise	128,518.00
O. C. Yocom Co., McMinnville	129,104.50
Russell Olson Constr. Co., Pendleton	129,978.00
M. C. Lininger & Sons, Medford	130,118.00
Rogers Constr. Co., Portland	130,177.00
E. C. Hall Co., Portland	133,792.00
Vernie Jarl, Gresham	135,448.00
J. N. & M. J. Conley, Portland	140,515.00
Morrison & Fisher, Walla Walla, Wn.	144,284.00
Homer G. Johnson, Portland	147,049.00

ENTERPRISE-LEWISTON HIGHWAY IN WALLOWA COUNTY

FLORA MAINTENANCE BUILDING PROJECT

Stockton & Sons, Gresham	$ 16,607.00

THREE-MILE LANE SECONDARY HIGHWAY IN YAMHILL COUNTY

SOUTH YAMHILL RIVER (McMINNVILLE) BRIDGE SECTION

	Using Asphalt	Using Tar
O. C. Yocom Co., McMinnville	$ 56,450.50	- - -
Central Paving Co., Independence	57,042.50	- - -
J. C. Compton Co., McMinnville	59,524.00	- - -
Rex C. Ayres Constr. Co., Portland	59,559.50	- - -
K. F. Jacobsen & Co., Portland	61,410.50	- - -

The Commission unanimously approved the minutes of the meetings of the Commission held on July 24 to 29, 1950 (Inspection Trip) and on August 21-22, 1950.

September 28, 1950

The State Parks Superintendent reported on the following park matters:

1. Request of the Prineville-Crook County Chamber of Commerce to rename Ochoco State Park: The Parks Superintendent advised that the Chamber of Commerce would like to have this park named the "Harold M. Baldwin State Park" in honor of a gentleman of that name who was president of the Chamber of Commerce when this park was acquired. He said that he has been unable to obtain any further information concerning Mr. Baldwin that would justify the change and he recommended retention of the present name, Ochoco Park, honoring an Indian chief whose territory included this piece of land. The Commission approved the recommendation.

2. Proposed recreational area at Hat Rock near McNary Dam, in Umatilla County, in cooperation with U. S. Army Engineers: The Parks Superintendent exhibited a map showing the lands included in the proposed park area, two portions of which are owned by the federal government and some by a private party named Kick. He pointed out that the privately owned property lies between the two government-owned tracts, and he suggested that if the Commission wants to acquire this intervening area, negotiations should be commenced immediately before further development occurs. He gave as his feeling that it would be undesirable to develop the two government-owned tracts separately. He was instructed by the Commission to inform the Army Engineers that the Commission is interested in the establishment of a recreational area at this location and the development of such an area as can be accomplished by the federal government. He was also instructed to ascertain the probable amount that would have to be paid for the privately owned property.

3. Application of Carver Lumber Company, Port Orford, to construct and operate a logging road across Humbug Mountain State Park, Curry County: The Parks Superintendent exhibited a map showing the location of the proposed road which extends up Bear Creek in Section 25, Township 33 South, Range 15 West, W. M., on the site of the old fish hatchery. He said that there now exists an old road along this location and that the company wishes authority to operate over it for a period of two years. He said that the road is in the best location from the park standpoint and he recommended approval of the request. The Commission approved the recommendation unanimously.

4. Application of Stebco Logging Company for permission to construct and operate a logging road across a portion of Wygant State Park adjacent to the Upper Columbia River Highway: The Parks Superintendent advised that the company owns timber land back of the State Park which is inaccessible except across the Park. The proposed road, he said, will extend across an isolated section of the park and will not be particularly objectionable from the state park's standpoint. He recommended approval of the request. The Commission approved the recommendation.

5. Request of Central Electric Cooperative, Redmond, Oregon, for permission to construct and maintain a power line across Ochoco State Park near Prineville: The Parks Superintendent exhibited a map showing the proposed location of the power line which, he pointed out, is below the "Overlook"

so will not interfere with the scenic view from the park, although it could be seen from the highway. He recommended approval of the request. The Commission approved the recommendation, instructing the Parks Superintendent, however, to see to it that the company's facilities are placed so that they will not interfere with the scenic view from the park "Overlook" and will be as little in evidence as possible from the highway.

6. Proposed agreement with California Oregon Power Company to furnish electrical energy in Tou Velle State Park, Jackson County: The Parks Superintendent presented a standard form of agreement furnished by the power company covering this installation, and recommended approval of the same. He explained that the state will not be called upon to assume any of the cost of installing this facility, and that the state's obligation will consist simply of paying for the electricity that it uses in the park. The Commission approved the arrangement unanimously. (The agreement was signed on the following day.)

7. Proposed transfer to Portland General Electric Co. of title to the power line serving Silver Falls State Park: The Parks Superintendent exhibited a map showing the location of the power line and advised that the facility is in very poor condition and gives very poor service. The Portland General Electric Company, he said, has stated a willingness to assume full responsibility for the power line and the rendering of service to the park if the state will give the company title to the line, will pay for reconditioning it at an estimated cost of $2,716.69 and will clear out the brush along the line. He explained that, if the Highway Commission approves the transaction, the company will do all the work, will furnish three-phase power service to the park, and will assume all future expense of maintaining the facility. The state's obligation thereafter will be only to pay for the power that is used in the park. He recommended approval of the transfer on such basis in order to provide electric service in the overnight camping area. The Commission unanimously approved the recommendation, cautioning the Parks Superintendent, however, in arranging hereafter for electric service to attempt to avoid obligations of this nature.

8. Report on Curry County Ocean Waysides (Samuel H. Boardman State Park): The Parks Superintendent reported briefly on this matter, saying that the deed conveying the Borax Company's property to the State has been prepared and sent to the representatives of the company in San Francisco, who have forwarded it to their home office in London, England for execution; that the company wishes to retain administration of a certain lease of the property by Mr. Sullivan until its expiration on September 30, 1951, and for which the company is being paid $1,000 by Mr. Sullivan; that the only remaining property to be acquired is that owned by a Mr. Crook which includes property formerly owned by a Mr. Hunt. He explained that it may be necessary to institute condemnation proceedings to acquire the Crook property, but that when it has been obtained and the deed from the Borax Company has been received, acquisition of the entire park area will have been completed. The Commission agreed to the administration of the lease by the Borax Company. The report was approved unanimously.

9. Proposed purchase of a five-acre tract of land at Silver Falls State Park in order to furnish a water supply for the overnight camping area: The Parks Superintendent advised that this property which is owned by a Mr. Matheney, is located in Section 23, Township 8 South, Range 2 East, W. M., adjoining the present park, and contains a spring which apparently is the only available natural supply of water for the camping area. Tests are now being made, he said, to determine the quantity and quality of the water obtainable from this source, and if the results are not favorable a well will have to be drilled. He recommended purchase of the property if the report is favorable. The Commission deferred action on the matter pending receipt of information as to the amount and quality of the water available from the spring, and as to the price that will have to be paid for the land. The Parks Superintendent was instructed to ascertain such information.

10. Suggestion of Mr. Collier H. Buffington, Gold Beach, that an area adjoining the city of Gold Beach on the east be acquired by the Highway Commission for state park purposes: The Parks Superintendent stated that the tract contains 80 acres of land on which is a growth of white fir timber. He gave as his opinion that the property is not suitable for state park purposes and recommended that it not be acquired. The Commission approved the recommendation.

11. Suggestion of Mrs. D. L. Sitherwood that a tract of land adjacent to US101 four and one-half miles north of Florence be acquired for state park purposes: The Parks Superintendent advised that the property in question consists of 120 acres of land situated in Section 2, Township 18 South, Range 12 West, W. M., Lane County and that it is owned by Mrs. Sitherwood. He also said that the tract is unsuitable for park purposes and he recommended that Mrs. Sitherwood's offer to sell be refused. The Commission approved the recommendation.

12. Proposed development around caretaker's cottage in Armitage State Park near Eugene: The Parks Superintendent advised that when this cottage was constructed, no provision was made for landscaping around it. He requested authority for an expenditure of $500 for this purpose to enable him to cover up pipe lines and do other necessary things to give the place a more orderly appearance. The Commission approved the request unanimously.

13. Improvement of Jenny B. Harris State Park, McKenzie Highway: The Parks Superintendent requested authority to spend about $200 for blading and shaping the roadway and parking space at this park. He said that the obligation to do this work is contained in the deed by which the park was conveyed to the state, and he recommended approval of the improvement. The Commission approved the recommendation.

14. Proposed development in Benson State Park on Columbia River Highway, Multnomah County: The Parks Superintendent requested authority to spend about $1,000 for the development of the area lying between the highway and the railroad, including extension of the water supply line, clearing of the area, and construction of rest rooms. The Commission approved the request unanimously.

15. Request of Denny Logging Company for an extension of its agreement with the Highway Commission for the salvaging of "down" timber in Van Duzer Corridor on the Salmon River Highway: The Parks Superintendent advised that the company has completed in a very satisfactory manner the work contemplated under the original agreement and now wants the agreement extended for a period of about six months to allow for removal of similar material from an adjoining area of state property. Moreover, the company wishes two new entrances to the property in addition to the use of the old road, such roadway use to be for a period of one year. He recommended approval of the request, but that the matter be covered by an entirely new agreement rather than by extending the old one. The Commission unanimously approved the recommendation. (Two agreements, one covering the sale of the"down"timber and the other covering use of the logging road, were signed by the Commission on the following day.)

16. Request of Roscoe Phelps Logging Company for use of an abandoned section of the original Salmon River Highway in Van Duzer Corridor: The Parks Superintendent advised that the Commission at its previous meeting approved this request subject to the condition that Mr. Phelps would not construct any new roadway on the state's property, and that the agreement with him be of one year's duration. Through inadvertence, he said, the agreement was prepared on a two-year basis, and it also provides that Mr. Phelps may perform a certain amount of work along the old highway to make it usable for the purpose intended, but it prohibits construction of any new road. He further stated that the company has signed the agreement and has furnished the required surety bond in connection therewith. He gave as his feeling that it would not be objectionable to let the company use the road for two years rather than one and that what little work the company wishes to perform along the roadway will not adversely affect the Corridor. He recommended approval of the agreement as prepared. The Commission approved the recommendation. (The agreement with Mr. Phelps covering the matter was signed by the Commission on the following day.)

17. Proposed roadway extending to Cape Lookout State Park, Tillamook County: The Parks Superintendent recalled that the Commission at its August meeting denied a request from the Tillamook County Court for the construction of a roadway leading into this park. He also recalled that his budget for 1950 provides for an expenditure of a small sum to open up a roadway so as to give access to the park, none being available at the present time except by trail. He requested authority from the Commission to proceed with the construction of a roadway as was contemplated when the budget was prepared, which he said could be done by bulldozer operation. The Commission approved the request.

Commissioner Reynolds inquired as to the progress that is being made in acquiring the proposed addition to Wallowa Lake State Park, the purchase of which was authorized by the Commission at its previous meeting. He was informed by the Right of Way Engineer, Mr. Cooper, that negotiations are under way.

Commissioner Reynolds suggested that it would be advisable to acquire a small tract at the junction of Starkey Secondary Highway with US30 near Hilgard, Union County, as a wayside picnic area. He said that a small level tract bordering the Grand Ronde River is available at this location and he gave as his feeling that it would be a very simple matter to develop it as a picnic area for the general public's use. In fact, he said, it is now being used by picnickers. The Parks Superintendent was instructed to investigate the matter.

Chairman Chandler inquired as to the status of negotiations for acquisition of a proposed addition to Umpqua Lighthouse State Park, purchase of which from the Menasha Woodenware Company was authorized some time ago. The Right of Way Engineer stated that negotiations are in progress and that the latest information is to the effect that the company is willing to cooperate with the state. He was instructed by the Commission to expedite this matter as much as possible.

Commissioner McIver inquired as to the status of negotiations for the acquisition of the Beulah Moore property at Depoe Bay. The Chief Counsel advised that nothing definite as yet has been accomplished, but he is conferring with parties who are interested and who may be helpful in acquiring the property at a reasonable figure.

The Right of Way Engineer presented a list of options for the acquisition of real property that is needed for various highway improvements throughout the state, and he explained details. After careful consideration of the individual items, the Commission authorized closure of the options at the purchase prices mentioned therein. The attached resolution with regard thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

In its consideration of real property matters, particular attention was given by the Commission to the status of acquisition of properties which are needed as right of way for a proposed highway (T. H. Banfield Expressway) in Sullivan Gulch, Portland. The Right of Way Engineer stated that he is concentrating on acquisition of parcels located on Units 2, 1, and 3, which lie within the city limits of Portland, because it was considered that the most good will be derived if the units are completed in that order, in that the greatest number of people can use finished portions of the highway before the total project is completed as a freeway. He gave details as to the number of parcels of land that are needed for each unit, those that have been acquired, and those remaining to be acquired by negotiation or condemnation. Commissioner McIver gave as his feeling that the proposed order of construction is not in exact conformity with what the Commission had in mind when it started this project. He recalled that the highway is to be a "freeway" for through travel and he pointed out that if the work were stopped before the entire highway is completed, the improvement accomplished would simply benefit local people. He suggested that it would be better to commence construction of this "freeway" at its eastern (Troutdale) end and work toward the city. This matter was discussed at some length and as a result thereof the Engineer was instructed to give it serious thought and report his findings to the Commission at its next regular meeting.

The Chief Counsel requested authority to acquire by condemnation certain parcels of real property that are needed for various highway improvements, which properties he has been unable to acquire by negotiation. He presented a list of these properties, together with the offer that he recommended be made for each tract as follows:

			Recommended Offer
Canyonville-Johns Section of the Pacific Highway			
R 15386	Delbert D. Norlund (Right of Way) 1 acre at $2500.00 per acre 1.64 acre at $100 per acre	$ 2,500.00 164.00 $ 2,664.00	$ 3,000.00
Scholls-Newberg Section of the Hillsboro-Silverton Highway			
R 16050	L. E. Bearce (Quarry Site and Stock Pile Site) 3.38 acres at $275.00 per acre	$ 929.50	$ 1,000.00
Mehama-Mill City Section of the North Santiam Highway			
R 16483	Fenton Groblebe (Right of Way) 7.15 acres at $50.00	$ 357.50	$ 360.00
Sullivan Gulch, Unit 2			
R 15753	Lloyd Corporation, Ltd. (Right of Way)		$10,000.00
Ontario-Nyssa Section of the Old Oregon Trail Highway			
R 16396	Fred J. Kiesel Estate (Gravel Pit and Hauling Road) 8.78 acres (Authorization for condemnation of this property secured at August meeting of the Commission)		$ 2,500.00
North Roseburg-Winchester Section of Pacific Highway			
R 16510	J. D. Meyers (Right of Way) 3410 sq. ft. at $1.50 4460 sq. ft. at $1.00 Service Station Dwelling Store Building Severance Damage	$ 9,575.00 5,000.00 4,500.00 7,500.00 1,000.00 $27,575.00	$30,000.00

(cont.)

Recommendations for Condemnation (cont.)

		Recommended Offer
16543	Minnie Koyl (Ashland, Jackson County) 1.56 acres	$ 1,200.00
16541	Theodore Webb (Cave Junction, Josephine County) 0.23 acre	2,000.00
16610-B	Rak & Roberts Lbr. Co. 2.81 acres	2,000.00
16607	Oran Small House (900 sq. ft.) with lot 69 x 100, Also woodshed.	5,000.00
16606	Joe Barrow 1.93 acres (Take out improved front yard with about 8 large shade trees, lawn shrubbery and comes within 12 ft. of front of house)	5,500.00
16602	Clara B. Smith 0.29 acre with small house	2,500.00

The Commission unanimously approved the offers as recommended and authorized condemnation of the several tracts by the adoption of the attached resolutions relative thereto, marked EXHIBITS "B-1", "B-2", and "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported the following sales of miscellaneous properties and requested confirmation of the same by the Commission:

House and bar located on the Pine Street Section of the Pacific Highway in Salem; formerly owned by Chris Perriman, sold to Kris Madson, Salem, for $125.

11-room, 2-story house located on the Barkley Springs-Algoma Section of The Dalles-California Highway; formerly owned by Hans Uhrmann, sold to Charles E. Weaver, Klamath Falls, for $257.50.

House and lot located at 2697 Brooks Street on the Pine Street Section of the Pacific Highway in Salem; formerly owned by Theodore Hauch, house sold to Charles V. Baker, Salem, for $2,787.50, lot sold to Charles V. Baker for $1,350, a total of $4,137.50.

With respect to the property above mentioned sold to Mr. Baker, the Right of Way Engineer explained that this property was advertised for sale pursuant to statutory requirements, three bids being received, that submitted by Mr. Baker

being the highest, and he accepted this offer, which was only slightly under the appraised value of the property. The Commission unanimously confirmed the sales as reported.

The Right of Way Engineer brought up the matter of purchase of property on the northwesterly corner of the intersection of Columbia Boulevard and Union Avenue, near the north city limits of Portland. He presented an option for consideration by the Commission signed by Nancy M. Finke, Right of Way File No. 14531, in the amount of $13,900.00 for 1,400 square feet of property. A map was also presented, showing the area in question. It was explained to the Commission that it is possible to modify the plans to eliminate the necessity for this property, and, while it is a desirable acquisition, the Right of Way Engineer does not feel it is justified, in view of the cost. The State Highway Engineer concurred in the recommendation that the property not be purchased. The Commission approved the recommendation.

The Right of Way Engineer presented an easement agreement with the City of Prineville under the provisions of which the City is allowed to construct, maintain and use a hauling road across the corner of the State Highway Department's cinder pit which is located adjacent to a cinder pit owned by the City. He called attention to the fact that the agreement has been prepared in a revocable form and can be cancelled upon thirty days' written notice. He also pointed out that the form has the approval of the Commission's Chief Counsel. He recommended acceptance by the Commission. The Commission approved the recommendation unanimously. (Agreement was signed on the following day.)

Consideration was given by the Commission to a request from D. T. and Beulah F. Bayley for a change in location of their point of access to the Pacific Highway between Goshen and Creswell. The Right of Way Engineer stated that the change is desirable and will be mutually beneficial to the state and the property owner. He recommended approval of the request. The Commission approved the recommendation (an indenture of access agreement was signed by the Commission on the following day).

The Right of Way Engineer presented a claim from Mrs. Esther Perttunen and her son John Kosloski for reimbursement for construction of a roadway approach from the Oregon Coast Highway to their property located near Young's Bay Bridge, Clatsop County, said claim being in the amount of $500. The Right of Way Engineer explained that the Highway Commission on May 24, 1948 approved the taking of an option from Mrs. Perttunen for a parcel of ground needed as right of way for a proposed revision of the Oregon Coast Highway. At the time, he said, Mr. Kosloski was constructing a house approximately on the center line of the new highway location, but when advised of the Commission's requirements, he stopped construction of his house at that point and actually did build at a point about 500 feet away from any road or approach to his property. Later the Commission changed its plans for the improvement and Mr. Kosloski has asked that he be allowed the sum of $500 to pay for building a roadway to satisfy his needs. Moreover, he has stated a willingness to release the state from any further liability if paid such sum. He recommended settlement with Mr. Kosloski on such basis. The Commission approved the recommendation and so ordered.

The Right of Way Engineer reported a request from the Trent Church of Christ, Lane County, to purchase from the state a stockpile site adjacent to an abandoned section of the former route of the Willamette Highway. He said that the state purchased the property in 1937, paying the sum of $157.50 for it, and the church has offered to pay $200 for the land which, he said, is of no value for state highway purposes because the old road has been relinquished to Lane County since the construction of the new highway. He recommended acceptance of the offer. The Commission approved the recommendation unanimously. (The deed conveying the property to the church was signed by the Commission on the following day.)

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. with the same persons present and participating.

The Chief Counsel presented an out-of-court settlement of the case of the State of Oregon vs. John Mosso, involving acquisition of right of way and a quarry site needed in connection with the improvement of the Old Oregon Trail in Malheur County. He said that when this case was first started it was on the basis of acquiring a quarry site. Later on it was necessary to deal with Mr. Mosso for right of way and the taking included some 290-odd peach trees, which gave the land greater value. Mr. Mosso demanded $11,000 for the land only, he said, but a compromise settlement at $10,903 was finally agreed upon after the property was reappraised, with full value given for peach trees and other small items. He recommended approval of such settlement. The Commission approved the recommendation unanimously.

The Chief Counsel brought up for discussion the state's controversy with the Union Pacific Railroad rising out of the slide that occurred at Oneonta. He pointed out that the claim totaled $134,120.58 and that he had effected a settlement with the company for half of such amount, or $67,060.29. He recommended payment of the claim. In the discussion of this matter the Auditor reported that pursuant to instructions from the Commission at the previous meeting, he had examined the books of the railroad company in Portland and in Omaha and determined that the individual items making up the total of the claim were substantially correct, the questionable amount being so small that it was hardly worth considering. He suggested payment of the full amount of the claim as recommended by the Chief Counsel. The Commission unanimously authorized the payment of $67,060.29 to settle this claim. The Commission also confirmed the execution, as of September 25, 1950, of a form of "Release of All Claims" pertaining to this controversy, and providing for final settlement of the railroad company suit. A voucher in this amount payable to the railroad company was signed by the Commission on the following day.

The Chief Counsel brought up for discussion the claim of the federal government against Denton Construction Company and the claim of the Glens Falls Indemnity Company against Denton Construction Company, both rising out of state highway contracts awarded to Albert W. Denton dba Denton Construction Company. He explained details, summarized as follows: that the Denton Construction Company withheld money from its employees to be turned over to the Internal Revenue Department, but did not remit to the federal officials, which omission was not discovered until the government had made final settlement with Mr. Denton under

another contract that it had with him; the contractor defaulted in connection with his state contracts and the surety took over and completed the work. The Chief Counsel gave as his opinion that the surety is entitled to monies now held by the state arising out of the state jobs. The Internal Revenue Department, he said, has attempted to attach the state funds now owing to Denton Construction Company but in his estimation, it is not entitled to them because the federal claim arises out of a strictly federal project which does not concern the state jobs. The Chief Counsel also pointed out that the Denton Construction Company has assigned to the Glens Falls Indemnity Company all sums owing from the state, which monies the bonding company anticipates using to pay off claims arising out of the state jobs, of which there are considerable on file with the State Highway Commission. In fact, the bonding company has stated a willingness to furnish the state a bond to indemnify the state against loss in the event the federal authorities press their claim in court. As a result of discussion, the Commission instructed the Chief Counsel to obtain a written statement from the bonding company as to the status of payment of the claims that have been filed with the Commission against the state contracts. If it develops that all of the claims have been satisfied, then the amount remaining to be paid Denton Construction Company shall be released pursuant to the provisions of the assignment. If they have not been paid, then a sufficient portion of the amount to be paid the Denton Construction Company shall be retained to take care of the outstanding claims.

The Chief Counsel brought up for discussion his written report to the members of the State Highway Commission, dated September 21, 1950, with respect to penalizing log haulers in Coos and Curry Counties for weight violations, particularly concerning the Moore Mill & Lumber Company, which challenged the authority of the Public Utilities Commissioner and the State Highway Commission to suspend or in any way terminate the permits. In his report, the Chief Counsel advised that the Moore Mill & Lumber Company case was tried in Judge Rex Kimmel's court in Salem on September 15, and in deciding the case Judge Kimmell held that the Public Utilities Commissioner was without authority to issue the order terminating the permits and he also held that the Highway Commission failed to comply with the terms of the statutes because no showing was made that the use of the highways by the log haulers was injurious to the highways and detrimental to the public interests. Moreover, the court held that the action of the Commission in recommending the suspension or termination of the permits must be expressed in a formal filing of facts and a definite recommendation, and that a letter from the Highway Commission's Secretary to the Public Utilities Commissioner is not sufficient and does not conform with the terms of the statute. He recommended that in the future when it is the purpose of the Engineer to bring before the Commission facts showing illegalities, and violations on the part of any log hauler, that he be given copies of those facts and recommendations to enable him to prepare a form of resolution which the law recognizes and in which will be set out the Commission's findings and recommendations. If that is done, he added, then according to the court the Public Utilities Commissioner must follow the recommendation of the Commission and the log hauler is not entitled to notice and hearing as contended by the attorney for the log haulers in the incident case. The matter was discussed at some length during which Mr. W. W. Stiffler, Assistant State Highway Engineer advised that because of the temporary injunction

which was issued allowing log haulers whose permits were suspended to resume operating, over-loading of equipment is being carried on as much as before the permits were cancelled. He also said that the requirement that operators must legalize their loads is doing more good than any penalty that has been tried. As a result of the discussion, the Commission ordered continuance of past procedure and practice in connection with the reporting of violations, with the understanding that should the Commission decide to penalize operators by suspension or cancellation of permits then the procedure to be followed in making recommendation to the Public Utilities Commissioner shall be in conformity with the court's ruling.

The Secretary was authorized and instructed to write and commend the OREGON JOURNAL and the OREGONIAN for the series of articles appearing in their respective newspapers with reference to log hauling on the highways of this state, it being considered by the Commission that these articles are educational and of value to the people of Oregon.

Chairman Chandler inquired concerning the status of recovery of the amount of the bid bond furnished by State Construction Company in connection with its proposal to construct the piers for the Marion Street Bridge in Salem, this company having refused acceptance of the award of contract. The Chief Counsel advised that the company is going to resist payment of this bid bond and has engaged Portland attorneys to protect its interests. He was instructed by the Commission to press this matter to conclusion because of its importance to the State Highway Department.

The Chief Counsel brought to the Commission's attention a controversy that has developed with Mr. Collier H. Buffington, attorney, Gold Beach, relative to some gasoline pumps which have been installed by Mr. John R. Marsh within the sidewalk area on the Oregon Coast Highway in Port Orford. He said that Mr. Marsh has maintained the pumps within the street area for 20 years and was recently requested to set them back so the public could be served off the highway upon completion of the highway improvement now underway in this town; he at first refused to move them, but later reconsidered and placed them in the sidewalk area, where they occupy a position near the center of the sidewalk but near enough to the curbline so the public can be served from the street. The Engineer advised that prior to the awarding of the contract for the present improvement in Port Orford, an agreement was executed with the City wherein the City agreed to remove all obstructions in the street and entirely clear the right of way, but to date the City has done nothing to effect the removal of Mr. Marsh's gasoline pumps. He recalled the long-standing practice of the Commission to require service station operators to place their gasoline pumps a sufficient distance back of the right of way line so they could service cars on their own property. He suggested in view thereof that legal action be instituted to force the removal of Mr. Marsh's pumps from their present location. Otherwise, he said, it will be difficult to enforce the ruling in other places.

Commissioner McIver suggested the adoption of a standard policy, statewide in character, in conformity with the "set-back" rule heretofore in effect requiring operators to so locate their gasoline pumps that the general public can be served entirely off the highway, and that action be taken to remove ex-

isting pumps that are incorrectly located, even though the state might have to pay for the moving. All operators could thus be treated alike with no favoritism shown to anyone, and the policy should be rigidly enforced. The Commission deferred action in the matter for study, with the idea of establishing the policy suggested by Commissioner McIver if that appears advisable when additional facts have been presented by the Engineer. The Engineer was instructed to canvass the state for improperly located gasoline pumps on state highway routes, and to report his findings. He was also instructed to allow existing pumps to remain in their present location until the Commission has definitely decided the issue, but not to allow new installations in prohibited areas.

The Chief Counsel brought to the Commission's attention the claim submitted by Mr. J. H. Bennett, owner and operator of the Sea Lure Cafe on the Oregon Coast Highway south of Yachats, with reference to damage that his property suffered as a result of a severe rainstorm during February, 1949. He said that Mr. Bennett alleges that due to a plugged highway culvert, water from Agate Creek flowed across his property, rendering it unsuitable for development, and he is now asking the state to pay him for his loss, which he estimates at $1800. The Chief Counsel further stated that he had the damage appraised, and the appraisers set the amount of the damage at $800, whereas the Engineer's appraisal of the damage amounted to $370. The Engineer explained further details and suggested in order to dispose of the controversy that the Commission allow a settlement of $500. The Chief Counsel concurred. The Commission approved the recommendation unanimously on the condition that Mr. Bennett shall not be paid any sum over $500. (For details with respect to this controversy, see copy of Engineer's letter to the Oregon State Highway Commission dated September 26, 1950, in General Files.)

The Chief Counsel requested instructions whether or not to institute legal proceedings to collect the sum of $7.20 from Mr. Bob Collins, Brownsville, Oregon, and the sum of $14.40 from Mr. W. M. Kinney, Tillamook, for certain signs which were furnished them for use in connection with log hauling operations. The Commission decided not to institute suit to collect the amounts due, but ordered that signs furnished hereafter shall be paid for cash in advance.

The Commission had under consideration the selection of insurance agents to handle for the Commission insurance matters that must come before the Oregon Insurance Rating Bureau. Commissioner Reynolds recommended appointment of Cole, Clark & Cunningham, Portland, as the Commission's agents to handle such matters, so as to avoid delays incident to the securing of rates, which otherwise might occur. The Commission unanimously approved the recommendation and thereupon instructed the Secretary to sign and forward to Cole, Clark & Cunningham a letter authorizing them to discuss with the Rating Bureau all features of rate making in which the Highway Commission is concerned.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and at 3:00 p.m. Chairman Chandler announced the Commission's decision with respect to each project bid upon, the Commission's action, as shown, being by unanimous vote:

"Construction of a maintenance building at Estacada, Clackamas County. Foothills Construction Company of Oswego submitted the low bid for this project at $8,310. There were five higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Widening the Union Creek Bridge on the Crater Lake Highway near Prospect in Jackson County. The Commission received two bids for this project, the low one being that of the R. & M. Construction Company in the amount of $9,990. The contract has been awarded to the R. & M. Construction Company at its bid price.

"Construction of the Jasper Bridge over Middle Fork of Willamette River on Springfield-Creswell Highway in Lane County. Hamilton & Thoms, Eugene, submitted the low bid for this work at $208,370. There were five higher bids. The contract has been awarded to Hamilton & Thoms, low bidders, at their bid price.

"Construction of the Cascadia State Park Latrine, Linn County. Enoch I. Maerz, Salem, submitted the low bid for this work at $4,975. There were two higher bids. The Commission has awarded the contract to Mr. Maerz at his bid price.

"Surfacing and bituminous macadam on the Sand Station-Washington State Line Section of the Columbia River Highway, east of Umatilla in Umatilla County. A. H. Saxton & Sons, Corvallis, were the low bidders for this work at $118,973.50. There were 11 higher bids. The Commission has awarded this contract to the low bidder, A. H. Saxton & Sons, at their bid price.

"Construction of masonry block maintenance building at Flora, Wallowa County. Stockton & Sons, Gresham, submitted the only bid for this job, at $16,607. The Commission has rejected the bid as being too high.

"Construction of the South Yamhill River Bridge Section of the Three-Mile Lane Secondary Highway, in Yamhill County. The low bid for this work was submitted by O. C. Yocom Co., McMinnville, at $56,450.50, based on the use of asphalt. They submitted no bid based on the use of tar. There were four higher bids. The Commission has awarded the contract to the low bidder at his bid price."

The Engineer brought up for discussion a request from Jefferson County for an exchange of certain county roads in the Federal Aid Secondary Highway system. He recalled that this matter was discussed by the Commission when in Prineville during the progress of its recent inspection trip but action was deferred pending further information. He exhibited a map showing the roads involved in the exchange. He pointed out that the county road which the County Court wishes removed from the system is that which extends northwesterly from the town of Ashwood to a connection with The Dalles-California Highway near Willowdale, and that those which the Court wants added to the system in lieu thereof are:

1. County road which extends northerly and easterly from the Warm Springs Highway at a point about three miles north of Madras through the town of Gateway to a connection with The Dalles-California Highway about three miles southeast of Gateway.

2. County road which commences at the town of Culver and extends westerly and southerly to a connection with The Dalles-California Highway about five miles north of the Deschutes County Line.

3. County road which extends northerly and easterly from a point about one mile west of the town of Culver to a connection with The Dalles-California Highway (old route) near Metolius.

4. Old route of The Dalles-California Highway (now a state secondary highway) southerly from Madras through Metolius and Culver to a connection with the new The Dalles-California Highway at a point about 2½ miles southeast of the town of Culver.

He explained details with respect to the exchange and recommended approval by the Commission. As a result of discussion the Commission unanimously approved the recommendation and authorized the Engineer to present the matter to the Bureau of Public Roads. The attached resolution relative thereto, marked EXHIBIT "N", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

Pursuant to previous instructions from the Commission, the Engineer submitted a supplementary report with respect to a request from the Corvallis Women's Club that the Highway Commission provide additional protection for traffic that uses state highway routes in Corvallis, and particularly concerning the request for warning signs on Sixth Street at its intersections with Harrison Street and with Van Buren Street, calling attention to the railroad on Sixth Street. The Engineer advised that an investigation has been made and it has been determined that these two crossings stand fifteenth and sixteenth, respectively, in the priority listing of unsignallized grade crossings on the state highway system. The accident record for the past fifteen years at these crossings, he said, is very good, only five accidents having occured at the Van Buren Street crossing and one at the Harrison Street crossing. He estimated the cost of installing both signals at $9,000 and recommended against the installations at this time because of the low accident record, the low priority listing, and the further fact that if and when the North Corvallis project is constructed, a grade separation will be provided. The Commission unanimously approved the recommendation.

The Engineer reported that pursuant to authority granted him by the Commission in its resolution of June 28, 1949, he has approved the reclassification of a portion of the Crater Lake Highway from its status as a Group II Highway to the status of a Group I highway, particularly the section that extends from Mile Post 14.54 where a side road leads off to Butte Falls, to Mile Post 21.35 at Shady Cove, such reclassification being effective as of September 19, 1950. He said that his action in the matter is based on test runs

with 60-foot equipment whereby it was ascertained that equipment of such length may be operated over that section of highway without encroaching upon the opposing traffic lane. He asked the Commission to confirm his action in the matter. The Commission unanimously approved the reclassification as reported.

The Engineer reported results of receiving bids in Salem on September 18, 1950, for the purchase of usedequipment and materials stored at Salem, and the result of receiving bids in Salem on September 20 for the purchase of used equipment and materials stored at Klamath Falls. He submitted a list of the high bids received for each item as follows:

USED EQUIPMENT AND MATERIALS IN SALEM

Item No.	Description	High Bidder	High Bid	Engr's. Est.
1.	Ford Sedan, Dept. #40-56	John Schweitzer, Portland	$187.50	$150.00
2.	Ford Sedan, Dept. #40-58	(E. F. Henker, Aumsville (Delmar J.Lynch, Junction City	(205.00 (177.52	150.00
3.	Ford Sedan, Dept. #39-58	Acme Auto Wrecking Co.Salem	157.77	130.00
4.	Chevrolet pick-up, Dept. #37-101	(E. F. Henker, Aumsville (H. R. Lyman, Salem	(227.00 (208.80	120.00
5.	Chevrolet pick-up, Dept. #37-105	(E. F. Henker, Aumsville (Ervin V. Kron, Salem	(175.00 (166.00	120.00
6.	Chevrolet pick-up, Dept. #38-201	John Schweitzer, Portland	217.60	140.00
7.	Chevrolet dump truck, Dept. #39-200	John Schweitzer, Portland	117.60	150.00
8.	Chevrolet truck chassis, Dept. #39-241	Holt Equipment,Independence	128.00	140.00
9.	Chevrolet dump truck, Dept. #39-226	Truck Wrecking Yard, Portland.	125.00	150.00
10.	Chevrolet dump truck, Dept. #38-224	Donald R. Cairner, Brownsville	118.00	120.00
11.	Chevrolet dump truck, Dept. #39-211	Holt Equipment,Independence	98.00	150.00
12.	Ford dump truck, Dept. #40-358	Holt Equipment,Independence	128.00	160.00
13.	Ford dump truck, Dept. #40-333	Carl A. Reed, Silverton	157.00	160.00
14.	Ford dump truck, Dept. #40-373	(E. F. Henker, Aumsville (Truck Wrecking Co.Portland	(272.00 (186.50	160.00
15.	Ford dump truck, Dept. #40-336	Truck Wrecking Co.Portland	123.50	160.00
16.	Ford chassis-wrecked, Dept. #40-343	Portland Auto Parts Co., Portland	57.50	60.00
17.	Ford dump truck, Dept. #40-347	Holt Equipment,Independence	148.00	160.00
18.	Ford dump truck, Dept. #41-347	Truck Wrecking Co.,Portland	132.50	175.00
19.	Ford truck chassis, Dept. #37-397	Holt Equipment,Independence	123.00	110.00
20.	Ford truck chassis, Dept. #37-400	Holt Equipment,Independence	73.00	110.00

(cont.)

Bids received for purchase of used equipment and materials (cont.)

Item No.	Description	High Bidder	High Bid	Engr's. Est.
21.	Ford Truck chassis, Dept. #36-336	Donald R. Cairner, Brownsville	$179.00	$100.00
21a.	Dodge dump truck, Dept. #40-291	Truck Wrecking Yard, Portland	226.00	150.00
22.	Asphalt kettle, Dept. #33-541	W. H. Hoskins, Salem) *Portland Auto Parts Co.)	10.00	25.00
23.	Asphalt kettle, Dept. #34-535	J.R.Taggart & Co., Salem	23.00	30.00
24.	Asphalt kettle, Dept. #36-535	*W. H. Hoskins, Salem) Portland Auto Parts Co.)	10.00	30.00
25.	Asphalt kettle, Dept. #31-540	W. H. Hoskins, Salem) *Donald R.Cairner, Brownsville)	8.00	30.00
26.	Asphalt kettle, Dept. #33-539	W. H. Hoskins, Salem) *Portland Auto Parts Co.)	10.00	30.00
27.	Stockland pull grader, Dept. #26-565	West Salem Machinery Co., Salem	117.50	140.00
28.	Galion patrol grader, Dept. #36-594	Asphalt Paving Co., Forest Grove	357.19	380.00
29.	Austin Patrol grader, Dept. #31-593	Holt Equipment, Independence	157.00	160.00
30.	Austin patrol grader, Dept. #31-590	Holt Equipment, Independence	157.00	160.00
31.	Oliver pull type mower, Dept. #38-644	W. H. Hoskins, Salem	5.00	5.00
32.	American two-drum hoist	West Salem Machinery Co. Salem	37.50	7.50
33.	Multnomah YK drag saw	West Salem Machinery Co., "	26.63	7.50
34.	F & M horizontal gas engine.	Geo. A. Bressler, Salem	15.50	10.00
35.	Viking 12 H.P. diesel engine	Acme Auto & Truck Wreckers, Salem	47.77	150.00
36.	Century 10 H.P. electric motor	Holt Equipment, Independence	35.00	10.00
37.	Westinghouse 5½ H.P. elevator motor	Holt Equipment, Independence	10.00	5.00
38.	Delco 32 volt, 800 watt light plant	W. H. Hoskins, Salem	38.00	80.00
39.	F & M 2 H.P. horizontal gas engine	Hold Equipment, Independence	3.00	5.00
40.	Hyster CV1284 double drum winch	West Salem Machinery Co., Salem	223.75	75.00
41.	Hyster CV1283 double drum winch	Acme Auto & Truck Wreckers, Salem	157.77	75.00
42.	Willamette double drum winch, Dept. #41-911	Acme Auto & Truck Wreckers, Salem	157.77	125.00
43.	Small double drum winch	West Salem Machinery Co., Salem	58.75	20.00

* Tie Bids

(cont.)

Bids received for purchase of used equipment and materials (cont.)

Item No.	Description		High Bidder	Unit High Bid	High Bid Amount	Engr's. Est.
44.	Cots, bed springs, and beds		Morris Albert, Portland		$ 7.00	$ 15.00
45.	Paving plant, Dept. #29-651		Asphalt Paving Co., Forest Grove		635.03	600.00
46.	Centaur power mowing machine, Dept. #39-639		Rex A. Grabenhorst, Salem		286.00	250.00
	SCRAP MATERIALS					
47.	Scrap steel	35 tons	W.H.Hoskins, Salem	$20.00	700.00	525.00
48.	Scrap cast iron	6 tons	Holt Equipment, Independence	35.52	213.12	108.00
49.	Scrap batteries	90 only	W.H.Hoskins, Salem	2.95	265.50	112.50
50.	Scrap radiators	7 only	Sam Kline, Salem	3.07	21.49	7.00
					$7170.24	$6202.50

USED EQUIPMENT AND MATERIALS AT KLAMATH FALLS

Item No.	Description	High Bidder	High Bid	Engr's. Est.
1.	Chevrolet sedan, Dept. #40-3	Vern R. Peugh, Klamath Falls	$306.00	$150.00
2.	Dodge dump truck, Dept. #40-297	Lloyd C. Prock, Klamath Falls	266.00	130.00
3.	Ford dump truck, Dept. #40-332	Lloyd C. Prock, Klamath Falls	411.00	130.00
4.	Ford dump truck, Dept. #40-339	Lloyd L. Hankins, Bonanza	210.00	90.00
5.	Ford dump truck, Dept. #40-359	Ronald E. Whitlatch, Klamath Falls	107.12	130.00
6.	Ford dump truck, Dept. #40-360	Warren Fitch Logging Co., Phoenix	175.50	130.00
7.	Ford dump truck, Dept. #40-362	Alvin A. Cheyne, Klamath Falls	206.00	130.00
8.	Ford dump truck, Dept. #40-367	Economy Auto Wreckers, Klamath Falls	55.00	130.00
9.	Chevrolet dump truck, Dept. #39-214	Delos Mills, Klamath Falls	311.00	110.00
10.	Russell pullgrader, Dept. #24-565	Lloyd C. Prock, Klamath Falls	311.00	60.00
11.	Russell pull grader, Dept. #24-569	Delos Mills, Klamath Falls	411.00	90.00
12.	Stockland pull grader, Dept. #26-571	Lloyd L. Hankins, Klamath Falls	150.00	60.00
13.	Adams pull grader, Dept. #29-566	Sharp Logging Co., Cutler City	51.00	60.00
14.	Adams pull grader, Dept. #2	Sessler, Inc., Klamath Falls	4.10	60.00

(cont.)

Bids received for purchase of used equipment and materials (cont.)

Item No.	Description	High Bidder	Unit Bid	High Bid Amount	Engr's. Est.
15.	Galion patrol grader, Dept. #29-624	Warren Fitch Logging Co., Phoenix		$177.50	$125.00
16.	McCormick pull mower, Dept. #14	Sessler,Inc., Klamath Falls		3.10	3.50
17.	McCormick pull mower, Dept. #15A	Sessler, Inc.,Klamath Falls		1.10	3.50
18.	Oliver pull mower, Dept. #35-643	Roy Call Auto Co., Klamath Falls		7.50	5.00
19.	McCormick pull mower, Dept. #36-640	Warren Fitch Logging Co. Phoenix		12.75	5.00
20.	Barnes centrifugal pump, Dept. #34-655	M.M.Douglas, Klamath Falls		26.00	6.00
21.	Drag saw	Roy Call Auto Co.,Klamath Falls		2.00	3.00
22.	Asphalt kettle, Dept. #81	Vern R. Peugh, Klamath Falls		10.00	12.50
23.	Asphalt kettle, Dept. #32-537	Roy Call Auto Co., Klamath Falls		15.00	15.00
24.	Asphalt kettle, Dept. #30-537	Roy Whitlatch, Klamath Falls		16.75	15.00
25.	Asphalt kettle, Dept. #30-545	Warren Fitch Logging Co., Phoenix		50.50	20.00
26.	Asphalt kettle, Dept. #31-539	Vern R. Peugh, Klamath Falls		10.00	15.00
27.	Asphalt kettle, Dept. #33-535	Roy Call Auto Co., Klamath Falls		12.00	12.00
28.	Asphalt kettle, Dept. #36-540	Vern R. Peugh, Klamath Falls		10.00	15.00
29.	Dump body and hydraulic hoist	Lloyd L. Hankins, Bonanza		27.00	30.00
30.	Dump body, ONLY	Sessler,Inc.,Klamath Falls		1.00	15.00
	SCRAP MATERIALS				
31.	Scrap pneumatic tires - 25 tons	Sessler, Inc., Klamath Falls	$ 2.00	$50.00	62.50
32.	Scrap steel - 20 tons	Morris Albert,Portland	15.60	312.00	120.00
33.	Scrap cast iron- 1 ton	Morris Albert,Portland	25.00	25.00	8.00
34.	Scrap batteries- 75 only	Sessler,Inc.,Klamath Falls	2.34	175.50	82.50
35.	Scrap brass and copper - 200 lbs.	Morris Albert,Portland	.135	27.00	10.00
				$3946.42	$2043.50

In the discussion of this matter, the Engineer advised that E. F. Henker, Aumsville, who submitted the high offer for items 2, 4, 5 and 14 at the September 18 bidding, has written to the effect that it is impossible for him to accept the items awarded to him, because of unforeseen financial conditions

even though it means the forfeit of his deposit. The Engineer recommended, in view thereof, that these particular items be sold to the next high bidder in each instance and that the Commission declare Mr. Henker's bid deposit forfeit in the amount of $87.90. The Engineer also recommended rejection of the offer submitted by Morris Albert for Item No. 44 in that same list, as being too low; and that the successful offer for Items 22, 24, 25 and 26, for which identical bids were received, be decided by the flip of a coin. In the list of bids for materials stored at Klamath Falls, the Engineer recommended rejection of the bid submitted by Sessler, Inc., Klamath Falls, for Item No. 30. He also recommended acceptance of the high offers for the remaining items stored at both Salem and Klamath Falls. The Commission approved the Engineer's recommendations unanimously. A coin was then tossed by the Secretary to determine the successful bidder for the four tie items. Portland Auto Parks Company won the toss for Item 22 and also for Item 24. Donald R. Cairner, Brownsville, won the toss for Item 25. W. H. Hoskins, Salem, won the toss for Item 26.

The Engineer presented a brief review of the Federal Aid Highway Act of 1950, Public Law 769 - 81st Congress. The Commission took no action in this matter. (For details see copy of Engineer's report to the Oregon State Highway Commission dated September 22, 1950 in general files.)

The Engineer also presented a status report on the Salem traffic plan. No action was taken thereupon by the Commission. (For details see copy of report dated September 25, 1950 in general files.)

There was presented for the Commission's consideration a letter from W. H. Lynch, Division Engineer, Bureau of Public Roads, proposing a revision in the mileage and type of work designation on the North Umpqua forest highway projects contained in the forest highway program as presently prepared. The Engineer advised that the original plan was to grade four miles on one of the projects and to perform advance clearing on 2½ miles of the other project, but the Bureau of Public Roads now is inclined to decrease the amount of grading on the first project and to extend the clearing on the other in an amount sufficient to complete the clearing on the entire section. He said that the revised plan will not delay the ultimate completion of the total improvement, and he recommended approval of the proposed revision. The Commission approved the recommendation unanimously and thereupon signed the following joint letter with the Bureau of Public Roads and the U. S. Forest Service, recommending to the Chief of the Forest Service and the Commissioner of Public Roads, Washington, D. C., relative thereto:

Chief, Forest Service
Commissioner of Public Roads
Washington, D. C.

Gentlemen:

Under Oregon Forest Highway Program Letter for 1951 fiscal year, approved by Acting Chief of Forest Service, March 15, 1950, there was included the following projects:

(cont.)

Joint Letter with U. S. Forest Service and Bureau of Public Roads (cont.)

Project No. & Acct. No.	Route Name & Type of Work	Present Length Miles	Program Amount
47-B4 (0341-00)	North Umpqua Highway Grading	4.0	$325,000.00
47-B5 (0342-00)	North Umpqua Highway Grading	2.5	425,000.00

Since the above program, it has been found necessary, in order to effect the most desirable and economical improvement, to shorten the grading of Project 47-B4 to 2.3166 miles, and to add "Advance Clearing" from the end of the grading to the north end of section B, 4.3036 miles, extending the project length of Project 47-B4 to 6.6202 miles.

In order to accomplish all the work proposed under Projects 47-B4 and 47-B5 as originally programmed, it is necessary to increase the mileage on Project 47-B5 from 2.5 miles to 4.3036 miles.

It is, therefore, recommended that the project descriptions and mileages be revised to read as follows:

Project No. & Acct. No.	Route Name & Type of Work	Length Miles	Program Amount
47-B4 (0341-00)	North Umpqua Highway Grading & Advance Clearing	6.6202	$325,000.00
47-B5 (0342-00)	North Umpqua Highway Grading	4.3036	$425,000.00

Very truly yours,

/s/ W. H. Lynch

W. H. Lynch
Division Engineer

U. S. FOREST SERVICE

/s/ R. F. Grefe
Act.Asst. Regional Forester

Attest:

/s/ H. B. Glaisyer
Secretary

OREGON STATE HIGHWAY COMMISSION

/s/ Ben R. Chandler
Chairman

/s/ Chas. H. Reynolds
Commissioner

/s/ M. K. McIver
Commissioner

Recommended for Approval:

/s/ W. C. Williams
Asst. State Highway Engineer

September 28, 1950

The Engineer asked the Commission to confirm the oral authority given him by Commissioner McIver to obligate $2,300 of state highway funds to match a like contribution by the City of Portland to finance construction of a median island on Canyon Road, (Sunset Highway) around the curve westerly from the Vista Avenue Bridge, to eliminate certain hazardous left-turn movements and to prevent the skidding of cars from one traffic lane into the opposing traffic lane when the pavement is icy. He said that many accidents occur at this location and that the median island is a necessity to prevent them. The Commission unanimously approved the expenditure.

The Engineer requested authority to advertise for bids for rock production projects totaling no more than $300,000, provision for which tentatively has been made in the 1951 construction program which is to be presented to the Commission for approval at its November meeting. He recalled that the 1950 budget contained an item of $1,200,000 for such purposes, and that the total amount to be provided in the 1951 budget is $1,000,000. He also stated that he is requesting this advance authorization so as to assure that the material will be available when needed in the spring. The Commission approved the request unanimously.

The Engineer requested confirmation of the telephonic authority given him by the Commission on September 7, 1950, to obligate an expenditure of $2,500 of state highway funds for widening two bridges across irrigation canals near Hermiston. He explained that the Union Pacific Railroad Company is revising its line in this vicinity (commonly known as the Hinkle Line Change) and has included in its plans the raising of these two bridges at no cost to the state. It was his thought that it would be advisable to take advantage of the opportunity to secure the widening of the structures. Due to the fact that such widening is not a responsibility of the railroad company but is solely an improvement to the existing structures, the state will have to pay for the extra expense. The Commission approved the expenditure unanimously.

Consideration was given by the Commission to requests from the City of Oakridge and the local chapter of the International Woodworkers of America, for the construction of a footpath along the Willamette Highway between Oakridge and Willamette City, a distance of 1.17 miles. The Engineer advised that this matter has been investigated and it has been determined that the conditions that now exist on this section create a considerable hazard. During the past few years, he said, there has been a large development along the highway between these two towns, and many pedestrians walk back and forth along the pavement, which is only 20 feet wide and not sufficient to accommodate pedestrians with safety. The average daily vehicular traffic is 3,100 cars and the average daily pedestrian traffic is 106 persons. He estimated the cost to construct a footpath between the two towns at $5,400 and recommended approval of the project. The Commission approved the recommendation.

A petition was presented from numerous residents of the town of Beaver and vicinity, Tillamook County, urging the State Highway Commission to construct a sidewalk on West Creek Bridge on the Oregon Coast Highway at Beaver for the benefit and safety of pedestrians who are obliged to use this structure. The

Engineer advised that a check of the conditions reveals that this bridge is only 20 feet wide, that no accidents have occurred on the bridge since 1946, and there is no record of any accident before that time. He questioned the justification for the sidewalk, which he estimated would cost $650. He suggested, however, that consideration be given to widening the bridge at some future time at an estimated cost of $4,500, it being his belief that the greater hazard at the structure, if any, is to vehicles, by reason of the narrowness of the bridge. The Commission approved the suggestion unanimously.

A letter was presented from Oren L. King, City Manager, Eugene, advising that the City Council has authorized the installation of mercury vapor lights on Franklin Boulevard (Pacific Highway) up to the east city limits of Eugene, and wants the state to install similar lighting on this highway easterly from the city limits to a connection with the lighted highway in the Glenwood District, a distance of about 1,550 feet. The Engineer estimated the cost to illuminate this 1,550-foot section at $6,000. He recommended against the installation, because in his opinion, the need for the illumination is not sufficient at this time to justify the expense. The Commission approved the recommendation.

The Engineer brought up for discussion a proposed agreement with the city of Salem providing for the joint installation of traffic signals on state highway routes within the city. He said that on the section of the one-way street system which is now nearing completion, nine traffic signals will be required, the cost of which is estimated at $25,000, which expense would be shared equally by the city and the state; moreover, the city will assume the obligation to maintain the signals and to furnish electrical energy to operate them. He recommended approval of the expenditure, to make possible the purchase of the signals as soon as the agreement has been executed. The Commission approved the recommendation. In this connection the Engineer advised that in 1951, twenty additional signals will have to be installed to complete the routing of US99E through Salem. He estimated the cost of these installations at $55,000, of which the state's share will be $27,500. He also said that when both of the bridges have been completed across the Willamette River in Salem seven additional signals will be required. He estimated the cost of such signals at $10,000, of which the state's share will be 50%, or $5,000. He recommended approval of the arrangement and requested authority to enter into an agreement with the City of Salem for the cooperative installation of signals as may be required. The Commission approved the project unanimously, instructing the Engineer, however, hereafter to include such expense in the original estimated cost of projects as they are presented to the Commission.

The Engineer reported that the City of McMinnville has requested the installation of a traffic signal at the intersection of Baker Avenue (US99W) and Third Street in McMinnville. This matter, he said, has been investigated and the facts disclosed indicate that a signal at this point is fully justified, based on nationally accepted standards. He recommended approval of the installation, which he estimated would cost $3,000, on the condition that the City of McMinnville will pay one half of the expense. The Commission approved the recommendation.

The Engineer reported on the request of the City of Rockaway for the installation of a traffic signal at the intersection of Highway US101 with Beach Avenue, a short street which extends from the highway to the beach in Rockaway. He said that a traffic study of this intersection reveals some congestion at this point during the heavy resort season, but the overall picture does not warrant a signal. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer also reported the results of an investigation of traffic conditions on the North Santiam Highway at its intersection with Elkhorn Road in the town of Gates. He said that a request was received from the City Street Commissioner for the installation of a signal for the benefit of school children who are obliged to cross the highway at this point, but investigation revealed no justification for the expense, the average daily traffic on the highway being only 1430 cars, and the pedestrian movement being extremely light. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer brought up for discussion the Commission's agreement with the City of Portland providing for the installation of traffic signals on state highway routes in Portland, particularly S. W. Broadway, S. W. Jefferson, and S. W. Columbia Streets. He recalled that the Commission at its meeting on April 24, 1950, authorized a cooperative arrangement with the City providing for these installations at an estimated cost of $20,300, which was to be paid 50% by the City and 50% by the State; however, since that time the City has determined that two additional signals are required, at N. W. Broadway's intersections with N. W. Glisan and N. W. Everett Streets. The City, he said, is not asking the State to obligate any more funds than was originally contemplated. In other words, the State's cooperative share is limited to a maximum of $10,150. He recommended approval of the form of agreement which includes the two extra signals. The Commission approved the recommendation. (The agreement was signed by the Commission on the following day.)

Consideration was given by the Commission to a request from the City of Coquille for the installation of a traffic light at the intersection of Front and Taylor Streets in Coquille, this intersection being a three-way junction of the Oregon Coast Highway and the Coos Bay-Roseburg Highway. A study of the traffic at this point, the Engineer said, reveals an average daily traffic volume of 7,105 cars and an hourly maximum of 525, which is below the nationally accepted warrant. He also said that the accident record does not justify signal installation; however, he gave as his belief that a flashing beacon should be installed at this point, because it is an angle on a state highway route. He estimated the cost of such installation at $400 and recommended approval of such a beacon. The Commission approved the recommendation.

The Engineer reported receipt of a request from the Oregon representative of the Interstate Commerce Commission that the Highway Commission take steps as may be necessary to eliminate the overheight restrictions on the Pacific Highway between Eugene and Goshen so as to provide at least 14 feet vertical clearance, and in order to expedite movements of overheight loads. He said that there are two railroad underpasses on this section where the vertical clearance is limited

to slightly over 12 feet, one of which, near Goshen, cannot be eliminated at reasonable cost. A study of the situation, he said, reveals that there is an existing county road in the Glenwood district which can be improved for about $1,500, so that it will be suitable for overheight trucks, but it involves a grade crossing of the railroad. This grade crossing, he said, is privately owned by Mr. R. E. Glass, who during the last war charged a toll of $3 per truck for the use of this crossing. Due to the fact that the crossing was granted on a private crossing basis, the railroad company objected to its use for public purposes and threatened to revoke Mr. Glass' permit if he continued to let the public use it. The investigation also revealed, he said, that there is no other route presently available to take care of these extremely overheight loads, although they can be taken care of in about a year when the bridge at Jasper is completed. In the meantime, Mr. Glass has indicated a willingness to permit the use of his private crossing, for $600 per year, if the movements are properly certified by military authority. He said that the arrangement is not entirely satisfactory, but it seems to be about the only thing to be done. He recommended, therefore, that the Commission authorize the improvement of the county road at a cost of $1,500 and that Mr. Glass be paid $600 for one year's use of his private crossing. Upon consummation of such an arrangement, he said, the railroad company will be contacted for clearance. As a result of discussion, the Commission authorized the Chief Counsel to negotiate first with Mr. Glass and then with the railroad company. The Engineer was authorized to improve the county road upon conclusion of the arrangements.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of state tax street funds that accrued to them during the first half of the year 1950, and that the plans for the improvements contemplated with such funds have been examined and found satisfactory:

Barlow	Draperville
Bay City	Monroe
Clatskanie	Riddle
Delake	Umatilla

He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from the City of Hermiston for the improvement of certain streets that are highway routes in this town. The Engineer stated that the city not only wants the streets widened, but also wants curbs constructed. He estimated the cost of the widening work at $3,000, and the curbs at $1,100, a total of $4,100. He also mentioned that the widening would require the removal of trees. The Commission unanimously approved both the widening and the curb construction for 1951 undertaking, using state funds, on the condition that the city will assume the responsibility for the removal of the trees at city expense. The Commission ordered the matter covered by written agreement.

The Engineer requested authority to postpone for the time being certain landscaping work that was contemplated in the existing contract for highway improvement at the west end of the Steel Bridge in Portland. He recalled that the contract provides for shaping of landscape areas, providing of top soil, and the paving of approaches to openings in the sea wall to permit the city to dump snow into the river. However, advices have now been received to the effect that the City in the near future intends to construct a new sewer along the sea wall, which would result in the destruction of any landscaping that may have been performed, and the approaches to the openings in the sea wall. In view of the circumstances, he suggested elimination from the present contract of that portion of the work that would be lost by the sewer construction, and performance of such work later on after the sewer is completed. He estimated the cost of the work to be deferred at $3,000, and advised that the existing contract, with the Commission's approval, will be reduced by such amount, although it will be necessary later on to allocate $3,000 to perform the work. The Commission approved this arrangement unanimously.

A letter was presented from the Honorable Robert A. Thompson, Mayor of the City of Klamath Falls, formally requesting the following:

(1) An economic survey for the purpose of studying the city's traffic problem primarily with respect to Highway 97 into and through Klamath Falls;

(2) Installation of a pedestrian push button traffic signal at the intersection of South Sixth Street and Martin Street, opposite a Post Office substation and a drugstore.

(3) Definite designation of the proposed westside bypass for US97 to enable the City to dispose of numerous city-owned lots along this route.

It was recalled that these three projects were requested orally by Mayor Thompson and Mr. Matt Finnigan, City Councilman, on the occasion of their appearance before the Commission at the previous meeting, at which time they were told to present their request in writing. The Engineer advised that the survey requested would cost about $5,000, and he recommended approval of the project as being in conformity with the Commission's established policy. The Commission approved the recommendation. The Commission referred to the Engineer for investigation and report the request for the signal on South Sixth and Martin Streets. The Engineer was authorized by the Commission to stake the right of way limits on the westside bypass route, having it clearly understood, however, that by so doing the Commission makes no commitment whatsoever as to the designation or construction of this project.

The Engineer reported that the City of Forest Grove has again requested that immediate consideration be given by the Commission to the establishment of the one-way street plan heretofore outlined as a solution for the city's traffic and safety problems. In a communication recently received, he said, the City advises that numberous accidents have occurred since the project was initiated and the City is no longer able to cope with the situation. He exhibited a number of pictures showing results of accidents involving loaded log trucks which are forced to make several right-angle turns because of the

circuitous routing through the town. This type of accident, he said, can be reduced by the adoption of the one-way street plan. He estimated the cost of construction of the project, which would be the state's obligation, at $75,000, and the cost of needed right of way, which would be the city's obligation, at about $6,500. He recommended construction of the project immediately so as to insure its completion early in the summer of 1951, subject to the condition that the city will renew its offer to purchase the right of way and will adopt ordinances which may be necessary to make the one-way street plan effective. The Commission approved the recommendation unanimously.

A letter was presented from the Nelscott Improvement Club requesting the illumination of the traffic island on the Oregon Coast Highway at Nelscott as a protection to night travel, especially during the rainy season. It is alleged that the traffic island is on a slight curve and a number of accidents have occurred due to the fact that the island is not lighted and cannot be seen at night time. The Engineer advised that this matter was investigated and it was determined that the illumination of this island is a necessity. To properly illuminate the island, he said, will require the installation of three mercury vapor units, which will cost about $150 each, a total of $450. He recommended approval of the expenditure. The Commission approved the recommendation.

The Engineer reported that pursuant to authority previously granted him by the Commission, he has awarded contracts as follows, bids for which were received at the meeting of August 21-22, 1950, the conditions of the awards having been satisfied.

(1) Paving Locust Street in the city of Oakland, Douglas County. Bids received August 21, contract awarded September 1, to J. C. Compton Company, low bidder.

(2) Grading and paving Pudding River-Silverton Section of Silverton County Road, Marion County. Bids received August 22, Contract awarded August 30, to Warren Northwest Inc., low bidder.

(3) Grading, surfacing and oiling West Fillmore Street in the city of Burns, Harney County. Bids received August 22, contract awarded August 31, to Russell Olson Construction Company, low bidder.

The Commission unanimously confirmed the awards as reported.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

1. Meade & Hobson, Contract No. 3339, for construction of a bridge over Powder River on the Sumpter Valley Secondary Highway, Baker County, requested an extension of time of 45 days, from August 31 to October 15,

(cont.)

1950, within which to complete this project. They attributed their failure to complete the project within the specified time limit to the fact that Powder River was in flood stage until the middle of July and they were unable to start work until after that time. The Engineer confirmed that the water level in Powder River did not drop to its low elevation until mid-July, and he did not insist that the contractor start work during the high water period because the structure could not be used until the adjacent grading work had been completed. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. Harrisburg Sand & Gravel Company, Contract No. 3368 for grading and oil mat surfacing on Seventh Street in Harrisburg, Linn County, requested an extension of time of six days, from September 1 to September 6, 1950, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays incident to the city's moving a three-inch water main along the westerly side of the street. The Engineer advised that the reason given by the contractor for over-running the time limit is correct. He recommended in view of the fact that the delay was not the fault of the contractor, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

3. N. A. Toole Construction Company, Contract 3312 for grading, oil mat surfacing and rock production on the North Powder ("E" Street) and Telocaset Junction-Wingville Junction Section on the Old Oregon Trail and in the town of North Powder in Baker and Union counties, requested an extionsion of time of 60 days from July 31 to September 30, 1950, within which to complete this job. They alleged that high water which covered the gravel pit and hauling road prevented placing of their crushing plant on the job site as soon as planned. The Engineer advised that the contractor had been delayed by high water and recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation.

4. George H. Clausen, Contract No. 3192 for guardrail construction on the North Unit, Washington State Line-Flora Junction Section of the Enterprise-Lewiston Highway in Wallowa County, requested an additional extension of time of 60 days from July 1 to August 29, 1950, within which to complete this job. He alleged that difficulty in getting steel guard rail to the job had prevented its completion within the previously extended time limit. The Engineer advised that the contractor did have difficulty in getting steel but the public suffered no inconvenience. He recommended that an additional extension of time up to the actual date of completion, July 19, 1950, be granted without penalty. The Commission approved the recommendation.

5. F. O. Laws, Contract No. 3268 for rock production on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and Lincoln counties, requested an additional extension of time of 23 days from

(cont.)

July 20 to August 12, 1950, within which to complete this job. He alleged that an unexpected amount of work in the quarry and breakdowns of machinery had prevented completion of the contract within the limits of the extension of time previously granted him. The Engineer advised that the contractor encountered more difficulty in operating the quarry than was anticipated and his operations were retarded thereby. He advised further that no expense or loss of time was incurred by the State because of the over-run of the contract time, and he recommended that the extension of time as requested, be granted without penalty. The Commission approved the recommendation.

6. Barney B. Helser, Contract 3256 for rock production on the Dixie Summit-Baker County Line Section of the John Day Highway in Grant County, requested an extension of time of 30 days from August 31, 1950, to September 30, 1950, within which to complete this job. He alleged that the rock at the new quarry opened at Rome for his I.O.N. Highway contract broke into very large pieces thereby increasing the time which it would normally have taken to complete that job and delaying the starting of the Dixie Summit project. The Engineer advised that the rock in the Rome quarry broke very badly and as a result thereof, the contractor was unable to commence the Dixie Summit-Baker Line job as soon as anticipated. The State, he said, has not been inconvenienced by the delay, and he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

7. Byers Brothers, Contract No. 3232 for grading and paving the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County, requested an extension of time of 10 days from July 31 to August 10, 1950, within which to complete this job. They alleged that bad weather delayed the sub-contractor, Oregon Asphaltic Company, in completing the oiling of the highway, thereby preventing completion of the job within the specified time limit. The Engineer advised that the contractor's method of operation on this job was not in accordance with good practice inasmuch as they failed to provide proper supervision and made little effort to push the project to completion. In view of these circumstances, he recommended that the extension of time as requested, be granted with the stipulation that engineering costs be assessed as penalty from July 31, 1950, to the date of completion. The Commission approved the recommendation.

8. J. A. Struss, Contract No. 3301 for rock production on the Canyon Creek Summit-Soda Mountain Section of the John Day-Burns Highway in Grant County requested an extension of time of 153 days from July 31, 1950 to January 1, 1951, within which to complete this job. He gave no reason for his failure to complete the job within the specified time-limit other than that he needed more time. The Engineer advised that the contract was awarded on March 2, 1950, but work was not commenced until May 12, 1950, and since that time the work has not been prosecuted with diligence. He recommended that the extension of time as requested be granted with the stipulation that engineering costs be assessed as a penalty from the specified completion date to the actual completion date. The Commission approved the recommendation.

9. Macco Corporation, Contract No. 3009 for construction of a bridge over the Willamette River at Independence on the South River County Road in Marion and Polk Counties, requested an additional extension of time of 91 days from September 1 to November 30, 1950, within which to complete this job. They alleged that they were unable to complete the work within the limits of the previous extension of time because of unseasonal high water which prevented steel erectors from working and also because of the current shortage of reinforcing steel. The Engineer advised that the original completion date had been set for December 31, 1949, and that the Commission at its meeting on December 19, 1949, granted an extension of time up to and including August 31, 1950, without penalty on the condition that the structure would be placed in use on that date, but with the stipulation that should the project over-run that date, all engineering costs incurred subsequent to August 31, 1950, would be assessed as penalty. All structural steel, he stated, was ready for this project shortly after January 1, 1950, but the contractor elected not to start work until July 1, 1950, because of additional costs which might have been incurred. He recommended that the terms of the time extension granted December 19, 1949, be not changed. The Commission approved the recommendation.

10. C. J. Eldon, Contract 3234 for construction of the Tanner Creek Bridge on the Dodson-Bonneville Section of the Columbia River Highway, in Multnomah County, requested an extension of time of 92 days from September 30 to December 31, 1950, within which to complete this job. He alleged that due to blizzards, floods, clean-up, repair of flood damage, road closures between Dodson and Bonneville, and additional excavation that he was required to perform, he lost a total of 92 days time. The Engineer advised that the delays listed by the contractor are approximately correct and he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

11. E. C. Swaggart, Contract No. 3276, for surfacing and bituminous macadam on the Thomas Creek-Lyons Section of the Albany-Lyons Secondary Highway in Linn County, requested an extension of time of 30 days from August 31 to September 30, 1950, within which to complete this job. The contractor alleged that due to severe conditions in a quarry that he operated as a subcontractor under another highway contract, he was delayed in completing that work and work at Unity, Oregon that he was performing as a prime contractor, all of which prevented completion of the Thomas-Creek-Lyons project within the specified time limit. The Engineer advised that this contract was awarded on February 6, 1950, but the contractor did not commence work until June 7, 1950, although he was requested several times to complete the rock surface during the early spring in order that a satisfactory oil job might be accomplished by early summer. The contractor, he said apparently made no attempt to comply with this request in view of which he recommended that the extension of time be granted as requested, with the provision that the contractor be charged the engineering costs which accrue from August 31, 1950 to the date of completion of the project. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

12. O. C. Yocom Company, Contract 3281 for oil mat surfacing on the Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road, Columbia County, requested an extension of time of 15 days from August 31 to September 15, 1950, within which to complete this job. They alleged that an excessive amount of dirty material in the quarry plus heavy snow in the spring and rain during the summer months delayed commencement of crushing operations and slowed down crushing operations in general. The Engineer advised that due to an excessive amount of dirty material in the quarry, it was necessary for the contractor to close down operations several times in order to segregate the good stone from the bad. He also said that no inconvenience has been caused the State because of the overrun of the time limit, and he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

13. Lindstrom Brothers, Inc., Contract No. 3239 for widening of McCord Creek Bridge on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, requested an extension of time of 90 days from September 30 to December 29, 1950, within which to complete this job. They alleged that delay in the award of the contract and failure of the contractor on the adjacent road construction to clear working areas at the bridge ends prevented completion of the project within the specified time limit. The Engineer advised that bids for this project were opened on September 19, 1949, but due to difficulties in consummating an agreement with the Railroad Company, the contract was not awarded until October 25, 1949. He also said that the adjacent road contractor was supposed to have made the excavations at the bridge ends before the bridge contractor started work, but due to difficult excavating conditions, this was not done. In view of these circumstances, he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

14. Lindstrom Brothers, Inc., Contract 3107 for construction of bridges on the Coos Bay-Roseburg Highway in Douglas County, requested an extension of time of 25 days from July 31 to August 25, 1950, within which to complete this job. They alleged that the bridges were completed before expiration of the completion date with the exception of several minor items of concrete patching and site clean-up which were called to their attention by the Engineer on August 3, 1950, and were completed on August 18, 1950, with final inspection and approval accomplished on August 25, 1950. The Engineer advised that all work on this contract other than the small amount of concrete finishing and clean-up was completed prior to the completion date specified in the contract and that the contractor returned to the bridge to complete these small items of work when they were called to his attention. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

15. Roy L. Houck, Jr., Contract No. 3034 for grading and bituminous macadam surfacing on the Lost Creek-Lowell Section of the Willamette Highway in Lane County, requested an additional extension of time of 30 days from July 31 to August 31, 1950, within which to complete this job. He alleged that failure to complete the work within the previously extended time limit was due to unavoidable delay in excavating a cut containing wet material which was to be used in embankment, cleaning out slide areas and back-filling with blasted rock on force account, and further delay due to adverse weather conditions in the month of June. The Engineer advised that an extremely wet subgrade and indecision on the part of the Army Engineers regarding a change to be made on the Dexter Dam had delayed the contractor's progress several months, and in addition, the contractor was forced to remove considerable material which was unsuitable for subgrade and also was forced to delay action until the subgrade could be dried out. The contract, he advised, was completed on August 16, 1950. He recommended that the extension of time be granted to August 16, 1950, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

The Engineer reported a request from the county roadmaster of Multnomah County for the designation of a reduced speed zone on the Mt. Hood Highway from M.P. 5.31 (82nd Avenue, Portland) to M.P. 9.99 (Jenne Road). He said that investigation has been made of the conditions on this section and it has been determined that they are quite hazardous between 82nd Avenue and 125th Avenue, a distance of 1.16 miles, but from 125th Avenue to Jenne Road, conditions are not sufficient to justify any reduction in legal speed. He recommended establishment of a 35-mile per hour speed limit along the 1.16 mile section between 82nd Avenue and 125th Avenue only. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked Exhibit "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported a request from Mr. Ivan F. Phipps, Attorney, Portland, for the designation of a reduced speed zone on north Denver Avenue between Portland north city limits and the intersection of Union and Denver Avenues. He said that the conditions along this section of highway, which is outside of the city of Portland and carries an average daily traffic volume of 15,000 vehicles, have been investigated by the traffic engineer who advises that the accident rate is more than double the average throughout the state. He pointed out that during the year 1949, 123 accidents occurred along this section and that during the last four years, 4 persons have been killed and 123 injured. He recommended the establishment of a 45-mile per hour speed zone from Portland city limits (M.P. 4.98) to the Union Avenue interchange (M.P. 6.10) and the designation of a 35-mile per hour speed zone between Union Avenue interchange and the Washington State line. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and, upon recommendation of the Engineer, denied a request from people residing along the Salem-Dayton Secondary Highway north of West Salem, for the designation of a 35-mile per hour speed zone on this

highway between West Salem and a point two and one-half miles northerly thereof. The Commission could not justify such designation by the facts disclosed in the Engineer's report on the subject.

A petition was presented from residents of Riverdale, Riverwood and Dunthorpe neighborhoods on the Oswego Highway south of Portland. The petitioners requested the designation of a 30-mile per hour speed zone on this highway from a point approximately 200 yards north of the entrance to S. W. Radcliffe Road to a point approximately 200 yards south of the entrance to Dunthorpe. According to the petition, a reduced speed zone is needed as protection for vehicles attempting to enter or leave the highway by using access roads and driveways, and to protect pedestrians who are obliged to walk along or cross the highway, particularly children who attend the Riverdale school. The Engineer advised that this matter was investigated by the traffic engineer who reports that existing conditions do not justify the designation of such speed zone, and who states that the main hazards exist at the private driveways which have been constructed without any provision for sight distance. The engineer also pointed out that the accident record for this section of highway is very good, being thirty percent below the average accident rate on all of the rural primary state highways. He recommended, in view of the findings, that the request be denied. The Commission approved the request unanimously.

The Engineer brought to the Commission's attention a hazardous condition which exists on the Oregon Coast Highway through the community of Langlois, an unincorporated town in Curry County. The highway at this place, he said, is only 60 feet wide and the merchants have constructed sidewalks in front of their business places, leaving only a 16-foot distance from the sidewalks to the edge of the oil surfacing on the highway. He also said that local people park their cars diagonally in front of these business establishments, and due to the narrowness of the space between the sidewalk and the highway pavement, the rear ends of the vehicles protrude onto the traveled roadway creating a very hazardous condition which should not be permitted. He recommended the adoption of an order requiring parallel parking of cars on both sides of the highway through the business district of this place, a distance of 925 feet, to enable the state police to enforce the regulation. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection, the engineer also called attention to the fact that a similar condition exists in the unincorporated town of Brookings on the Oregon Coast Highway in Curry County. In this town, he said, the pavement is of sufficient width to accommodate four lanes of moving traffic and there is an 8-foot parking area adjacent to the curb on each side of the street. He also said that parallel parking stalls have been painted along the curb line but people do not pay any attention to the indicated parking and insist on parking their cars diagonally, which renders the outer two lanes practically useless for moving traffic and creates a considerable hazard by reason of the fact that cars backing away from the curb interfere with traffic even in the middle traffic lanes. He recommended adoption of an order by the Commission requiring the parallel parking of cars on both sides of the highway through this town, parti-

cularly between Pacific Avenue (M.P. 387.66) and Wells Street (M.P. 387.98), so that the state police may enforce the ruling which they have no authority to do otherwise. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked Exhibit "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested authority for the expenditure of $800 in cooperation with sixteen other states, the District of Columbia and the Territory of Hawaii, to finance a series of model tests to be made at the Taylor Model Basin in Washington, D. C. as a basis for new specifications pertaining to the application of wind forces on bridges. He said that these tests are to be made under the direction of the American Association of State Highway Officials and the results obtained will unquestionably realize savings in bridge construction, particularly on bridges of the girder type constructed of alloy steel. The Commission unanimously approved the request.

The Commission discussed and approved an agreement with the Union Pacific Railroad Company terminating use of an underpass of the Company's tracks near Bridal Veil, which underpass has been in use since 1946 in connection with the hauling of rock, riprap and surfacing materials for construction of the water level route, Columbia River Highway. (The agreement was signed on the following day.)

The Commission had under discussion a request from the State Liquor Commission to rent the fifth floor of the new State Highway Department office building now under construction in Salem. The Engineer advised that the Liquor Commission wants 2,800 square feet of space partitioned off into several rooms, which will cost about $2,630 to provide. It was the feeling of the Commission that it is yet too early to decide whether or not to rent the fifth floor of this building. The Engineer was instructed to inform the Liquor Commission accordingly.

Consideration was given by the Commission to payment of $126.24 to the Bureau of Land Management, U. S. Department of Interior, for government-owned timber that was cut, removed and sold by the state to Leonard Lundgren of Bend. The Engineer advised that this timber was located on a 40-acre quarry site that was being used by the state under special use permit from the U. S. Forest Service. The trees were "high-risk" pine trees infested by pine beetle and because of the fact that the U. S. Forest Service had sold similar infested timber in the same vicinity, arrangements were made by the Department for the sale of the timber on the quarry site, seven trees in all having been removed, with a total stumpage of 15,780 board feet. This material, he said, was sold to Mr. Lundgren at the rate of $8.00 M, total $126.24, and the Bureau of Land Management is now asking the state to pay this money over to the Department of Interior. He recommended that this be done. The Commission approved the recommendation.

A letter was presented from W. L. Bloomquist, State Counselor for the Blind, requesting permission to establish a vending stand for a blind person in the new State Highway Department office building in Salem when completed.

It was the feeling of the Commission that the best public interest would be served were such a vending stand not allowed. Accordingly, the request was denied.

The Engineer reported the posting of the following bridges for five-ton gross weight loads:

1. Santiam River Bridge at Cascadia State Park.
2. Muscot Bridge on the Little Nestucca Secondary Highway.
3. Weed Bridge on the Little Nestucca Secondary Highway.

He said that the Santiam River Bridge at Cascadia State Park was posted for five-ton loads on September 11 and the other two bridges were posted for similar loading on September 25. The Commission unanimously approved the action taken by the Engineer in this matter by the adoption of the attached resolution relative thereto marked Exhibit "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Secretary presented a letter from the Baker County Chamber of Commerce relative to the dedication of the Dewey Avenue Underpass on the Baker-Unity Highway in Baker. In this communication, the State Highway Commission and its staff are invited to attend the ceremonies and to furnish a speaker for the occasion, which is scheduled to be held on Thursday, November 9, 1950. It was recalled that the next regular meeting of the Highway Commission is scheduled to be held on the same day, in view of which, the Commission instructed the Engineer to contact the person in charge of the dedication to ascertain whether or not the date for the dedication could be changed. That was done and the Engineer reported that the dedication has been advanced one day, to November 8. The Secretary was instructed to thank the Chairman of the program committee for the invitation and to inform him that the State Highway Commission would be represented on the occasion.

The Commission had under discussion the designation of certain persons to represent the State Highway Department at the annual meeting of the American Association of State Highway Officials in Miami, Florida, December 4-8, 1950. It was unanimously decided that all three members of the Commission, the State Highway Engineer, First Assistant State Highway Engineer, Chief Counsel and the Secretary attend this meeting at state expense, subject to approval by Governor McKay.

The Commission confirmed out-of-state travel expenses in the amount of $185.20 incurred by Malcolm H. Hawke, Auditor, who made a trip to Omaha, Nebraska, to check records of the Union Pacific Railroad Company in connection with the Company's claim for damages arising out of the Oneonta slide on the upper Columbia River Highway. The Commission also approved out-of-state travel expenses of $100 to send Assistant Traffic Engineer, J. L. Head, to Salt Lake City on November 2 and 3 for a meeting with State Highway Planning Engineers and Public Roads Planning Engineers of the eleven Western states. The Commission also authorized Manley F. Robison, Director of the Travel Department, to attend the annual meeting of the Pacific Northwest Travel Association in Spokane, Washington, November 13 and 14, estimated cost $65.

The Engineer reported that 46 State Highway Department employees who are affected by the state retirement act will have to be retired during the calendar year, 1951, unless their period of employment can be extended. He said that the retirement status of 23 of these employees must be considered and decided now because all are affected between December 1, 1950 and July 1, 1951. The remaining 23 are not affected until sometime during the second half of 1951, so it would be advisable to defer consideration of their status because our changing economy is having a marked effect upon the manpower situation. He presented a list of the employees whose retirement status must be acted upon immediately, together with his recommendation with respect to each of these employees as follows:

Employes whose retirement extension expires during the first half of 1951

Name	Classification	Age During 1951	Date Extended to by Hwy. Commission	Extensions Granted By the Retirement Bd.		Recommendations
				Date Extended to	Number of Extension	
Eason, F. D.	Civil Engr. V	69	1-1-51	1-1-51	3rd	Extend to 1-1-52
Chase, Orrin A.	" " IV	69	1-1-51	1-1-51	3rd	Extend to 1-1-52
Heuperman, Lambertus	" " III	70	1-1-51	1-1-51	3rd	Extend to 1-1-52
Kirkwood, A. A.	" " III	66	1-1-51	5-1-51	1st	Extend to 5-1-52
Waller, J. F.	" " III	68	1-1-51	6-1-51	3rd	Extend to 6-1-52
Deuber, Paul	" " I	68	1-1-51	12-1-50	2nd	Extend to 12-1-51
Weber, Joseph	Mechanical Engr.	67	1-1-51	4-1-51	2nd	Extend to 4-1-52
Libby, Hollis W.	Civil Engr. V	71	1-1-51	1-1-51	3rd	Extend to 1-1-52
Skelley, E. A.	" " IV	71	1-1-51	1-1-51	3rd	Extend to 1-1-52
Hutchison, Frank G.	" " III	79	1-1-51	1-1-51	3rd	Retire
Richards, Carl P.	" " II	70	1-1-51	1-1-51	3rd	Retire
Laws, Wendell P.	Section Foreman	67	1-1-51	3-1-51	2nd	Retire

(cont.)

Retirement status of Highway Department employes (cont.)

Employes reaching retirement age during the first half of 1951

Name	Classification	Effective Ret. Date	Recommendations
Long, Cullom C.	Bridge Foreman	2-1-51	Extend to 2-1-52
Miller, Claude S.	Weighmaster I	3-1-51	Retire
Chilson, Sanford	Park Custodian I	5-1-51	Retire
Witte, Geo. J.	" " II	5-1-51	Retire
Mershon, Louis	DrawBridgeOpr. II	3-1-51	Retire
Werth, Wm. F.	" " " II	2-1-51	Retire
Smith, Chas. A.	Shovel Operator	4-1-51	Retire
Scott, Chas. W.	Truck Driver	3-1-51	Retire
Hutchison, Wm.	Laborer I	5-1-51	Retire
Smith, Jesse A.	Laborer I	4-1-51	Retire
Rathe, Rudolph	Laborer I	1-1-51	Retire

After careful consideration, the Commission unanimously approved the Engineer's recommendations as disclosed in the list. (For further details, see copy of Engineer's report to the State Highway Commission dated September 25, 1950 in general files.)

In this connection, the Chief Counsel requested a further extension of the retirement date of Mr. William J. Minkiewitz who is employed in the Right of Way Department. In discussing this, it was pointed out that Mr. Minkiewitz already has been retired and is not eligible for a full year's extension; however, it would be possible to retain his services on a 600-hour basis after January 1, 1951. The Commission approved arrangements to that effect.

The Commission had under discussion the approval of signs to be erected along state highways indicating the limits of highways that have been designated "through" ways, such signs being a legal requirement according to the provisions of the law which was enacted by the 1947 legislature. The Engineer presented wording for the proposed signs as follows and requested the Commission's approval of same:

1. Signs with the following wording to be used along throughways on which access is not as yet controlled.

(cont.)

Proposed signs (cont.)

N O T I C E

HIGHWAY SUBJECT TO FUTURE ACCESS CONTROL

This highway has been designated a "throughway" by resolution of the Oregon State Highway Commission.

Persons contemplating the making of improvements upon property abutting the right of way of this highway should familiarize themselves with Chapter 226, Oregon Laws 1947, and seek information from the Oregon State Highway Department, Salem.

2. Signs with the following wording to be used on highways where access has been or is being controlled.

N O T I C E

THE RIGHT OF WAY ALONG THIS PORTION OF
THE HIGHWAY (HAS BEEN) PURCHASED WITH
(IS BEING)
CONTROLLED ACCESS.

NO DIRECT ACCESS OTHER THAN THOSE
APPEARING IN DEEDS WILL BE GRANTED.

INVESTIGATE REQUIREMENTS ON ACCESS
BEFORE IMPROVING ABUTTING PROPERTY.

INQUIRE OF
STATE HIGHWAY DEPARTMENT, SALEM.

The Commission by unanimous vote approved the wording of both signs subject to the Chief Counsel's approval of the same.

A communication was presented from residents along the Oregon Coast Highway north of Florence, Lane County, requesting the designation of a reduced speed zone of 35 miles per hour along this highway between Sutton Lake and Florence. The Engineer advised that the section of highway referred to is 5.89 miles in length and extends from M.P. 197.67 at Sutton Lake to M.P. 203.56 at the north city limits of Florence. Investigation by the traffic engineer, he said, indicates that there is no justification for a reduced speed limit on the section between Sutton Lake (M.P. 197.67) and Heceta Beach Junction (M.P. 200.62) but the accident record for the section between the latter mentioned point and the city of Florence indicates that traffic should be slowed down along that

section. He recommended designation of a 45-mile per hour speed zone between M.P. 200.62(Heceta Beach Junction) and M.P. 202.84 and the designation of a 35-mile per hour speed zone between M.P. 202.84 and the north city limits of Florence. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto marked Exhibit "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also discussed a request from residents of the city of Wilbur, Douglas County, for the designation of a 25-mile per hour speed limit on the Pacific Highway through the city of Wilbur. The Engineer advised that investigation by the traffic engineer reveals that there is justification for a reduced speed limit for traffic through this city, but not as slow as 25 miles per hour. He recommended a designation of a 35-mile per hour speed zone between M.P. 190.6 and M.P. 191.3 through this unincorporated town. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto marked Exhibit "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A communication was presented from Mr. Collier H. Buffington, attorney, Gold Beach, Oregon, requesting in behalf of clients, that the Commission authorize the granting of over-length permits up to a maximum of 60 feet over-all length for the carriers of logs, poles and piling on the Oregon Coast Highway between Hunters Creek and Coos Bay. The Engineer advised that a current practice limiting to 55 feet the maximum over-all length for carriers of such commodities was established in 1946 as a result of test runs using equipment which measured slightly in excess of 59 feet over-all. This test, he said, conclusively proved that the highway will not safely accommodate a logging truck with a load of that length, because of encroachments in the opposing traffic lane. He recommended that the request be denied and that the loads be limited to 55 feet over-all length as in the past. The Commission approved the recommendation unanimously.

The Commission discussed and approved a form of agreement with Marion County providing for the abandonment,as state highways, of two short sections of the North Santiam Highway (old route) between Stout Creek and Mehama, and acceptance of such sections by Marion County for future maintenance as county roads, upon completion of the North Santiam Highway (new route) between Mehama and Mill City. (The agreement was signed the following day.)

The Commission also discussed and approved, upon recommendation of the Engineer, an agreement with the city of Salem providing for the installation of a 20" sewer line and a 24" water main on Marion Street Bridge now under construction across the Willamette River in Salem. In the discussion of this matter, the Engineer advised that the city has agreed to pay all costs involved in these installations; moreover, the city has already deposited with the Highway Department a check in the amount of $3,900 to cover the placing of angles on the steel spans of this structure. (The agreement was signed on the following day.)

The Engineer presented a written report on the result of an economic analysis of the low pass section of the Siuslaw Highway, Lane County, as previously ordered by the Commission. The Commission ordered the report filed .

The Engineer also presented a written report on the results of reconaissance surveys and economic studies of various highway projects in Clatsop County, particularly the lower Columbia River Highway between Rainier and Astoria, Fish Hawk Falls Secondary Highway between Elsie and Jewel and the Astoria-Glenwood section of the Oregon Coast Highway. The Commission ordered the report filed.

The Commission discussed a report from the Engineer on a request presented by the Hood River Chamber of Commerce in behalf of the Hood River Ski Association and the Alpinese Club of Parkdale, for snow removal on the road leading to Cooper Spur, as an accommodation to winter sports enthusiasts. According to the report, the alignment of the road is very winding and steep with a road bed width of only 16 feet and surface of only 12 feet; also the road in question is a forest road and the section that the group wants kept open is two miles in length. The Engineer stated that it would be necessary to operate a rotary snow plow to keep the road open as desired, which would cost about $1,500 per month or between $4,000 and $5,000 for the whole winter season. Because of existing conditions, he said, it would be very difficult to keep the road open as requested and because of the curves and the narrow width of the road, there is a good chance that the equipment would slide off the grade. He recommended against the operation. The Commission deferred its decision in the matter pending discussion of the subject with a delegation which was scheduled to appear before the Commission on the following day. (See ahead for additional paragraph.)

The Engineer reported that the construction of the Delmar-Coaledo and the Coaledo-Chrome Plant Sections of the Oregon Coast Highway between Coos Bay and Coquille have been completed and that certain portions of the old road no longer are of any value for state highway purposes. He recommended that several of these sections be surrendered to Coos County, pursuant to written agreement heretofore executed between the Highway Commission and the County Court, for future maintenance as county roads and that other sections be allowed to be abandoned to the benefit of abutting property owners. He exhibited maps showing the parcels referred to. As a result of the discussion, the Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked Exhibit "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported receipt of notice from the Bureau of Public Roads to the effect that construction of the Timberline Road, which extends from the Mount Hood Highway to Timberline Lodge, is completed and is now ready to be turned over to the state for maintenance pursuant to agreement between the state and the federal government dated August 2, 1949. The Engineer confirmed the agreement and recommended that the road be designated a state secondary highway, to be known as Timberline State Secondary Highway No. 173. After due consideration the Commission approved the recommendation. The attached resolution relative thereto, marked Exhibit "O", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Commission discussed delegations scheduled to be present on the following day, particular attention being given to the matter to be presented by Attorney John Hounsell of Hood River, who is to appear in behalf of a client who alleges that state highway forces have created a hazard by the construction of a ditch and the erection of guard posts in front of his premises on the Mount Hood Highway. The Commission deferred action of all of these matters pending discussion with the delegations.

The meeting adjourned at 5:10 p.m. to reconvene on the following morning in the same room.

Portland, Oregon
September 29, 1950

The State Highway Commission reconvened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel with the same persons present and participating. Prior to the opening of bids for highway construction, the Secretary, at the request of the Commission, made the following announcement: "In connection with the bids for the Garden Valley Road-Roseburg project, the Highway Commission wishes to point out that a typographical error occurred in listing the number of cubic yards of concrete required for the median strip in that project, the proposal indicating that 480 cubic yards of concrete are required, whereas the correct amount should have been 48 cubic yards. The Commission wishes this error brought to the attention of the contractors who are bidding on this job so if they wish to withdraw their bids for this project, they may do so before the bids for this job are opened." None of the contractors responded to the announcement whereupon bids as follows were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Chandler announced that the awards of contracts would be made at 3:00 p.m. in the same room.

MT. HOOD HIGHWAY AND TIMBERLINE ROAD IN CLACKAMAS COUNTY

TIMBERLINE JUNCTION BUILDING

Stockton & Sons, Gresham	$ 60,102.00
Ward & Green, Portland	61,726.50
Chas. R. Schmiedeskamp, Portland	70,560.00

OREGON COAST HIGHWAY IN CURRY COUNTY

BATTLE ROCK PARK LATRINE

NO BIDS RECEIVED

PACIFIC HIGHWAY IN DOUGLAS COUNTY

GARDEN VALLEY ROAD-ROSEBURG SECTION

	Using Asphalt	Using Tar
K. F. Jacobsen & Co., Portland	$134,515.50	
J. C. Compton Co., McMinnville		$142,012.00

UMPQUA HIGHWAY IN DOUGLAS COUNTY

REEDSPORT-SCOTTSBURG SECTION

Rich & Sons Nursery, Hillsboro	$ 37,600.00
R & M Constr. Co., Central Point	39,840.00
Messer, Toye and Associates, Inc., Portland	40,480.00
Meade & Hobson, Grants Pass	41,120.00
Tom Lillebo, Reedsport	41,600.00
E. C. Hall Co., Portland	42,400.00
Glen Snook, Eugene	56,000.00
Geo. H. Clausen, Gladstone	57,760.00
Durham & Sauer, Kerby	67,520.00

CITY OF YONCALLA IN DOUGLAS COUNTY

YONCALLA SECTION ON "B" STREET

Western Paving & Constr. Co., Albany	$ 14,716.00

CITY OF SALEM IN MARION COUNTY

MARION STREET BRIDGE STEEL

American Bridge Co., Portland	$249,026.50
General Constr. Co., Portland	298,070.00

NORTH SANTIAM SECONDARY HIGHWAY IN MARION COUNTY

STOUT CREEK-MILL CITY SECTION

Cosmo Gilo, Prineville	$284,020.00
R. A. Heintz, Portland	296,927.50
Leonard & Slate, Oregon Ltd., Portland	311,105.00
J. M. Arenz, Portland	330,741.00
Kuckenberg Constr. Co., Portland	374,335.00
Durbin Bros., Eugene	389,628.00
McNutt Bros., Eugene	415,878.00

September 29, 1950

SALEM-DALLAS HIGHWAY IN POLK COUNTY

WEST SALEM SECTION

F. C. Scott Constr. Co., Portland	$ 13,978.00
Durbin Bros., Eugene	14,140.00
Stevenson Constr. Co., Salem	14,560.00
K. F. Jacobsen & Co., Portland	15,320.00
C. T. Malcom & Co., Portland	15,560.00
Diamond Rock Co., Salem	16,050.00
Rex C. Ayers, Portland	16,060.00
John A. Logan, Portland	18,190.00
Spada Bros., Portland	34,230.00

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

WILSON RIVER BRIDGE

Lindstrom Bros., Portland	$ 84,565.00
R & M Constr. Co., Central Point	94,460.00
E. C. Hall Co., Portland	97,030.00
Valley Constr. Co., Portland	97,890.00
Hamilton & Thoms, Eugene	99,540.00
C. J. Eldon, Portland	100,870.00

The Engineer requested authority for an expenditure of $150,000 for construction of a grade for the proposed highway location between Edgewater Street and the Willamette River through West Salem, particularly between the Center Street Bridge and McNary Avenue. He said that the Army Engineers are conducting dredging operations in the Willamette River opposite this location and in connection therewith are depositing materials on the river bank. He gave as his considered opinion that it would be advisable for the state to take advantage of this material and transport it to the highway grade. This operation, he said, would save the state about $50,000 in the construction of the grade, which would be much more expensive were materials obtained from some other source. Moreover, it would help the Army Engineers and would realize a saving for them in the disposal of the materials. He recommended approval of the expenditure and requested, in addition, authority for the Right of Way Department to negotiate needed right of way, which has been estimated to cost about $75,000. The Commission approved the project unanimously.

Commissioner Reynolds brought up for discussion a letter which he received from Mr. Forrest Cooper, attorney of Lakeview, regarding the Sprague River County Road, Klamath County. In his letter Mr. Cooper gave as his understanding that the Congress in its new appropriation bill for road building purposes in Indian reservations has included an item of $75,000 for the improvement of the Sprague River Road, on the condition, however, that this sum be matched by the state; that the bill has passed both Houses of Congress and

indications are that it will be signed by the President. In the discussion of this matter there arose the question of how much will it cost to complete construction of this road, and are there other federal funds available to match the $75,000 Indian allotment so it will not be necessary to use state funds for such matching purposes. The Engineer was instructed to ascertain such information and report to the Commission.

Commissioner Reynolds also brought up for discussion the acquisition of right of way needed for the improvement of the Columbia River Highway through the Celilo Indian Village east of The Dalles. He inquired as to what has been done to acquire this property and was informed by the Right of Way Engineer that application for the right of way had been filed with the Washington authorities who, as yet, have taken no action in the matter.

A delegation from Prineville and Crook County, representing the Prineville-Crook County Chamber of Commerce appeared before the Commission to urge permanent improvement of the Paulina Secondary Highway No. 380 between Prineville and Paulina. The following persons made up the group: J. C. Minson, County Commissioner; Joe D. Thomison, Secretary, Crook County Chamber of Commerce; Robert Lister, stock rancher; Joe Cox, truck operator; M. R. Isted, representing Pine Products Corporation; and A. R. Bowman, Chairman of Highway Committee of Crook County Chamber of Commerce.

Mr. Minson, who acted as spokesman, pointed out that due to the heavy use by cattle, grain and log haulers, the road is becoming extremely rough and dusty. He urged the premanent improvement of the road throughout its entire length. Mr. Thomison presented a petition signed by J. C. Minson in behalf of the County Court, and by A. R. Bowman in behalf of Prineville-Crook County Chamber of Commerce in support of their oral request. He also presented a letter from Henry C. Hughlett, U. S. Forest Supervisor, giving the amount of timber products that have to be hauled over this road; a letter from Robert Lister, representing livestock ranch interests, pointing out the value of improvement to ranchers; a letter from Pine Products Corporation concerning the value of improvement to haulers of logs and lumber; a similar letter from Hudspeth Pine, Inc.; a letter from Dean D. Davis pointing out the expense of car operation due to the rough road and dust; a letter from Owens Freight Lines citing the abnormal wear on tires due to the rough road. Mr. Lister pointed out that the hauling of livestock over this highway is seasonal and that a one-day traffic check might not give a true indication of the amount of traffic on the highway. He also pointed out that the section of road between Prineville and Combs Flat, although it is on good alignment and has a good base, is very rough and dusty. Mr. Minson said that all they are concerned with now is the oiling of the present road, and they are not particularly interested at present in the extension of the road to a connection with the Central Oregon Highway. Chairman Chandler advised that improvement of this highway will be given consideration by the Commission when it formulates its next construction program, but no commitment or promise with regard to it can be made now.

A delegation representing the Hood River Ski Association and the Alpinese Club appeared before the Commission to urge that snow be removed during the winter months from the Cooper Spur Road for a distance of one and one-half

miles from its junction with the Mt. Hood Highway. The Following people were present: Jack Baldwin and Robert Moller, members of North Slope Ski Club, Hood River; Kenneth See, Parkdale Booster Club, Hood River; and R. E. Steele, Manager, Hood River Chamber of Commerce.

Mr. Robert Moller urged that snow be removed from the Cooper Spur Road for a distance of one and one-half miles to allow one-way traffic to the higher ski area. He pointed out that the beginner's slopes are on the lower area near the Mt. Hood Highway but that it is very dangerous to mix expert and novice skiers on the same grounds. It is the plan of the Skiing Associations, he stated, to provide a shuttle service on the one-way section if it is kept open and that participants' cars will be parked in the area at the junction of the two roads. The Engineer explained that this road is very narrow and crooked, that the surfacing is thin and the operation of a heavy rotary snow plow over it might break down the road surface; moreover, there is a possibility that the plow might be lost over the bank. As the result of discussion, the Engineer was instructed to investigate the possibilities of keeping the road open with light-type equipment, it being the feeling of the Commission that the group should be accommodated if that can be done at reasonable cost and without interference with normal snow removal operations on main highways.

A delegation from Eugene composed of the following persons appeared before the Commission in the interest of the Fox Hollow State Secondary Highway No. 221 south of Eugene: Bernard Jarvis, Mrs. Bernard Jarvis, Joe Ankeny, and Paul Belzer, Eugene. Mr. Jarvis, who acted as spokesman for the group, recalled that people living along this highway had previously requested its improvement and that this delegation simply wishes to restate the need for it. He said that the base of the road is solid but the road is in a very rough condition due to the large rocks that protrude, making proper maintenance an impossibility. He urged the oiling of the one and one-half mile section immediately adjoining the section that is now oiled south of the Eugene city limits, as an accommodation to the many people who live along that section. The matter was discussed at some length and as a result thereof, the Engineer was instructed to investigate existing conditions and report his findings, including cost estimates, for the Commission's information and consideration in formulating its next construction program for secondary highway funds.

Messrs. Paul Rynning, County Engineer, Jackson County, and Don Lane, Manager, Jackson County Chamber of Commerce, were present in behalf of the Ashland Chamber of Commerce, Jackson County Chamber of Commerce, and the Jackson County Court, and urged the widening of the Pacific Highway to four lanes of traffic between Central Point and Ashland. Mr. Rynning was principal spokesman. He declared that this section of US99 is the worst of all of the sections yet remaining to be improved and he urged the Commission to start the widening work at the earliest possible time. Mr. Lane endorsed Mr. Rynning's request from the standpoint of increased population, and increased traffic, particularly truck traffic incident to the fruit packing industry in this district. Chairman Chandler advised that the Commission is aware of the conditions along the Pacific Highway and already has authorized the Engineer to conduct necessary surveys; in fact, studies are now being made for proposed improvements in the vicinity of Gold Hill and when they are com-

pleted, similar studies will be made in the Ashland district. Commissioner Reynolds mentioned the fact that the Commission is seriously handicapped in starting new work on many projects due to lack of funds. He requested suggestions from Mr. Rynning and Mr. Lane as to the financing of urgently needed highway construction. Mr. Rynning stated that he could not speak with authority on this matter but in his opinion, the sale of bonds would be justified. It was his feeling that the people of southern Oregon will approve such method of financing if the problem were properly presented to them. This concluded the discussion.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Mr. Forrest Stewart, Executive Secretary, Oregon State Employees Association, was present and renewed the Association's request that the Commission allow payroll deductions to pay premiums incident to a group life insurance plan as sponsored by the Association. In the discussion that followed it was recalled that the Commission disapproved the previous request mainly because the payroll form did not provide space for additional deductions and because the benefits were limited to Association members. Mr. Stewart advised that the first objection has been eliminated by changing the insurance carrier from West Coast Life Insurance Co. to California-Western States Life Insurance Co., the same carrier with whom the Highway Department now has a contract, so no additional space need be provided on the payroll form. He further advised that no financial advantage will accrue to the Association and that their objective is simply to serve the members of the Association. Chairman Chandler recalled that when the matter was previously before the Commission, the most serious objection was that the plan was limited to Association members. It appears, he said, that this same feature exists in the present arrangement, wherefore the Commission must be very careful in reaching its decision because of the feeling that the benefits should be made available to all highway employees regardless of their affiliation with the Association. The Commission, he said, is open-minded in the matter and will give the matter fair consideration. The Commission referred the matter to the Auditor to investigate carefully from all standpoints and report at the next meeting.

Hon. John P. Hounsell, state representative from Hood River County, appeared before the Commission as attorney for Mr. Elton Stewart, owner of a gas pump installation on the Mt. Hood Highway about 10 miles south of Hood River. He stated that Mr. Stewart for a number of years had operated a gasoline pump at this location and recently started to rebuild it but was stopped by the Highway Commission's representative in that district because of a Commission policy which prohibits the servicing of vehicles on the highway right of way; moreover, after the gasoline pumps were installed, a highway maintenance crew excavated a ditch along Mr. Stewart's frontage and installed guard posts, so Mr. Steward no longer can serve the public as he did in the past. He alleged discrimination because, he said, this is the only place on the Mt. Hood Highway where cars cannot be served on the highway. He said that the ditch is absolutely of no value from the drainage standpoint because there is no water to flow in it, and it only constitutes a hazard to highway travel. He urged the Commission to allow Mr. Stewart to serve the public as he has in the past. The Engineer recalled that

about 15 years ago, a former Highway Commission issued an order prohibiting the use of any part of the highway right of way for commercial purposes. Later, he said, the legislature enacted a law outlining certain things that must be done to secure access to the highway, including the securing of a permit. He also said that he is simply endeavoring to enforce the legal requirements so as to protect pedestrians and highway traffic. He pointed out that the regulations are primarily for the safety of people using the highway and that hundreds of installations have been built in compliance therewith. Mr. L. V. Koons, District Maintenance Superintendent, who was present, advised that he treated this installation as an entirely new one and that Mr. Stewart was notified of the regulations two or three weeks before the cement for the pump installation was poured. In the discussion which followed, Chairman Chandler pointed out that this particular case is only one of a number of similar cases which are before the Commission for action. He also said that the law referred to by the Engineer is a new one and the Commission feels that it is duty bound to enforce it and require compliance with its terms, but in the instant case, the Commission will review the facts and will make its decision after carefully studying them. This concluded the conference. Following Mr. Hounsell's departure, the matter was again discussed by the Commission. As a result thereof, the Engineer was instructed to do whatever is necessary to keep Mr. Stewart from violating the laws, rules and regulations that govern his gasoline pump operations.

The Commission discussed with the Engineer the bids received at the morning session and at 3:00 p.m. Chairman Chandler publicly announced the awards of contracts, as follows, the Commission's decision in each instance being by unanimous vote:

"Construction of a masonry block building at the junction of the Mt. Hood Highway and Timberline Road, in Clackamas County. The Commission received three bids for this project, the low one being that of Stockton and Sons, Gresham, at $60,102. The contract has been awarded to Stockton and Sons, low bidder, at their bid price.

"Construction of a latrine and septic tank in Battlerock State Park at Port Orford on the Oregon Coast Highway in Curry County. No bids were received for this project.

"0.53 mile of grading and paving on the Garden Valley Road-Roseburg Section of the Pacific Highway, in Douglas County. The Commission received two bids for this project, the low one being that of K. F. Jacobsen and Company, Portland, at $134,515.50, using asphalt. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Guardrail construction on the Reedsport-Scottsburg Section of the Umpqua Highway, in Douglas County. Nine bids were received for this project, the low one being submitted by Rich and Sons Nursery, Hillsboro, at $37,600. The Commission has awarded the contract to the low bidder, Rich and Sons Nursery, at their bid price.

"0.27 mile of grading, surfacing and oiling on the Yoncalla Section ("B" Street) in Yoncalla, Douglas County. Western Paving and Construction Company, Albany, submitted the only bid received for this project at $14,716. The Commission has referred the bid to the Engineer with authority to award the contract to this company when certain conditions have been satisfied.

"Furnish and erect structural steel for main river spans of the Marion Street Bridge over the Willamette River at Salem, Marion and Polk Counties. The Commission received only two bids for this project, the low one being that of American Bridge Company, Portland, at $249,026.50. The contract has been awarded to the low bidder, American Bridge Company at its bid price.

"8.77 miles of grading on the Stout Creek-Mill City Section of the North Santiam Secondary Highway near Mill City, in Marion County. The Commission received seven bids for this project, the low bid being submitted by Cosmo Gilo, Prineville, at $284,020. All bids have been referred to the Engineer with authority to award the contract to the low bidder, Cosmo Gilo, when certain conditions have been satisfied.

"Embankment construction on the West Salem Section of the Salem-Dallas Highway in Polk County. Nine bids were received for this project. F. C. Scott Construction Company of Portland submitted the low bid at $13,978.00. The Commission has awarded the contract to the low bidder, F. C. Scott Construction Company, at its bid price.

"Construction of a reinforced concrete bridge over Wilson River on the Wilson River Highway, in Tillamook County. The Commission received six bids for this project, the low one being submitted by Lindstrom Brothers, Portland, at $84,565. The contract has been awarded to the low bidder, Lindstrom Brothers, at their bid price."

The Commission discussed a date for its next regular meeting and unanimously decided to hold such meeting in Portland on Thursday and Friday, November 9 and 10, 1950. The Commission also decided to hold a special meeting in Portland on Thursday, October 26, 1950, to consider a construction program and a working budget for the year 1951. The Commission tentatively set Wednesday and Thursday, December 20 and 21, 1950, as the date for its regular meeting in December. The Secretary was instructed to arrange for the use of the Green Room in the Imperial Hotel for each of these meetings. He was also instructed to ascertain whether or not a public meeting place will be available in the new state office building in Portland, when completed.

Mr. Ralph Watson, Public Relations Consultant, was present and outlined a plan that he has in mind to convey to the public the problems concerning construction and maintenance of state highways. He outlined briefly the plan which contemplates a series of articles which would show the total funds available for highway use, the amount of funds which are allocated to the cities and counties, the increasing cost of maintenance and requirements for right of way, etc. The Commission approved Mr. Watson's outline as presented and ordered that Mr. Watson be furnished information that he needs in the preparation of his articles.

Commissioner Reynolds presented a request from the Union County Sportsmen's Club for a long term lease of state-owned property that it is now occupying at Union, so as to permit improvements, including a new building which will involve a considerable investment. The Club's present lease, he said, expires in six and one-half years, and they wish it extended to fifteen years, which they feel is necessary to justify their expenditure. The Commission referred the matter to the Engineer for investigation and report at the meeting scheduled for October 26.

Commissioner Reynolds reported the progress being made in securing fire insurance coverage for maintenance and construction equipment, including autos, trucks, transits, levels, etc. He recommended the purchase of private insurance in the amount of about $3,000,000 through the State Insurance Agents Association represented by Cole, Clark and Cunningham, insurance agents, Portland, at an annual premium of approximately $7,500. The Commission unanimously approved the recommendation and so ordered.

The Engineer reported that construction of the Garrison Corner Section of the Nyssa-Adrian Secondary Highway No. 450 has been completed and that certain portions of the original right of way are no longer of value for State Highway purposes. He recommended that such portions be abandoned in favor of Malheur County pursuant to previous agreement and understanding with the County. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked Exhibit "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission approved and signed agreements, etc. as follows:

Agreement with F. C. Hathaway for logging dead timber on Sunset Highway.

Permit agreement with Dan J. Melton covering logging road construction and operation across Maria C. Jackson State Park.

Encroachment permit to Austinna S. Loudenbeck to occupy small area of right of way on Scott Creek Section, Alsea Highway.

Indenture of Access granting Hammond Lumber Company changes in access points to the North Santiam Highway in town of Detroit.

Deed to correct error in deed executed July 20, 1948, conveying properties to Southern Pacific Company on Oregon City-New Era Section of US99E.

Satisfaction of Mortgage from Fred M. Mallory and O. L. Smith acknowledging payment for land purchased.

Deed conveying to City of Pendleton properties adjacent to Pendleton Airport Road.

Agreement with Lock-Wood, Inc., relative to property being acquired for T. H. Banfield Expressway.

Deed conveying to U. S. Government small parcel adjacent to Pleasant Hill-Lost Creek Section of Willamette Highway.

Agreement with Umatilla County, Oregon; Benton County, Washington; and Washington Toll Bridge Authority with respect to proposed bridge across Columbia River below McNary Dam.

Cooperative agreement with Bureau of Public Roads for maintenance of Pendleton-John Day Highway near Ukiah.

Termination of Lease granted by Southern Pacific Company for use of unloading and oil storage site on railroad property in North Bend.

Quitclaim Deed to Linnie Thayer for a parcel of land in Malheur County, containing 0.25 acre.

There being no further business to be considered at this time, the meeting adjourned at 4:30 p.m.

Chairman

State Highway Engineer

Commissioner

Commissioner

ATTEST:

Secretary

September 29, 1950

EXHIBITS "A" THROUGH "O"

Minutes of September 28 and 29, 1950

EXHIBIT "A"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisiton of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH HIGHWAY - UNIT #2

14690 - Frazer, Bertrand E. and Magdalene M. (Johnson)
Right of Way
Option expires April 13, 1951

5,000 sq.ft. at 40¢ per sq.ft. & shrubbery	$ 2,037.00	$
House, two-story with basement 32'x24'& garage	11,274.00	
Amount to be paid owner - chrg to Right of Way		$ 13,311.00

Takes All -

16669 - Siebens, Harold W. and Leona (Johnson)
Right of Way
Option expires March 12, 1951

4925 sq.ft. at 25¢ per sq. ft.	$ 1,231.25	
House, 1½ story w/basement,920 sq.ft.& garage	9,930.00	
Amount to be paid owner - chrg to Right of Way		$ 11,161.25

Takes All -

(cont.)

EXHIBIT "A" (cont.)

SULLIVAN GULCH HIGHWAY - UNIT #3

14824 - Thomas, Wilbur Louis and Elizabeth Rose (Boone)
Right of Way
Option expires March 12, 1951

5,000 sq.ft. at $0.20 per sq.ft.	$ 1,000.00	$
Two-story frame w/basement,26'x34' & garage	8,150.00	
Amount to be paid owner - chrg to Right of Way		$ 9,150.00

Takes All -

14828 - Gillespie, Clarence H. and Georgia R. (Boone)
Right of Way
Option expires March 17, 1951

10,000 sq.ft. at $0.20 per sq.ft.	$ 2,000.00	$
1½ story house, 1134 sq.ft. w/basement	7,934.00	
Amount to be paid owner - chrg to Right of Way		$ 9,934.00

Takes All -

SULLIVAN GULCH HIGHWAY - UNIT #4 (Mayhew)

14856 - Wagner, Gustave H. and Ollie T. and; Wagner, Harold A. and Mildred
Right of Way
Option expires February 29, 1951

59,650 sq.ft. at $0.50 per sq.ft.	$29,825.00	$
5 bldgs.-28,259 sq.ft. at $1.86+ per sq.ft.	52,652.90	
8,200 sq.ft. 6" conc.slab at $0.57+ per sq.ft.	4,680.00	
2 overhead cranes	2,383.75	
Amount to be paid owner - chrg to Right of Way		$89,541.65

Takes all in this vicinity -

14863 - Lindstrom, Nanny (Witt)
Right of Way
Option expires March 7, 1951

4850 sq.ft. at 25¢ per sq. ft.	$ 1,180.00	
One-story frame factory bldg.2660',$2.00 sq.ft.	5,320.00	
Amount to be paid owner - chrg to Right of Way		$ 6,500.00

Takes All -

STEEL BRIDGE - CHERRY AVENUE SECTION - PACIFIC HIGHWAY WEST

16586 - Lawrence J. O. Saldern Estate (Mayhew)
Right of Way
Option expires February 24, 1951

(cont.)

STEEL BRIDGE - CHERRY AVENUE SECTION - PACIFIC HIGHWAY WEST (cont.)

3220 sq.ft. at $.40 per sq. ft.	$ 1,288.00	$
Three garages - one double $333.33 ea.	1,000.00	
Damages - reduction of area, etc.	1,000.00	
Amount to be paid owner - chrg to Right of Way		3,288.00

Access not controlled -

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15931 - Potts, Sylvan C. and Mary J. (Witt)
Right of Way
Option expires March 7, 1951

4 acres at $500 per acre (cultivated)	$ 2,000.00	$
6 acres at $150 per acre (Partly cleared)	900.00	
Five room house with basement	5,098.00	
Barn, chicken house and tool shed	600.00	
Allowance - cost of laying 1000' of pipe	152.00	
Amount to be paid owner - chrg to Right of Way		$ 8,750.00

Takes All -

15942 - Stanton, Joe G. and Alta M. (Witt)
Right of Way
Option expires March 6, 1951

Two acres at $350 per acre (grain land)	$ 700.00	$
Four acres at $200 per acre (pasture land)	800.00	
1.47 acre at $100 plus per acre (hillside)	150.00	
Allowance - 32 rods of fencing at $2.50 per rod	80.00	
- rebuilding & relocating cattle corral	125.00	
Amount to be paid owner - chrg to Right of Way		$ 1,855.00

Access controlled - Owners access via present highway

16562 - Parker, Elmer (Witt)
Right of Way
Option expires March 12, 1951

871 sq.ft. at 40¢ per sq.ft.	$ 348.40	$
Allowance - Damages in lieu of moving one-story frame and concrete garage which is used for parking area for repair of cars	1,000.00	
Amount to be paid owner - chrg to Right of Way		$ 1,348.40

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15948 - Kvavle, C. R. and R. and; Gibbs, Art and Metha (Witt)
Right of Way
Option expires February 21, 1951

1.3 acres at $300 per acre	$ 390.00	$
3.0 acres at $ 75 per acre	255.00	
Amount to be paid owner - chrg to Right of Way		$ 615.00

Access controlled - Owners access via present highway

15951 - Turnbull, Robert V. and Lucy Maud (Witt)
Right of Way
Option expires March 12, 1951

0.25 acres at $912.00 per acre	$ 228.00	$
Two-story frame house w/conc.basement,1292 ft.	5,922.00	
Two-car garage, wood shed and chicken house	275.00	
Amount to be paid owner - chrg to Right of Way		$ 6,425.00

Takes All -

15943 - Thurner, Joseph and Eva (Witt)
Right of Way
Option expires March 14, 1951

3.0 acres of wheat land at $350 per acre	$ 1,050.00	$
3.73 acres timber & pasture land at $150 per acre.	559.50	
Amount to be paid owner - chrg to Right of Way		1,609.50

Access controlled -

15941 - Trotter, Clara A. (Witt)
Right of Way
Option expires Feburary 28, 1951

2.0 acres at $350 per acre	$ 700.00	$
3.21 acres at $300 per acre	963.00	
Two-story frame dwelling 28' x 24'	3,358.00	
New log out building	100.00	
35' well	300.00	
Piping from spring to house	50.00	
Amount to be paid owner - chrg to Right of Way		$ 5,471.00

Takes All -

(cont.)

EXHIBIT "A" (cont.)

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15930 - Hood River County (Witt)
Right of Way
Bargain and Sale Deed

1.25 acres GRATIS

Access controlled -

15949 - Harrison, Fannie D. (Witt)
Right of Way and Park
Option expires February 24, 1951

10 acres at $150 per acre $ 1,500.00 $

Amount to be paid owner - chrg to Right of Way 750.00
- chrg to Park 750.00

Takes All - (State to assume 1950-51 taxes)

BARBUR BLVD.-MARION COUNTY LINE SECTION - WEST PORTLAND-HUBBARD HIGHWAY

4840 - Baker, Brooks Elsie (Johnson)
Right of Way
Option expires March 5, 1951

0.535 acre at $950 per acre $ 508.25 $

Amount to be paid owner - chrg to Right of Way $ 508.25

Access controlled -

ESTACADA SECTION - CLACKAMAS HIGHWAY (Mayhew)

16614 - The First National Bank of Portland - Trustee of J. A. Fenton Estate
Maintenance Site
X

0.70 acre at $1143.00 per acre $ 800.00 $

Amount to be paid owner - chrg to Maint. Site $ 800.00

TILLAMOOK-PLEASANT VALLEY SECTION - OREGON COAST HIGHWAY

1798-A - Simmons, Lowell and Alberta and; Simmons, Shirley Jean (Boone)
Right of Way
Option expires March 21, 1951

1306 sq. ft. at $0.10 per sq. ft. $ 130.60 $
Allowance - reduction of area 119.40
- moving house & garage, spetic tank
fill yard and reset grass, shrubs etc. 1,600.00

Amount to be paid owner - chrg to Right of Way 1,850.00

(cont.)

TILLAMOOK-PLEASANT VALLEY SECTION - OREGON COAST HIGHWAY

1798-A- Simmons, Lowell and Alberta and; Simmons, Shirley Jean (cont.)

THINGS TO BE DONE BY THE STATE:

Re-establish entrance to grantors present driveway (Est)	$ 25.00	$
Amount chargeable to Construction		25.00
GRAND TOTAL (Estimated)		$ 1,875.00

Access controlled -

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

16485 - Ward, Alfred M. and Nellie R. (Benson)
Right of Way
Option expires February 15, 1951

189 rods fencing at $2.50 per rod Trade of abandoned R/W west from Stat.654+00 to Grantor's west property line (1.97 acres) for new R/W (6.94 acres)	$ 472.50	$
Amount to be paid owner - chrg to Right of Way		472.50

THINGS TO BE DONE BY THE STATE:

Construct private access at Stat. 645+00, South side and private access, North side at Stat. 647+30 and 656+60 (Est)	150.00	
Install 84" pipe for stockpass at Stat. 646+50 (Est)	2,500.00	
Amount chargeable to Construction		2,650.00
GRAND TOTAL (Estimated)		$ 3,122.00

Grantor to build all necessary fence and move garage from R/W
Grantor given permission for water pipe under hwy. at Stat. 644+50

Access controlled -

16476 - Lambrecht, John and; Beringer, Glen F. and Verla (Benson)
Right of Way
Option expires February 9, 1951

1.16 acres at $50 per acre	$ 58.00	$
Allowance-51 rods of fencing-$2.50 per rod	127.50	
- 2 gates at $20 ea.	40.00	
Amount to be paid owner - chrg to Right of Way		225.50

(cont.)

EXHIBIT "A" (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private access North & South side at Stat. 449+00 (Est)	$ 50.00	$
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		$ 275.50

Access controlled -

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

16469 - Teeters, John M. and Meral J. (Benson)
Right of Way
Option expires March 11, 1951

1.424 acres at $400 per acre	$ 569.60	$
Allowance - 66 rods fencing. $3 rod & 2 gates	238.00	
- trees - 9 apple, 3 walnut	75.00	
- Move shed from R/W	150.00	
- Merchantable timber	100.00	
- Severence damage	267.40	
Amount to be paid owner - chrg to Right of Way		1,400.00

THINGS TO BE DONE BY THE STATE:

Construct farm crossing from both sides of hwy at Stat. 406+50 (Est)	100.00	
Re-establish pipe line under hwy also re-establish irrigation ditch if these are disturbed by state operations (Est)	150.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		$ 1,650.00

Access controlled -

16482 - Phillips, Keith and Margaret (Benson)
Right of Way
Option expires February 24, 1951

4.36 acres at $150 per acre	$ 654.00	$
6.32 acres at $100 per acre	632.00	
17.86 acres at $ 50 per acre	893.00	
Allowance - 770 rods of fence at $3.00 per rod	2,310.00	
- 6 gates at $20 ea.	120.00	
- Water for stock on S. side*	1,000.00	
- Severence damage	500.00	
	6,109.00	

*(Existing spring is in R/W)

(cont.)

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY (cont.)

16482 - Phillips, Keith and Margaret (cont.)

Less credit for abandoned r/w to be deeded to Phillips	$ -155.50	
Amount to be paid owner - chrg to Right of Way		$ 5,953.50

THINGS TO BE DONE BY THE STATE:

Construct approaches, N.&S. sides at Stat. 565+00 577+50 and 603+00 Est)	300.00	
Construct stock passes Stat.564+50 & 594+50(Est)	6,000.00	
Bulldoze out brush etc. for roadway (Est)	100.00	
Amount chargeable to Construction		6,400.00
Access controlled - GRAND TOTAL (Estimated)		$12,353.50

16652 - Thomas, George E. and Margaret (Benson)
Right of Way
Option expires March 11, 1951

2.60 acres at $35.00 per acre	$ 91.00	$
Amount to be paid owner chrg to Right of Way		91.00

THINGS TO BE DONE BY THE STATE:

State to construct approach on north side at Station 685+50 - private (Est)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		$ 141.00

Access controlled -

16484 - Ferguson, David James and Anne M. (Benson)
Right of Way
Option expires February 14, 1951

A trade of abandoned right of way (4.95 acres) for the new right of way (5.74 acres)

Grantor to build all necessary fence.

THINGS TO BE DONE BY THE STATE:

Construct a road connection at Stat. 635+95 South side - private (Est)	$ 50.00	
Amount chargeable to Construction		$ 50.00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

MEHAMA MILL CITY SECTION - NORTH SANTIAM HIGHWAY(cont.)

16471 - Geil, R. N. and Alice S. (Benson)
Right of Way
Option expires March 13, 1951

1.75 acres - more or less (lump sum)	$ 500.00	$
Amount to be paid owner - chrg to Right of Way		$ 500.00

Takes All -

16470 - Ross, Howard V. and Carol M. (Benson)
Right of Way
Option expires March 20, 1951

1.43 acres at $400 per acre	$ 572.00	$
Damage allowance - hwy. 15' from new home	928.00	
Amount to be paid owner - chrg to Right of Way		$ 1,500.00

Access controlled -

STOUT CREEK-MEHAMA SECTION - NORTH SANTIAM HIGHWAY

16597 - Smith, Wayne C. and Edith (Benson)
Right of Way
Option expires March 11, 1951

0.20 acres at $400 per acre	$ 80.00	$
Amount to be paid owner - chrg to Right of Way		$ 80.00

Access controlled -

16603 - Philippi, Lorene and Merle (Benson)
Right of Way
Option expires March 11, 1951

0.98 acre and waiver of access - $524+ acre	$ 514.00	$
Allowance - fencing 22 rods at $3.00 per rod	66.00	
- 1 gate	20.00	
Amount to be paid owner - chrg to Right of Way		600.00
THINGS TO BE DONE BY THE STATE:		
Construct private access at Stat. 366+30 North Side (Est)	$ 50.00	$
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		$ 650.00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

STOUT CREEK-MEHAMA SECTION - NORTH SANTIAM HIGHWAY (cont.)

16598 - Etzel, Sim F. and Katie (Benson)
Right of Way
Option expires February 28, 1951

1 acre at $400 per acre	$ 400.00	$
Allowance - move cabin from right of way	150.00	
Amount to be paid owner - chrg to Right of Way		550.00

THINGS TO BE DONE BY THE STATE:

Construct private road approaches, North and South side of highway Stat. 356+90 (Est)	$ 100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 650.00

Access controlled -

16601 - Etzel, Sim F. and Katie (Benson)
Right of Way
Option expires February 28, 1951

0.21 acre at $400 per acre	$ 84.00	
Amount to be paid owner - chrg to Right of Way		$ 84.00

Access controlled -

16599 - Rogers, Edward F. and Virginia L. (Benson)
Right of Way
Option expires February 24, 1951

0.11 acre at $400 per acre	$ 44.00	
Amount to be paid owner - chrg to Right of Way		$ 44.00

Access controlled -

16595 - Blum, James J. and Ethel I. (Benson)
Right of Way
Option expires March 13, 1951

2.06 acres at $484 plus per acre	$1,000.00	$
Allowance - fencing, 104 rods at $2.50 per rod	260.00	
- Two gates at $20.00 ea.	40.00	
- Severence damage	200.00	
Amount to be paid owner - chrg to Right of Way		1,500.00

(cont.)

EXHIBIT "A" (cont.)

STOUT CREEK-MEHAMA SECTION - NORTH SANTIAM HIGHWAY (cont.)

16595 - Blum, James J. and Ethel I. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private access at Stat. 342+50, North and South side of hwy. (Est)	$ 100.00	$
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 1,600.00

Access controlled -

16600 - Mulford, John Burnett and Ines (Benson)
Right of Way
Option expires March 17, 1951

0.26 acres at $400 per acre	$ 104.00	$
Amount to be paid owner - chrg to Right of Way		104.00

Access controlled -

16604 - Geil, R. N. and; Van Handle, L. C. and Salley (Benson)
Right of Way
Option expires March 13, 1951

0.10 acre at $400 per acre	$ 40.00	$
Allowance - fencing, 18 rods at $2.50 per rod	45.00	
Amount to be paid owner - chrg to Right of Way		$ 85.00

Access controlled -

16596 - Mynatt, William and Arta B. (Benson)
Right of Way
Option expires March 11, 1951

2.85 acres at $400 per acre	$ 1,140.00	$
Allowance - 124 rods of fence at $2.50 per rod	310.00	
- 2 gates at $20 ea.	40.00	
- 10 filbert trees at $5.00 ea.	50.00	
- Severence damage	1,060.00	
Amount to be paid owner - chrg to Right of Way		2,500.00

THINGS TO BE DONE BY THE STATE:

Construct private approaches on North and South side of hwy. at Stat. 352+88 (Est)	100.00
Re-establish irrigation ditch at Stat.352+88 (Est)	250.00

(cont.)

EXHIBIT "A" (cont.)

STOUT CREEK-MEHAMA SECTION - NORTH SANTIAM HIGHWAY (cont.)

16596 - Mynatt, William and Arta B. (cont.)

Amount chargeable to Construction		$ 350.00
GRAND TOTAL (Estimated)		$ 2,850.00

Access controlled -

16612 - Roten, E. M. and Florene S. (Benson)
Right of Way
Option expires March 18, 1951

0.457 acre at $400 per acre	$ 182.80	$
Allowance - 22 rods fence $2.50 rod & 2 gates	95.00	
- reset septic tank and cesspool	100.00	
- 4 apple trees at $5.00 ea.	20.00	
- raise electric line over hwy.	100.00	
- move hog pen & shed	25.00	
- severance damage	300.00	
Amount to be paid owner - chrg to Right of Way		822.80

THINGS TO BE DONE BY THE STATE:

Construct private approaches from north & south side of hwy. at Stat. 339+20 (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 922.80

Access controlled -

16593 - Blum, Chester J. (Benson)
Right of Way
Option expires March 19, 1951

1.60 acres at $50 per acre	$ 80.00	$
Allowance - 80 rods of fence $2.00 per rod	160.00	
Amount to be paid owner - chrg to Right of Way		$ 240.00

Access controlled -

16610 - Allaway, Jack and Pearl (Benson)
Right of Way
Option expires March 17, 1951

1.19 acres at $400 per acre	$ 476.00	$
Allowance - 51 rods of fencing at $3.00 per rod	153.00	
- gates at $20 ea.	40.00	
Amount to be paid owner - chrg to Right of Way		669.00

EXHIBIT "A" (cont.)

STOUT CREEK-MEHAMA SECTION - NORTH SANTIAM HIGHWAY (cont.)

16610 - Allaway, Jack and Pearl (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private access, north & south side of hwy. at Stat. 387+00 (Est)	$ 100.00	$
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 769.00

Access controlled -

16605 - Smith, Grant B. and Violet E. (Benson)
Right of Way
Option expires March 20, 1951

0.75 acre at $769+ per acre	$ 577.00	$
Allowance - reduction of area	150.00	
- 16 rods of fence at $3.00 per rod	48.00	
- moving 2 sheds	75.00	
Amount to be paid owner - chrg to Right of Way		$ 850.00

Access controlled -

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

15178 - Howard, James O. (Haskin)
Right of Way
Option expires February 20, 1951

0.248 acre at $1000 per acre	$ 248.00	$
Allowance - fencing, 6 rods at $3.00 per rod	18.00	
Amount to be paid owner - chrg to Right of Way		$ 266.00

Access controlled -

15188 - Oitzinger, Robert and Emily (Haskin)
Right of Way
Option expires February 20, 1951

0.552 acre at $1100 minus per acre	$ 600.00	$
Amount to be paid owner - chrg to Right of Way		600.00

THINGS TO BE DONE BY THE STATE:

Build fence - 14 rods at $4.00 per rod (Est)	56.00	
Amount chargeable to Right of Way		56.00
GRAND TOTAL (Estimated)		$ 656.00

Access controlled -

(cont.)

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST (cont.)

15177 - Jensen, Emil and Cora E. (Haskin)
Right of Way
Option expires February 20, 1951

0.138 acre at $1100 minus per acre	$ 188.00	$
Allowance-fencing, 5 rods at $3.00 per rod	15.00	
Amount to be paid owner - chrg to Right of Way		$ 203.00

Access controlled -

SWEET HOME-FOSTER SECTION - SANTIAM HIGHWAY

15785 - Wodtli, Frederick and M. and M. Woodworking Co. (Witt)
Right of Way
Permanent Easement

0.07 acre	$ 100.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access not controlled -

NORTH R[illegible]EBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY

16513 - Anderson, Ray D. and Alice C. (Haskin)
Slope Easement and Right of Way
Option expires March 11, 1951

1220 sq. ft. at $1.00 per sq. ft.	$1,220.00	
and 15' slope easement		
Low bid for raising house	2,412.14	
Amount to be paid owner chrg to Right of Way		$ 3,632.14
THINGS TO BE DONE BY THE STATE		
Construct driveway at Stat. 249+30 and fill in lot to grade of highway approximately 3 ft. (est)	250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		$ 3,882.14

Access not controlled -

16511 - Gulliams, Grover and Lillie
Slope Easement and Right of Way
Option expires March 5, 1951

2300 sq. ft. at $1.00 per sq. ft.	$ 2,300.00
and 15' slope easement	
Low bid for moving house and garage	2,620.42

(cont.)

EXHIBIT "A" (cont.)

NORTH ROSEBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

16511 - Gulliams, Grover and Lillie (cont.)

Amount to be paid owner chrg to Right of Way		$ 4,920.42
THINGS TO BE DONE BY THE STATE		
Construct driveway at Stat. 2498+10 (est)	$ 100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 5,020.42

Access not controlled -

16512 - Bates, L. W. and Doris B. (Reeder)
Slope Easement
Option expires March 17, 1951

Eight-foot slope easement (Removal of hedge and small sign)	$ 35.00	$
Amount to be paid owner - chrg to Right of Way		35.00

Access not controlled -

16516 - Jacobs, S. E. and Sigrid (Reeder)
Slope Easement and Right of Way
Option expires March 1, 1951

5 sq. ft. at $1.00 per sq. ft.& 10' easement	$ 5.00	$
Removal of two signs from R/W	30.00	
Amount to be paid owner - chrg to Right of Way		35.00
THINGS TO BE DONE BY THE STATE:		
Reconstruct road approaches at approx.Stations:		
2499+00, Easterly side, 25' wide (Est)	100.00	
2499+70, Easterly side, 25' wide (Est)	100.00	
2500+25, Easterly side, 20' wide (Est)	50.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		$ 285.00

Access not controlled -

16517 - Edmonds, Walter I. and Georgia L. (Reeder)
Slope Easement and Right of Way
Option expires March 1, 1951

50 sq. ft. at $1.00 per sq. ft. & 10' easement over 100' frontage	$ 50.00	$

(cont.)

NORTH ROSEBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

16517 - Edmonds, Walter I. and Georgia L. (cont.)

Amount to be paid owner - chrg to Right of Way		$ 50.00
THINGS TO BE DONE BY THE STATE:		
Reconstruct road approach, 25' wide at approx. Stat. 2501+72, Easterly side of hwy (Est)	$ 100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 150.00

Access not controlled -

16523 - Nielson, C. L. and Pauline (Haskin)
Slope Easement and Right of Way
Option expires March 11, 1951

375 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 375.00	
Allowance - remove garage	150.00	
Low bid for moving house	4,274.75	
Amount to be paid owner chrg to Right of Way		$ 4,799.75
THINGS TO BE DONE BY THE STATE:		
Reconstruct driveway at Stat. 2505+05 (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 4,899.75

Access not controlled -

16515 - Gomes, Mike M. and Nanette (Haskin)
Slope Easement and Right of Way
Option expires March 12, 1951

650 sq. ft. at $1.00 per sq. ft. and 15' slope easement	$ 650.00	
Allowance - loss of business $25. for each day closed due to moving (est)	250.00	
Low bid for moving buildings	3,074.15	
Amount to be paid owner chrg to Right of Way (est)		$ 3,974.15
THINGS TO BE DONE BY THE STATE:		
Construct driveway at Stat. 2500+80 (est)	100.00	

(cont.)

EXHIBIT "A" (cont.)

NORTH ROSEBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

16515 - Gomes, Mike M. and Nanette (cont.)

Amount chargeable to Construction		$ 100.00
GRAND TOTAL (Estimated)		$ 4,074.15

Access not controlled -

16518 - Setterberg, Carl H. and Nancy E. and; Wiggin, Hjalmer and Edna H. (Haskin)
Right of Way and Easement
Option expires March 9, 1951

2400 sq. ft. at $1.00 per sq. ft. and 15' easement	$ 2,400.00	$
Allowance to move neon sign	232.00	
Amount to be paid owner chrg to Right of Way		2,632.00
THINGS TO BE DONE BY THE STATE:		
Construct driveway at Stat. 2502+60, 2502+40 and if grantor moves bldg. north, state to construct driveway at 2501+80 in place of driveway 2502+40. (Est)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		$ 2,832.00

Access not controlled -

16522 - Rooke, George V. and Wilma (Haskin)
Right of Way and Easement
Option expires March 5, 1951

750 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 750.00	$
Allowance - remove large neon sign	238.70	
Amount to be paid owner - chrg to Right of Way		988.70
THINGS TO BE DONE BY THE STATE:		
Reconstruct driveway at Stat. 2505+45 (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 1,088.70

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

NORTH ROSEBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

16519 - Johnson, Carl and Marian (Reeder)
Slope Easement and Right of Way
Option expires March 18, 1951

600 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 600.00	$
Allowance - re-construct conc. retaining walls	625.00	
- Remove & reset neon sign & post & two small drive-way lights set in conc.	250.00	
- reset 50' picket fence-revise sprinkler system	90.00	
- restore lawn and $10 for shade tree	35.00	
Amount to be paid owner - chrg to Right of Way		1,600.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approaches, Easterly side at approx. Stations: 2503+00, 2503+65 and 2504+15 (Est)	300.00	
Remove present retaining wall, excavate 2' beyond R/W line and set new retaining wall grade (Est)	50.00	
Amount chargeable to Construction		350.00
GRAND TOTAL (Estimated)		$ 1,950.00

Access not controlled -

16538 - Moore, Walter A. and Helen M. (Reeder)
Slope Easement and Right of Way
Option expires March 12, 1951

1250 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 1,250.00	$
Allowance - damage in lieu of moving house, garage, shed and conc.basement	750.00	
- build fence along top of wall	50.00	
Amount to be paid owner - chrg to Right of Way		2,050.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach at approx. Stat. 2513+00, Easterly side of hwy. (Est)	200.00	
Construct reinforced concrete retaining wall along Westerly property line and construct conc. steps at approx. Stat. 2513+50 to Approx. 2513+73 (This item on constr. plans) (Est)	3,500.00	
Amount chargeable to Construction		3,700.00
GRAND TOTAL (Estimated)		$ 5,750.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

NORTH ROSEBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

16520 - Mills, William E. and Elsie M. (Haskin)
Slope Easement and Right of Way
Option expires February 29, 1951

1100 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 1,100.00	$
Amount to be paid owner - chrg to Right of Way		1,100.00
THINGS TO BE DONE BY THE STATE:		
Construct approach at Stat. 2503+88 (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 1,200.00

Access not controlled -

16521 - Wiley, Earl W. and Gladys and; Vigent, A.W. and Maud E. (Norlin)
Slope Easement and Right of Way
Option expires March 10, 1951

960 sq. ft. at $1.52+ per sq. ft. and 10' slope easement	$ 1,460.00	$
Amount to be paid Wiley chrg to Right of Way		960.00
Amount to be paid Vigent chrg to Right of Way		500.00
		1,460.00
THINGS TO BE DONE BY THE STATE:		
Reconstruct and gravel road approaches at Stat. 2504+08 and 2504+80, West side of hwy (Est)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		$ 1,660.00

Access not controlled -

16525 - Graham, Gordon W. and Letitia A. (Reeder)
Slope Easement and Right of Way
Option expires February 5, 1951

250 sq. ft. lawn at $1.00 per sq. ft. and 15' slope easement	$ 250.00	$
Garage Replacement	500.00	
Amount to be paid owner - chrg to Right of Way		750.00

EXHIBIT "A" (cont.)

NORTH ROSEBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

16525 - Graham, Gordon W. and Letitia A. (cont.)

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach at Stat. 250+60 Easterly side of hwy and reconstruct conc. stairway at Stat. 250+79, Easterly side (Est)	$ 100.00	
Amount chargeable to Construction		$ 100.00
GRAND TOTAL (Estimated)		$ 850.00

Access not controlled -

16526 - Williamson, Alan C. and Anna A. and; Lindley, C.L. and Jettie G. (Norlin)
Slope Easement and Right of Way
Option expires March 17, 1951

375 sq. ft. at $1.46+ per sq. ft. and 15' slope easement	$ 550.00	$
Amount to be paid owner - chrg to Right of Way		550.00

THINGS TO BE DONE BY THE STATE:

Construct concrete retaining wall and steps (Est)	525.00	
Amount chargeable to Construction		525.00
GRAND TOTAL (Estimated)		$ 1,075.00

Access not controlled -

16527 - Lewin, Eva L. (Reeder)
Slope Easement and Right of Way
Option expires February 10, 1951

550 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 550.00	$
Allowance - fence, sidewalk and two trees	50.00	
Amount to be paid owner chrg to Right of Way		$ 600.00

Access not controlled -

16528 - Crocker, A.J. and Louisa and; Ireland, Wayne M. and Opal (Reeder)
Right of Way and Slope Easement
Option expires February 6, 1951

780 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 780.00	$
Amount to be paid owner - chrg to Right of Way		780.00

(cont.)

EXHIBIT "A" (cont.)

NORTH ROSEBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

16528 - Crocker, A.J. and Louisa and; Ireland, Wayne M. and Opal (cont.)

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach, 25' wide at approx. Stat.2506+95, Easterly side of hwy. (Est)	$ 100.00	$
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 880.00

Access not controlled -

16529 - Crocker, A. J. and Louisa and; Ireland, Wayne M. and Opal (Reeder)
Slope Easement and Right of Way
Option expires February 6, 1951

1500 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 1,500.00	$
Allowance to Lessee for removing and replacing two signs-one electric	110.00	
Amount to be paid Crocker chrg to Right of Way		1,500.00
Amount to be paid Ireland chrg to Right of Way		110.00
		1,610.00

THINGS TO BE DONE BY THE STATE:

9" encroachment of store building granted to owner for life of existing building.		
Reconstruct road approach, 25' wide at approx. Stat. 2507+48, Easterly side of hwy. (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 1,710.00

Access not controlled -

16534 - Alexander, M. A. and; Alexander, W. A. and Lillie E. (Reeder)
Slope Easement and Right of Way
Option expires March 11, 1951

900 sq. ft. at $1.00 per sq. ft. and 10' slope easement on 50' frontage	$ 900.00	$
Amount to be paid M.A. Alexander - Chrg to Right of Way		450.00
Amount to be paid W.A. Alexander - Chrg to Right of Way		450.00
		900.00

THINGS TO BE DONE BY THE STATE:

Construct a concrete retaining wall in front of grantors house, approx. 2.5' high and 30' in length; also replace front porch steps if necessary (Est)	150.00

(cont.)

NORTH ROSEBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

16534 - Alexander, M.A. and; Alexander, W.A. and Lillie E. (cont.)

Amount chargeable to Construction		$ 150.00
GRAND TOTAL (Estimated)		$ 1,050.00

Access not controlled -

16531 - Rose, S. L. and Mary E. (Haskin)
Right of Way and Easement
Option expires March 12, 1951

1000 sq. ft. at $1.00 per sq. ft.	$ 1,000.00	$
and 15' easement		
Allowance for 26' x 26' house and shed	1,208.00	
Amount to be paid owner - chrg to Right of Way		$ 2,208.00

Access not controlled -

16539 - Boyer, Blanche (Reeder)
Right of Way and Easement
Option expires March 20, 1951

210 sq. ft. at $1.00 per sq. ft.	$ 210.00	$
and 10' slope easement		
Allowance in lieu of moving house and garage	790.00	
Amount to be paid owner - chrg to Right of Way		1,000.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach at Stat. 2514+76, East side (Est)	100.00	
Construct concrete retaining wall, West side, (As per construction plans) (Est)	800.00	
Amount chargeable to Construction		900.00
GRAND TOTAL (Estimated)		$ 1,900.00

Access not controlled -

16536 - West, Effie May (Reeder)
Slope Easement and Right of Way
Option expires March 12, 1951

(cont.)

EXHIBIT "A" (cont.)

NORTH ROSEBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

16536 - West, Effie May (cont.)

1700 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 1,700.00	
Allowance - rebuild back porch and reset clothes line	85.00	
Low bid for moving house	975.00	
Amount to be paid owner - chrg to Right of Way		$ 2,760.00

Access controlled -

16524 - Kelly, D. H. and Elsie (Haskin)
Slope Easement and Right of Way
Option expires March 11, 1951

375 sq. ft. at $1.00 per sq. ft. and 15' slope easement	$ 375.00	
Low bid for moving house	2,524.25	
Amount to be paid owner - chrg to Right of Way		2,899.25
THINGS TO BE DONE BY THE STATE:		
Construct driveway at Stat. 2506+85 (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 2,999.25

Access not controlled -

16537 - Millikin, Katie (Haskin)
Slope Easement and Right of Way
Option expires March 12, 1951

1600 sq. ft. at $1.00 per sq. ft. and 15' slope easement	$ 1,600.00	
Low bid for moving house	3,511.36	
Amount to be paid owner chrg to Right of Way		5,111.36
THINGS TO BE DONE BY THE STATE:		
Construct driveway at Stat. 2514+20 (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 5,211.36

Access not controlled -

EXHIBIT "A" (cont.)

NORTH ROSEBURG-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

16532 - Davidson, Earl E. and Garnet J. (Haskin)
Slope Easement and Right of Way
Option expires March 11, 1951

1225 sq. ft. at $1.00 per sq. ft. and 15' slope easement	$ 1,225.00	
Allowance - damage in lieu of moving garage	150.00	
Low bid for moving house	9,323.91	
Amount to be paid owner chrg to Right of Way		$10,698.91
THINGS TO BE DONE BY THE STATE:		
Construct driveway at Stat. 2512+80 (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$10,798.91

Access not controlled -

16535 - Veatch, M. L. and Ruby E. (Reeder)
Slope Easement
Option expires March 1, 1951

2550 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 2,550.00	
Allowance - water pipe, sprinkler heads, connection & labor (sprinkler system)	144.90	
- hedge and lawn	125.00	
- concrete curb and retaining wall	183.75	
- hedge and lawn	125.00	
- black top paving	360.00	
- removal of large electric sign & post	250.00	
Amount to be paid owner - chrg to Right of Way		3,613.65
THINGS TO BE DONE BY THE STATE:		
Reconstruct road approaches at Stat. 2510+60 and 2511+30, East side of hwy. (Est)	400.00	
Amount chargeable to Construction		400.00
GRAND TOTAL (Estimated)		$ 4,013.65

Access not controlled -

CANYONVILLE SECTION - PACIFIC HIGHWAY

15538 - Irwin, J. W. and Nora B. (Norlin)
Right of Way
Option expires January 10, 1951

(cont.)

CANYONVILLE SECTION - PACIFIC HIGHWAY (cont.)

15538 - Irwin, J. W. and Nora B. (cont.)

20.44 acres at $712.00 per acre	$14,572.50	$
0.80 acre at $0.08 ¢ per sq. ft.	2,500.00	
Allowance - Low moving bid for 36'x24' House with fireplace, 3 cabins and 40'x44' garage	8,077.32	
- fencing, 265 rods at $3.50 per rod	927.50	
Amount to be paid owner - chrg to Right of Way		26,077.32

THINGS TO BE DONE BY THE STATE:

Existing well to remain if possible; if destroyed, State to replace (Est)	1,000.00	
Construct private accesses at Stations: 440+00, 446+30, 455+00, 465+00 and 471+39, West side (Est)	750.00	
Amount chargeable to Construction		1,750.00
GRAND TOTAL (Estimated)		$27,827.32

Grantor may construct outer highway to connect private accesses, said outer highway may be used for commercial purposes.

Access controlled -

15550 - Stock, W. R. and Mary (Haskin)
Right of Way
Option expires October 26, 1950

2.78 acres at $1,620 minus per acre	$ 4,500.00	$
Amount to be paid owner - chrg to Right of Way		$ 4,500.00

Access controlled -

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

14924 - Miller, Alonzo B. and Laura I. (Byrum)
Right of Way
Option expires April 29, 1951

2 acres at $300 per acre	$ 600.00	$
0.95 acre at $100 per acre	95.00	
House - 1140 sq. at $1.80+ per sq. ft.	2,055.00	
Garage - 450 sq. at $100 per sq. ft.	450.00	
Amount to be paid owner - chrg to Right of Way		$ 3,200.00

Takes All

(cont.)

EXHIBIT "A" (cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

14933 - Dey, Leslie M. and Elma E. (Byrum)
Right of Way
Option expires February 28, 1951

8,990 sq. ft. at $0.02+ per sq. ft.	$ 200.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

Access controlled -

14936 - Ellis, Chester and Sarah (Byrum)
Right of Way
Option expires March 19, 1951

9735 sq. ft. at $0.07 per sq. ft.	$ 681.45	$
Chicken house and trees	48.55	
Amount to be paid owner - chrg to Right of Way		730.00
THINGS TO BE DONE BY THE STATE:		
If well becomes damaged during construction, State to replace (Est)	500.00	
Reconstruct road approach at alley between Block 2 and Block 1 (Est)	50.00	
Amount chargeable to Construction		550.00
GRAND TOTAL (Estimated)		1,280.00

Access controlled -

14922 - Baker, Orval E. and Vesta E. (Byrum)
Right of Way
Option expires March 19, 1951

0.62 acre at $600 per acre	$ 372.00	$
0.31 acre at $180 per acre (Plus)	56.00	
Allowance - 24 rods of fencing at $3.00 per rod	72.00	
Amount to be paid owner - chrg to Right of Way		500.00
THINGS TO BE DONE BY THE STATE:		
Reconstruct private access at Stat. 102+24 (Est)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		$ 700.00

Access controlled -

(cont.).

EXHIBIT "A" (cont.)

BROOKINGS-CALIFORNIA STATE LINE SECTION - OREGON COAST HIGHWAY

16027 - Anderson, Archie E. & Florence; Hayes, M. B. & Faye
Right of Way
Additional Payment to Hayes

In payment of loss of business (Cannery was moved during busy season)	$ 500.00	$
Amount to be paid Hayes - chrg to Right of Way		500.00

Amount previously approved May 25-26, 1950

Land and moving bid	$ 4,865.25
Construction of accesses	500.00
	$ 5,365.25

BIG EDDY SECTION - COLUMBIA RIVER HIGHWAY

16642 - Seufert Bros. Company (Cooper)
Miscellaneous Sites
Option expires 8-21-1960

Easement for Radio Station 8-22-50 to 8-21-1960 $50.00 per year - payable yearly	$ 500.00	
Amount to be paid owner - chrg to Misc. Sites		$ 500.00

Easement executed August 22, 1950

5TH STREET-REDMOND SECTION - THE DALLES-CALIFORNIA HIGHWAY

16346 - Links, Hiram and; Farleigh, James H. (Cozad)
Right of Way
Option expires February 16, 1951
Re-negotiation of access

0.193 acres at $3,938 minus per acre	$ 760.00	$
Allowance - fencing 13+ rods at $3.00 per rod	40.00	
Amount to be paid owner - chrg to Right of Way		800.00

THINGS TO BE DONE BY THE STATE:

Provide private access 25' wide, West side at Stat. 31+35 and Commercial access 36' wide, West side at Stat. 32+22 and 33 (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		900.00

EXHIBIT "A" (cont.)

5TH STREET-REDMOND SECTION - THE DALLES-CALIFORNIA HIGHWAY

16346 - Links, Hiram and; Farleigh, James H.(cont.)

Previously approved July 10 - 11, 1950

Land and fencing - amount to be paid owner	$ 800.00	$
Three private accesses - chrg to construction(Est)	75.00	875.00
Additional Cost (Est)		$ 25.00

Access controlled -

16347 - Houk, J. O. (Cozad)
Right of Way
Option expires February 15, 1951
Re-negotiation of Access

0.320 acres (60' R/W) gratis		
0.107 acres at $.06 per sq. ft. minus	$ 267.50	$
Amount to be paid owner - chrg to Right of Way		267.50
THINGS TO BE DONE BY THE STATE:		
Provide private access 25' wide east side at Stations 33+20, 34, 34+50, 35 and 35+50 and Commercial access West side, Stations 33+20 34+50, 36' wide (Est)	200.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		$ 467.50

Previously approved July 10 - 11, 1950

Land - amount to be paid owner	267.50	
Eight private accesses - chrg to construction (Est)	200.00	467.50
		$ 0.00

Access controlled -

16345 - Clark, William M. and Cletas B. (Cozad)
Right of Way
Option expires February 17, 1951
Re-negotiation of Access

29,723 sq. ft. at $.04 minus per sq. ft.	$ 1,108.90	$
4,290 sq. ft. at $.06 minus per sq. ft.	251.40	
60 ft. right of way through City at no cost	0.00	
Allowance - 50 rods of fencing $3.00 per rod	150.00	
- destruction of cow barn, stanchions, and concrete floor	350.00	
Amount to be paid owner - chrg to Right of Way		$ 1,860.30

(cont.)

EXHIBIT "A" (cont.)

5TH STREET - REDMOND SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

16345 - Clark, William M. and Cletas B. (cont.)

THINGS TO BE DONE BY THE STATE:

All access relinquished except the following: East side Stations: 26+30, 27+50, 28+50, 29+75, 31+25, 32+25 West side Station: 28+75 and 29+75. All commercial access and 36' (Est)	$ 300.00	$
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		$ 2,160.30

Amount previously approved July 10 - 11, 1950

Land, fencing, etc.	Amount to be paid owner	1,860.30	
Eleven private accesses -	Construction	275.00	2,135.30
	Additional Cost		$ 25.00

Access controlled -

16348 - Blair, Robert (Cozad)
Right of Way
Option expires February 17, 1951
Re-negotiation of Access

0.06 acre (gratis)	$ 0.00	$
0.02 acre at $.06 per sq. ft.	50.00	
Amount to be paid owner - chrg to Right of Way		50.00

THINGS TO BE DONE BY THE STATE:

Provide Commercial access 40' wide at Stat. 35+30 West Side (Est)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		100.00

Previously approved July 10 - 11, 1950

Land - amount to be paid owner	50.00	
Two private accesses - chrg to construction	50.00	100.00
		$ 0.00

Access controlled -

BEND SECTION - THE DALLES-CALIFORNIA HIGHWAY

16549 - Farr, Ivan D. and Ruth M. (Cozad)
Division Office Site
Option expires November 24, 1950.

BEND SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

16549 - Farr, Ivan D. and Ruth M. (cont.)

5 acres at $500 per acre	$ 2,500.00	$
4 acres at $200 per acre	800.00	
Lawn - 2000 ft. at .05¢ per sq. ft.	100.00	
175 rods of fence at $2.00 per rod	350.00	
11 trees, $25 ea. and shrubbery	400.00	
Two-story house 24'x40' & new garage 12'x18'	5,300.00	
Poultry house	50.00	
Amount to be paid owner - chrg to Division Office Site		$ 9,500.00

Takes All -

16551 - White, Charlie W. and Grace E. (Cozad)
Division Office Site
Option expires February 16, 1951

5.59 acres at $100+ per acre	$ 560.00	$
2 acres at $500 per acre	1,000.00	
House 36'x24' - not modern	1,140.00	
Rabbit and poultry pens	50.00	
Fencing - 120 rods	250.00	
Amount to be paid owner - chrg to Division Office Site		$ 3,000.00

Takes All -

16553 - Briggs, Bertha (Cozad)
Division Office Site
Option expires February 24, 1951

0.71 acres at $200 per acre	$ 142.00	$
Amount to be paid owner - chrg to Division Office Site		$ 142.00

Takes All -

16554 - Chrisco, J. G. and Lola (Cozad)
Division Office Site
Option expires February 25, 1951

0.20 acres at $200 per acre	$ 40.00	
Amount to be paid owner - chrg to Division Office Site		$ 40.00

Takes All -

(cont.)

BEND SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

16550 - Sampels, Mervin C. and Lena G. (Cozad)
Division Office Site
Option expires March 1, 1951

1 acre at $750 per acre	$ 750.00	$
House 28'x30' and Garage 12'x20'	2,520.00	
Barn and poultry sheds	450.00	
50 rods of fencing at $5.00 per rod	250.00	
165 sq. ft. lawn at$.05 per sq.ft. & shrubbery	350.00	
9 shade trees - $20 ea.	180.00	
Amount to be paid owner - chrg to Division Office Site		$ 4,500.00

Takes All-

16552 - Hoover, Mary E. (Cozad)
Division Office Site
Option expires February 26, 1951

1.02 acres at $392+ per acre	$ 400.00	$
Amount to be paid owner - chrg to Division Office Site		400.00

Takes All -

EXPLANADE STREET - SOUTH 6TH STREET SECTION - KLAMATH FALLS-MALIN HIGHWAY

16072 - Veterans Administration (Cozad)
Right of Way
X

0.67 acre land,buildings,trees,lawn and walk (lump sum)	$ 5,500.00
Amount to be paid owner - chrg to Right of Way	5,500.00

Confirmation by phone approval by three Commissioners 9-1-50

16076 - Hill, John and Grace (Cozad)
Right of Way
Option expires March 16, 1951

28,300 sq.ft. at $0.02 per sq.ft.	$ 566.00	$
House - 24'x30' $4.00 per sq. ft. & garage	3,130.00	
Shrubbery, trees and lawn and garden	505.00	
Poultry and rabbit pens	75.00	
50 rods of fencing, part ornamental $4.00 rod	200.00	
Amount to be paid owner - chrg to Right of Way		$ 4,476.00

Takes All -

EXHIBIT "A" (cont.)

MARKS CREEK - SUMMIT SECTION - OCHOCO HIGHWAY

16617 - Holub, Frank J. (Cozad)
Right of Way
Option expires February 28, 1951

11 acres at $25 per acre	$ 275.00	
Amount to be paid owner - chrg to Right of Way		$ 275.00

If and when Grantor fences right of way, permission is granted to fence along Right of Way line.
Option is subject to Ochoco Lumber Company timber cut lease, which expires 1974.

Takes All -

FOREST BOUNDARY-JONES RANCH SECTION - OCHOCO HIGHWAY

16461 - Howard, L. T. and Golda (Cozad)
Stock Pile Site
Option expires January 5, 1951

0.90 acres at $25.00 minus per acre	$ 25.00	$
Amount to be paid owner - chrg to Stock Pile Site		25.00

THINGS TO BE DONE BY THE STATE:

Two cattle guards to be constructed on each side of highway at Stat. 167, if and when grantor builds his right of way fence. (Est)	400.00	
Amount chargeable to Construction		400.00
GRAND TOTAL (Estimated)		$ 425.00

Access not controlled -

FLAT CREEK - MOUNT VERNON SECTION - JOHN DAY HIGHWAY

6331 - Barnes, Arizona (Coffey)
Gravel Pit
Option expires June 18, 1954

Extension of Lease from 6-18-1950 to 6-18-1954	$ 50.00	$
Amount to be paid owner - chrg to Gravel Pit		50.00

Extension executed 8-16-50

(cont.)

EXHIBIT "A" (cont.)

GRANT COUNTY LINE - CROW FLAT SECTION - JOHN DAY-BURNS HIGHWAY

15171 - Oregon and Northwestern Railway Company (DeSouza)
Slope Easement
Easement signed June 28, 1950

Slope Easement GRATIS

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY

5228-A- Galvani, Lilas Fife (Boone)
Park
Option expires February 14, 1951

71.17 acres at $50 per Acre	$ 3,558.50	$
41.0 acres at $25 per Acre	1,025.00	
Allowance - 165,000 ft. $5.00 M.	825.00	
- 25,000 ft. $7.50 M	187.50	
- 50 poles 40' at 4¢ per ft.	80.00	
- 50 poles 60' at 6¢ per ft.	180.00	
- road work and dam for pond	500.00	
Amount to be paid owner - chrg to Park		$ 6,356.00

Grantor reserves access on Southwesterly side to hwy at Station 1786 and 1797, approx.

Access controlled -

DAYVILLE-KIMBERLY SECTION - JOHN DAY HIGHWAY

15246 - Cant, James and Lizzie F. (Cozad)
Park
Option expires January 31, 1951

878.91 acres at $5.00 per acre	$ 4,394.55	$
Amount to be paid owner - chrg to Park		$ 4,394.55

(Grantor to have free grazing rights for 12 years from date of approval)

JASPER BRIDGE - SPRINGFIELD-CRESWELL HIGHWAY

16674 - Forcum, Nellie E. (Collins)
Right of Way
Option Expires March 20, 1951

5.21 acres, $671.00 plus per acre	$ 3,500.00	
Amount to be paid owner - chrg. to Right of Way		$ 3,500.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

JASPER BRIDGE - SPRINGFIELD-CRESWELL HIGHWAY (cont.)

16675 - Bauer, Fred & Faith D.
Right of Way
Option Expires March 20, 1951

0.08 acres	$ 85.00	
Amount to be paid owner - chrg. to Right of Way		$ 85.00

Access not controlled -

NORTH ROSEBURG-WINCHESTER SECTION - PACIFIC HIGHWAY

16530 - Spaugh, Alba L. and Ruth C.; Straub, Victor S. and Beverly H. (Reeder)
Right of Way and Slope Easement
Option expires March 6, 1950

1700 sq. ft. at $1.00 per sq. ft. and 10' slope easement	$ 1,700.00	
Allowance - removal of neon and electric sign and picket fence	153.00	
Amount to be paid owner - chrg to Right of Way		$ 1,853.00
THINGS TO BE DONE BY THE STATE:		
Reconstruct road approach at Stat. 2509+40 Easterly side (Est)	100.00	
Reconstruct road approach at Stat. 2508+47 Easterly side (Est)	100.00	
Amount chargeable to Construction		200.00
GRAND TOTAL (Estimated)		$ 2,053.00

Access not controlled -

TIGARD SECTION - PACIFIC HIGHWAY WEST

6993 - Barber, Alice M. and J. S. (Johnson)
Right of Way
Option expires November 25, 1950

1,230 sq. ft. at 40¢ per sq. ft.	$ 492.00	
Allowance - tree, shrubs	115.00	
Damages - reduction of area	250.00	
Amount to be paid owner - chrg to Right of Way		$ 857.00

(cont.)

TIGARD SECTION - PACIFIC HIGHWAY WEST (cont.)

6993 - Barber, Alice M. and J. S. (cont.)

THINGS TO BE DONE BY THE STATE:

Re-establish private driveway and walk Stat. 114+54 (Est.)	$ 50.00	$
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		$ 907.00

Access controlled -

STOUT CREEK-MEHAMA SECTION - NORTH SANTIAM HIGHWAY

16608 - Berry, Cora (Benson)
Right of Way
Option expires March 24, 1951

0.90 acres at $733.+ per acre	$ 650.00	
House (900 sq. ft.) well, pumping plant, outbuildings, fence	4,100.00	
Amount to be paid owner - chrg to Right of Way		$ 4,750.00

Entire taking -

16610-A-Valentine, Gerald and Eva; Allaway, Jack and Pearl (Benson)
Right of Way
Option expires March 25, 1951

0.57 acres at $400. per acre	$ 228.00	
Allowance - 24 rods fence	72.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

THINGS TO BE DONE BY THE STATE:

Build approach for private access at Stat. 384+80 North side (Est)	25.00	
Amount chargeable to construction		25.00
GRAND TOTAL (Estimated)		$ 325.00

Access controlled -.

EUGENE SECTION - PACIFIC HIGHWAY

16267 - Clark, Eunice C. and Paul, Fred W. (Reeder)
Maintenance Site
K

(cont.)

EUGENE SECTION - PACIFIC HIGHWAY (cont.)

16267 - Clark, Eunice C. and Paul, Fred W. (cont.)

10,500 sq. ft. more or less and House -28'x30'	$ 6,800.00	$
Amount to be paid owner - chrg to Maint. Site		6,800.00

SULLIVAN GULCH HIGHWAY - UNIT #3 SECTION

14716 - McKay, Edna H. (Johnson)
Right of Way
Option expires March 26, 1951

6200 sq. ft. at 20¢ per sq. ft.	$ 1,240.00	$
House (624 sq. ft.) with basement	4,368.00	
Amount to be paid owner - chrg to Right of Way		$ 5,608.00

Entire taking -

STOUT CREEK-MEHAMA SECTION - NORTH SANTIAM HIGHWAY

16609 - Robertson, Josephine M. (Benson)
Right of Way
Option expires September 25, 1951

1.0 acre at $544 per acre	$ 544.00	$
House - 616 sq. ft. at $3.50 per sq. ft.	2,156.00	
Outbuildings - two	500.00	
Well with pumping plant (electric)	800.00	
Amount to be paid owner - chrg to Right of Way		$ 4,000.00

Takes All -

16611 - Moritz, John J. and Ruth Hazel (Benson)
Right of Way
Option expires March 26, 1951

0.917 acres at $610+ per acre	$ 560.00	$
Allowance - 40 rods of fence at $2.50 per rod	100.00	
- 2 gates at $20 ea.	40.00	
- severence damage	200.00	
- damage to barn	500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,400.00

THINGS TO BE DONE BY THE STATE:

Construct approaches at Stat. 397+50 North and South side of highway

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

STOUT CREEK-MEHAMA SECTION - NORTH SANTIAM HIGHWAY (cont.)

16613 - Branch, Raymond and Winafred (Benson)
Right of Way
Option expires March 20, 1951

1.375 acres at $592 plus per acre	$ 815.00	$
Allowance - 60 rods of fence at $3.00 per rod	180.00	
- 2 gates at $20 ea.	40.00	
- raise elec. line over hwy.	100.00	
- remove 2 chicken houses from R/W	400.00	
- severence & proximity damage	750.00	
- new well	800.00	
- grape arbor	15.00	
- one bid for moving buildings	1,335.80	
Amount to be paid owner - chrg. to Right of Way		$ 4,435.80

(Grantors to provide themselves with new water supply)

State to construct approaches at Stat. 404+50 North and South sides of hwy.

Access controlled -

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

15423 - Coville, C. E. (Devers)
Right of Way
X

1.18 acre - Lump sum settlement	$ 1,480.00	$
Amount to be paid owner chrg to Right of Way		1,480.00
THINGS TO BE DONE BY THE STATE:		
Provide 25' unrestricted access at Stat. 770+80, south side and 25' unrestricted access at Stat. 774+00, north side (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 1,580.00

Access controlled -

EXHIBIT "B-1"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate a section of said highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Highway Commission is authorized to take fee title to said real property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes for use in connection with the proper relocation, construction, and maintenance of the Canyonville-Johns Section of the Pacific Highway the following-described real property, to-wit:

Parcel No. 1:

A parcel of land lying in the Jackson Reynolds D.L.C. No. 58, also being in the North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 34, Township 30 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of that property conveyed by that deed to Delbert D. Norlund, et al., recorded in Book 109, Page 259, of Douglas County Records of Deeds; the said parcel being that portion of said property included in a strip of land of variable width lying on the easterly side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 80+30.69, said Station being 2267.5 feet north and 2117.9 feet west of the southeast corner of said Section 34, Township 30 South, Range 5 West, W.M.; thence on a spiral curve left (the long chord of which bears South 49° 45' 45" East) 500 feet; thence South 53° 05' 45" East 9.18 feet; thence on a spiral curve right (the long chord of which bears South 50° 05' 45" East) 400 feet; thence on a 1273.24 foot radius curve right (the long chord of which bears South 41° 50' 45" East) 100 feet; thence on a spiral curve right (the long chord of which bears South 33° 35' 45" East) 400 feet to Engineer's Station 94+39.87. The easterly line of said strip of land intersects the westerly line of said property approximately opposite Station 81+65 and again approximately opposite Station 89+57.

(cont.)

EXHIBIT "B-1" (cont.)

The widths in feet of the strip of land above-referred to are as follows:

Station to Station		Width on easterly Side of Center Line
80+30.69	85+30.69	200
85+30.69	94+39.87	250

The parcel of land to which this description applies contains 2.64 acres.

Parcel No. 2:

A parcel of land lying in the Jackson Reynolds D.L.C. No. 58, also in the North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 34, Township 30 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of that property conveyed by that deed to Delbert D. Norlund, et al., recorded in Book 109, Page 259, of Douglas County Records of Deeds; the said parcel being that portion of said D.L.C. No. 58 lying west of a line and between said line and the existing Pacific Highway, which line is described as follows:

Beginning on the south line of said D.L.C. No. 58 at a point 438 feet west of the southeast corner of said D.L.C. No. 58; thence northerly on a 260.44 foot radius curve left (the long chord of which bears North 26° 12' West) 420 feet to the northeasterly right of way line of said highway.

The parcel of land to which this description applies contains 0.40 acre.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-eighth day of September, 1950.

EXHIBIT "B-2"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Hillsboro-Silverton Highway is under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of securing rock and gravel and for the stockpiling of material for use in connection with the widening of shoulders and maintenance of the Scholls-Newberg Section of said Hillsboro-Silverton Highway the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for quarry site and stock pile site and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for quarry site and stock pile site for use in connection with widening of shoulders and maintenance of the Scholls-Newberg Section of the Hillsboro-Silverton Highway a parcel of real property located in Yamhill County and described as follows, to-wit:

A parcel of land lying in Section 6, Township 3 South, Range 2 West, W. M., Yamhill County, Oregon; the said parcel being described as follows:

Beginning on the east and west center line of said Section 6 at Engineer's Station 380+88.66 of the Scholls-Newberg Section of the Hillsboro-Silverton Highway; said point being 879.80 feet west from the east quarter corner of Section 6; thence South 88° 38' 03" East along said center line of Section 6 430 feet; thence South 1° 21' 57" West 385.46 feet to the center line of said highway; thence along the center line of said highway as follows: South 77° 25' West 40.39 feet; on a 477.46 foot radius curve to the right (the long chord of which bears South 87° 14' 30" West) 163.75 feet; North 82° 56' West 97.65 feet; on a 168.52 foot radius curve to the right (the long chord of which bears North 35° 02' West) 281.76 feet; North 12° 52' East 102.90 feet; and on a 204.63 foot radius curve to the left (the long chord of which bears North 0° 34' 46" West) 96.04 feet to the point of beginning.

EXHIBIT "B-2" (cont.)

The parcel of land to which this description applies contains 3.92 acres, of which 0.54 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 3.38 acres lie outside of the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed and operated in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-eighth day of September, 1950.

EXHIBIT "B-3"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the North Santiam Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate and construct the Mehama-Mill City Section of the said highway, and for such purpose, and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authroized to take or extinguish any and all rights or interests, if any there be, by which a right or easement of access, ingress, egress, or regress may accrue to property abutting upon a highway; and

WHEREAS, the North Santiam Highway is a major highway of the State, and as such carries large volumes of traffic, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Mehama-Mill City Section of the North Santiam Highway the parcel of real property located in Marion County, Oregon, and described as follows, to-wit:

> A parcel of land lying in the North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 22, Township 9 South, Range 2 East, W. M., Marion County, Oregon; the said parcel being that portion of said North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 22 included in a strip of land 200 feet in width, 100 feet on each side of the center line of the North Santiam Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 611+39.02, said Station being 533.24 feet north and 382.23 feet west of the northwest corner of Lot 2 of said Section 22; thence on a 1432.4 foot radius curve left (the long chord of which bears South 59° 10' 15" East) 470.21 feet; thence on a spiral curve left (the long chord of which bears South 73° 54' 30" East) 400 feet; thence South 76° 34' 30' East 1596.62 feet to Engineer's center line Station 636+05.85; said center line crossing the west and south lines of said North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 22 approximately at Stations 615+90 and 628+11, respectively; ALSO, all that part of the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of said Section 22 lying south of the foregoing described strip of land.

The parcel of land to which this description applies contains 7.15 acres.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission will be most compatible with the greatest public good and least private injury or damage.

3. That in addition to the acquisition of fee simple title to the aforesaid-described property, it is necessary that there be acquired or extinguished such interest, if any there be, by which an easement of access, or right of ingress, egress, and regress, or any right in the nature of an easement of access or right of ingress, egress, or regress, may accrue from and to the remaining land of the larger tract of which the above-described property is a part, and the above-described property, and any highway hereafter constructed thereon, by virtue of the adjacency of the relocated North Santiam Highway, when constructed, upon the real property above described.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-eighth day of September, 1950.

EXHIBIT "C"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws, 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Barlow	- $ 160.43	Draperville	- $ 638.65
Bay City	- 1,659.88	Monroe	- 959.52
Clatskanie	- 2,816.87	Riddle	- 1,919.05
Delake	- 1,968.41	Umatilla	- 2,292.37

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 28th day of September, 1950.

September 28, 1950

EXHIBIT "D"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3172 with Umpqua River Navigation Company for grading and oil mat surfacing on the Luder Creek-Murphys Camp Section of the Umpqua Highway in Douglas County, completed July 27, 1950.

Contract No. 3192 with Geo. H. Clausen for constructing guard rail on the N. Unit, Washington State Line-Flora Junction Section of the Enterprise-Lewiston Highway in Wallowa County, completed July 19, 1950.

Contract No. 3232 with Byers Bros. General Contractors for grading and bituminous macadam surfacing on the Warrenton (19th Street-Hayes Street) Section of the Warrenton Secondary Highway in Clatsop County, completed August 7, 1950.

Contract No. 3252 with Vernie Jarl for grading, oil mat surfacing and furnishing crushed materials in stockpiles on the Wamic-Tygh Valley and Dufur-Maupin Sections of the Wamic County Road and The Dalles-California Highway in Wasco County, completed August 30, 1950.

Contract No. 3254 with Jed Wilson for furnishing crushed materials in stockpiles on the Klaskanine Summit-Columbia County Line Section of the Nehalem Secondary Highway in Clatsop County, completed July 14, 1950. Final clean-up was completed August 25, 1950.

Contract No. 3258 with C. E. Leseberg for grading and oil mat surfacing on the Lawen-Crane Section of the Burns-Crane Highway in Harney County, completed September 15, 1950.

Contract No. 3259 with Fred Lemery for furnishing crushed materials in stockpiles on the Trail and Eagle Point Section of the Crater Lake, Tiller-Trail and Little Butte Highways in Jackson County, completed August 25, 1950.

Contract No. 3268 with F. O. Laws for furnishing crushed materials in stockpiles on the Lincoln County Line-Alsea Mountain Section of the Alsea Highway in Benton and Lincoln Counties, completed August 12, 1950.

(cont.)

EXHIBIT "D" (cont.)

Contract No. 3283 with Morrison & Fisher for grading and oil mat surfacing on the Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway in Morrow County, completed August 29, 1950.

Contract No. 3297 with A. H. Saxton & Sons for oiling and furnishing crushed materials in stockpiles on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County, completed September 9, 1950.

Contract No. 3320 with E. H. Itschner Co. for grading and oil mat surfacing on the Imbler-Dry Creek Section of the Imbler-Dry Creek County Road in Union County, completed September 6, 1950.

Contract No. 3323 with F. L. Somers for grading and oil mat surfacing on the Crook County Line-Bend Airport Section of the Powell Butte Secondary Highway in Deschutes County, completed September 2, 1950.

Contract No. 3329 with Harr & Horton for reoiling in Division No. 2, Jackson, Josephine and Douglas Counties on seven state highways, completed August 31, 1950.

Contract No. 3336 with Cascade Construction Co. for paving on the Sherwood (Main St.) Section of the Sherwood City Streets in Washington County, completed August 30, 1950.

Contract No. 3341 with The Central Heating Co. for reoiling in Division No. 2-C in Lincoln and Benton Counties on five state highways, completed August 13, 1950.

Contract No. 3342 with Roseburg Paving Company for grading and paving on the Myrtle Creek (Oak Street) Section of Myrtle Creek City Street in Douglas County, completed September 12, 1950.

Contract No. 3345 with Osborn Construction Company for grading and bituminous macadam surfacing on Phoenix ("C" St.) Section of the Phoenix City Streets in Jackson County, completed August 31, 1950.

Contract No. 3368 with Harrisburg Sand & Gravel Co. for grading and oil mat surfacing on the Harrisburg (7th St.) Section of Harrisburg City Streets in Linn County, completed September 5, 1950.

Contract No. 3378 with O. C. Yocom Co. for grading and paving on the Amity (Woodson and Oak Streets) Section of the Amity City Streets in Yamhill County, completed August 24, 1950.

Contract No. 3381 with Porter W. Yett for grading and paving on the Brownsville (Kirk Ave.) Section of the Brownsville City Streets in Linn County, completed September 8, 1950.

EXHIBIT "D" (cont.)

Contract No. 3400 with Warren Northwest Inc. for grading and paving on the Aumsville (Main St.) Section of the North Santiam Highway in Marion County, completed September 14, 1950.

Contract No. 3107 with Lindstrom Bros. for constructing Shields Creek, Upper & Lower Lookingglass Creek Bridges in Douglas County, completed August 25, 1950.

Contract No. 3262 with L. H. Morris Electric Co. for installing traffic signals in the City of Eugene in Lane County, completed July 27, 1950.

Contract No. 3273 with R & M Construction Company for redecking Sandy River Bridge in Multnomah County, completed September 7, 1950.

Contract No. 3291 with Bemis & Co. for constructing Parkdale Maintenance Building in Hood River County, completed August 31, 1950.

Contract No. 3233 with Frank Watt Construction Company for constructing Moffett Creek Bridge in Multnomah County, completed August 25, 1950.

Contract No. 3034 with Roy L. Houck, Jr., for grading and bituminous macadam surfacing on the Lost Creek-Lowell Section of the Willamette Highway in Lane County, completed August 16, 1950.

Contract No. 3270 with Inter City Sand & Gravel Co. for furnishing crushed materials in stockpiles on the Forest Boundary-Silver Lake Section of the Fremont Highway in Lake and Klamath Counties, completed May 16, 1950. Removal of Contractor's equipment was completed August 14, 1950.

Contract No. 3337 with Harr & Horton for recoiling on the Division No. 1-A Recoiling Project on the Sunset and Nehalem Highways in Washington County, completed July 6, 1950.

Contract No. 3366 with Valley Concrete Co. for paving on the Eagle Point (West Main St.) Section of Eagle Point City Streets in Jackson County, completed September 23, 1950.

Contract No. 3373 with Warren Northwest, Inc., for grading and paving on the Garibaldi Section of the Oregon Coast Highway in Tillamook County, completed September 25, 1950.

Contract No. 3374 with Stevenson Construction Co. for grading and bituminous macadam surfacing on the West Nehalem Section of the Manzanita-Wheeler County Road, completed September 12, 1950.

Contract No. 3376 with Russell Olson Construction Co. for grading on the Enterprise (Highway and City St.) Section of the Wallowa Lake Highway and Enterprise City Streets in Wallowa County, Completed September 22, 1950.

(cont.)

EXHIBIT "D" (cont.)

Contract No. 3255 with Glenn Snook for constructing the Oak Hill Overcrossing in Lane County, completed September 20, 1950.

Contract No. 3359 with Robert C. Wilson for constructing the Neptune State Park Latrine in Lane County, completed September 6, 1950.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "E"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Mt. Hood Highway (Powell Boulevard)

Highway number: 26 Route number: Oregon 50

Location of Termini			Established Speed
M.P. 5.31 (S.E. 82nd Ave.) (Portland east city limits)	to M.P.	7.47 (125th Ave.) (east of Portland)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

September 28, 1950

EXHIBIT "F-1"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway Pacific Highway West

Highway number 1-W Route number US99W

Location of Termini			Established Speed
M.P. 4.984 (Portland north city limits on Denver Ave.)	to M.P.	6.10 (Jct. with US99E at Denver Ave.-Union Ave. interchange)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

September 28, 1950

EXHIBIT "F-2"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway

Highway number: 1 Route number: US99

Location of Termini		Established Speed
M.P. 6.10 (Jct.with US99E at at Denver Ave.-Union Ave. interchange)	to M.P. 7.12 (Washington State Line)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

September 28, 1950

EXHIBIT "G"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, the Oregon Coast Highway, extending from Astoria, southerly along the Oregon Coast to the California state line, is a state highway, and as such is under the jurisdiction of the State Highway Commission, and said highway is identified in the Commission records as Highway No. 9; and

WHEREAS, the promiscuous parking of cars along and on the said highway in the community of Langlois, Curry County, creates a traffic hazard which, in the opinion of the Highway Commission, should be restrained and regulated; and

WHEREAS, the Commission, based upon the report of its Traffic Engineer, is of the opinion that for safety and convenience of traffic, parallel parking only should be permitted upon both sides of said highway in the community of Langlois between Engineer's Stations 860+00 and 869+25, a distance of 925 feet;

NOW, THEREFORE, all members of the Commission being present and voting affirmatively, the Commission does hereby order:

1. That based upon the facts and recommendations placed before this Commission, the Commission does hereby find and declare that the promiscuous parking of motor vehicles on both sides of the said highway between State Highway Engineer's Stations 860+00 and 869+25 creates a hazard to traffic on said highway, which hazard in the opinion of the Commission should be removed and must be prohibited.

2. That for the purpose of protecting the general public, and especially the motoring public using said highway in said vicinity, it is hereby ordered that only parallel parking of motor vehicles shall be permitted on said highway between State Highway Engineer's Stations 860+00 and 869+25.

3. That the State Highway Engineer hereby is directed to erect and thereafter maintain on and along said highway at places where they may be easily seen by motorists suitable and adequate signs to provide the motoring public with reasonable information and instructions.

4. That a copy of this resolution be delivered to the Superintendent of State Police.

5. That this resolution be entered in the minutes and records of the Highway Commission as of the 28th day of September, 1950.

September 28, 1950

EXHIBIT "H"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, the Oregon Coast Highway, extending from Astoria, southerly along the Oregon Coast to the California state line, is a state highway, and as such is under the jurisdiction of the State Highway Commission, and said highway is identified in the Commission records as Highway No. 9; and

WHEREAS, the promiscuous parking of cars along and on the said highway in the community of Brookings, Curry County, creates a traffic hazard which, in the opinion of the Highway Commission, should be restrained and regulated, and

WHEREAS, the Commission, based upon the report of its Traffic Engineer, is of the opinion that for safety and convenience of traffic, parallel parking only should be permitted upon both sides of said highway in the community of Brookings between Pacific Avenue and Willow Street,

NOW, THEREFORE, all members of the Commission being present and voting affirmatively, the Commission does hereby order:

1. That based upon the facts and recommendations placed before this Commission, the Commission does hereby find and declare that the promiscuous parking of motor vehicles on both sides of the said highway between Pacific Avenue (M.P. 387.66) and Willow Street (M.P. 387.98) creates a hazard to traffic on said highway, which hazard in the opinion of the Commission should and must be prohibited.

2. That for the purpose of protecting the general public, and especially the motoring public using said highway in said vicinity, it is hereby ordered that only parallel parking of motor vehicles shall be permitted on said highway between Pacific Avenue (M.P. 387.66) and Willow Street (M.P. 387.98).

3. That the State Highway Engineer hereby is directed to erect and thereafter maintain on and along said highway at places where they may be easily seen by motorists suitable and adequate signs to provide the motoring public with reasonable information and instructions.

4. That a copy of this resolution be delivered to the Superintendent of State Police.

5. That this resolution be entered in the minutes and records of the Highway Commission as of the 28th day of September, 1950.

September 28, 1950

EXHIBIT "I"

Minutes of September 28 and 29, 1950

ORDER REDUCING MAXIMUM LOAD LIMIT ON CERTAIN STATE HIGHWAY BRIDGES

WHEREAS, the roads or highways hereinafter named have been designated and declared to be and are State Highways and have been improved and are being maintained by the State Highway Commission, pursuant to the laws of the State of Oregon as state highways:

Santiam Highway (State Primary Highway No. 16)
Little Nestucca Highway (State Secondary Highway No. 130)

AND WHEREAS, on each of the said state highways there are located certain bridge structures which, in the judgment of the State Highway Commission, are incapable of safely carrying the traffic to which they are being subjected, and in order to protect said bridge structures against damage and injury and in order to safeguard traffic over said bridge structures it is deemed and is the judgment of the Highway Commission and said Commission finds that it will be for the best interests of the said bridge structures and each of them and of the traffic which uses the said bridge structures that the maximum weights now permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has, after due investigation determined and found and it is the judgment of the Commission that the maximum gross loads which shall be permitted upon any single span of any of the said structures at any time shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated and the State Highway Commission having as a result of due investigation found that the bridge structures above referred to and hereinafter designated are incapable of safely sustaining or supporting a total gross load in excess of that specified in the table given hereinbelow;

IT IS HEREBY ORDERED that the total gross weight of combined load and vehicle, or the maximum gross weight of any combination of vehicles and load which at any one time shall be permitted upon any single or individual span of the bridge structures hereinafter described shall not exceed the limits given and set forth hereinbelow. In computing the total weight of any single vehicle, the total gross weight of any trailer or trailers attached to said vehicle shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle. This combined gross weight shall not exceed the limits given hereinbelow, to wit:

SANTIAM HIGHWAY (State Primary Highway No. 16)		
16-41.56	Bridge No. 1356 crossing Santiam River on entrance road to Cascadia State Park	5 tons (10,000 lbs.)

Effective date - September 11, 1950

(Cont.)

September 28, 1950

EXHIBIT "I" (Cont.)

LITTLE NESTUCCA HIGHWAY (State Secondary Highway No. 130)

130-6.20	Bridge No. 1858 over Little Nestucca River (Muscott Bridge)	5 tons (10,000 lbs.)
130-7.70	Bridge No. 1857 over Little Nestucca River (Weed Bridge)	5 tons (10,000 lbs.)

Effective date - September 25, 1950.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 115-394, O.C.L.A., shall be in full force and effect until rescinded, modified or revoked by order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that R. H. Baldock, as Chief Highway Engineer, be and he hereby is instructed to post a notice in a conspicuous place and manner at each end of the above-named bridge structures, so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the County Court of each county in which any of said highways are located, and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

Dated this 28th day of September, 1950.

EXHIBIT "J"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A.. as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Oregon Coast Highway

Highway number: 9 Route number: US101

Location of Termini			Established Speed
M.P. 202.62 (near jct. with Heceta Beach Road)	to M.P. 202.84 (opposite Hwy. Dept. Maintenance Station)	45	Miles per hour
M.P. 202.84 (Hwy. Maintenance Station)	to M.P. 203.56 (north city limits of Florence)	35	Miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

September 28, 1950

EXHIBIT "K"

Minutes of September 28 and 29, 1950

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway

Highway number: 1 Route number: US99

Location of Termini	Established Speed
M.P. 190.6 (near Sutherlin Creek and north edge of Wilbur) to M.P. 191.3 (south edge of Wilbur)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

September 28, 1950

EXHIBIT "L"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Oregon Coast Highway known as the Delmar-Coaledo and Coaledo-Chrome Plant sections in Coos County, the northerly terminus of which is at Highway Engineer's Station 424/00 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 694/00 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Coos County and the Commission have entered into agreements under date of June 29th, 1948, and August 10th, 1948, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Oregon Coast Highway was completed on December 5th, 1949, and highway traffic is now routed over said relocated section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That as the section of the Oregon Coast Highway, State Highway No. 9 which begins at State Highway Engineer's Station 424/00 on the new route and ends at State Highway Engineer's Station 694/00 of the new route is now completed, the sections of the old route herein defined and described as Units "A", "B", "C", "D" and "E" shall no longer be part of the route of the Oregon Coast Highway, State Highway No. 9 and said units hereby are eliminated from and are abandoned as parts of the rights of way of said state highway.

2. That the portions of the old right of way which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which portions for the purpose of this resolution are identified as Units "A", "B", "C", and "E" and are shown colored in red on map attached hereto and marked "Exhibit A", and are more particularly described as follows: **

Unit "A"

Beginning at State Highway Engineer's Station 535/45 of the relocated Oregon Coast Highway in the Northwest quarter of the Southeast

(Cont.)

Unit "A" (Cont.)

quarter of Section 10, Township 27 South, Range 13 West, W.M.; thence southerly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 545+15 of the relocated Oregon Coast Highway in the Southwest quarter of the Southeast quarter of Section 10, Township 27 South, Range 13 West, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 548+38 of the relocated Oregon Coast Highway in the Southeast quarter of the Southwest quarter of Section 10, Township 27 South, Range 13 West, W.M.; thence southwesterly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 554+45 of the relocated Oregon Coast Highway on the line between Sections 10 and 15, Township 27 South, Range 13 West, W.M.

Unit "C"

Beginning at State Highway Engineer's Station 559+02 of the relocated Oregon Coast Highway in the Northeast quarter of the Northwest quarter of Section 15, Township 27 South, Range 13 West, W.M.; thence southerly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 574+53 of the relocated Oregon Coast Highway in the Southeast quarter of the Northwest quarter of Section 15, Township 27 South, Range 13 West, W.M.

Unit "E"

Beginning at State Highway Engineer's Station 645+00 of the relocated Oregon Coast Highway in the Southwest quarter of the Northeast quarter of Section 21, Township 27 South, Range 13 West, W.M.; thence southerly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 660+13.82 of the relocated Oregon Coast Highway in the Northwest quarter of the Southeast quarter of Section 21, Township 27 South, Range 13 West, W.M.

shall hereafter be maintained by the County pursuant to written agreement heretofore executed by the State Highway Commission and the County Court of said county as county roads for the benefit and service of persons living thereon and communities served thereby. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said roads may be assumed and exercised by the County Court of Coos County, and said roads shall hereafter be maintained by the County for public use.

3. The section of the old route of the Oregon Coast Highway, State Highway No. 9, which for the purpose of this agreement is identified as Unit "D" and shown colored in brown on map attached hereto and marked "Exhibit A", and is more particularly described as follows: **

EXHIBIT "L" (Cont.)

Unit "D"

Beginning opposite State Highway Engineer's Station 631+00 of the relocated Oregon Coast Highway in the Northwest quarter of the Northeast quarter of Section 21, Township 27 South, Range 13 West, W.M.; thence southeasterly to opposite State Highway Engineer's Station 639+00 of the relocated Oregon Coast Highway in the Northwest quarter of the Northeast quarter of Section 21, Township 27 South, Range 13 West, W.M.

is hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover and said right of way hereby is vacated and reverts to the owners of the abutting property.

4. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. **

5. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes of the Commission as of the 28th day of September, 1950.

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 188 and File No. 191, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "W"

Minutes of September 28 and 29, 1950

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Nyssa-Adrian Secondary Highway No. 450 known as the Garrison Corner Section in Malheur County, the northerly terminus of which is at highway engineer's station 110/00 of the reconstructed line and the southerly terminus of which is at highway engineer's station 172/13.83 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for highway purposes; and

WHEREAS, Malheur County and the Highway Commission have heretofore entered into an agreement under date of December 21st, 1949, relating to the use and jurisdiction of the abandoned section; and

WHEREAS, the contract for the construction of said relocated section of the Nyssa-Adrian Secondary Highway No. 450 was completed on September 15, 1950, and highway traffic is now routed over said relocated section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area and section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which former route for the purpose of this resolution is identified as Unit "A" and is shown colored in red on map attached hereto and marked "Exhibit A", and is more particularly described as follows: **

Unit "A"

Beginning opposite State Highway Engineer's Station 154/00 of the relocated Nyssa-Adrian Highway in the Northwest quarter of the Southeast quarter of Section 6, Township 20 South, Range 47 East, W. M.; thence southerly via the former route of the Nyssa-Adrian Secondary Highway to State Highway Engineer's Station 196/60 in the Northeast quarter of the Northwest quarter of Section 7, Township 20 South, Range 47 East, W.M.

shall hereafter be maintained by the County as a county road for the benefit and service of persons living thereon and communities served thereby. The

(Cont.)

Commission hereby surrenders all jursidiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Malheur County, and said road shall thereafter be maintained by the County as a county road for public use. **

2. That the area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does here declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of the abutting owners. **

3. That the boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. That this resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Malheur County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown in red on the map attached hereto and marked "Exhibit A". **

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 213, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copies in full herein.

September 28, 1950

EXHIBIT "N"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, the Congress of the United States by the enactment of Public Law 521, 78th Congress, Second Session, has made available for highway construction and improvement under the provisions and pursuant to the conditions therein specified definite sums of money, a portion of which has been allocated to the State of Oregon; and

WHEREAS, said act contemplates and provides for the creation of a "system of principal secondary and feeder roads, including farm-to-market roads, rural free delivery mail, and public school bus routes, either outside of municipalities or inside of municipalities of less than five thousand population"; and

WHEREAS, it is provided in said act that said "funds shall be expended on a system of such roads selected by the state highway departments in cooperation with the county supervisors, county commissioners or other appropriate local road officials and the Commissioner of Public Roads"; and

WHEREAS, a system was submitted to the Federal Bureau of Public Roads and was on January 29, 1946, approved thereby; and

WHEREAS, since January 29, 1946, economic conditions in Jefferson County, Oregon, have greatly changed; and

WHEREAS, the County Court of Jefferson County has passed and forwarded a resolution to the Commission recommending the deletion of Federal Aid Secondary Highway 314, a road having one terminus with an intersection with The Dalles-California Highway and the other terminus with an intersection with a county road in the village of Ashwood, from the Federal Aid System; and

WHEREAS, said resolution also recommends the inclusion of the Culver Secondary Highway, a state secondary highway, within the Federal Aid Secondary System, and also the inclusion of the several county roads shown colored in red on the attached map; and **

WHEREAS, the Commission has considered the resolution submitted by the County Court of Jefferson County, and is also of the opinion that the said Federal Aid Secondary Highway 314 should no longer be included in the Federal Sid Secondary System, and that the above described state secondary highway and the county roads shown colored in red on the attached map should be included within the Federal Secondary System.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

(Cont.)

EXHIBIT "N" (Cont.)

1. That request be made to the Commissioner of Public Roads that the following described county road be eliminated from the Federal Aid Secondary System:

F.A.S. Hwy. No.	Description	Miles
314	From FA Route 4 approximately 1 mile northeast of Willowdale, southeasterly to a county road junction in Ashwood.	12.00

2. That request be made to the Commissioner of Public Roads that the following described state secondary highway be incorporated into the Federal Aid Secondary System:

F.A.S. Hwy. No.	Description	Miles
549	From FA Route 4 at Madras to FA Route 4 approximately 2.5 miles southeast of Culver.	11.64

3. That request be made to the Commissioner of Public Roads that the following described county roads be incorporated into the Federal Aid Secondary System:

F.A.S. Hwy. No.	Description	Miles
546	From FA Route 44 approximately 3 miles northwest of Madras to FA Route 4 approximately 10 miles northeast of Madras.	13.90
547	From F.A.S. 549 at Culver to FA Route 4 approx. 5 miles north of Jefferson-Deschutes County line.	8.60
548	From F.A.S. 549 near Metolius to F.A.S. 547 approximately 1 mile west of Culver.	6.00

4. That there is attached hereto and by this reference made a part hereof a map on which is shown the roads and highways herein referred to.

5. That this resolution be entered in the minutes and records of the Commission as of the 28th day of September, 1950.

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being Resolution No. 5 under the heading, "Federal Highway Designations (Secondary)" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O"

Minutes of September 28 and 29, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission is authorized and empowered by the provisions of Section 100-121 O. C. L. A. and other laws of the State of Oregon to "enter into all contracts and agreements with the United States government relating to the survey, construction, improvement and maintenance of roads and highways, including county roads and city streets * * *" and,

WHEREAS, by the provisions of Sub-section 36 of Section 100-115 O. C. L. A. the Commission is authorized and empowered to select, locate, establish, designate, improve and maintain out of State Highway funds a system of secondary state highways, and

WHEREAS, a certain highway known and designated as the Timberline Lodge Highway is a National Forest Highway, which said highway has been improved and for some time has been maintained and is now being maintained by the United States National Forest Service, and

WHEREAS, the United States acting by and through the Bureau of Public Roads has requested the State to assume jurisdiction and control over said highway and in that connection designate the same as a part of the system of state secondary highways, and

WHEREAS, it is the judgment of the Highway Commission and the Commission now finds and declares that the selection and designation of said Timberline Lodge Highway as a part of the system of secondary state highways of the State of Oregon will be in public interest,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

That the Timberline Lodge Highway, otherwise known and identified as a National Forest Highway, be, and said highway hereby is selected and designated as a part of the system of state secondary highways, and said highway shall be known and identified in the records of the Highway Commission as Timberline Secondary State Highway No. 173.

That the route and location of said highway shall be and the same hereby is a route "Beginning at milepost 55.3 on the Mount Hood State Primary Highway No. 26 in Clackamas County, Oregon; thence easterly and northerly to Timberline Lodge, a distance of approximately 5.61 miles."

(cont.)

That by this selection and designation said highway is now qualified for improvement and maintenance and shall henceforth be improved, maintained and constructed or reconstructed in the same manner and for a like purpose as are other state secondary highways.

That this resolution be entered in the minutes and records of the Highway Commission and a duly certified copy thereof delivered to Mr. W. H. Lynch as Division Engineer of Division No. 8, Bureau of Public Roads, and a like certified copy thereof delivered to Mr. H. J. Andrews as Regional Forester of Region No. 6, United States National Forest System.

September 28, 1950

Portland, Oregon
October 26, 1950

The State Highway Commission met in special session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
C. H. Armstrong, State Parks Engineer
Forrest Cooper, Right of Way Engineer
M. H. Hawke, Auditor
H. B. Glaisyer, Secretary

This meeting was called for the principal purpose of considering a working budget for the State Highway Department for the calendar year 1951. The Engineer submitted a tabulation showing the actual receipt and expenditures of state highway funds for the year 1949, and those estimated for the years 1950, 1951, 1952 and 1953, including funds from all sources, all of which was supported by exhibits giving details.

He pointed out that the estimated total amount available for state highway purposes during the calendar year 1951 is $41,804,000, and he suggested approximate expenditures of the funds available, as follows:

Capital Outlays	$24,960,000
Maintenance	11,139,000
Operation	3,180,000
Debt Service	338,000
Total Estimated Expenditures	39,617,000
Unexpended balance at end of year, estimated.	2,187,000
Total Available	$41,804,000

As a result of discussion, the Commission unanimously approved, in principle, the budget as suggested by the Engineer, subject to the following changes in items listed under the heading 'Capital Outlays', and ordered that expenditures for the individual items therein shall not be made until specific approval therefore has been given by the Commission. (For details of the budget, as approved, see copy of budget filed in office of the Secretary, under Highway Department Budgets, File No. 4.)

(1) The expenditure suggested for "Property Acquisition, General Expenses" ($114,000) was increased by the Commission to $135,000 to cover employment of extra right of way agents as may be necessary to expedite the construction program. The Commission ordered

(cont.)

that no construction project shall be advertised for bids until all right of way for such project has been obtained and the project cleared from that standpoint.

(2) The expenditure of $465,000 suggested for Construction of Buildings and Improvements in Parks (General) was reduced to $272,000. This reduction provides for the elimination of proposed major park improvements as follows:

Overnight camping developments at Emigrant Springs Park	$ 40,000
Overnight camping development at Honeyman State Park	40,000
Proposed development at Rooster Rock State Park	113,000

(3) The item of $70,000 set up for Construction of Buildings and Improvements in Parks (Roadways) was reduced to $65,000. This reduction eliminates roadway construction at Short Sand Beach State Park, which was estimated to cost $5,000. The Commission ordered this work performed by the Engineering Department.

(4) The suggested expenditure of $1,050,000 for "Purchase and Betterment of Equipment other than Ferryboats", was increased to $1,055,000 to cover purchase of two additional stripe-painting machines, which are estimated to cost $2,500 each.

Action, as follows, was taken by the Commission on certain items appearing in the budget, as adopted:

1. With respect to the construction of standard maintenance stations at locations where rented quarters are inadequate or unavailable, the Commission not only tentatively authorized construction of the proposed buildings but also authorized the right of way department to negotiate acquisition of sites for such buildings.

2. In the discussion of capital outlay for Improvements of Miscellaneous Properties, particularly buildings needed at the shop headquarters in Salem, the Commission considered it advisable to isolate the paint shop from other buildings as a matter of safety and instructed the Engineer to look into that feature.

3. The Commission decided to retain in the tentative budget the amount of $175,000 to provide a new ferry terminal at Astoria. This item was approved in principle but instructions were given not to negotiate the purchase until authorized by the Commission. The question arose of whether it would be advisable to continue the use of the present terminal for the time being and spend the money for improvement of the Lower Columbia River Highway, which has been strongly urged by people of that district. The Engineer was instructed to review the entire situation and submit a complete report.

(cont.)

4. The Commission ordered that the oases at Castle Rock and at Boardman on the Columbia River Highway, which are now fenced, be opened up for general public use.

The Parks Superintendent presented detailed information in writing with respect to proposed expenditures for state park purposes during 1951, provision for which is included in the General Budget adopted in principle by the Commission at this meeting. The Commission unanimously approved in principle the projects listed therein subject to the following exceptions which were decided in the discussion of the general department budget:

1. Expenditures to provide overnight camping facilities in Emigrant Springs Park ($40,000) and in Honeyman Park ($40,000) were deleted to allow time to study the results of similar facilities that are to be provided in three other state parks.

2. Expenditure of $113,000 for developments, including construction of a parking area for cars, in Rooster Rock Park was eliminated pending submission by the Parks Superintendent of detailed plans of the proposed development.

3. An expenditure of $5,000 for construction of a roadway at Short Sand Beach Park was deleted as being a questionable expense.

(For details of the Park budget, see copy of budget filed in the office of the Secretary under Highway Department Budgets, File No. 4)

County Judge James H. Sturgis, Umatilla County, was present regarding an agreement among Umatilla County, Oregon; Benton County, Washington; Washington State Toll Bridge Authority, and the Oregon State Highway Commission, providing for the financing of surveys as are necessary, in connection with a proposed bridge across the Columbia River below McNary Dam. He was informed by the Commission that the agreement as submitted is in conformity with previous understanding. Four copies of the agreement were thereupon signed by the Commission and the Secretary was instructed to affix the Commission's seal upon his return to Salem, and forward the agreement to Judge Sturgis.

The Commission had under discussion a condemnation case that has been set for trial in the Circuit Court of Multnomah County pertaining to the acquisition of right of way that is needed for the new Columbia River Highway just east of the Sandy River Bridge near Troutdale. It was explained that the acquisition of this small parcel is necessitated by a change in the location of the Sandy River Bridge; that the right of way on the original location was acquired from Mrs. Alice Jordan, who subsequently sold the balance of her holdings which now are owned by Mr. Paul Martin, from whom the state is now endeavoring to acquire the small parcel of land at the east end of the bridge. It appears that Mr. Martin is unwilling to dispose of the tract on reasonable terms, hence the necessity to proceed under condemnation. The Chief Counsel advised that in the purchase of the original right of way from Mrs. Jordan the state allowed her one farm crossing, and private access to

the highway at two additional points; that Mr. Martin is insisting on retention of the farm crossing and one of the private accesses, the other being of no practical value to him, and approval of a new access for commercial purposes easterly from the others, and he is willing to deed to the state the property that it needs if the state will grant him access to the highway as he desires, will deed him 19 acres of land that the state owns nearby but which is of no particular value for highway purposes, and will pay him cash in the amount of $10,000. The Chief Counsel stated that in acquiring right of way on this section of highway the state did not provide for controlled access, and in view thereof he recommended settlement with Mr. Martin on the basis of his proposal because, in his estimation, it would be unfair to restrict access to Mr. Martin while others are bound by no such restriction. The Engineer expressed himself as opposed to the granting of uncontrolled access, particularly commercial access, because of the traffic hazard that would result on this important, heavily travelled highway, and he suggested that steps should be taken to limit access at this point and the other points if investigation reveals that access is not controlled at the present time. Otherwise, he said, the waysides will soon be cluttered up with hotdog stands and the like, to the detriment of this highway. He also suggested that it might be satisfactory to grant Mr. Martin a farm crossing only, in view of the fact that he operates a stock farm. The matter was discussed at considerable length and as a result thereof the Chief Counsel was instructed to discuss the matter further with Mr. Martin from the standpoint suggested by the Engineer and report back later in the session. (See ahead for report and final decision.)

The Parks Superintendent presented a request from the Coastal Lumber Company to purchase down timber on the north side of Van Duzer Corridor on the Salmon River Highway in Tillamook County. He said that the Company has offered to pay $5.00 per M-FBM for this timber and he recommended acceptance of the offer. The Commission approved the sale of the timber as a result of competitive bidding therefor on the condition that the price bid equals or exceeds the value set on the timber by the State Forester.

The Parks Superintendent also presented the application of Mr. T. M. Cross for permission to construct and operate a logging road across Humbug Mountain State Park in Curry County. He said that this operation will in no way adversely affect the Park, and he recommended approval of the application. The Commission approved the recommendation unanimously and ordered that the matter be covered by appropriate agreement which shall provide that mud and other debris must be removed from the hauling equipment before it enters the highway.

Consideration was given by the Commission to a proposed agreement with F. C. Hathaway for logging dead timber along the Sunset Highway. The parks Superintendent advised that the timber lies on both sides of the Highway in Section 31, Township 4 North, Range 5 West, W. M., in Clatsop County, and that the area contains approximately 120 M-FBM of timber. He recommended sale of the timber. The Commission approved sale of the timber by competitive bidding, provided the bid compares favorably with the State Forester's appraisal of the value of the timber. In the event a satisfactory bid is received the sale is to be covered by appropriate written agreement, which shall provide that mud must be removed from the hauling equipment before it enters the highway.

The Commission discussed and approved an agreement with F. C. Hathaway, Seaside, Oregon, covering purchase at the rate of $6.00 per M-FBM of merchantable dead timber, either standing or down, on state-owned property adjacent to the Sunset Highway in Clatsop County, being an extension of an existing arrangement with Mr. Hathaway.

The Parks Superintendent presented a request from Dan J. Melton for permission to construct and operate a logging road over and across Maria C. Jackson State Park in Coos County. The Parks Superintendent recommended approval of this request, which he said is in conformity with the understanding had with the "Save the Myrtlewoods Association" when the Park was acquired. In this connection, the Parks Superintendent stated that the Highway Commission acquired along with the park a strip of land which was intended as a roadway corridor extending from the end of the existing county road into the park. However, the location is such that it cannot be used for the purpose intended. He requested authority to negotiate with the adjacent property owner for an exchange of properties to enable construction by the logging contractor of a suitable road into the park area. The Commission unanimously approved the agreement with Mr. Melton and also approved the Parks Superintendent's recommendation with respect to the exchange of properties for a roadway.

A letter was presented from the Albany Lions Club requesting certain improvements and developments in Waverly Lake Wayside adjacent to the Pacific Highway East, in Albany. The Club offers its services in the development of the area, by furnishing manpower and some materials. The Commission denied the request as a matter of policy.

The Right of Way Engineer presented for the Commission's consideration options that he has secured covering acquisition of real property that is needed for various highway improvements throughout the state. As a result of careful consideration the Commission unanimously approved the closing of the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Right of Way Engineer asked the Commission to confirm the following sales of miscellaneous properties which he has effected pursuant to authority previously granted by the Commission:

(1) House located on the Cascade Locks-Viento Section of the Columbia River Highway, sold to M. L. Morgan, Cascade Locks, for $266.00.

(2) House located on the Sylvan Section of the Sunset Highway, sold to Dorothy Helmcke Westfall, Portland, for $350.00.

(3) Hot water tank, salvaged in connection with right of way settlement on the Dodson-Bonneville Section of the Columbia River Highway, sold to Walter J. Warren, North Bonneville, for $15.00.

(4) Buildings located on the Viento Park Section of the Columbia River Highway sold to Parker-Schramm Company, General Contractors, Portland, for $200.00.

The Commission unanimously approved the sale of the properties at the prices quoted.

Consideration was given by the Commission to the bids received in Salem on October 9 for the purchase of a 22.377-acre tract of land adjacent to the Tillamook-Pleasant Valley Section of the Oregon Coast Highway in Tillamook County. The Right of Way Engineer advised that only one bid was received, that of A. J. Swett, Tillamook in the amount of $12,000. However, Mr. Swett also submitted an alternate proposition to the effect that he will pay the sum of $13,425 for the property (amount stated in the formal advertisement) on the following basis: $3,425 cash, and $1,000 annually thereafter on the balance, with 4% interest. The Commission indicated a preference for a cash deal, but did not consider that $12,000 was enough. As a result of discussion, the Right of Way Engineer was instructed to tell Mr. Swett that the Commission will sell the property to him for $12,500 cash, or on the basis of his alternate offer.

The Right of Way Engineer presented a typewritten report on the status of right of way acquisitions for uncompleted projects in the Second Postwar Construction Program of 1950-1951, including both primary and secondary highways, and a similar report on the status of right of way acquisition for projects tentatively programmed for first-year construction in the Primary Federal Aid Program for 1952-1954. The Commission took no action on the report.

The Right of Way Engineer reported a controversy between two property owners on the North Santiam Highway involving a fence. It appears that right of way was acquired from Mr. Olaf Knutsen which severed a small corner of his property. Mr. Knutsen alleges that as a part of the consideration he was given an existing fence along this severed portion of his property, whereas his neighbor demands one-half of the fence. The Right of Way Engineer stated that the record discloses no indication of the ownership of the fence, but Mr. Knutsen claims he will be damaged in the amount of $75.00 unless the fence is given to him. In order to settle this controversy the Right of Way Engineer recommended payment of such sum to Mr. Knutsen. The Commission approved the recommendation unanimously.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Pursuant to the Commission's instructions at the morning session, the Chief Counsel reported the results of his conference with Mr. Paul Martin during the noon recess with respect to the Commission's condemnation case against him involving acquisition of right of way for the new Columbia River Highway near Troutdale. He presented the following offer from Mr. Martin: Mr. Martin will deed to the state the property that the state needs, if the state will deed to him in exchange therefor 19 acres of land located nearby which is no particular value for state highway purposes; and in addition thereto, will grant him one farm crossing and two additional points of access, one of which shall be a par-

tially commercial access to serve a service station only; and will pay him the sum of $10,000 cash. He explained that the $10,000 cash payment consists of $4,700 for buildings, $1,200 for a well, $3,000 for moving a dwelling, and $1,100 for severance damages. He also advised that if the Commission sees fit to grant the accesses desired by Mr. Martin, it has legal authority to control traffic at any of such access points in any manner that it considers necessary. He recommended settlement with Mr. Martin on the basis of his offer. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously and ordered that the matter be covered either by written agreement or by stipulation in the court proceedings.

In the discussion of state park matters, Chairman Chandler mentioned receipt of a deed from Borax Consolidated, of London, England, conveying to the state a considerable acreage of ocean frontage north of Brookings, Curry County, as an addition to Samuel H. Boardman State Park. He pointed out that the property was presented to the state as a gift and he gave as his feeling that it would be appropriate for the Commission to thank the Company in writing for its very generous contribution. The suggestion was approved by Commissioners Reynolds and McIver, whereupon the Chief Counsel and the Secretary were instructed to prepare a letter of appreciation for approval and execution by the Commission at its next regular meeting.

The Commission had under consideration the formulation of a construction program for Federal Aid funds recently authorized by the Congress for the fiscal years 1952 and 1953. The amounts available for such program are: Federal funds, $15,520,000; State match money, $10,280,000, and $1,800,000 extra State funds to finance acquisition of right of way for T. H. Banfield Expressway in Sullivan Gulch, Portland, totaling $27,600,000.

The Engineer presented a list of suggested projects to take up the total funds now available for fiscal years 1952 and 1953, and additional funds which it is expected the Congress will authorize later for the fiscal year 1954.

The Commission decided to limit consideration to Primary and Urban Federal Aid projects suggested by the Engineer for undertaking during the first fiscal year. As a result of careful consideration of the list of projects presented by the Engineer, the Commission unanimously selected the following and authorized the Engineer to submit them to the Bureau of Public Roads for its approval when the apportionment of funds for the first fiscal year has been made.

PRIMARY FEDERAL AID

County	Highway, Section and Description	Amount	Year
	DIVISION NO. 1		
Hood River	Columbia River. Cascade Locks-Herman Road, 2.93 mi. Grad., Pav. and Bridge	$ 350,000	1
Hood River	Columbia River. Herman Road-Gorton Creek, 3.53 mi. Grad., Pav. and Bridge	800,000	1

PRIMARY FEDERAL AID

County	Highway, Section and Description	Amount	Year
	DIVISION NO. 2		
Clatsop	Oregon Coast. Cannon Beach-Arcadia (Sta. 200 to 430), 4.3 mi. Grad., Surf., Oil & Ldscapg.	$ 380,000	1
Clatsop	Columbia River. Big Creek Section, (Knappa) 1.5 mi.Grad., Pav.,Ldscapg. and 2 Bridges	300,000	1
Lincoln	Oregon Coast. Big Creek Section (MP 152), 1.1 mi. Grad., Surf., Bit. Mac., Ldscapg. and Structure	214,000	1
Marion	Pacific East. Hayesville to Lana Ave. Salem, 1.5 mi. 4-lane A.C. Pavement and Ldscapg.	253,000	1
Polk	Pacific West. Monmouth-Suver, 5.0 mi. A.C. Resurface	100,000	1
Tillamook & Washington	Wilson River. Tunnel and Crossings 3, 4 and 5 of Wilson River; also 2 Crossings of Gales Cr.	180,000	1
	DIVISION NO. 3		
Coos	Oregon Coast. Bunker Hill-Delmar, 6.6 mi. Grading, Structures, Paving and Ldscapg.	$ 1,010,000	1
Douglas	Umpqua. Reedsport-Deans Creek, 2.7 mi. Grad. and Pav.	175,000	1
Lane	Pacific. Judkins Pt.-Goshen, 5 mi. Grad., Pav., Ldscapg. and O'xing (4-lane pavement)	700,000	1
	DIVISION NO. 4		
Hood River & Wasco	Columbia River. Hood River-Mosier, 8.3 mi. Roadbed Construction	$ 1,000,000	1
Wheeler	Ochoco. Bridge Creek Bridge, 0.8 mi. Grad., Surf. and Bridge	100,000	1
	DIVISION NO. 5		
Morrow	Columbia River. Heppner Junction-Boardman, 17 mi. Paving	400,000	1
Union	Old Oregon Trail. LaGrande-Ladd Canyon, 11 mi. Grading and Surfacing	1,000,000	1

(cont.)

URBAN FEDERAL AID

County	Highway, Section and Description	Amount	Year
	DIVISION NO. 1		
Multnomah	Pacific East (Union Ave.,). Columbia Slough-Columbia Blvd., 0.31 mi. Widen Bridge, Grading and Paving	$ 250,000	1
Multnomah	Pacific East (Union Ave.). Bridgeton Road-Gerts Road, 1.7 mi. Grading, Paving, Undercrossing and Service Roads	350,000	1
Multnomah	Sullivan Gulch. Unit 5. (82nd to Sun Dial), 8.8 mi. Grad., Surf., Structures & Landscaping	500,000	1
	DIVISION NO. 2		
Marion	Salem-Dallas. Center Street Bridge (Salem), Reconstruct Bridge and Approaches	$ 750,000	1

The following instructions were given the Engineer by the Commission in connection with the discussion of the above program:

PRIMARY FEDERAL AID PROGRAM

1. Division No. 2, Big Creek Section of the Columbia River Highway in Clatsop County:

   The Engineer was instructed to expedite this project.

2. Division No. 3, Reedsport-Deans Creek Section of the Umpqua Highway in Douglas County:

   This project was approved by the Commission and the Engineer was instructed also to include in the program provision for the elimination of the covered bridge over Lake Creek.

STATE CONSTRUCTION PROGRAM

1. Division No. 3, Florence Section of the Oregon Coast Highway in Lane County:

   The Engineer was instructed to include in the program provision for the improvement of the highway through this town and to canvass the state for additional city projects of similar type which also should be included in the program.

The Right of Way Engineer requested blanket authority to grant permits for the use of excess state highway properties for agricultural purposes. He said that the form of permit would contain provision for the revocation of the privileges when the property is needed for state highway use. The Commission approved the request.

Consideration was given by the Commission to granting an encroachment permit to Austinna S. Loudenbeck on the Scott Creek Section of the Alsea Highway. The Right of Way Engineer stated that Mrs. Loudenbeck's residence extends one and one-half feet into the new highway right of way and that Mrs. Loudenbeck has requested permission to let it stay there for the time being. The building, he said, does not interfere in any way with the state's use of the highway, and he suggested that Mrs. Loudenbeck be allowed this slight encroachment for the remainder of her lifetime so as to avoid the expense of moving the building, which would be rather costly. The Commission approved the suggestion unanimously and ordered that the permit contain provision for the moving of the building when the property is needed for state highway purposes.

The Right of Way Engineer brought to the Commission's attention a request from the Hammond Lumber Company for a change in the access points from their property to the North Santiam Highway in the vicinity of Detroit. He recommended approval of the request as an advantage not only to the Company but also to the State. The Commission approved the recommendation.

The Right of Way Engineer presented for the Commission's consideration a form of deed conveying to the Southern Pacific Company certain property located on the Oregon City-New Era Section of US99E. He explained that this deed is to correct an error recently discovered in a deed previously executed by the Commission on July 20, 1948, which error involved a tie to a section corner. The Commission approved and signed the deed.

The Right of Way Engineer also asked the Commission to approve and sign a "Satisfaction of Mortgage" given by Fred M. Mallory and O. L. Smith in connection with a property sale on US99E in the town of Canemah. He explained that the property concerned was acquired from Mr. W. A. Hodges in connection with a right of way settlement and subsequently a portion of it was sold for $1,750 to Messrs. Mallory and Smith who paid $500 cash and gave the state a mortgage for the balance. The mortgage, he said, was recorded in the county records and the Highway Department records disclose that it was satisfied later on and that the mortgagor was given an executed instrument showing fulfillment of the obligation; however, it now appears that the satisfaction of mortgage was not recorded in the county records and a re-sale of the property is being held up thereby. He recommended execution of a duplicate "Satisfaction of Mortgage" in order to clear up the situation. The Commission approved the recommendation.

The Chief Counsel presented a form of deed conveying to the City of Pendleton certain properties situate adjacent to the Pendleton Airport Road. He said that this conveyance is in conformity with the provisions of the agreement which the Commission executed with Umatilla County and the City of Pendleton on May 22, 1950, and he assured the Commission that the obligations of the city and county have been fulfilled. He recommended execution of the deed. The Commission

approved the recommendation unanimously and thereupon signed the deed. In this connection the Chief Counsel suggested that, in view of the fact that the city and the county have fulfilled their obligations with respect to this three-party agreement, it would be in order at this time for the Commission to formally remove the Pendleton Airport Road from the State Secondary Highway System, provision for which was contained in the agreement. He presented a form of resolution covering the matter. The Commission unanimously adopted the resolution, a copy of which, marked EXHIBIT "B", is attached hereto and by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel also presented to the Commission a form of agreement with Lock-Wood, Inc., Portland, relative to property that is being acquired from this company as right of way for the T. H. Banfield Expressway in Sullivan's Gulch in Portland. He recalled that the Commission at its meeting on August 21, 1950, approved the option that was presented for the acquisition of this property, which option contained a great number of conditions which it was not practical to recite in full in the deed of conveyance. The purpose of the present instrument, he said, is to continue in force and in writing the agreed conditions as supplementary to the original instrument of conveyance. In view of this explanation the Commission unanimously approved and signed the agreement.

The Commission also approved and signed a deed conveying unto the U. S. Government for the sum of $25.00, a small parcel of land triangular in shape, situate adjacent to the Pleasant Hill-Lost Creek Section of the Willamette Highway, Lane County, the sale of which was authorized by the Commission at its meeting on August 22, 1950. (The deed was signed later in the session.)

The Chief Counsel presented a list of properties heretofore authorized for condemnation but upon which complaints have not as yet been filed, and a list of condemnation cases that are now pending in circuit court. The Commission took no action.

The Chief Counsel requested instructions relative to the encroachment of two buildings on the right of way of the Oregon Coast Highway in the city of Coos Bay. He said that these buildings are owned by the Marshfield Bargain House and Junk Company, and that the encroachment concerns only the eaves of the buildings which extend over the right of way line about six inches. He gave as his feeling that the company should not be required to go to the expense of moving the buildings just because of this slight encroachment, and he recommended that the encroachments be allowed under a revocable permit which will preserve without question the state's rights with respect to all of the property that it acquired. The Commission approved the recommendation.

The Chief Counsel also requested instructions concerning the removal of advertising signs being maintained on the right of way of state highways at the following locations: Harrisburg, in Linn County; Pacific Highway at Drain, Douglas County; Klamath Falls, Klamath County. He said that the owners of the signs repeatedly have been requested to remove them, but to date, no response has been received. He requested authority to proceed against the owners in

conformity with statutory provisions. The Commission authorized the Chief Counsel to do what is necessary to secure the removal of the signs.

The Chief Counsel also requested instructions as to the action to take against a certain logging concern at Lakeview for wrongful cutting of trees growing on state highway property near Lakeview. He said that the law provides that recovery may be had at twice, or three times the value of the trees and the question arises whether or not a demand should be made for payment of more than their normal value. He was instructed by the Commission to collect only the normal value of the trees.

The Chief Counsel presented a claim from the Enterprise Telephone Company in the amount of about $500, representing the cost of re-arranging its telephone poles in the city of Enterprise, necessitated by a highway improvement at that place. He said that the poles had occupied space in the street for a considerable length of time, but were moved back by the company to accommodate the highway improvement and the Company is now asking for reimbursement for the expense. He also stated that he has examined the city ordinance by which the company is occupying the street and there is nothing in that ordinance or in the city charter which would require the company to pay for moving the poles. Action in this matter was deferred by the Commission until its next meeting. The Chief Counsel was instructed to ascertain in the meantime the attitude of the City Attorney with respect thereto.

Instructions were requested by the Chief Counsel regarding a farm crossing on US99E between Salem and Albany. It appears that when right of way was acquired for the highway the owner of the property was allowed a vehicle crossing for purely farm purposes, inasmuch as he owned the land on both sides of the highway at this location. It also appears that subsequently this man sold the land on one side of the highway, but the crossing is used, notwithstanding a provision in the deed of conveyance that in such cases the crossing should be closed. He requested authority to take action as may be necessary to close crossings in instances of this kind. The Commission approved the request.

The Chief Counsel rendered a report on subsequent developments rising out of the decision of Judge King, Circuit Judge of Coos County, with respect to the injunction that he issued allowing log haulers whose permits were suspended for over-loading, to resume their operations. He said that the Court will not consider this case until a judiciable issue has been entered; that he has endeavored to secure a bona fide party to represent the loggers and an attorney to plead the case, but without success, in view of which it is not possible to appeal the case to higher court without a declaratory judgment. The only recourse, he said, is to have the law amended by the Legislature and he is now preparing a bill for this purpose. He was instructed by the Commission to secure proper legislation covering the matter. The Engineer was instructed, in the meantime, to keep a complete record of the violations, but not to cite the offenders to the courts unless the total gross weight of their loads is in excess of 72,000 lbs. or in excess of 32,000 lbs. for dual axle plus the tolerance allowed by law. He was also instructed to post for reduced weight loads the road sections over which log hauling is being carried on when he considers

that is necessary to preserve the highway surfaces. This action of the Commission is to apply to all parts of the state.

The Engineer reported that pursuant to the Commission's instructions he has ascertained through Senator Guy Cordon that the federal bill appropriating funds for the construction of Indian roads does not contain provision for a $75,000 allotment for the Sprague River Road in Klamath County as was reported by Mr. Forrest E. Cooper, Lakeview, counsel for the Public Lands Committee of the Association of Oregon Counties. Senator Cordon, he said, advises that the Senate's Public Appropriation Bill provided the sum of $500,000 for Indian roads, $75,000 of which was specifically earmarked for the Sprague River Road, with the requirement that the state match it with a like sum. However, in a conference with the House Committee the entire $500,000 appropriation was deleted. For the Commission's further information the Engineer advised that the unimproved section of this road extends from a point about two miles west of the town of Sprague River easterly to a connection with the Klamath Falls-Lakeview Highway, a distance of 13.25 miles, and that the estimated cost to bring it to accepted secondary highway standards is $250,000. The Commission approved the report and ordered it filed.

There was presented to the Commission for consideration a request from the Umatilla County Court for an exchange of roads in the state's secondary highway system. The County Court proposes that the County take jurisdiction over the Sunnyside-Umapine State Secondary Highway No. 332 (7.25 miles in length) and the Freewater State Secondary Highway No. 339 (5.26 miles in length); and that the State assume jurisdiction over the former route of the Old Oregon Trail between Umatilla and Hermiston (6.83 miles in length), the county road which serves as a cut-off between the Hermiston State Secondary Highway and the old route of the Old Oregon Trail (1.48 miles in length), and a 1.5-mile section of county road which extends from the Pendleton-John Day Highway into the town of Ukiah. The Engineer pointed out that by this proposed exchange the state would take on 9.81 miles of county road, and the county would take 12.51 miles. He recommended that the request be denied. The Commission deferred action on the matter until its next meeting.

The Commission discussed a request from the City of North Powder for the widening of the Old Oregon Trail (old route) through this town. The Engineer estimated the cost to provide a full width oiled surface between "D" Street and "F" Street, through the business district, at $1,100. The Commission authorized the expenditure by unanimous vote.

The Commission discussed and approved a cooperative agreement with the U. S. Bureau of Public Roads providing for the maintenance of the Pendleton-John Day Highway in the vicinity of Ukiah, Umatilla County, a forest highway section. (The agreement was signed later in the session.)

The Engineer reported that pursuant to authority previously granted him by the Commission he has awarded contracts for certain highway improvements for which bids were received by the Commission on September 28-29, 1950,

the conditions of the awards having been satisfied. The Commission unanimously confirmed the awards as follows:

(1) Grading Stout Creek-Mill City Section, North Santiam Highway, Marion County. Bids received September 29 - contract awarded October 10 to Cosmo Gilo, low bidder.

(2) Construction of maintenance building at Estacada, Clackamas County. Bids received September 28, contract awarded October 5, to Foothills Construction Company, low bidder.

(3) Construction of Yoncalla Section, Douglas County. Bids received September 29, contract awarded October 5, to Western Paving and Construction Company, only bidder.

(4) Grading and paving Garden Valley Road-Roseburg Section, Pacific Highway, Douglas County. Bids received September 29, contract awarded October 4 to K. F. Jacobsen & Company, low bidder.

The Commission had under discussion the following requests for extensions of time within which to complete highway construction contracts:

1. Kuckenberg Construction Company, Contract No. 3094 for grading, paving and bridge construction on the Steel Bridge-Ankeny Street Section of the Pacific Highway West (Front Avenue) in Portland, requested an extension of time of 45 days from September 30 to November 15, 1950, within which to complete this job. They attributed their failure to complete the project within the specified time limit to additional work that they were required to perform under force orders, and to difficulties experienced in securing competent workmen. The Engineer advised that the contractor completed the structural work on this project about 60 days before the expiration of the specified time limit, and the structure has been in use since then. He also stated that the contractor did experience considerable difficulty in obtaining sufficient competent men to perform concrete finishing work, hence was not able to complete the work in the specified time. He recommended in view of the circumstances that the extension of time, as requested, be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

2. C. J. Montag & Sons, Contract No. 3236, for grading, paving and bridge construction on the Tillamook Street-Broadway Bridge Section of the Pacific Highway West in Portland, requested an extension of time of 304 days from September 30, 1950 to August 1, 1951, within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: delays incident to the failure of the Western Union Telegraph Company to revise its facilities; failure of the contractor for the Portland interceptor sewer to complete his work on the east side of Interstate Avenue; and an agreement with the State Highway Bridge Engineer to defer construction of the shooflies on Broadway so

as not to impair the flow of traffic across the Broadway Bridge until the Steel Bridge, then closed, was re-opened to traffic. The Engineer stated that the provisions of the contract called for completion of all the work on this project on or before September 30, 1950; however, during the progress of the work the City of Portland awarded a contract for construction of an interceptor sewer on the east side of the Willamette River. This sewer, he said, crossed through the area that was included in the Montag contract, and due to the slowness of the sewer contractor, the state's contractor was not able to start portions of his work until late in the spring. This delay, he said, made it impossible to complete the project during the 1950 working season, so it will be necessary to postpone the surfacing work until suitable weather prevails next year. He recommended, in view of the circumstances, that the extension of time, as requested, be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

3. Lindstrom Bros., Inc., Contract No. 3214, for construction of the Elk Creek Bridge and the Sunset Boulevard grade separation structure on the Oregon Coast Highway in Clatsop County, requested an extension of time of 31 days from September 30 to October 31, 1950 within which to complete this job. They attributed their failure to complete the project within the specified time limit to unusually severe weather conditions during the 1949-1950 winter season, and to extra time required to perform certain force account work. The Engineer advised that these structures were substantially completed within the specified time limit, and that the thirty days extra time requested is simply to clean up both sites. He verified the contractor's statement that unusually severe weather conditions during the past winter accounted for the overrun of time limit. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

4. J. C. Compton Company, Contract No. 3346, for grading and paving the Cave Junction-California State Line Section of the Redwood Highway in Josephine County, requested an extension of time of 45 days, from September 30 to November 15, 1950, within which to complete this job. They alleged that regulations of the State Forestry Department which will not permit the burning of slashings of trees until the rainy season has set in, delayed that feature of their work and caused the overrun of the time limit. The Engineer advised that all of the surfacing and shoulder construction on this project was completed by October 15. The contractor, he said, has handled this project very satisfactorily and has done an excellent job. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. E. C. Hall Company, Contract No. 3334, for rock production on The Dalles-California Highway at Dufur, Wasco County, requested an extension of time of five days from August 31 to September 5, 1950, within which to complete this project. They alleged that unforeseen circum-

stances in connection with their contract with the Bureau of Public Roads on the Timberline Highway prevented them from moving their operations to the Dufur location in sufficient time to complete this contract within the specified time limit. The Engineer advised that the reason given by the contractor for overrunning the time limit of the contract is correct. The delay, he said, has caused no inconvenience to the Highway Department, nor to the travelling public. Moreover, the state's expense for engineering supervision has not been increased. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. A. H. Saxton & Sons, Contract No. 3296, for construction of an oil mat surface on the Forest Boundary-Jones Ranch Section of the Ochoco Highway, Wheeler County, requested an extension of time of thirty days, from September 30 to October 30, 1950, within which to complete this job. The contractor stated that all work in connection with the project, except construction of the metal guard rail, was completed within the specified time limit, and that he had been requested by the Engineer to postpone the guardrail construction until the surfacing and oiling were finished, which accounted for the overrun in time limit. The Engineer stated that the reasons given by the contractor for failure to complete the project within the specified time are correct -- he was requested to defer the guardrail construction until the oiling and surfacing were done in order to secure a better job. The Engineer recommended that the time extension as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein. The Commission unanimously approved the recommendation.

7. Valley Concrete Company, Contract No. 3358, for pavement widening on the Ashland Undercrossing Section of the Pacific Highway, Jackson County, requested an extension of time of 30 days, from September 30 to October 31, 1950 within which to complete this job. They alleged that they were unable to complete the project within the specified time limit because excavation work required much more drilling and shooting of rock than was anticipated when they bid the project, with the result that their schedule of work time was disrupted. The Engineer stated that the reason given by the contractor for failure to complete the project within the specified time limit is correct. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

8. L. R. Kauffman, Contract 3245, for surfacing the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Secondary Highway, Lane County, requested an additional extension of time of nine days, from August 15 to August 24, within which to complete this work. He alleged that he was unable to complete the project within the previously extended time limit because of orders from the Engineer to furnish an increased amount of rock in stock-pile. The Engineer advised that Mr. Kauffman's previous request for extension of time to August 15 was granted subject to the condition that he would reimburse the state for engineering expense incurred subsequent to June 15, and Mr. Kauffman was so advised, but he protests the penalty, alleging that the

overrun of time limit was through no fault of his own but was the result of adverse weather conditions and the condition of the road over which he had to transport his materials. Mr. Kauffman's allegations, he said, have been investigated, and a review of the conditions by the Division and Construction Engineers reveals that not sufficient consideration was given to road conditions. Moreover, a letter has been received from County Judge F. E. Gilkey of Lincoln County to the effect that Mr. Kauffman was seriously handicapped in his hauling operations by the poor condition of the Five Rivers Road. He recommended, in view of the circumstances, that the extension of time as requested by Mr. Kauffman be granted without penalty, and that he also be relieved of payment of the penalty previously assessed. The Commission approved the recommendation.

9. Allen E. Sackett, Contract No. 3353, for grading and oil mat surfacing on the Salisbury Junction-Poker Creek Section of the Sumpter Valley Secondary Highway, Baker County, requested an extension of time of 273 days, from September 30, 1950 to June 30, 1951, within which to complete this job. He alleged that delay in the award of the contract, and extra work that he was required to perform, were the reasons for overrunning the specified time limit. The Engineer advised that bids for this project were opened on April 25, 1950, but the contract was not awarded until June 7, 1950, due to right of way difficulties. The Contractor, he said, started work on June 19 and has prosecuted the work diligently ever since, notwithstanding which it was not feasible or possible to do the oiling because of the lateness of the season. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. The Central Heating Company, Contract No. 3328, for grading and paving on the Cascade Gorge-Prospect Section of the Crater Lake Highway, Jackson County, requested an extension of time of 60 days, from September 15 to November 15, 1950, within which to complete this project. They attributed their failure to complete the job within the specified time limit to failure of the first quarry that they opened up, which proved to be unsatisfactory, necessitating re-establishing their plant in another quarry. The Engineer advised that the state specified a certain quarry to be used on this job, but after it was opened up by the contractor it was found to be unsatisfactory for the work. The Contractor, he said, had already set up his plant in this quarry, and was ready to commence operating, but because of conditions he was told not to do so, and to wait until such time as the state could locate and secure another quarry. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

11. Oscar E. Joelson, Contract No. 3282, for rock production on the Rock Creek-Condon-Service Creek Section of Wasco-Heppner and John Day Highways, Gilliam and Wheeler Counties, requested an extension of time of 48 days, from July 15 to September 1, 1950, within which to complete this job. He attributed his failure to complete the project within the specified time limit to the fact that he was engaged as a subcontractor by

George Corliss to produce rock for the Scott Canyon Project, Contract No. 3274, and by Vernie Jarl to furnish rock in connection with Contract No. 3279. This subcontracting work, Mr. Joelson alleged, delayed commencement of operations on his own contract. The Engineer advised that the reasons given by the contractor for his failure to complete the project within the specified time limit are correct. The general public, he said, has not been inconvenienced, neither has the state incurred any extra expense for engineering supervision. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

12. Bemis & Company, Contract No. 3292, for construction of a maintenance headquarters building at Veneta, Lane County, requested an extension of time of 25 days, from September 30 to October 25, 1950, within which to complete this job. They attributed their failure to complete the project within the specified time limit to labor and material difficulties. The Engineer advised that the delay in completing the project has occasioned only minor inconvenience and that the state has incurred no additional engineering expense. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

13. Valley Construction Company, Contract No. 3349, for construction of a bridge over Willow Creek on the Imbler-Dry Creek Road in Union County, requested an extension of time of 60 days, from September 30 to November 29, 1950, within which to complete this project. They alleged that the overrun of the specified time limit was caused by difficulties in securing piling. The Engineer advised that investigation reveals that the contractor ordered his materials sufficiently early to complete the project within the specified time limit, but due to the amount of treated timber that is now being used, and the limited capacity of treating plants, he was not able to get delivery of the treated piling until September 19. However, since that time he has had an adequate crew on the job and has expedited the job in a satisfactory manner. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

The Engineer reported that Contracts Nos.3195,3212,3246,3275,3276,3279, 3282, 3284, 3316, 3326, 3334, 3358, 3361, 3398, for construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from the South Benton County Chamber of Commerce requesting the following projects:

1. Improvement of Long Tom River Bridge and approaches thereto, on US99W at Monroe.

2. Complete paving of Territorial Secondary Highway between Monroe and Cheshire.

3. Designation and development of a State Secondary Highway extending from US99W through Bellfountain to Alsea.

The Commission deferred action on these requests and instructed the Secretary to include the matter in the list of unfinished business.

A resolution was presented from the Morrow County Farm Bureau requesting that state and federal funds allocated to Morrow County be expended for improvement of the Ione-Gooseberry Road and the Rhea Creek Road in preference to the Lena-Pilot Rock Road. The Commission decided unanimously to continue with its original plan to improve the Lena-Pilot Rock Section of the Heppner Highway, and instructed the Secretary to so inform the petitioners.

A letter was presented from Senator Stewart Hardie of Condon, requesting an extension of the proposed improvement of the Wasco-Heppner Secondary Highway because of a development that is being made by the U. S. Army Engineers about six miles west of Condon. The Commission ordered that Senator Hardie be informed that the Commission is improving this highway as rapidly as is possible with the funds available.

The Commission had under discussion the abandonment of certain portions of the right of way of Joseph-Wallowa Lake Secondary Highway (old route) which no longer are valuable for highway purposes since the highway has been improved on revised alignment. The Engineer exhibited a map showing the portions to be abandoned and pointed out that there are two small parcels. He recommended that they be abandoned as a part of the state highway system and placed hereafter under the jurisdiction and control of the County Court of Wallowa County for vacation or for such public use as the County may determine. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and upon recommendation of the Engineer approved the termination of a lease agreement with the Southern Pacific Company, heretofore entered into with the company in 1942, for use of an unloading and oil storage site on the Coos Bay Branch of the Southern Pacific Railroad adjacent to Sheridan Avenue in North Bend. (A "termination of lease" was signed by the Commission later in the session.)

The Engineer reported the need to prohibit the parking of vehicles along the Pacific Highway East at Marine Moorage, about one mile south of Oregon City. He said that this place caters to motorboat enthusiasts on the Willamette River, and on Saturdays, Sundays and holidays there is a considerable congestion of vehicular traffic to and from Marine Moorage, where parking facilities are limited. This results in heavy parking of cars on the shoulders of the highway, many of them being very close to the edge of the pavement. The parking of cars on the shoulders of this heavily travelled

highway, he said, creates a serious traffic hazard, and he recommended the adoption of an appropriate order prohibiting such parking for a distance of about 400 feet on either side of the moorage. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also recommended the designation of a "NO PARKING ON HIGHWAY SHOULDERS" zone on the Beaverton-Hillsdale Highway near the town of Beaverton, particularly opposite a drive-in theater which is in operation at this place. He said that the theater's screen can be partially seen from the highway and as a result motorists park their cars on the shoulders of the highway to look at the pictures, causing a very hazardous situation, inasmuch as the highway shoulders are quite narrow. As a result of discussion, the Commission unanimously approved the Engineer's recommendation by the adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a report from the Engineer concering a 25-mile per hour speed restriction which has been in effect on the Pacific Highway through the town of Wolf Creek for several years. The Engineer advised that a recent study indicates that a 25-mile per hour speed limit through this town is now too slow in view of the fact that the highway has been reconstructed on modern high speed alignment, bypassing the central part of this town, and he recommended that it be raised to 40 miles per hour. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from Mrs. J. C. Banks, Portland, urging the Highway Commission to reconsider its action taken on September 28, 1950, denying a request for the establishment of a 30-mile per hour speed zone on the Oswego Highway from S. W. Edgecliff Drive to Dunthorpe. As a result of discussion the Commission decided not to change its previous decision in this matter.

The Commission discussed a request for erection of a textboard on the Central Oregon Highway near Juntura, Malheur County, giving pertinent information concerning Peter Skene Ogden, and Hudson's Bay Company's Fifth Trapping Expedition into the Snake Country. It was explained to the Commission that the trapping expeditions of Peter Skene Ogden were pioneers in the exploration of the Oregon Country and are of historical importance, many rivers and locations having received their names from these expeditions. The Engineer estimated the cost of the textboard at about $300, and he recommended approval of the expenditure. He also recommended approval of the following inscription for the textboard, which he said has the approval of the Memorials Committee of the Oregon Historical Society. The Commission approved both recommendations unanimously.

"Peter Skene Ogden, leading a party of Hudson's Bay Company trappers, camped near here on October 11, 1828. On this, Ogden's fifth and final expedition into the "Snake Country", he started on September 22 from Fort Nez Perce (Walla Walla). From here, passing Alvord Lake, he went south to the Humboldt River and thence east to Great Salt Lake, first reached by him on his initial expedition of 1824-25. Retracing the route on its return journey, the party followed the Humboldt, turned north to the Silvies, crossed over into the John Day valley and reached Fort Nez Perce in July, 1829. Over 2,000 beaver were taken by the party."

The Commission discussed a petition from landowners, residents, and citizens from Powell Butte, Crook County, requesting designation of a restricted speed zone on Highway 28 adjacent to their public school, church and business district. In the discussion, it was recalled that this matter has been before the Commission several times in the past, and the facts then disclosed that a reduced speed zone is not warranted. The Engineer recommended that, as there is no change in the facts previously presented, the petition be denied. The Commission approved the recommendation.

The Secretary presented a summary of "unfinished business". Action on the matters listed therein was deferred by the Commission until its next meeting.

The Commission discussed a date for its regular meeting in December, heretofore tentatively set for Wednesday and Thursday, December 20 and 21. It was decided to hold such meeting on Tuesday and Wednesday, December 19 and 20, 1950. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel, Portland. The Commission verified the dates for its earlier, approaching meeting on Thursday and Friday, November 9 and 10.

A request was presented from the City of Waldport for sidewalk construction on the Oregon Coast Highway in front of a storage site owned by the State Highway Department, in Waldport. The Engineer advised that the city has an ordinance which requires property owners to construct sidewalks when so instructed by the City Council, and that the property owners along the highway have built sidewalks almost to the Highway Department's storage site. The law, he said, does not compel the State Highway Commission to construct a sidewalk in front of its property, but he gave as his feeling that it would be advisable to do so in this instance so as not to leave a gap in sidewalks already constructed by local people. He estimated the cost of the sidewalk at $340, and recommended approval of the expenditure. The Commission approved the recommendation unanimously.

The Engineer requested instructions relative to the proposed improvement of the Holland Loop County Road (Federal Aid Secondary Highway No.267) in Josephine County. He explained that the present program includes an item of $100,000 of Federal Aid Secondary Highway funds for the construction of bridges on this road, such allocation being approved on the condition that the County will perform necessary grading work which is estimated to cost about $25,000. He further stated that information just received from the County Court is to the effect that the County does not have funds available to meet its obligation so it appears necessary either to defer the bridge construction until the county can finance the grading or to advance money to the county secured by an order on the Secretary of State for payment of the County's share in one year out of the County's share of State Highway revenues. After carefully considering the matter the Commission decided unanimously to defer the bridge construction until the County has completed the grading work.

The Right of Way Engineer presented for the Commission's consideration a quit claim deed reconveying to Linnie Thayer a small tract of land that was acquired from her as a hauling road in connection with the improvement of the Ontario-Nyssa Section of the Old Oregon Trail. He explained that after the state had purchased this property the Bureau of Reclamation stopped the state from taking materials from its quarry because they needed the material themselves, hence the hauling road is of no further use to the state. Mrs. Thayer, he said, wants the property reconveyed to her and she has agreed to pay for it the exact amount that she received from the state. He recommended approval of the reconveyance. The Commission approved the recommendation. (The deed was signed later in the session).

The Engineer reported an inquiry from the Department of State Police if the Highway Commission will approve an increase in the amount of the contribution of the State Highway Department to the Department of State Police for the coming biennium. He pointed out that the Budget as approved at this meeting contains an amount of $2,036,000 for State Police activities whereas the Superintendent of State Police has asked that this be increased to $2,105,024, an increase of $69,024. The Commission unanimously approved a contribution to the State Police Department of the sum legally authorized, but no more.

The Engineer also reported a letter from Mr. John Poorman, Director of Civil Defense, regarding the use of the State Highway offices at Milwaukie for his organization. It appears that the Civil Defense authorities have investigated office space for their use and have concluded that the Highway Department's Milwaukie offices are most desirable, so they have requested that the Highway Department vacate the premises. The Commission emphatically denied the request.

The Commission approved and signed the following agreements, etc.:

Agreement with F. C. Hathaway for logging dead timber on Sunset Highway.

(cont.)

Agreements, etc. cont.:

Permit agreement with Dan J. Melton covering logging road construction and operation across Maria C. Jackson State Park.

Encroachment permit to Austinna S. Loudenbeck to occupy small area of right of way on Scott Creek Section, Alsea Highway.

Indenture of Access granting Hammond Lumber Company changes in access points to the North Santiam Highway in town of Detroit.

Deed to correct error in deed executed July 20, 1948, conveying properties to Southern Pacific Company on Oregon City-New Era Section of US99E.

Satisfaction of Mortgage from Fred M. Mallory and O. L. Smith acknowledging payment for land purchased.

Deed conveying to City of Pendleton properties adjacent to Pendleton Airport Road.

Agreement with Lock-Wood, Inc., relative to property being acquired for T. H. Banfield Expressway.

Deed conveying to U. S. Government small parcel adjacent to Pleasant Hill-Lost Creek Section of Willamette Highway.

Agreement with Umatilla County, Oregon; Benton County, Washington; and Washington Toll Bridge Authority with respect to proposed bridge across Columbia River below McNary Dam.

Cooperative agreement with Bureau of Public Roads for maintenance of Pendleton-John Day Highway near Ukiah.

Termination of Lease granted by Southern Pacific Company for use of unloading and oil storage site on railroad property in North Bend.

Quitclaim Deed to Linnie Thayer for a parcel of land in Malheur County, containing 0.25 acre.

The meeting adjourned at 5:00 p.m.

Chairman

State Highway Engineer

Commissioner

ATTEST:

Secretary

Commissioner

EXHIBITS "A" THROUGH "G"

Minutes of October 26, 1950

EXHIBIT "A"

Minutes of October 26, 1950

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

NORTH ROSEBURG SECTION - PACIFIC HIGHWAY

16506 - Ohman, R. Emma and; Perkins Oil Co. and; Barcus Sales & Service Co. (Haskin)
Right of Way and Easement
Two Options expire March 19, 1951

Parcel I.

1525 sq. ft. at $1.00 per sq. ft. and 15 foot slope easement	$ 1,525.00	$
Allowance - in lieu of moving house	1,000.00	

Parcel II.

1080 sq. ft. at $1.50 per sq. ft. and a 5 foot temporary easement	1,620.00
Allowance - for removing neon sign & release of lease to be paid lessee	300.00

NORTH ROSEBURG SECTION - PACIFIC HIGHWAY

16506 - Ohman, E. Emma and; Perkins Oil Co. and;
Barcus Sales & Service Co. (cont.)

Amount to be paid Ohman - chrg to Right of Way		$ 4,145.00
Amount to be paid Barcus Sales & Service - chrg to Right of Way		300.00
		$ 4,445.00

Access not controlled -

16514 - Sandell, Wendell M. & Edna M. and; Tuttle, Opal E. and; Willis, Jerry W. (Haskin)
Right of Way and Easement
Option expires March 20, 1951

878 sq. ft. at $1.00 per sq. ft. and 15 foot slope easement	$ 878.00	$
Low bid for moving building	4,574.50	
Allowance to lessees for closing of business during moving at $65 per day (Est)	1,950.00	
Amount to be paid owner - chrg to Right of Way		5,452.50
Amount to be paid lessees-chrg to Right of Way		1,950.00
Total Amount Chargeable to Right of Way (Est)		7,402.50

THINGS TO BE DONE BY THE STATE:

Reconstruct driveway at Stat. 2499+90 and 2500+30 (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 7,502.50

Access not controlled -

EXHIBIT "A" (cont.)

NORTH ROSEBURG-WINCHESTER SECTION - PACIFIC HIGHWAY

16510 - Myers, J. D. and Arlene (Norlin)
Right of Way and Easement
Option expires April 15, 1951

7870 sq. ft. at $1.50 per sq. ft. and 20 foot slope easement	$ 11,805.00	$
Allowance - damages, closure, etc.	2,000.00	
- moving service station	7,952.50	
Low bid for moving house and store	4,073.75	
Amount to be paid owner-chrg to Right of Way		25,831.25

THINGS TO BE DONE BY THE STATE:

Extend 24" pipe 85 feet to west property line of grantor and fill over pipe, house and garage area to raise to highway level (Est)	467.50	
Construct 40 foot approach, Stat. 2495+50 west side and construct and gravel 25 foot approach, Stat. 2496+35, west side and driveway around store bldg. to loading dock (Est)	200.00	
Amount chargeable to Construction		667.50
GRAND TOTAL (Estimated)		$26,498.75

Phone approval from M. K. McIver 10/5/50
Approved for condemnation $30,000 9/28/50

Access not controlled -

16533 - Taylor, F. E. & Lone E. and; Davidson, Earl E. & Garnet J. (Haskin)
Right of Way and Easement
Option expires March 28, 1951

975 sq. ft. at $1.00 per sq. ft. and 10 foot slope easement	$ 975.00	
Allowance - 700 yds fill at $1.30 per yd.	916.00	
- cement retaining wall	150.00	

NORTH ROSEBURG-WINCHESTER SECTION - PACIFIC HIGHWAY

16533 - Taylor, F.E. & Lone E. and; Davidson, Earl E. & Garnet J. (cont.)

Allowance (cont.)		
- moving office building	$ 150.00	$
- move floodlight poles & billboards (2)	342.00	
Amount to be paid owner-chrg to Right of Way		2,533.00
THINGS TO BE DONE BY THE STATE:		
Construct 16 ft. driveway at Stations 2510+60 and 2511+20 (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 2,633.00

Access not controlled -

HEPPNER JUNCTION-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY

16631 - Nickerson, William (Benfield)
Right of Way
Option expires April 23, 1951

8.04 acres at $500.00 per acre	$ 4,020.00	$
Allowance - Severence damage	1,650.00	
- Garden, Shrubbery, Lawn	480.00	
- Chicken House	50.00	
- Fence	528.00	
- Water assessment to July,1951	37.69	
- 80 trees at $20 each	1,600.00	
- Moving house, providing new water system, 125' well cased, move and reconstruct pump house	4,626.32	
Amount to be paid owner - chrg to Right of Way		$ 12,992.01

Owner agrees to clear Right of Way immediately.

HEPPNER JUNCTION-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY

16631 - Nickerson, William (cont.)

THINGS TO BE DONE BY THE STATE:

Place 3/4" galvanized pipe across highway at Stat. 1355, est.	$ 260.00	$
Construct private driveway at Stat. 1351 North side and 1357 South side, est.	200.00	
Amount chargeable to Construction		460.00
GRAND TOTAL (Estimated)		$13,452.01

Access controlled -

16625A - Carpenter, Glenn (Benfield)
Right of Way
Option expires April 25, 1951

0.376 acre at $500 per acre	$ 188.00	$
Allowance-87 rods of fencing at $3.00 per rod	261.00	
-moving five outbuildings	500.00	
-grading site for outbuildings, rearrange irrigation ditches, landscape new house location	935.00	
-establish approach and culvert at county road (new location)	65.00	
-shrubbery and trees at present location	717.15	
-moving house, establish new water system, 110' well	6,168.52	
Amount to be paid owner-chrg to Right of Way		$ 8,834.67

Owner agrees to clear Right of Way immediately.

Access controlled - No access allowed -

EXHIBIT "B"

Minutes of October 26, 1950

RESOLUTION

WHEREAS, State Secondary Highway No. 336, otherwise known as the Airport Road, in Umatilla County, Oregon, is no longer needed for the purpose for which said road was created and designated as a part of the system of secondary highways of the State, but said highway is needed for the use and convenience of people living thereon and communities served thereby; and

WHEREAS, the State Highway Commission, the County Court of Umatilla County, and the municipal authorities of the City of Pendleton heretofore entered into an agreement, which agreement bears date of May 22, 1950, a part of which agreement provided that said Airport Road, which has been designated State Secondary Highway No. 336, should be removed from said system of secondary state highways; and

WHEREAS, said Airport Road was made a part of the system of state secondary highways pursuant to the authority vested in the Highway Commission by Subsection 36 of Section 100-115, O. C. L. A., and said road was therefore designated as a secondary state highway, with the approval of the County Court of Umatilla County; and

WHEREAS, said act provides that "with the written consent of the county court of the county in which a particular highway or highways or parts thereof may be located, the highway commission may, when in its opinion the interests of the state will be best served, eliminate from said system of secondary highways any road or highway or part thereof, and thereafter such road or highway or part thereof so eliminated shall become a county road or highway, and the construction, repair, maintenance or improvement, and the jurisdiction over such highway shall be exclusively under the county court of the county in which such highway or road is located"; and

WHEREAS, said agreement referred to in the second paragraph of this resolution contains the County's consent that said secondary highway may be taken from the system of state secondary highways and shall, upon such removal, become a county highway or county road under the jurisdiction and control of the County Court of said Umatilla County; and

WHEREAS, it is the judgment and opinion of the Commission, and the Commission now finds, that the interests of the State will be best served by the removal of said secondary state highway from the state highway system of secondary state highways and the return of the same to its status of and as a county road;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

EXHIBIT "B" (cont.)

1. That all of the Airport Road, which is State Secondary Highway No. 336 and which extends from the north boundary of the right of way of the Old Oregon Trail, State Highway No. 6, to the north end of said secondary highway, all of which is in Section 5, Township 2 North, Range 32 East, and which highway is further identified and shown colored in red on the map attached hereto, marked Exhibit A and by this reference made a part hereof, hereby is removed from said secondary state highway system and said highway from this date shall be known and designated as a county road and shall be maintained as such by the County Court for public travel. The Commission hereby surrenders and relinquishes all jurisdiction over said road and hereby consents that jurisdiction and control over said road may be assumed and exercised by the County Court of Umatilla County. Said road shall from date hereof be maintained by the County or by the City of Pendleton, pursuant to agreement between the City and the County Court, for public use so long as the same may be needed for such purpose.

2. That the County Court of Umatilla County be and said Court is hereby requested to adopt and incorporate in its records all necessary resolutions, papers, and orders required for the purpose of reinstating said Airport Road as a county road to be maintained for public use at county expense.

3. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Umatilla County and to the City Council of Pendleton a duly certified copy thereof, and shall file with the Clerk of Umatilla County and the City Recorder of Pendleton a like certified copy, and said County Court and City Council hereby are respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned old right of way shown colored in red on the map attached hereto and marked Exhibit A, and shall assume jurisdiction thereover as a county road and shall maintain the same for public purposes. **

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under file No. 218, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "C"

Minutes of October 26, 1950

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3195 with J. R. Taggart & Co. and J. R. Taggart for grading and paving on the Newberg-McMinnville (Units 1, 2 & 3) Section of the Pacific West Highway in Yamhill County, completed September 28, 1950.

Contract No. 3212 with Leonard & Slate Oreg. Ltd. for grading and bituminous macadam surfacing on the Summit-Tolovana Park Section of the Oregon Coast Highway in Clatsop County, completed September 14, 1950.

Contract No. 3275 with C. E. Leseberg for grading and paving on the Pumping Plant Hill-Ontario Section of the Old Oregon Trail Highway in Malheur County, completed September 29, 1950.

Contract No. 3276 with E. C. Swaggart for bituminous macadam surfacing on the Thomas Creek-Lyons Section of the Albany-Lyons Highway in Linn County, completed September 28, 1950.

Contract No. 3279 with Vernie Jarl for furnishing crushed material in stockpiles on the Biggs Section of the Columbia River Highway in Sherman and Wasco Counties, completed June 19, 1950. Removal of contractor's equipment and clean-up of site was not completed until October 5, 1950.

Contract No. 3282 with Oscar E. Joelson for furnishing crushed material in stockpiles on the Rock Creek-Condon-Service Creek Section of the Wasco-Heppner and John Day Highways in Gilliam and Wheeler Counties, completed September 1, 1950. Time extension from July 15 to September 1, 1950 is required.

Contract No. 3284 with Rogers Construction Co. for furnishing crushed material in stockpiles on the Ukiah-Long Creek Section of the Pendleton-John Day Highway in Umatilla and Grant Counties, completed August 30, 1950.

Contract No. 3326 with Meade & Hobson for constructing guard rail and setting sight posts in Division No. 3 on the Pacific and Oregon Coast Highways in Douglas, Coos, Jackson and Josephine Counties, completed September 30, 1950.

EXHIBIT "C" (cont.)

Contract No. 3334 with E. C. Hall Co. for furnishing crushed material in stockpiles on the Dufur Section of The Dalles-California Highway in Wasco County, completed September 5, 1950. Time extension from August 31 to September 5, 1950, is required.

Contract No. 3358 with Valley Concrete Co. for pavement widening on the Ashland Undercrossing Section of the Pacific Highway in Jackson County, completed October 17, 1950. Time extension from September 30 to October 17, 1950, is required.

Contract No. 3398 with J. C. Compton Co. for grading and paving on the Cave Junction (Lister St.) Section of Cave Junction City Streets in Josephine County, completed October 14, 1950.

Contract No. 3246 with J. C. Compton Co. for constructing bridge and approaches on the Little Luckiamute River in Polk County, completed September 30, 1950.

Contract No. 3316 with Saxton Painting Co. for painting on the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County, completed September 27, 1950.

Contract No. 3361 with William B. Hickey for constructing a dwelling at Blue Mountain Patrol Station in Malheur County, completed October 13, 1950.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "D"

Minutes of October 26, 1950

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the Joseph-Wallowa Lake Highway in Wallowa County, the northerly terminus of which is at Highway Engineer's Station 16+00 of the relocated line and the southerly terminus of which is at Highway Engineer's Station 355+00 of the relocated line; and

WHEREAS, by reason of the relocation of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, which eliminated sections or units will no longer be needed for highway purposes; and

WHEREAS, the contract for the construction of the relocated Joseph-Wallowa Lake Highway was completed on September 15, 1950, and highway traffic is now routed over said relocated highway; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portions of the old right of way which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "A" and "B" and are shown colored in brown on the map attached hereto and marked "Exhibit A", are more particularly described as follows:

Unit "A"

Beginning opposite State Highway Engineer's Station 32+25 of the relocated Joseph-Wallowa Lake Secondary Highway in the northwest quarter of the southwest quarter of Section 32, Township 2 South, Range 45 East, W. M.; thence southerly via the former route of the Joseph-Wallowa Lake Secondary Highway to State Highway Engineer's Station 41+47.47 of the relocated Joseph-Wallowa Lake Secondary Highway in the northeast quarter of the southwest quarter of Section 32, Township 2 South, Range 45 East, W. M.

Unit "B"

Beginning opposite State Highway Engineer's Station 52+25 of the relocated Joseph-Wallowa Lake Secondary Highway in the southeast

Unit "B" (cont.)

quarter of the southwest quarter of Section 32, Township 2 South, Range 45 East, W. M.; thence southerly via the former route of the Joseph-Wallowa Lake Secondary Highway to State Highway Engineer's Station 59+15 of the relocated Joseph-Wallowa Lake Secondary Highway in the northeast quarter of the northwest quarter of Section 5, Township 3 South, Range 45 East, W. M.

Said portions of the old right of way shall be abandoned as a part of said highway and hereafter shall be under the jurisdiction and control of the County and may be vacated or kept by the County for such public use as the County may determine.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way and likewise for highway construction, improvement, maintenance, and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. **

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Wallowa County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A".

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under file No. 219, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "E"

Minutes of October 26, 1950

R E S O L U T I O N

WHEREAS, Pacific Highway East, extending from the Oregon-Washington state line at the Columbia River Interstate Bridge north of Portland, southerly via Portland, Milwaukie, Oregon City, Salem, Albany and Harrisburg to a junction with the Pacific Highway and Pacific Highway West at or near the north city limits of Junction City, is a state highway, and as such is under the jurisdiction and control of the State Highway Commission, and said highway is identified in the Highway Commission's records as highway No. 1E; and

WHEREAS, the section of said highway from Oregon City south to the Clackamas County line serves a large amount of traffic; and

WHEREAS, the parking of vehicles along and upon the shoulders of said highway between M.P. 16.10 (Engineer's Station 150+50) and M. P. 16.26 (Engineer's Station 158+50), and the maneuvering of vehicles within the traveled portion of said highway in connection with parking and unparking of said vehicles within said area, create a hazard to traffic moving upon said highway and to parked vehicles and the occupants thereof, which hazard, in the opinion of the Highway Commission, should be prohibited; and

WHEREAS, the Commission, based upon the report of its Traffic Engineer and the recommendations of the State Highway Engineer, is of the opinion that for safety and convenience of traffic, all parking upon the shoulders of said highway within said area should be prohibited;

NOW, THEREFORE, all members of the Commission being present and voting affirmatively, the Commission does hereby order:

1. That based upon the facts and recommendations placed before this Commission, the Commission does hereby find and declare that the parking of motor vehicles upon and along the shoulders of the Pacific Highway East in Clackamas County between M.P. 16.10 (Engineer's Station 150+50) and M.P. 16.26 (Engineer's Station 158+50), a distance of approximately 800 feet, creates a hazard to traffic on said highway and to parked vehicles and occupants thereof, which hazard, in the opinion of this Commission, should be removed.

2. That for the purpose of protecting the general public, and especially the motoring public using said highway in said vicinity, it is hereby ordered that parking of vehicles on and along the shoulders of said highway in Clackamas County between M. P. 16.10 (Engineer's Station 150+50) and M. P. 16.26 (Engineer's Station 158+50) is prohibited.

3. The State Highway Engineer hereby is directed to erect and thereafter maintain on and along said highway at the termini of said area, and at such points between said termini, as in his judgment may be necessary to properly inform and advise the public, suitable and adequate signs containing the words "NO PARKING ON HIGHWAY SHOULDERS."

4. A copy of this resolution be delivered to the Superintendent of State Police and to the Sheriff of Clackamas County, Oregon.

5. That this resolution be entered in the minutes and records of the Highway Commission as of the twenty-sixth day of October, 1950.

EXHIBIT "F"

Minutes of October 26, 1950

R E S O L U T I O N

WHEREAS, the Beaverton-Hillsdale Highway, extending from a junction with the Tualatin Valley Highway in Beaverton, easterly via Hillsdale to a junction with the Pacific Highway West in Portland, is a state highway, and as such is under the jurisdiction and control of the State Highway Commission, and said highway is identified in the Commission's records as highway No. 40; and

WHEREAS, the parking of cars along and upon shoulders of said highway near the east city limits of Beaverton, between M. P. 5.70 (Engineer's Station 129+00) and M. P. 5.90 (Engineer's Station 139+56), creates a traffic hazard which, in the opinion of the Highway Commission, should be prohibited; and

WHEREAS, the maneuvering of vehicles within the traveled portion of said highway in connection with the parking and unparking of said vehicles upon the shoulders thereof restricts and impairs the use of said traveled portion of said highway, and thereby creates a hazard to through traffic moving upon said highway, and to parked vehicles and the occupants thereof; and

WHEREAS, the Commission, based upon the report of its Traffic Engineer and the recommendations of the State Highway Engineer, is of the opinion that for safety and convenience of traffic, all parking upon the shoulders of said highway within said area should be prohibited;

NOW, THEREFORE, all members of the Commission being present and voting affirmatively, the Commission does hereby order:

1. That based upon the facts and recommendations placed before this Commission, the Commission does hereby find and declare that the parking of motor vehicles upon and along the shoulders of the Beaverton-Hillsdale Highway near the east limits of the City of Beaverton, between M. P. 5.70 (Engineer's Station 129+00) and M. P. 5.90 (Engineer's Station 139+56), a distance of approximately 1,000 feet, creates a hazard to traffic on said highway and to parked vehicles and the occupants thereof, which hazard, in the opinion of this Commission, should be removed.

2. That for the purpose of protecting the general public, and especially the motoring public using said highway in said vicinity, it is hereby ordered that parking of vehicles on and along the shoulders of said highway near the east limits of the City of Beaverton, between M. P. 5.70 (Engineer's Station 129+00) and M. P. 5.90 (Engineer's Station 139+56), is prohibited.

3. The State Highway Engineer hereby is directed to erect and thereafter maintain on and along said highway at the termini of said area, and at such points between said termini, as in his judgment may be necessary to properly inform and advise the public, suitable and adequate signs containing the words "NO PARKING ON HIGHWAY SHOULDERS".

4. That a copy of this resolution be delivered to the Superintendent of State Police and to the Sheriff of Washington County, Oregon.

5. That this resolution be entered in the minutes and records of the Highway Commission as of the twenty-sixth day of October, 1950.

EXHIBIT "G"

Minutes of October 26, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway

Highway number: 1 Route number: US99

Location of Termini			Established Speed
M.P. 254.46 (North edge of the town of Wolf Creek, Douglas County)	to M.P.	255.02 (South edge of the town of Wolf Creek)	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provision of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 26th day of October, 1950, effective as of that date.

October 26, 1950

Portland, Oregon
November 9, 1950

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
M. H. Hawke, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which, Chairman Chandler announced that the awards of contracts would be made at 4:00 p.m.:

NEHALEM SECONDARY HIGHWAY IN COLUMBIA COUNTY

BIRKENFELD-WASHINGTON COUNTY LINE ROCK PRODUCTION PROJECT

Heavy Hauling Co., Astoria	$ 33,204.00
A. H. Saxton & Sons, Corvallis	34,060.00
Jed Wilson, Seaside	34,080.00
Newport Constr. Co., Portland	37,067.00
E. C. Hall Co., Portland	45,200.00

TILLER-TRAIL SECONDARY HIGHWAY IN DOUGLAS COUNTY

DAYS CREEK-TILLER ROCK PRODUCTION PROJECT

Vernie Jarl, Gresham	$ 21,502.00
M. C. Lininger & Sons, Medford	22,715.00
F. H. McEwen, Eugene	24,515.20
E. C. Hall Co., Portland	25,025.00
Babler Bros., Inc., Portland	25,410.00
McNutt Bros., Eugene	27,335.00

PACIFIC HIGHWAY IN DOUGLAS COUNTY

CANYONVILLE SECTION

Roy L. Houck & Son, Salem	$440,229.50
R. A. Heintz Constr. Co., Portland	499,095.95

(cont.)

Canyonville Section of Pacific Highway (cont.)

McNutt Bros., Eugene	$507,595.50
Vernie Jarl, Gresham	511,994.25
Halvorson Constr. Co., Salem	521,732.50
Berke Bros., Portland	534,423.25
Kuckenberg Constr. Co., Portland	538,465.00
E. L. Gates & Co., Salem	541,548.30
Leonard & Slate Ore. Ltd., Portland	550,766.50
J. N. & M. J. Conley, Portland	576,678.50
Natt McDougall Co., Portland	623,737.75
C. J. Montag & Son, Portland	763,169.00

MADRAS-PRINEVILLE, OCHOCO AND CROOKED RIVER HIGHWAYS IN JEFFERSON AND CROOK COUNTIES

PRINEVILLE ROCK PRODUCTION PROJECT

Rogers Constr. Co., Portland	$ 25,472.50
E. H. Itschner, Molalla	29,623.50
M. C. Lininger & Sons, Medford	29,807.20
Inter City Sand & Gravel Co., Inc., Eugene	30,732.00
F. L. Somers, Klamath Falls	30,932.00
E. C. Hall Co., Portland	32,197.40
A. H. Saxton & Sons, Corvallis	34,026.50
Vernie Jarl, Gresham	34,500.00
C. J. Eldon, Portland	38,638.00
McNutt Bros., Eugene	38,665.00
Newport Constr. Co., Portland	55,385.50

WARNER SECONDARY HIGHWAY IN LAKE COUNTY

DRAKE CREEK-ADEL SECTION

Spada Bros., Portland	$245,700.70
Newport Constr. Co., Portland	251,920.00
Durbin Bros., Eugene	277,814.00
A. H. Saxton & Sons, Corvallis	280,101.50
Halvorson Constr. Co., Salem *	282,201.00
G. D. Dennis & Sons, Portland	295,984.00
F. L. Somers, Klamath Falls	298,471.00
Heavy Hauling Co., Astoria	308,677.00
Inter City Sand & Gravel Co., Inc., Eugene	319,977.40
McNutt Bros., Eugene	326,733.80
Leonard & Slate Oregon Ltd., Portland	332,197.00
J. N. & M. J. Conley, Portland	337,020.80
E. C. Hall Co., Portland	340,552.50
Peter Kiewit Sons' Co., Longview, Wn.	356,479.40
C. J. Eldon, Portland	363,675.00

* Bidder will accept award of only one project.

SIUSLAW HIGHWAY IN LANE COUNTY

GREENLEAF CREEK BRIDGE

E. C. Hall Co., Portland	$ 31,710.00
VaDare Constr. Co., Portland	34,025.00
Glenn Snook, Eugene	37,045.00
R & M Constr. Co., Central Point	37,425.00
Wall & Son, Portland *	37,975.00
Tauf Charneski, Eugene	41,915.00

* Bidder will accept award of only one project.

PAYETTE SPUR OF OLD OREGON TRAIL HIGHWAY
MALHEUR COUNTY, OREGON, AND PAYETTE COUNTY, IDAHO

PAYETTE (SNAKE RIVER) BRIDGE SECTION

Lindstrom Bros., Inc., Portland	$444,705.00
Valley Constr. Co., Portland	447,643.25
Lee Hoffman & J. A. Troxell, Portland	487,315.00
J. H. Wise & Son, Boise, Idaho	489,627.00
General Constr. Co., Portland	499,405.00
Guy F. Atkinson Co., Portland	555,238.50

CENTRAL OREGON HIGHWAY IN MALHEUR AND HARNEY COUNTIES

DREWSEY-JUNTURA AND HARPER-HOPE ROCK PRODUCTION PROJECT

C. E. Leseberg, Nyssa	$ 29,079.00
Barney B. Helser, Vale	32,620.00
Oscar E. Joelson, Eugene	37,187.00
McNutt Bros., Eugene	45,668.00

DALLAS-COAST SECONDARY HIGHWAY IN POLK COUNTY

YAMHILL RIVER-SALT CREEK SECTION

Porter W. Yett, Portland	$110,240.00
Parker-Schram Co., Portland	116,350.00
Rogers Constr. Co. & Babler Bros., Portland	119,240.00
Warren Northwest, Inc., Portland	119,560.00
D-H Paving Co., Vancouver, Wn.	119,857.50
J. C. Compton Co., McMinnville	123,657.50
Acme Constr. Co., Eugene	130,385.00
Central Paving Co., Independence	139,200.00

November 9, 1950

LITTLE NESTUCCA SECONDARY HIGHWAY IN TILLAMOOK COUNTY

WEED AND MUSCOTT BRIDGES

Lindstrom Bros., Inc., Portland	$ 78,765.00
C. J. Kildon, Portland	81,060.00
E. C. Hall Co., Portland	84,071.00
Wall & Son, Portland *	84,567.50
Birkemeier & Saremal, Portland	87,035.00
Don L. Cooney, Inc., Seattle, Wn.	97,542.00

* Bidder will accept award of only one project.

The Commission unanimously approved the minutes of the meetings of the Commission held on September 4, 1950 and on September 28 - 29, 1950.

The State Parks Superintendent reported on the following park matters:

1. Petition signed by 64 residents of Aurora and St. Paul requesting improvements in Champoeg State Park: The Parks Superintendent advised that this group desires the installation of playground facilities for children, including a swimming pool, swings and other apparatus. He advised also that some other improvements requested had already been taken care of and cited the enlargement of the parking area for cars. He outlined his plans for 1951 improvement which includes the planting of trees and grass in a portion of the area now leased for farming purposes. He recommended that the request for playground facilities be denied confirming the previous policy adopted in this matter. The Commission approved the recommendation.

2. Leasing of a portion of Champoeg State Park to Henry Zorn for agricultural purposes: The Parks Superintendent advised that Mr. Zorn has leased 70 acres in this park the past 14 years at a price of $5.00 per acre per year. He recommended renewal of the arrangement on a four-year basis subject to limiting the area to the 45 acres in the south portion of the park, and that Mr. Henry Zorn shall pay the taxes that may be assessed against the property. Under this proposed agreement, he said, Mr. Zorn will plant a grass crop on the 45 acres in 1951 and will be allowed to harvest the seed thereafter during the life of the lease, and he will also permit the planting of trees in the area as may be necessary in the development of the property. The Commission approved the recommendation unanimously.

3. Development of a wayside picnic area along the Grand Ronde River in Union County at the junction of the Starkey Secondary Highway and the Old Oregon Trail on property owned by the U. S. Forest Service: The Parks Superintendent presented a map on which was outlined in red the land owned

by the Forest Service,and in blue, the property that is privately owned. He said that he has been unable to determine who owns the private tract, which contains a spring that can be used to advantage in the picnic area but he recommended that it be acquired along with the government-owned property. Commissioner Reynolds questioned the advisability of developing the spring because the river water is pure and has been used by picnickers for many years. After some further discussion the Commission authorized the Park Superintendent to negotiate acquisition of the government-owned property only.

4. Development of a park area near "Red Bridge" over the Grand Ronde River on the Starkey Secondary Highway about eight miles west of Hilgard: The Parks Superintendent advised that this tract, which is owned by the Mt. Emily Lumber Co., is an ideal picnic spot and is now used extensively by the public for such purposes. He also said that the Company has indicated a willingness to sell the land to the State and he recommended that he be given authority to negotiate purchase of the tract. The Commission approved the recommendation.

5. Application of Gordon H. Duffield for permission to rent boats on Sunset Bay. The Parks Superintendent recalled that a similar concession heretofore granted to a Mr. Smith proved very unsatisfactory due to legal technicalities which limit the Highway Commission's control of the waters in the bay. He advised that Mr. Smith is continuing to use the bay for renting boats but that his operations are conducted on a float which is outside of the Highway Commission's control. Inasmuch as the remuneration to be received from Mr. Duffield's concession would not be a material amount, and because of the indefinite control of his operations, he recommended that the application be refused. The Commission approved the recommendation.

6. Acquisition of additional property at Wallowa Lake for overnight camping purposes: The Parks Superintendent reported that negotiations had been undertaken with Mrs. Wiggins for acquisition of 33 acres on which there is located a house, a barn and a corral, and that she wants $25,000 for her property,which he considers is far too much. He recommended acquisition of the property by condemnation. The Right of Way Engineer gave as his opinion that the property is worth only about one-half the price Mrs. Wiggins is asking for it. The Commission indicated a reluctance to condemn the property at this time and ordered continuance of the negotiations. The Commission also ordered reappraisal of the property by "Fee" appraisers, if necessary, and conclusion of the negotiations as rapidly as is possible so as not to delay the development of overnight camping facilities in this park.

7. Acquisition of a wayside area containing Myrtle trees along the Umpqua Highway about seven miles west of Elkton: The Parks Superintendent advised that this tract is a strip of land about 100 feet wide lying between the highway and the Umpqua River and that it contains about 3 acres on which is the only good stand of myrtle trees

east of Scottsburg. He also said that there is a roadway across the property which is suitable for the launching of boats in the river. He recommended purchase of the area, which is owned by the Henry Jenkins' estate, for a sum not to exceed $500. The Commission authorized negotiations with the owners on such basis.

8. Construction of a latrine at Battlerock State Park near Port Orford: The Parks Superintendent recalled that this project had been advertised for bids on two occasions, first at the August meeting of the Commission when all bids were rejected as being too high, and then at the September meeting when no bids were received. Since then, he said, two informal offers have been received, one being that of Mr. Robert C. Wilson, a building contractor, who offers to construct the latrine for $4,050 which is under the estimated cost of $4,550, and the other being for $4,800. He recommended approval of a negotiated contract with Mr. Wilson for $4,050. In the discussion of this matter the Commission questioned the advisability of constructing a latrine at this location due to its proximity to Port Orford, and due to the probability that it would serve more as a facility for local residents than for the traveling public. Accordingly, action on the matter was deferred pending personal inspection of the premises by Chairman Chandler at some future date.

9. Publicizing the Borax Company's gift of land as a part of the Samuel H. Boardman State Park in Curry County: The Parks Superintendent reported that Mr. S. H. Boardman, retired Parks Superintendent, had expressed a feeling that a letter or resolution of thanks from the Highway Commission should be sent to the Borax Company. Chairman Chandler recalled that at the last Highway Commission meeting the Chief Counsel and the Secretary were instructed to prepare such a letter for approval by the Commission. The Secretary presented the letter which the Commission approved and signed. He was instructed to furnish copies of the letter to the press. In this connection the Parks Superintendent suggested that it would be appropriate to erect a marker or a monument of some sort on the property containing wording to show that the property was the gift of the Borax Company. He estimated the cost of such a marker at $200. The Commission unanimously approved the suggestion and so ordered.

10. Request from Portland Chamber of Commerce for survey of needs of Oregon State Parks. This matter was discussed very briefly but action was deferred pending the appearance of a delegation on the following day.

11. Request of the Federation of Western Outdoor Clubs, Mill Valley, California, urging that provision be made for overnight camping in state parks of Oregon: The Commission approved the Secretary's acknowledgement of this request in which he advised briefly the plans of the Commission with regard to such facilities.

Acquisition of Beulah Moore property at Depoe Bay on the Oregon Coast Highway: The Chief Counsel reported that pursuant to previous instructions, he has made diligent attempts to negotiate for the purchase of this property but Mrs. Moore will not discuss the sale of her land and has threatened suit to force

an opening in the stone wall to give direct access to her property from the highway if she can't get satisfaction in any other way. The Chief Counsel also advised that the Commission is not obligated to cut the stone wall and that the property cannot again be condemned under the present ownership. The Commission ordered that negotiations for purchase of the Moore property be abandoned.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

The Engineer reported completion of the survey for the permanent location of the Sams Valley State Secondary Highway between Gold Hill and Snider Creek, in Jackson County. He submitted for the Commission's consideration a map showing the proposed location, and other engineering data. He explained that the 1950-1951 Budget contains an item of $215,000 for construction of the section between Sams Creek and Snider Creek, where a connection is made with a completed section of the highway, and he pointed out that whereas only a portion of the uncompleted section is contemplated for improvement, the survey extends throughout the uncompleted section of the highway easterly from Gold Hill. He asked the Commission to approve the survey so that construction of the Sams Creek-Snider Creek Section can be advertised for bids as soon as the right of way has been acquired. After careful consideration the Commission unanimously approved the survey by the adoption of the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer presented a list of options for acquisition of real property that is needed for various highway improvements through the state, and he explained the details. After careful consideration of the individual items the Commission authorized closure of the options at the purchase prices mentioned therein. The attached resolution with regard thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Engineer reported briefly on the damage done to highways in Southern Oregon by reason of the recent heavy rain storm. He estimated that repairs will cost between $75,000 and $100,000.

The Commission discussed a report from the Engineer on the request of the Union County Sportsmen's Club for a long-term lease of state-owned property at the southern edge of the city of Union, on the Medical Springs Highway, which property the Club is now using. The Engineer reviewed the history of this property briefly, citing the fact that it had been purchased from the State Game Commission in 1942 with the understanding that there was to be some reservation in the transfer of the property to allow the Sportsmen's Club to continue to use the 1.01 acres which they were then occupying. On December 18, 1942, he said, an agreement was executed by the Commission leasing 1.01 acres to the Union County Sportsmen's Club for a period of 15

years to November, 1957. He gave as his understanding that the Sportsmen's Club now wishes to construct a new and modern club house and is desirous of obtaining a long-term lease to protect their investment. He recommended that the club be given a new lease of 15 years duration, starting now, covering the same area that it is now using under the existing lease. The Commission unanimously approved the recommendation.

A report was submitted by the Engineer on a previous request from the Hillsboro Chamber of Commerce for further improvement of the Cornelius Pass Road and improvement of the road which extends from Hillsboro to North Plains. According to the report the section the Chamber wishes improved on the Cornelius Pass Road is a four-mile section extending from a point near Orenco to West Union where a connection is made with a section improved last year. The Engineer estimated the cost to improve such section, which is designated as Ray's Ranch-West Union Section, at $175,000, and he advised that the project is included in the tentative program for secondary highways which is now under consideration. The road from Hillsboro to North Plains, he said, also is a federal aid secondary county road and in need of improvement; however, there are not sufficient funds available in the current set-up for two projects in Washington County, in view of which he recommended that no attempt be made to improve the Hillsboro-North Plains road, which is six miles long and involves an expenditure of $240,000, in the present program. The Commission deferred action on the matter for future consideration.

The Engineer reported on a request from the city of Milton for installation of a traffic light at the intersection of Main and Parallel streets in Milton. He advised that this intersection is a junction of the old Oregon-Washington Highway and the new route from Milton to Walla Walla, and that a traffic study indicates that a signal is not warranted at this point; however, the study does indicate that conditions could be improved by construction of a traffic island to channelize the movement of traffic, which will cost about $350. He recommended construction of the traffic island and that the request for a traffic signal be denied. The Commission approved the recommendation.

The Commission considered a report submitted by the Engineer with reference to a request from the Empire-Charleston Chamber of Commerce for guard fence construction at Charleston Bridge on the Cape Arago Secondary Highway and the oiling of a triangular area on this highway at the intersection of Broadway and Powell Street in Charleston. The Engineer advised that investigation reveals no definite need either for the guard fence construction or for the oiling. He recommended that both requests be denied because there are so many other locations on the state highway system where the need for such types of improvement is much greater. The Commission approved the recommendation.

The Commission considered briefly a report submitted by the Engineer with reference to a request from the Columbia County-Pomona Grange for improvement of the Columbia River Highway between Rainier and Astoria. The Engineer recalled that action on this request previously was deferred by the Commission pending submission of his economic study on the highway situation in Clatsop County, the results of which were reported to the Commission at its meeting on

September 28 and 29, 1950 but no action was taken on it. He also recalled that the federal aid program which the Commission approved on October 26, 1950, includes an item of $300,000 for improvement of the Big Creek section, 1.5 miles in length, which work is contemplated in the first year of this 3-year program; moreover, an additional expenditure of $205,000 is contemplated on the same section in the second construction year. The Commission deferred action on the report pending the appearance of a delegation on the following day.

The Engineer reported on a request presented by a delegation from Warrenton several months ago that options be secured for right of way needed for a proposed relocation of the Oregon Coast Highway across Youngs Bay, between Smith Point and Glenwood, in Clatsop County. He advised that investigation reveals only four property owners involved, two of which are Clatsop County and the Astoria Airport, leaving two private ownerships. He estimated the right of way cost at $25,000, of which $10,000 is for airport property, $12,900 is for county property, and $2,100 is for privately-owned right of way. He pointed out that the estimate is based only on a reconnaissance survey and that a detailed survey might show some variation from the right of way appraisals as submitted. He recommended against the making of a definite survey at this time because there are no funds available to finance the project. The Commission accepted the report but deferred action on it pending appearance of a delegation on the following day.

The Commission discussed a report from the Engineer concerning a request from the city of Corvallis for improvements to the Pacific Highway West in Corvallis and between Corvallis and McMinnville. The Engineer exhibited a map showing the proposed future arrangement of state highways in the North Corvallis area which involves construction of a railroad grade separation at the north edge of the city and the extension of the city's one-way street system on Third and Fourth streets northward to a point just south of the railroad overcrossing. The Engineer stated that the City of Corvallis has for several years asked for a by-pass of the business district, on First Street adjacent to and paralleling the Willamette River, and that the city is scheduled to come before the Commission on the following day to renew its request. The practicality of the city's plan, he stated, is based on the future abandonment of a sawmill immediately north of Marys River and the abandonment of the Southern Pacific Company's tracks on First Street, and unless the sawmill and railroad tracks are eliminated, the cost of the project will be prohibitive. He estimated the cost of the First Street project at $844,000.

The Engineer further advised that the delegation is going to ask for improvements to the Pacific Highway West between Monmouth and McMinnville. He exhibited a second map showing the improvements desired and explained details concerning them, including costs involved.

In the discussion that followed the Engineer gave as his understanding that the sawmill at the south end of First Street is expected to stop operating in about two years and he suggested deferment of that project until

that has become a fact. With respect to the other project, the question arose whether to proceed with the proposed improvement of this highway at Monroe, for which $408,000 has been tentatively provided in the new construction program, or to transfer the amount to improve the section north of Monmouth. The question was not decided. Action by the Commission on both projects was deferred pending discussion with the City Council. (For details of the Engineer's presentation see copy of his report, dated November 6, 1950, in general files.) (See additional entry ahead under delegations.)

The Commission considered a report submitted by the Engineer concerning the routing of logging trucks along and across the Pacific Highway East in the city of Gladstone. The Engineer advised that a delegation is to appear before the Commission on the following day concerning this subject and he explained to the Commission the problems involved. It appears that most of the log hauling originates above Estacada and moves westerly through the city of Gladstone across US99E, thence to a log dump in the Willamette River. The routing was along the Cascade Secondary Highway to Gladstone under permit granted by the Highway Commission. thence along Clackamas Boulevard through the city of Gladstone under authority of a permit from Clackamas County, this street at that time being a county road, thence directly across US99E by right of permit from the Highway Commission, thence northerly on River Road which was also a county road at that time, thence westerly to the log dump. Subsequently the city of Gladstone acquired jurisdiction over both Clackamas Boulevard and River Road and on October 3, 1950, the city passed an ordinance which reroutes the logging trucks so that now they have to make a right turn, from east to north, at the intersection of Clackamas Boulevard and US99E and proceed north along US99E for six blocks to the intersection at Gloucester Street where they turn left across US99E and proceed to the dump. The Engineer declared that such routing creates a very serious hazard to traffic on US99E because when making the right turn at Clackamas Avenue, the trucks not only occupy both northbound traffic lanes but also have to encroach upon the southbound traffic lanes to the extent of about 4 feet, and when making the left turn at Gloucester Street an even more dangerous situation is caused. He recommended action to correct the condition. The Commission deferred action on the matter pending discussion with the city's representatives. (See additional entry ahead.)

The Commission considered a request from the city of Nyssa for the widening of US20 full width, with curbs, between Main Street and the north city limits. The Engineer advised that the plans for the improvement of the highway between Ontario and Nyssa, a portion of which lies within the city limits of Nyssa, provide for uniform 24-foot width pavement throughout, and that the city is asking that the portion within the city be constructed full width, with curbs, because of anticipated expansion of business development along that section. Investigation, he said, discloses that the district is developing quite rapidly and the prediction is that within a few years' time most of the culture here will be commercial. He recalled past practice of the Commission not to install full width paving and curbs in any locality until the expense is justified by development and he recommended in view thereof that the present request be denied until such condition materializes in Nyssa. The Commission deferred action pending additional information from the Engineer who was instructed to give the matter his personal attention.

The Engineer reported on a request from School District No. 11, Astoria, for widening a section of the Nehalem Secondary Highway between Greenwood Cemetery and Leahy's Hill, and for the widening of the first curve east of the Naval housing unit and the installation of a guard fence on this curve. The Engineer stated that the curve referred to lies directly east of the Naval housing unit, between mileposts 3.78 and 3.83, where the original pavement is only 16 feet wide and the shoulders so narrow that there is not sufficient room to install a guard fence or sight posts. He recommended approval of the roadbed widening on this curve to a 26-foot standard width including five-foot shoulders at an estimated cost of $1,000, the work to be done as a minor betterment project. The balance of the section, he said, is the narrow dike section between mileposts 4.12 and 4.76 where the shoulders average about three feet in width but are well stabilized with grass as a protection against wave action. The cost to widen this section he estimated at $15,000 and recommended that it be deferred, as a reconnaissance survey indicates a future line change at this point. The Commission approved both recommendations.

The Commission considered a request from the city of Portland for cooperative improvement of the intersection of Northeast 33rd Avenue and Sandy Boulevard (US30) by the construction of a by-pass on the southerly side of Sandy Boulevard to eliminate left turn movements into 33rd Avenue from Sandy Boulevard for eastbound traffic. The Engineer reported that this intersection now has a traffic volume of 30,926 vehicles daily and of this amount 70 percent enter from Sandy Boulevard and 30 percent from 33rd Avenue. The traffic study also indicates that there are approximately 1,355 daily left turns from the west to the north which creates serious traffic congestion as well as being hazardous. This intersection, he said, is one of the worst on Sandy Boulevard wherefor the city of Portland is anxious for the improvement which is estimated to cost $36,500. He recommended approval of the project on the basis that the state's contribution shall not exceed fifty percent of the total cost, or $18,250. The Commission deferred action on the matter and instructed the Secretary to include it in the list of "unfinished business".

The Chief Counsel requested authority to acquire by condemnation certain parcels of real property that are needed for various highway improvements, which property he has been unable to acquire by negotiation. He presented a list of such properties together with the offer that he recommended for each tract, as follows:

Cascade Locks - Viento Section of Columbia River Highway		Recommended Offer
R 15944 Mildred Dunn Kohler		
(Right of Way)		
(Hood River County)		
Land:		
Parcel No. 1: 9.87 acres (of which 0.19 acre is within existing right of way) at $250.00 per acre	$2,500.00	
Parcel No. 2: 1.7 acres	250.00	
	$2,750.00	$2,750.00

(cont.)

Recommendations for Condemnation (cont.)

			Recommended Offer
Unit #3 Section of the Sullivan Gulch Highway			
R 14887	Emery B. Kelley (Right of Way) (Multnomah County) Land: 5,000 sq. ft. at $0.12 per sq. ft.	$ 600.00	$ 800.00
Canyonville-Johns Section of the Pacific Highway			
R 15084	Lawrence Jackson Boyle (Right of Way) (Douglas County) Land, 1.65 acres suitable for subdv. or equivalent to 11 lots at $500.00 per	$5,500.00	
	House, 1500 sq. ft. lower floor 1500 sq. ft. upper floor 3000 sq. ft. at $2.00 per sq. ft.	6,000.00	
	Porch 400 sq. ft. at $1.00 per sq. ft.	400.00	
	Barn 720 sq. ft. at $1.00 per sq. ft.	720.00	
	Chicken house	50.00	
	Shed	50.00	
	Well	500.00	
	Hog pen	25.00	
	Fencing, 14 rods elec. fence to reestab. at $3.00	42.00	
	8 rods of 4 str. barb at $3.50	28.00	
		$13,315.00	$13,325.00
Heppner Junction-Boardman Section of Columbia River Highway			
R 16738	D. W. Ewing (Right of Way) (Morrow County) 1.842 acres of land at $750.00 per acre	$ 1,381.50	$ 1,400.00
Unit #2 Section of the Sullivan Gulch Highway			
R 15753	Lloyd Corporation, Ltd. (Right of Way) (Multnomah) Fee ownership of Lloyd Corporation (including $410,000.00 previously authorized) (Also includes Lloyd Corporation's interest in land leased to SP&S Ry.Co. but does not include railroad company's interests)	$415,000.00	$415,000.00
Columbia River Highway Junction Section of Pendleton-Cold Springs Highway			
R 16739	R. W. Richmond, et ux. (Right of Way) (Umatilla County) 2.61 acres of land at $25.00 per acre	$ 65.25	
	160 rods of fence at $ 3.00 per rod	480.00	
		$ 545.25	$ 550.00

The Commission unanimously approved the offers as recommended and authorized condemnation of the several tracts by the adoption of the attached resolutions relative thereto, marked EXHIBITS "F-1", "F-2", "F-3", "F-4", "F-5", "F-6", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In considering the above listed condemnation cases, special attention was given by the Commission to a proposed offer to Lloyd Corporation, Ltd., The Right of Way Engineer explained that the proposed offer to the Lloyd Corporation does not include the interests of the S.P.& S. Ry. Co. which is occupying a portion of the property under lease agreement. The Chief Counsel pointed out that the Railroad Company has been very cooperative in its dealings with the Highway Commission and he suggested, in view thereof, that further dealings with the Company be left entirely separate from those with Lloyd Corporation. He also said that a number of appraisals of the Lloyd Corporation property have been made and that the average appraised value is about $400,000. There was some discussion as to whether further appraisals should be made. Commissioner McIver stated that the entire matter had been gone over thoroughly and he thereupon moved that the Lloyd Corporation, Ltd. be offered $415,000 for its property, and that the property be condemned if the offer is refused. Commissioner Reynolds seconded the motion which carried unanimously. The Right of Way Engineer was instructed to negotiate a separate settlement with the Spokane, Portland and Seattle Railway Company for its lease interests.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and at 4:00 p.m., Chairman Chandler announced the Commission's decision with respect to each project, as follows, the Commission's action in each case being by unanimous vote:

"Rock production project on the Birkenfeld-Washington County Line Section of the Nehalem Secondary Highway near Vernonia, Columbia County. Heavy Hauling Company, Astoria, submitted the low bid for this work at $33,204. There were four higher bids. The Commission has awarded the contract to the low bidder, Heavy Hauling Company at its bid price.

"Rock production project on the Days Creek-Tiller Section of the Tiller-Trail Secondary Highway east of Canyonville, Douglas County. Vernie Jarl, Gresham, submitted the low bid for this work at $21,502. Five higher bids were received. The Commission has awarded the contract to the low bidder, Vernie Jarl, at his bid price.

"Grading, paving and structures on the Canyonville Section of the Pacific Highway at Canyonville, Douglas County. Roy L. Houck and Son, Salem, submitted the low bid for this work at $240,229.50. There were eleven higher bids. The Commission has awarded the contract to the low bidder, Roy L. Houck and Son, at their bid price.

"Rock production on the Madras-Prineville, Ochoco and Crooked River Highways near Prineville, in Jefferson and Crook counties. Rogers Construction Company of Portland were the low bidders for this work at

(cont.)

Contract awards (cont.)

$45,472.50. There were ten higher bids. The contract has been awarded to the low bidder, Rogers Construction Company, at its bid price.

"Grading, surfacing and oiling on the Drake Creek-Adel Section of the Warner Secondary Highway, in Lake County. The low bid for this work was submitted by Spada Brothers, Portland, at $245,700.70. Fourteen higher bids were submitted. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Construction of a reinforced concrete viaduct over Greenleaf Creek on the Siuslaw Highway in Lane County. E. C. Hall Company, Portland, submitted the low bid for this work at $31,710. Five higher bids were submitted. The Commission has awarded the contract to the low bidder, E. C. Hall Company, at its bid price.

"Construction of a bridge across the Snake River and 0.668 mile highway roadbed on the Payette Bridge Section of the Payette Spur of the Old Oregon Trail in Malheur County, Oregon and Payette County, Idaho. Lindstrom Brothers, Inc., Portland, submitted the low bid for this work at $444,705. There were five higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Rock production on the Drewsey-Juntura and Harper-Hope sections of the Central Oregon Highway near Juntura and Harper, in Malheur and Harney counties. C. E. Leseberg, Nyssa, was the low bidder for this work at $29,079. Four higher bids were submitted. The contract has been awarded to the low bidder, C. E. Leseberg, at his bid price.

"Paving on the Yamhill River-Salt Creek Section of the Dallas-Coast Secondary Highway, Polk County. Porter W. Yett, Portland, submitted the low bid for this work at $110,240. Seven higher bids were received. The contract has been awarded to the low bidder, Porter W. Yett at his bid price.

"Moving, erecting and painting of two bridges at the Weed and Muscott bridge sites on the Little Nestucca Secondary Highway, in Tillamook County. Lindstrom Brothers, Inc., Portland, submitted the low bid for this work at $78,765. Five higher bids were received. The contract has been awarded to the low bidder, Lindstrom Brothers, Inc., at their bid price."

The Right of Way Engineer reported on the final disposition of an offer submitted by H. A. Swett to purchase 22.377 acres of state-owned land south of the city of Tillamook. He recalled that the Commission at the previous meeting declared a preference for a cash settlement and agreed to accept

$12,500 as payment in full for the property. Such information, he said, was conveyed to Mr. Swett who refused to pay more than $12,000 cash, the amount of his original offer. In view of this information the Commission decided unanimously to accept Mr. Swett's alternate offer -- $13,425, payable $3,425 cash and the remainder in ten equal annual payments of $1,000 each, with interest at the rate of 4% on the balances. (An agreement covering the matter was signed by the Commission on the following day.)

The Right of Way Engineer presented for the Commission's consideration a deed conveying to the city of Pendleton a small tract of land along the Umatilla River approximately a mile west of Pendleton. He said that the property is not needed for highway purposes and that the city will pay $300 for it. He recommended acceptance of the offer. The Commission approved the recommendation. (The deed was signed on the following day.)

The Commission considered and approved a lease agreement with J. W. and Reba J. Bubb, Huntington, providing for a one-year extension of an existing lease of a maintenance site. Consideration, $25.00 per month. (The agreement was signed on the following day.)

The Commission also considered and approved a one-year extension of a lease agreement with Carl N. Stevens, et al, for use of a maintenance headquarters' site at Newberg, consideration, $45.00 per month. (The Commission signed the lease agreement on the following day.)

The Right of Way Engineer brought up for discussion a proposed settlement of the claim of Wade H. Arstill for damage to a well which Mr. Arstill alleges dried up by reason of the construction of the Dolph Corner-Salt Creek Section of the Dallas-Coast Highway, in Polk County. He said that this is an old case which has not been settled heretofore because there was a question as to the state's liability. He added that Mr. Arstill's original well did dry up and he was forced to sink a new one at a cost of $778. He recommended in order to dispose of the matter that Mr. Arstill be paid the sum of $389 which is 50% of the cost of the new well. The Commission approved the recommendation and ordered that a "Waiver of Claim" be obtained from Mr. Arstill upon payment of the amount.

The Commission considered the leasing of certain state-owned property situate at the junction of Broadway and Franklin Boulevard in Eugene, to Catherine A. Ruth. The Right of Way Engineer advised that he has checked the leasing of this property with the Engineer who offered no objection thereto and joins him in recommending that it be leased to Mrs. Ruth for a consideration of $550.00 a year. He also said that the form of lease, as prepared, contains a six-months' cancellation clause. The Commission unanimously approved the recommendation. (Lease agreement was signed on the following day.)

A request from Mr. Joseph P. Garske, Goshen, for a change in the points of access heretofore granted him on the Goshen-Creswell Section of the Pacific Highway, was considered by the Commission. The Right of Way Engineer advised that the requested changes will not act to the detriment of the highway or to the traveling public in any way, and he recommended approval of the request. The Commission approved the recommendation. (An "Indenture of Access" was signed by the Commission on the following day.)

The Chief Counsel presented a report as follows, concerning condemnation cases which have been settled since the making of his last similar report:

1. State vs. Jeannie Barry. The Chief Counsel advised that this case was filed on August 19, 1948, and involved acquisition of an undivided one-half interest in 0.08 acres of land that is needed as right of way for the Tualatin Valley Highway in Washington County; further, that a settlement was negotiated prior to presenting the matter to a jury with the result that it was agreed that the state would pay the sum of $261.38 for the property plus the sum of $50.00 for attorney's fee, making a total of $311.38.

2. State vs. Irene Roemhildt. The Chief Counsel advised that complaint on this action was filed on May 20, 1950, and that the case involves acquisition of three city lots and one-half of two other city lots in the city of Salem which are needed as right of way for the Pacific Highway East. The filing of this complaint, he stated, was necessary in order to secure a conveyance from the conservator of the true owner of the property; also, that the case was settled out of court, by negotiation, for the sum of $6,000, the amount of the state's original offer, plus $150.00 attorney's fee.

3. State vs. Myrtle Standley Miller. The Chief Counsel advised that this complaint was filed on July 7, 1950, for the acquisition of one-half of two city lots for right of way in Sullivan Gulch, Portland. Subsequent to the filing of the complaint and by reason of changes in the alignment of the highway, it was determined that this property was no longer needed and an order has been entered in court dismissing this case.

4. State vs. Dan Norman, et ux. The Chief Counsel stated that this complaint was filed on August 30, 1950, to acquire two city lots needed as right of way in Sullivan Gulch, Portland, after an offer of $13,500 had been made for the land and all improvements thereon. Subsequent thereto, he said, settlement was negotiated whereby the State purchases the land and improvements thereon, except two residences which the defendants are to retain and are to be paid the sum of $6,014 to move and re-establish them. In addition thereto the State is to pay the sum of $5,236 representing the appraised value of the real estate and the remaining improvements, making a total sum of $11,250 to be paid the defendants. The defendants, he stated, have executed an option and a deed conveying the property to the State and when paid the cash consideration a motion will be filed for dismissal of the case.

The Commission unanimously approved all of the settlements as reported by the Chief Counsel.

The Chief Counsel reported the status of the controversy with Andy R. Gigler, Klamath Falls, concerning an advertising sign that Mr. Gigler has attached to a power pole belonging to the California-Oregon Power Company on South Sixth Street near Klamath Falls, route of the Klamath Falls-Lakeview Highway. He said that it was first thought that the sign was within the city limits where the city has jurisdiction but now it has been determined that it is outside of the city. The Power Company, he said, can't get rid of it without litigation, but it is willing to cooperate in any way that it can to effect removal of the sign. The company also advises that whoever removes the sign should have adequate physical protection as Mr. Gigler has threatened to cause trouble if anyone attempts to remove the sign. In the discussion that followed, the question arose -- who originated the complaint. The Chief Counsel advised that the first complaint was filed by the District Attorney of Klamath County, and later a similar one was filed by the Power Company. He was instructed by the Commission to pursue the matter further and do what is necessary to eliminate the sign.

The Commission considered a communication from residents of Klamath Falls protesting the use of Alameda Avenue (Klamath Falls-Malin Highway) by truck traffic. The Chief Counsel advised that Mr. Paul Farrens, Klamath Falls attorney who represents the property owners, writes that when Alameda Avenue was originally dedicated to public use, livestock and heavy trucks were prohibited and such traffic was required by stipulation to take some other route. He questioned the legality of limiting a public highway to a certain class of traffic and advised that it is the intention of Mr. Farrens to make an issue of the matter. He requested instructions. The Engineer advised that the section of highway referred to is a highly improved section of the Esplanade development that was constructed under a three-party agreement among the city, the county and the state, which contains no clause that would prohibit the use of the street by any class of legal traffic. The Commission decided unanimously to postpone action on the matter until further developments occur.

W. C. Williams, Assistant Engineer, reported on a request from the California Highway Department for cooperative improvement of a section of county road along the Oregon-California State Line westerly from the town of Hatfield a distance of four miles. He said that pursuant to a request from the California Highway Department, he attended a conference in Klamath Falls on November 1, 1950, when this project was discussed with representatives of the California Highway Department and the county courts of Klamath County, Oregon and Siskiyou County, California. The road concerned, he said, lies on the California-Oregon line-half of it being in Oregon and half in California, and is one of the roads in the California Federal Aid Secondary Highway system, but insofar as Oregon is concerned, it simply is another county road. He explained that California wants the road improved, in fact has already constructed a standard improvement on the 16-mile section adjoining on the west, and wants to know how much cooperation can be secured from the Oregon State Highway Department or from Klamath County, since California law forbids the expenditure of its funds outside that state. The Klamath County Court, he said, declared that the county does not have the money to finance the Oregon portion, and it also expressed opposition to the allocation of federal funds to this project because of its preference for improvement of the Klamath Lake Secondary High-

way, so it appears that State of Oregon funds must be provided if the project is to go forward. The estimated cost of the project, he said, is $180,000 of which there is available $97,200 of California Federal Aid Secondary funds, leaving a balance of $82,800 to be provided from some other source, possibly $41,40C by Siskiyou County and $41,400 by either Klamath County or the State of Oregon. He pointed out that the road passes through a very highly productive district, hence is a meritorius project, and he recommended approval of a contribution of $41,400 of Oregon Federal Aid Secondary Highway funds to assist in financing the work, on the condition that Klamath County will agree to the transfer of such amount from the total amount of Federal Aid Secondary Highway funds that have been allocated to that county, but not otherwise. The Commission approved the recommendation unanimously.

The Commission considered a petition from residents along the Richardson-Eugene Secondary Highway, Lane County, requesting the paving of this highway between Noti and Austa Mill to provide for the safety of school children. The Engineer reported that the major portion of this section, particularly the 18 miles between Elmira and Globe Station, was surfaced with crushed rock in the latter part of 1947 at a cost of $110,000 and in 1950 an oil mat wearing surface was placed between Elmira and Noti, a distance of five and one-half miles, at a cost of $75,000. The estimated cost to construct the remaining 19 miles to an acceptable standard, he said, is about $350,000 for which no money is available now. The Commission denied the request.

A request from the city council of Troutdale for the elimination of a bad drainage condition on the south side of Main Street in Troutdale was considered by the Commission. The Engineer advised that Main Street is the original route of the Columbia River Highway, now known as the Crown Point Secondary Highway, and that the improvement desired consists of the installation of an enclosed storm sewer adjacent to a high curb, and the resurfacing of the street, all of which is estimated to cost $13,000. He pointed out that the improvement primarily is for the benefit of the city although it lies within the area over which the State Highway Commission has jurisdiction. The condition, he said, has existed many years without any bad effects, and he recommended for that reason and because the street carries so much less traffic since the Columbia River Highway was rerouted, that the request be denied. The Commission adopted the recommendation unanimously.

The Secretary presented a resolution from the Klamath County Court recommending to the Commission consideration of the following projects in the formulation of future highway programs:

1. Elimination of the "bottle-neck" condition at the junction of US99 and the Willamette Highway at Goshen.

2. Completion of the Algoma-Modoc Point Section on US97.

3. Re-alignment and modernization of the Diamond Lake Junction-Deschutes Klamath County Line Section of US97.

4. Development of a west side by-pass around the city of Klamath Falls.

5. Erection of a viaduct on South Sixth Street, Klamath Falls, over the Southern Pacific Railroad.

6. Widening of the Merill-Hatfield Highway.

7. Re-alignment and modernization of Oregon Highway 66 east of the Merrill-Lakeview Junction.

8. Construction of the West Side Klamath Lake project and the surfacing of the existing Midland Road.

9. Completion of the Sprague River County Road in cooperation with the Federal Government.

The Commission discussed the resolution briefly and ordered it filed for future reference.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the first half of the year 1950, and that the plans for the improvements contemplated with such funds have been examined and found satisfactory:

Adams	Empire	Hubbard	Prescott
Aumsville	Fairview	Huntington	Rogue River
Aurora	Fossil	Island City	Sandy
Brownsville	Garibaldi	Lafayette	Stanfield
Cove	Gaston	Maupin	Sublimity
Creswell	Gates	Metolius	Taft
Donald	Gearhart	Oceanlake	Tualatin
Dundee	Gervais	Phoenix	Turner
Eagle Point	Helix	Pilot Rock	Wallowa
Elkton			

He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "C-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the towns of Mount Vernon and Moro have satisfied legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the last half of the year 1949, and that the plans for the improvements contemplated with such funds have been examined and found satisfactory.

He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "C-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also upon recommendation of the Engineer approved the plans of the town of Moro for expenditure of State Tax Street funds which accrued to it during the first six-month period of the year 1949. The attached resolution relative thereto, marked EXHIBIT "C-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission by unanimous vote.

A request from the city of Grants Pass for installation of a traffic signal at the intersection of "A" Street with Sixth Avenue (US99) in Grants Pass had the attention of the Commission. The Engineer advised that investigation discloses an average daily traffic of 10,426 of which 73 percent enters from the highway and 23 percent from side streets. The traffic count, he said, is slightly under the national warrant for a signal on the highway street but the volume of traffic from the side streets exceeds the national warrant, which makes the project a border line case. He estimated the cost of the installation at $3,500 and recommended approval of the project because the intersection is a major school crossing wherein the students of both the high school and grade school must cross the highway, provided the city of Grants Pass will agree to pay one-half of the expense involved and will maintain the signal and furnish electrical energy to operate it. The Commission approved the Engineer's recommendation unanimously.

The Commission considered a request from the City of Eugene for elimination of a hazard to pedestrian traffic at the intersection of Mill Street and Broadway Avenue, route of the Pacific Highway through Eugene. The Engineer reported that the highway at this point is on a curve with restricted sight distance and an investigation made by the Traffic Engineer indicates the need for a push-button actuated signal for safety purposes. Such a signal in the northbound lane, synchronized with other signals along the route, would permit pedestrians to safely cross the street without unduly delaying vehicular traffic. He recommended approval of such a signal installation, which he estimated will cost about $1,000, on the condition that the city will pay fifty percent of the expense. The Commission unanimously approved the recommendation.

The Commission considered a request from the city of Albany that the State pay a proportionate share of the cost of certain city street improvements made in front of state highway property as follows, in Albany:

1. Asphaltic pavement, sidewalk and curb construction on 14th Avenue at its intersection with an alley east of Washington Street, $59.76. The Engineer advised that the assessment in this instance is a just share of the improvements and he recommended that the assessment be paid. The Commission approved the recommendation.

2. Street improvements at the intersection of Washington Street and US99E consisting of sidewalk, curb, gutter and asphaltic concrete pavement, $145.50. The Engineer advised that all of this work is within the state highway right of way and is a duplication of improvements that were made by the State in 1940 when the highway was constructed, but which were partially destroyed later on, with city sanction, to accommodate building development.

He gave as his feeling that the State is under no obligation to pay any portion of the cost of repairs and he recommended that the request in this instance be denied. The Commission unanimously approved the recommendation.

The Engineer requested authority to transfer the following amounts in the current budget from the Special Maintenance account to the Betterment or Construction account, where, he said, they rightfully belong:

1.	Oiling Ochoco Highway, Jones Ranch-Mitchell Section -	$26,900
2.	Surfacing and oiling the Hamilton Hill Section, Kimberly-Long Creek Highway -	74,500
3.	Type O-9 oil mat wearing surface on the Forest Boundary-Jefferson County Line Section of the Warm Springs Highway -	81,400

None of these projects, he stated, can properly be considered as maintenance charges and he recommended that they be shown in the records as a charge to Betterment and Construction. The Commission approved the transfer unanimously.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

1. Peter Kiewit Sons' Company, Contract No. 3238, for grading, paving and structures on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County requested an extension of time of 273 days from October 31, 1950 to July 31, 1951 within which to complete this job. They gave the following reasons for their failure to complete the project within the specified time limit:

   (a) 30 days' delay in the award of the contract;
   (b) abnormal amount of snow and wet spring weather;
   (c) failure of the structure contractor to complete the Tanner Creek Bridge on time;
   (d) the Railroad Company's control of the time for rock blasting; and
   (e) an increase of traffic through the job caused by extensive highway repairs on the Washington side of the river which shunted travel over the Columbia River Highway.

The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are substantially correct. He recommended in view thereof that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

2. R. A. Heintz Construction Company, Contract 3303 for grading and paving the South Unit, Denver Avenue-Columbia Slough Section of the Pacific Highway East in Multnomah County, requested an extension of time of 240 days from October 31, 1950, to June 30, 1951 within which to complete this job. They alleged that their failure to complete the job within the specified time limit was due to the following reasons: Thirty-day delay due to necessity of awaiting the outcome of the rising Columbia River when another flood appeared imminent; delay of 30 days due to an order from the Army Engineers to defer excavation of the underpass at Columbia Slough pending recession of high water in the Columbia River; increase in length of piles from 45 to 65 feet which required additional time to drive; an increase of approximately 34,000 cubic yards of embankment material originally scheduled to be taken from the contract on Broadway Bridge; and inclement weather. The Engineer advised that for reasons given by the contractor, the grading portion of the contract was held up until it was too late to attempt the paving work this fall. In view of these circumstances he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

3. F. L. Somers, Contract No. 3325 for grading and oil mat surfacing on the West Unit, Deschutes County Line-Prineville Section of the O'Neil Secondary Highway in Crook County, requested an extension of time of 243 days from September 30, 1950, to May 31, 1951, within which to complete this job. He alleged that the short time allowed for completion, the removal of utility poles from cut and fill areas, unexpected delays caused by irrigation flooding, and extreme shortage of skilled labor prevented completion of the project within the specified time limit. The Engineer advised that the specified time limit was extremely short and that the contractor had suffered two delays by irrigation flooding; also, that he had difficulty in securing sufficient skilled labor. He recommended in view of these circumstances that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads concurring therein was presented. The Commission approved the recommendation.

4. R. E. Steelman Construction, Contract 3401 for excavation in the Oneonta Borrow Pit on the Crown Point Secondary Highway in Multnomah County, requested an extension of time of 44 days from October 15 to November 29, 1950, within which to complete this job. He alleged that he had been unable to proceed with the work due to the failure of the Union Pacific Railroad Company to issue and approve an indemnity agreement and bond until October 17, 1950. The Engineer advised that the specifications for this project required the contractor to provide suitable indemnity bonds to the Union Pacific Railroad Company and that agreement as to the type of bonds was not reached until October 17. The contractor, he said, started work on October 18 and is completing the work as rapidly as is possible. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. Colonial Construction Company, Contract 3111 for rock production on the Mt. Hood Section of the Mt. Hood and Wapinitia highways in Clackamas, Hood River and Wasco Counties, requested an additional extension of time of 98 days from June 15 to September 21, 1950, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to inability to deliver the balance of the rock from the new crusher set-up, after closing down operations to furnish rock for a forest highway project on the Warm Springs Highway. The Engineer advised that in the fall of 1949, the contractor was permitted to close down operations on this contract and move to the Warm Springs Highway to complete the surfacing contract for the Bureau of Public Roads. This move, he said was made with the understanding that the State project would be completed immediately after the Bureau project was completed but no definite time was set. The State, he said, has not incurred any extra expense for supervision nor any inconvenience by reason of the delay and he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. Tom Lillebo, Contract 3196, for construction of the Ferry Street Bridge over the Willamette River on the Eugene-Goshen County Road at Eugene, in Lane County, requested an extension of time of 304 days from September 30, 1950, to and including July 31, 1951, within which to complete this work. He alleged that it would be hazardous to remove the old bridge,which is all that remains to be done, due to possible high water taking out the false work and damaging the steel, which hazard prevented his completion of the project in the specified time limit. The Engineer advised that the work yet to be done consists only of removal of the old bridge, the new bridge having been opened to traffic prior to the expiration of the completion date. He also said that due to the dangers incident to the flood waters it was deemed inadvisable to remove the old bridge until next spring. In view of these circumstances, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

7. M. C. Lininger and Sons, Contract 3294 for rock production on the Pendleton-Hilgard Section of the Old Oregon Trail in Umatilla and Union Counties, requested an extension of time of seven days from September 30 to October 7, 1950, within which to complete this project. They gave no reason for their failure to complete the project within the specified time limit. The Engineer advised that the State has been caused no inconvenience nor any additional expense by reason of the overrun of time limit, and he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

8. Parker-Schram Company, Contract 3390 for grading and paving the Ochoco Avenue-Milwaukie Service Road, and connections, on the Pacific Highway East in Clackamas County, requested an extension of time of 45 days from October 15 to November 25, 1950, within which to complete this project. They alleged that almost continuous adverse weather conditions after September 25 prevented completion of the project within the specified time limit. The Engineer advised that adverse weather conditions

interfered very seriously with the contractor's operations and was responsible for the overrunning of the time limit specified on the contract. He recommended in view thereof that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

9. Parker-Schram Company, Contract 3377 for grading and paving the Beaverton (Broadway) Section of the Beaverton-Hillsdale Highway in Washington County, requested an extension of time of 45 days from September 30 to November 15, 1950, within which to complete this job. They alleged that they failed to complete the job within the specified time limit because of inability to obtain cement for curb construction, due to the current cement shortage. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

10. Del R. Beebe Construction Company, Contract 3227 for grading and paving the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road in Douglas County, requested an extension of time of 304 days, from September 30, 1950, to July 31, 1951, within which to complete this job. He alleged that inclement weather in the fall of 1949 and a critical scarcity of skilled labor in 1950 prevented completion of the contract within the specified time limit. The Engineer advised that inclement weather in the fall of 1949 did delay the contractor to some extent but the main reason for failure to complete the project on time was that he did not prosecute the work to the best of his ability. He recommended that the extension of time as requested be granted subject to the condition that he reimburse the State for extra engineering costs incurred by it subsequent to September 30, 1950. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

11. Porter W. Yett, Contract 3305 for grading and paving on the Goshen-Creswell Section of the Pacific Highway in Lane County, requested an extension of time of 45 days from September 30 to November 15, 1950, within which to complete this work. He alleged that unfavorable weather conditions in the early spring, high water in the Camas Slough embankment area and a considerable quantity of unanticipated solid rock excavation prevented completion of the project within the specified time limit. The Engineer advised that unfavorable weather and high water prevented the contractor from fully utilizing his equipment, but he carried the project through to completion to the best of his ability. He recommended that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads concurring therein was submitted. The Commission approved the recommendation.

12. Stevenson Construction Company, Contract 3257 for grading, surfacing and oiling the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Secondary Highway in Grant County, requested an extension of time of 304 days from September 30, 1950, to July 31, 1951, within which to complete this job. They stated that the lateness of the season might jeopardize the remaining oiling work. The Engineer advised that because of heavy snows, the contractor was unable to start work until March 15, 1950, and was

unable to complete the grading and surfacing in time to permit the final oiling before rainy weather set in; in fact, the contractor was requested to delay the oiling until next spring. In view of these facts he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

The Commission, in discussing the requests for extensions of time as listed above, considered but did not necessarily adopt either the recommendations of the Engineer or the reasons given by the contractors for failure to complete their projects within the specified time limits.

The Engineer reported that Contracts number 3206, 3281, 3395, 3111, 3216, 3245, 3294 and 3360 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance. After due consideration the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The meeting adjourned at 5:00 p.m. to reconvene at 9:00 a.m. the following morning in the same room.

Portland, Oregon
November 10, 1950

The meeting of the State Highway Commission reconvened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel with the same persons present and participating.

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which Chairman Chandler announced that the awards of contracts would be made at 3:00 p.m.:

CITY OF CANYONVILLE IN DOUGLAS COUNTY

CANYONVILLE (5TH STREET) SECTION

Roy L. Houck & Son, Salem	$ 9,866.00

MT. HOOD HIGHWAY IN HOOD RIVER COUNTY

WHITE RIVER BRIDGE SECTION

E. C. Hall Co., Portland	$ 56,633.00
C. J. Eldon, Portland	67,310.00
Valley Constr. Co., Portland	81,227.50

FREMONT AND KLAMATH FALLS-LAKEVIEW HIGHWAYS IN LAKE COUNTY

LAKEVIEW ROCK PRODUCTION PROJECT

Inter City Sand & Gravel Co., Inc., Eugene	$ 25,900.00
Peter Kiewit Sons' Co., Longview, Wn.	28,980.00
M. C. Lininger & Sons, Medford	31,100.00
Barney B. Helser, Vale	32,500.00
A. H. Saxton & Sons, Corvallis	34,000.00

OREGON COAST AND CORVALLIS-NEWPORT HIGHWAYS IN LINCOLN COUNTY

NEWPORT ROCK PRODUCTION PROJECT

Newport Constr. Co., Portland	$ 23,922.00
A. H. Saxton & Sons, Corvallis	27,200.00
E. C. Hall Co., Portland	29,420.00
McNutt Bros., Eugene	31,960.00

OLD OREGON TRAIL IN MALHEUR AND BAKER COUNTIES

LIME-PAYETTE JUNCTION ROCK PRODUCTION PROJECT

Rush Constr. Co., Enterprise	$ 30,100.00
Oscar E. Joelson, Eugene	32,042.00
C. E. Leseberg, Nyssa	39,560.00
McNutt Bros., Eugene	60,737.50

CITY OF SALEM IN MARION COUNTY

SALEM TRAFFIC SIGNALS

City Electric, Salem	$ 21,903.00
Electric Corp., Salem	25,470.00
Mill Electric, Salem	26,466.00
Westates Electric Corp., Salem	32,798.00

COLUMBIA RIVER HIGHWAY IN MORROW AND GILLIAM COUNTIES

WILLOW CREEK-BOARDMAN SECTION

Berke Bros., Portland	$509,302.60
Peter Kiewit Sons' Co., Longview, Wn.	513,822.00
J. N. Arenz, Portland	582,132.00
R. A. Heintz Constr. Co., Portland	600,888.50
Sather & Sons	663,585.00
Rogers Constr. Co. & Babler Bros., Portland	683,665.00
McNutt Bros., Eugene	740,573.00
Parker-Schram Co., Portland	790,352.00
Leonard & Slate Ore. Ltd. & E. C. Hall Co., Portland	828,799.00
Gibbons & Reed Co., Salt Lake City, Utah	847,608.20

November 10, 1950

MEDICAL SPRINGS SECONDARY HIGHWAY IN UNION AND BAKER COUNTIES

UNION-MILES BRIDGE ROCK PRODUCTION PROJECT

Oscar E. Joelson, Eugene *	$ 22,736.00
Rush Constr. Co., Enterprise *	22,736.00
Rogers Constr. Co., Portland	30,044.00

* Tie Bids

MOORES VALLEY COUNTY ROAD IN YAMHILL COUNTY

CARLTON BRIDGE OVER NORTH YAMHILL RIVER

J. F. Johnston, Sherwood	$104,840.00
C. J. Eldon, Portland	113,266.00
Birkemeier & Saremal, Portland	122,020.00
E. C. Hall Co., Portland	125,050.00
Lindstrom Bros., Inc., Portland	126,250.00

The Commission considered a petition from residents of the Highland Parkway District, Portland, requesting that the existing stairway connecting Canyon Road and S. W. Canyon Court near Sylvan intersection be repaired for the benefit and accommodation of bus patrons. The Engineer recalled that the Commission previously denied a similar request because it considered the proper solution of the problem to be the rerouting of the busses on the old road which would eliminate the need for the stairway. In response to an inquiry from Commissioner McIver, the Chief Counsel advised that inasmuch as the stairway is on state highway right of way, the state is responsible for it and must either maintain it properly or remove it. As the result of discussion the Engineer was instructed to inspect the stairway personally and report his recommendation later in the day. (The Engineer made this inspection during the noon-time recess and reported later that because of the refusal of the bus company to reroute its busses, the only solution remaining is to rebuild the stairway which he estimated will cost between $500 and $750. He recommended approval of the project. The Commission approved the recommendation unanimously.)

The Commission discussed a written report by the Auditor concerning the request of the Oregon State Employees Association that the Commission permit payroll deductions to pay premiums for insurance furnished under a group life plan sponsored by the Association. The Auditor reported that the present plan of the Association is very similar to the plan that the Association brought to the Commission's attention about a year ago which the Commission did not approve because: 1) the benefits were limited to Association members only; and 2) the bookkeeping machine did not have space for another deduction column. The West Coast Life Insurance Company carried the insurance at that time, he said, but since then the California-Western States Life Insurance Company has taken over the policies numbering approximately 800, of which 79 are employees

of the Highway Department, most of whom are uninsurable and will have their policies cancelled as of October 31, 1950, unless their premiums can be paid under the payroll deduction plan. The Auditor presented a brief comparison of the premium rates offered under the proposed Association plan and the rate offered under the existing plan, which disclosed that the premiums are proportionately the same, the main difference being that the plan sponsored by the Association offers a wider amount of coverage, varying from $1,000 to $2,500, depending upon the employee's salary, whereas the plan now in effect offers only a one thousand dollar coverage to each employee. As to the handling of the payroll deductions, the Auditor said that there would be no difficulties from that standpoint and that the operation would require only a slight additional portion of the time of one man who now handles that type of work. In the discussion which followed, the Commission expressed the feeling that it does not wish to deprive any of the 79 employees of the benefits they now enjoy under their present policies, nor to deprive other employees of the benefits they might receive under the proposed plan just because they do not belong to the State Employees' Association. As a result of the discussion, the Commission decided unanimously to allow payroll deductions for the Group Insurance Plan provided the insurance is made available to all employees of the Highway Commission on the same basis as regards coverages, benefits and costs.

The Commission considered renewal of agreements with the National Hospital Association and with the Oregon Physicians' Service for the year 1951. Action thereon was deferred at the request of the Chief Counsel, pending clarification of certain features in the original contracts which, he said, are being construed by the companies unfairly, particularly the provision for automatic renewal of the agreements unless the Commission takes definite action to cancel them. The Commission authorized extension of these contracts for one year if modified in accordance with the suggestions offered by the Chief Counsel.

The Commission authorized Mr. R. H. Baldock, State Highway Engineer; J. M. Devers, Chief Counsel; G. S. Paxson, Bridge Engineer, and Mark Astrup, Landscape Engineer, to attend the annual meeting of the Highway Research Board which is to be held in Washington, D. C., January 9 to 12, 1951. The Chief Counsel advised that his expenses would be paid by the Board. The Engineer gave as his feeling that the Board will pay the expenses of more than one delegate. He was instructed to get definite assurance to that effect if possible.

The Engineer reported that it has been necessary to place a reduced load limit on the entire length of the Redwood Highway, effective November 2, 1950, as a precautionary measure, to insure against injuries to the pavement by heavy trucks, following the recent storms and high water in that district which damaged the highway shoulders. Repairs have now been made, he said, and regular highway traffic restored on November 8. The Commission unanimously approved the Engineer's action in this matter.

The Commission considered the matter of granting salary step increases under the Civil Service plan to those employees who are eligible as of January 1, 1951. The Engineer advised that on January 1, 1951, 530 employees will be eligible for such salary increases, which average $12.94 each. He recommended ap-

proval of the increases for those employes whose merit rating is average or better, which, he said, will result in a net estimated annual cost of $67,251. He pointed out that the increase is provided for in the budget. The Commission unanimously approved the increases as recommended.

The Chief Counsel brought up for discussion a proposed settlement with Mr. Blaine G. Johnson for right of way acquired for a revision of the Pacific Highway along Cow Creek, in Douglas County, which matter has been pending as a condemnation case for several years. He said that the principal point of contention is the value of the timber that was destroyed, Mr. Johnson having demanded $10,000 for his property whereas the appraised value is only $6,500. It appears the the State's contractor cut and burned the timber in question before it could be cruised, so that the value of the timber destroyed cannot be definitely determined. The Chief Counsel suggested investigation to determine the value of the timber, and he requested authority to settle the case for $10,000 if the investigation reveals that Mr. Johnson's contention is correct. The Commission authorized settlement of the claim on such basis provided the contentions are supported by facts.

Mr. Erick Enquist, contractor for construction of two bridges across the Long Tom River on the Siuslaw Highway, Lane County, Contract No. 3077, appeared before the Commission regarding the penalty that was imposed on him for his failure to complete this contract within the specified time limit. Mr. Enquist stated the contract was awarded him November 4, 1948, and that he started work January 2, 1949; also, that the progress of the work was handicapped by heavy rains, quicksand and other things that were not anticipated. He urged the Commission to cancel the penalty. He was informed by Chairman Chandler that the Commission's action in imposing penalties for tardy completion of contracts is based upon the Engineer's recommendations and that in this case it appears that Mr. Enquist had not expedited completion of the job to the best of his ability which forced the granting of two extensions of time and put the State to extra expense for engineering supervision. He added that neither the Commission nor the Engineers desire to be unfair in passing on cases of this kind and in this instance it appears that the penalty is fully justified. As the result of further protest by Mr. Enquist, the Commission agreed to review the case.

The Honorable George W. Peavy, Mayor of the City of Corvallis, headed a delegation from that city which appeared before the Commission and requested the rerouting of US99W along First Street in Corvallis, by-passing the business district of the city, and the modernization of this highway between Monmouth and McMinnville. Others in the group were Charles Whiteside, industrialist; Francis Ziegler, State Representative; Sandy McHugh, City Councilman; Robert Ingalls, Editor of the Corvallis Gazette-Times; and James O. Conville, City Manager. Mr. Peavy read aloud and presented to the Commission a brief in support of their oral requests, from which the following is quoted:

"The First Street By-Pass Through Corvallis

The City administration of Corvallis and the people of Corvallis

assume that, in due time, this improvement will be made by the Highway Commission, in cooperation with the City of Corvallis. It is assumed, too, that thus by-passing cities is a fixed policy of the Commission.

In connection with the suggested by-pass, the following points are brought to the attention of the Commission:

1. Due to the limited number of trains now passing through Corvallis via the Corvallis to Albany railroad, now four daily, it is not felt that a highway over-pass is necessary for traffic safety.

2. If the Commission approves the construction of the by-pass, the City will assume the cost of acquiring the necessary right-of-way on First Street, between Polk and A Streets. This work has already started.

3. The City will assume the responsibility of securing the removal of the railroad track now in place on First Street, insofar as this track might interfere with the suggested by-pass.

4. Due to reduced speeds in force in Corvallis it is not believed that an over-pass, clearing the yards of the Corvallis Lumber Company is necessary. It is felt the engineers of the Commission can provide southbound connections in a manner which will not materially slow up traffic, and at a cost below that involved in the over-pass.

"Highway 99W between Monmouth and McMinnville

This particular piece of highway is notoriously antiquated and in disrepair. There is no thought on the part of the Corvallis Committee that 99W should rival 99E. It is felt, however, that it should be brought to modern standards of two-lane highways. The attention of the Commission is called to certain very evident defects which should be remedied:

1. Entering Monmouth from the south, a right-angled turn is required, and another right-angled turn is needed to put one back on the old right of way of 99W, leading through the campus of the College of Education. We feel that 99W, without making the first right-angled turn, should continue directly north, joining the main highway to the north of the City, thus eliminating both right-angled turns.

2. Between Monmouth and Rickreall there are two right-angled turns which do not belong in any modern highway and should be eliminated.

3. Just to the south of the little town of Whiteson, there is a curve located on a sharp dip which is Exhibit A in the list of things which should not be in any modern highway."

Mayor Peavy also presented a copy of a letter from President Roben J. Maaske of Oregon College of Education at Monmouth, to the State Highway Engineer, dated October 19, 1950, in support of their request for the elimination of the right-angle turns in this highway in Monmouth.

Mr. Conville presented a map showing the proposed rerouting of the highway in Corvallis. He expressed the feeling that the proposed railroad grade separation structure north of the city is unessential at this time, and he also suggested that considerable expense could be avoided in the construction of the by-pass route were this route connected with the present route before it crosses the Mary's River, thus missing the sawmill located at the south end of First Street, and eliminating the need for a new bridge across the Mary's River. He said that this project is the City's first priority project, and that it is urgently needed now. He also said that the city will provide right of way as may be needed for such route, and will arrange for the removal of railroad tracks from First Street.

This matter was discussed at considerable length, during which the State Highway Engineer explained details from the state's standpoint, including estimates of cost to construct the several units of work making up the total improvement. As the result of the discussion, the Engineer was instructed to give the matter further study, particularly as it concerns the mill situated at the south end of First Street, and Mr. Conville's suggestion for a connection between the proposed and present routes north of the Mary's River.

Mr. Conville also exhibited a map showing the present alignment of US99W between Monmouth and McMinnville, on which map was shown in colors the improvements mentioned in the brief as filed by Mayor Peavy. The delegation urged the construction of these projects as rapidly as funds will permit. Mayor Peavy explained that they do not expect the Highway Commission to construct all of the projects at the same time, but they will appreciate adoption by the Commission of an orderly program for the completion of the improvements as rapidly as is possible. He repeated that the City's No.1 project is the construction of the proposed by-pass route on First Street in Corvallis, and their second, the elimination of the right-angle turns in this highway at Monmouth. Chairman Chandler stated the Commission appreciates the need for the improvements, but it is simply a matter of availability of funds to finance the work. He assured the group that their projects will be given careful consideration in the formulation of future construction programs.

A delegation from the city of Gladstone appeared before the Commission concerning the routing of logging trucks through their city. The delegation consisted of Hon. Walter H. Brunner, Mayor; Harold Uney, City Attorney; Louis J. Biby, Chief of Police; and W. R. Morley, representing Western Logging Co., Portland.

Mr. Uney headed the group. He explained their problem and called on Mr. Morley to give details. Mr. Morley stated that their operations originate in the Estacada district, east of Gladstone, and in transporting the logs to their dump in the Willamette River, they are obliged to truck them through the city of Gladstone. The Original route, he said, was along Arlington Street but this was later changed to Clackamas Blvd. although the crossing of the highway at Arlington Street was retained. He further stated that recently the district west of the highway was taken into the city and the city council took action to prohibit the hauling of logs on River Road,

which stopped the hauling of logs directly across the highway at Arlington Street as was permitted by the Company's P.U.C. permit, so they now enter the highway at that point but travel several blocks northerly on the highway to Gloucester Street where they cross and go to their dump. Such routings, he said, meet with their satisfaction and he requested that their P. U. C. permit be modified accordingly; otherwise, that the Arlington Street crossing be properly signalized and that a roadway be constructed across the state's property on the west side of the highway at this point to enable logging trucks to stop there without the rear ends of the loads extending into the highway.

Chairman Chandler advised that the situation has been carefully studied by the Engineer who points out that the route designated by the City is extremely hazardous because logging trucks making the right turn at Arlington Street are unable to stay within the north-bound traffic lanes, and that the left turn movements across the highway at Gloucester Avenue are even more dangerous. He recalled that the city of Gladstone previously requested a traffic light at the Arlington Street intersection and that the Commission had approved the request on the condition that the City would pay half the cost, which the City refused to do. As a result of the discussion the Commission instructed the Engineer to make further investigations of the problem from the standpoint suggested by Mr. Morley, such investigation to be made on the following Monday if possible, and to telephone the results thereof to the members of the Commission when final action would be taken.

A delegation representing the Lower Columbia Highway Association was present and urged additional improvements to the Lower Columbia River Highway between Rainier and Astoria. Those included in the group were: Guy Boyington, County Judge, Clatsop County, Astoria; Art Steele, President of the Association, Clatskanie; Fred W. Herman, Vice-President of Association, Rainier; Fred Andrus, Secretary of Association, Astoria; H. T. Hacker, Guyon Blissett, Arthur Dempsie, E. L. Pauldanius, E. T. Christenson, and Delbert Moore, all members of Astoria Chamber of Commerce; Clarence E. Short, President, Astoria Chamber of Commerce; Al Hetzel, Manager of Astoria Chamber of Commerce; Brewer A. Billie, City Manager, Astoria; Jay H. Stockman, Attorney, Astoria; Capt. E. A. McFall, Commanding Officer of Tongue Point Naval Base; Richard E. Singleton, City Recorder, St. Helens; Swep Morton, Jr., Superintendent of Public Works, St. Helens; J. W. Hunt, County Judge, Columbia County, St. Helens; L. C. Hall and G. H. Carroll, both of St. Helens Chamber of Commerce; J. A. Ostrom, President, and Clarence E. Enders and E. D. Purcell, members, Progressive Businessmen's Club, Portland.

Mr. Steele who headed the group thanked the Commission for the improved section of highway recently completed between Rainier and Goble and requested early improvement to modern standards of the remaining section between Rainier and Astoria, due to the rapid development of defense shipping in this area. Mr. Short pointed out that activity along this highway is much greater now than when the Engineer made his recent economic survey, due to the war situation. He mentioned the recently enlarged base at Tongue Point and the military traffic which originates in the state of Washington and is routed to Astoria via Longview Bridge across the Columbia River, and the Lower Columbia River Highway in preference to other routes. He also mentioned that the Lower Columbia River

Highway is the western terminus of a transcontinental highway and for that reason should be improved to meet the standards for such class of highway. Capt. McFall read aloud three letters in support of their request, one being from Rear Admiral D. E. Barbey, Commandant 13th Naval District, another from Fenton S. Jacobs, Brigadier General, U. S. Army, and the third from J. D. Shaw, U. S. Navy, in charge of the Columbia River Group, Pacific Reserve Fleet. In these letters the importance of the improvement from the military standpoint was stressed. Mr. Andrus filed with the Commission a brief containing letters, resolutions etc. from numerous cities, towns and organizations along the route, all endorsing the project. Chairman Chandler advised that the members of the Highway Commission are just as interested in the improvement of the Rainier-Astoria section as are the communities represented by the delegation and will give the project fair consideration in the allocation of funds that become available for future construction programs, but due to scarcity of funds, it cannot make a definite commitment at this time.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

County Commissioner J. C. Minson, Crook County, and Mr. T. H. Carstensen, Manager Pine Products Corp. Prineville, appeared before the Commission and inquired as to the Commission's plans for improvement of the Paulina Secondary Highway between Paulina and Prineville, via Combs Flat. They were informed by Chairman Chandler that the Commission has not yet arranged a program for Federal Aid Secondary Funds but the Paulina Highway will be given fair consideration when that is done.

Mr. Minson inquired if it would be possible for the County to secure a quantity of crushed rock from the State's contractor who is now operating near Prineville. He was instructed by the Engineer to contact the contractor direct concerning this material.

Mr. Thornton T. Munger, Chairman Roadside Control Committee of the Oregon Roadside Council, appeared before the Commission concerning the determination of a policy for the control of roadside development, including advertising signs. He explained that the Roadside Council is considering the advisability of securing legislation at the next meeting of the Legislature to determine such a policy which will conform with policies of some of the other states. He asked the Commission to endorse such a policy with a view of securing administrative backing by the Governor ir his inaugural address. He left with the Commission copies of excerpts from the messages of Governor Vanderbilt, Rhode Island, and Governor Lehman, New York, to their respective legislatures on January 7, 1940 and in 1941 to illustrate what he has in mind. Chairman Chandler advised that the Commission is mindful of the situation and realizes the importance of the subject. Following Mr. Munger's departure, the Chief Counsel advised that the Roadside Council has asked his assistance in preparing a model bill to control roadside development, particularly signs. He was authorized to consult with members of the Roadside Council regarding such matters, the results thereof to be reported to the Commission.

There appeared before the Commission a delegation representing the Recreational and Natural Resources Committee of the Portland Chamber of Commerce which asked the Commission to authorize a survey of state park needs, and a larger expenditure of funds for the development of state parks. The following were included: Don Parks, Marshall N. Dana, G. E. Cannon, A.A.Lobe, David B. Charlton, and J. Stanley Emery of Coos Bay. Mr. Parks was spokesman. He urged the Commission to spend more money for acquisition and development of parks, and to conduct a state-wide survey to determine the need for more of such facilities in the various parts of the state. He pointed out that in Eastern Oregon, particularly, more picnic areas are needed; and that while some sections of the state are well provided with parks, other sections are not so well favored. He presented a written digest of a statement prepared by Edgar W. Smith. President, Portland Chamber of Commerce, outlining the need for more and better state parks, and recommending the installation of facilities for overnight camping in a number of them. Mr. Dana entered a plea for additional wayside picnic areas, what he termed "sandwich boxes", particularly throughout eastern Oregon, for the accommodation of tourists who stop a short time for picnic lunches. He endorsed the proposal for a state-wide survey. He expressed the feeling that one member of the Commission should be assigned the duty to pass on state park matters. Chairman Chandler advised that the Commission is interested in this matter and is adding to the facilities from time to time—in fact, on the previous day authorized two projects. The Commission, he said, is now thinking more along the lines of developing the parks it now has rather than the acquisition of additional areas, and has made provision in its 1951 budget for construction of overnight camping facilities in three of the main parks. He also said that there is a question as to how much of the highway fund should be spent for parks and that the Commission has in mind the securing of a directive from the legislature to clarify the situation. As to assigning to one Commissioner the responsibility for state parks, Chairman Chandler advised that under the present set-up, each Commissioner is responsible for the parks in his district.

A delegation representing the Warrenton Chamber of Commerce and the Warrenton City Commission appeared before the Commission in behalf of the early construction of the Oregon Coast Highway across Youngs Bay on a proposed new route between Smith Point and Warrenton. The delegation consisted of the following: Emerson R. Baldwin, Warrenton City Manager; Dale Craven and Larry Lenhard, both members of Warrenton Chamber of Commerce; and Paul A. Scoggin and P. M. Neil, both members of Seaside Chamber of Commerce. Mr. Baldwin, who acted as spokesman, stated that they did not wish to pinpoint the location of the proposed route, but in the interests of economy and for the convenience of the traveling public, he urged that the proposed route be constructed as soon as possible. He cited records from the local hospital which indicate that three times as many patients come from the Warrenton, Hammond and Seaside area as from points on the Columbia River. He left typed statements with the Commission from the Warrenton Chamber of Commerce, the Astoria Clinic, the Seaside Chamber of Commerce, the City of Warrenton, the West End Development League and the Oregon Coast Association, all endorsing the proposed project across Youngs Bay. Mr. Baldwin also pointed out that most of the necessary right of way can be acquired without cost, from the city of Warrenton and from Clatsop County. Chairman Chandler advised that the Commission at this time is not in a position to make any commit-

ment or promise with respect to this project inasmuch as information at hand is based on an economic study only, no survey as yet having been authorized, and there is also the question of funds. He concluded the discussion by stating that the Commission will keep the project in mind.

The Commission discussed with the Engineer the proposals submitted at the morning session for construction of contract projects. The Engineer pointed out that identical bids were submitted by Oscar E. Joelson and Rush Construction Co. for the Union-Miles Bridge Rock Production project. The Commission elected to decide the successful bidder by the toss of a coin, whereupon the coin was flipped by the Chairman in the presence of Homer G. Johnson, representing Mr. Joelson, and Lee Shannon, representing Rush Construction Co. The toss was won by Rush Construction Co. At 3:00 p.m., Chairman Chandler publicly announced the awards as follows, the Commission's decision in each instance being by unanimous vote:

"Grading and paving 0.20 mile on Fifth Street in Canyonville, Douglas County. Roy L. Houck and Son, Salem, submitted the only bid on this project at $9,866. The Commission has awarded the contract to Roy L. Houck and Son at their bid price.

"Construction of a concrete viaduct and 0.31 mile of highway roadbed on the White River Bridge Section of the Mt. Hood Highway in Hood River County. E. C. Hall Company, Portland, submitted the low bid for this project at $56,633. Two higher bids were received. The Commission has awarded the contract to the low bidder, E. C. Hall Company, at its bid price.

"Lakeview Rock Production Project on the Fremont and Klamath Falls-Lakeview Highway near Lakeview in Lake County. Inter City Sand and Gravel Company, Inc., Eugene, submitted the low bid for this job at $25,900. Four higher bids were received. The Commission has awarded the contract to the low bidder, Inter City Sand and Gravel Company, Inc., at its bid price.

"Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways near Newport, Lincoln County. Newport Construction Company, Portland, submitted the low bid for this job at $23,922. Three higher bids were received. The Commission has awarded the contract to the low bidder, Newport Construction Company, at its bid price.

"Lime-Payette Junction Rock Production Project on the Old Oregon Trail north of Ontario in Malheur and Baker Counties. Rush Construction Company, Enterprise, submitted the low bid for this job at $30,100. Three higher bids were received. The Commission has awarded the contract to the low bidder, Rush Construction Company, at its bid price.

"Installation of traffic signals at nine intersections in Salem, Marion County. City Electric, Salem, submitted the low bid for these installations at $21,903. Three higher bids were received. The Commission has awarded the contract to the low bidder, City Electric, at its bid price.

"Grading and topping 17.1 miles of highway between Heppner Junction and Boardman on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties. Berke Brothers, Portland, submitted the low bid for this work at $509,302.60. Nine higher bids were received. The Commission has referred all bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Union-Miles Bridge Rock Production Project on the Medical Springs Secondary Highway southeast of Union in Union and Baker Counties. Three bids were received for this project. Oscar E. Joelson, Eugene, and Rush Construction, Enterprise, submitted identical bids at $22,736. The Commission has awarded the contract to Rush Construction Company as previously determined by the toss of a coin.

"Construction of the Carlton Bridge over the North Yamhill River on the Moores Valley County Road in Yamhill County. J. F. Johnston, Sherwood, submitted the low bid for this job at $104,840. Four higher bids were received. The Commission has awarded the contract to the low bidder, J. F. Johnston, at his bid price.

A group of ladies from the town of St. Paul and vicinity came before the Commission in regard to the installation of playground equipment in Champoeg State Park. The following were included: Mrs. Carl Smith, Mrs. Morris Merten and Mrs. Morris Smith, all of St. Paul; Mrs. A. W. Oberg and Mrs. Tom Jette, both of Champoeg. Mrs. Carl Smith acted as spokesman for the delegation. She urged the installation of swings, a softball diamond, a wading pool and more playground equipment in general. She urged the facilities for the benefit of the large number of children who visit the park in connection with their studies of Oregon History. Champoeg Park, she said, has great historical significance in the development of Oregon, and as a result, many school children make group visits to the park. She also requested that some sort of fence be put up along the river bank to keep small children from falling into the deep water. Chairman Chandler expressed appreciation for the interest shown in the park by the group, and he advised them of the Commission's policy not to install playground equipment, and the reason therefor. The function of the Commission in respect to parks, he stated, is to improve the appearance and general usefulness of the parks. Mr. C. H. Armstrong, Parks Superintendent, who was present, outlined the plans for development of this park, which include the planting of more trees and grass, the enlargement of facilities for parking cars and plans for more tables and toilet facilities. Mrs. Smith then inquired if the group would be allowed to install playground facilities at its own expense. Chairman Chandler stated that this could not be allowed, as such facilities, even though installed without cost to the tax payers, would still involve supervision and the Parks Department is not set up to provide such supervision.

Consideration was given by the Commission to items of unfinished business listed on the Secretary's summary, dated October 26, 1950, as follows:

Proposed legislation to be submitted to the 1951 Legislature: The Chief Counsel reported that drafts of such legislation are being prepared and

will be forwarded to the Commission for study. The secretary was instructed to retain this item on the list of unfinished business.

Re-alignment of the Oregon Coast Highway through Seaside on Roosevelt Drive: The Engineer advised that he will endeavor to report this matter to the Commission at its next meeting in December.

Action to be taken on option secured for Peterson property on the Ladd Canyon Section of the Old Oregon Trail: The Engineer advised that he has revised the alignment of the highway at this point so the Peterson property no longer is required. The Commission approved the report and ordered this item deleted.

Development of government-owned tracts for a park site at McNary Dam: The Parks Superintendent reported that a group of interested citizens in Umatilla County is formulating action to aid in this development. He was instructed to keep in contact with them. The Commission ordered this item retained on the list of unfinished business.

Improvement of the Haines-Anthony Lakes Secondary Highway: The Engineer recalled that he was instructed to ascertain if the Baker County Court desires this project in preference to contemplated work on the Baker-Unity Highway but he has not had an opportunity to discuss it with the Court as yet. The Commission ordered this item retained on the list of unfinished business.

Request of Union Oil Company for re-instatement of slope easement, heretofore granted the state on US101 between North Bend and Coos Bay, which was relinquished in 1950: The Engineer reported that this matter had been investigated and that it is his recommendation that the request be granted. The Commission approved the recommendation. This item to be removed from list of unfinished business.

Protest from N. Ray Alber that the 35-mile per hour speed limit on the Tualatin Valley Highway between Portland and Beaverton is too low: The Engineer reported that an investigation by the Traffic Engineer discloses that on the major part of this section, a higher rate of speed could safely be allowed. He recommended that the allowable speed limit be raised from 35 miles per hour to 45 miles per hour, except at two short sections, one at Scholls Ferry Road junction and the other at the junction with the Old Canyon Road. The Commission approved the Engineer's recommendation unanimously by the adoption of the attached resolutions relative thereto, marked EXHIBITS "B-1" and "B-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Proposed cut-off from Hood Street to Macadam Avenue at the west end of Ross Island Bridge in Portland to relieve Harbor Drive of the Oswego traffic: The Engineer advised that his report on this situation is not ready but he will discuss the matter with Commissioner McIver, as instructed, and will render a report at the next meeting if possible.

Proposed addition to Silver Falls State Park to secure a water supply to serve the overnight camping area: The Parks Superintendent reported that pursuant to previous instructions he contacted the owner of the land as to how much he wanted for it and had also inspected the spring for quantity and quality of water. The property owner, he said, does not wish to dispose of his property. The Commission ordered the item deleted from the list of unfinished business.

Proposed addition to Umpqua Lighthouse State Park: The Right of Way Engineer reported that as previously instructed he contacted the local representative of the Menasha Woodenware Co., owners of the property, on the basis of conveying the property to the state as a gift, and he is now awaiting the final decision of the Company's Board of Directors in Wisconsin.

Collection of amount of bid bond furnished by the State Construction Company in connection with its proposal to construct the Marion Street Bridge piers in Salem: The Chief Counsel reported a conference had been held with the bonding company and the contractor and that a report would be made soon. The Commission ordered retention of this item on the list of unfinished business.

Maintenance of gasoline pumps on highway rights of way: The Engineer advised that he would try to have his report on this subject ready for consideration by the Commission at its meeting in December or in January. The Secretary was instructed to retain this item on the list of unfinished business.

Request for permanent improvement of the Paulina Secondary Highway between Prineville and Paulina: The Commission ordered that this item be removed from the list of unfinished business as the requested improvement is to be considered in formulating the next secondary highway construction program.

Request for snow removal on the Cooper Spur Road as an accommodation to winter sports enthusiasts of Hood River: The Engineer advised that his report on this request will be ready in the near future. The Commission ordered retention of this item on the list of unfinished business.

Request for oiling a one and one-half mile section of the Fox Hollow State Secondary Highway south of Eugene: The Engineer advised that as previously instructed, an investigation is under way to determine the cost and feasibility of the improvement and that a report would be ready for the next meeting.

Proposed expenditure of $175,000 to reconstruct the Astoria-Megler Ferry terminals: The Engineer advised that he expects to render a report on this subject sometime in January, 1951.

Wage increase and cost of living adjustment as approved by the Civil Service Commission, the Governor and the Emergency Board: The First Assistant State Highway Engineer, W. C. Williams, reported that the large majority of the revised pay scales for the various classifications are acceptable, but in some instances further adjustments should be made. The Commission ordered this item retained on the list of unfinished business for further consideration.

Proposed development in Rooster Rock State Park, Multnomah County: The Parks Superintendent advised that he has not yet completed the detailed plans for the contemplated improvements but will render a report as soon as he can. The Secretary was instructed to retain this item on the list of unfinished business.

Construction of the Lake Creek Bridge Section on the Umpqua Highway: The Engineer advised that pursuant to previous instructions, a study is being made of this project with a view to including it in the 1951 construction program and that the report would be ready sometime in January or February, 1951. The item is to remain on the list of unfinished business.

Claim of the Enterprise Telephone Company for re-establishing its telephone facilities in Enterprise to accommodate a highway improvement. The Chief Counsel reported that as previously instructed he had contacted the City Attorney, and also inspected a copy of the City's ordinance but can find nothing therein that will require the Company to move its poles at Company expense. The Engineer stated that the Company was told to move the poles upon being advised by the City Attorney that the Company was obliged to move them at its own expense; however, the Company was not told that it would be reimbursed. The Chief Counsel was instructed to pursue the matter further.

Request of Umatilla County for exchange of roads: The Engineer recalled that this matter was considered by the Commission at the October 26 meeting when he recommended that the request be denied, but action was deferred for further study. He stated that his previous recommendation still stands. The Commission indicated its approval of the recommendation but deferred definite action for the record pending discussion of the matter with County Judge James H. Sturgis. The Secretary was instructed to delete the item from the list of unfinished business.

Request of the South Benton County Chamber of Commerce for (1) improvement of the Pacific Highway West at the Long Tom River Bridge at Monroe, (2) paving of the Territorial Secondary Highway between Monroe and Cheshire, (3) designation and development as a secondary highway of a road extending from the Pacific Highway West through Bellfountain, to Alsea. The Engineer reported that items No. 1 and 2 are being considered in the tentative list of projects for the next construction program in the second and third years, and that the third request cannot be considered at this time due to lack of funds. In view of this information the Commission ordered deletion of this item from the list of unfinished business.

Improvement of state highway routes through cities and towns: The Engineer advised that pursuant to previous instructions, an investigation is being made in various cities over the state as to where and what type of improvements are needed. The necessary information, he said, is not yet complete but a report of the findings will be made later. The Commission ordered this item retained on the list of unfinished business.

The Chief Counsel reported that some representatives of the logging and lumbering industry want to "sit in" with the Commission when amendments to

existing laws which govern their operations are discussed, because they want to cooperate. The Commission indicated a willingness for a "round table" discussion of such matters.

Commissioner Reynolds brought up for discussion the matter of installing signs at each end of each highway construction project giving pertinent information about the job -- what agency is doing the work, costs involved, name of contractor, etc. The Engineer advised that he now is studying such feature and will have something to report to the Commission later on.

Mr. Ralph Watson, Public Relations Consultant, was present and inquired as to what the Commission might want him to do during the coming legislative session, whether or not the Commission expects him to act as its representative on pending highway legislation. Chairman Chandler stated that an arrangement has already been made through the Engineer to keep the members of the Commission advised on legislative matters, and present indications are that it will not be necessary for Mr. Watson to maintain residence in Salem during the session unless something unforeseen arises,of which he will be advised.

The Engineer reported that on or about December 15, 1950, the new section of the Ochoco Highway along Marks Creek in Crook and Wheeler Counties, that is being constructed by the Bureau of Public Roads, will be opened to traffic, which will make this highway eligible for Group I classification throughout its entire length from Prineville to the John Day Highway junction, as determined by test runs. He recommended approval of such reclassification along the newly constructed section, it being understood that the old highway between Ranger Station, west of Ochoco Summit, and the junction of the old and new highways east of the summit, which the state still maintains, shall retain the Group II classification. The Commission approved the recommendation unanimously.

Mr. W. W. Stiffler, Second Assistant State Highway Engineer, reported a request from the Swisshome Cooperative Sawmill, Swisshome, for permission to truck-haul logs over the Siuslaw Highway during Saturday and Sunday, November 11 and 12, so as to avoid closing down their mill operations. He said that the mill gets its logs from the area east of Swisshome, which is served by a county road on which there is a bridge that is closed for repairs, and it is alleged that, because of a shortage of supply of logs in their pond, the mill will have to shut down unless the supply can be replenished from some other source during the prohibited period. He recommended that their request be denied because inquiry of the county engineer reveals that the bridge repairs will be completed on Monday, November 13, when regular hauling can be resumed. The Commission approved the Engineer's recommendation.

The Engineer also reported a request from Charles M. Nelson, Hood River, to truck-haul logs over the Columbia River Highway from milepost 61.63, near Mitchell Point, to the Jarman Lumber Co. Mill at Hood River. He said that the logs are short and will be transported on a solo truck involving an overall length not in excess of 35 feet. He gave as his feeling that the operation will not prove hazardous to other traffic and he recommended approval of the request. The Commission approved the recommendation unanimously.

The Commission considered, approved and signed agreements, etcetera, as follows:

Agreement with Thuron H. Cross to construct, maintain and use a logging road over and across state-owned property in Curry County, known as Humbug Mountain State Park.

Agreement between Yamhill County, City of Carlton and the State in connection with the construction of the Carlton Bridge on FAS Hwy. 111.

Yamhill County Maintenance Agreement covering N. Yamhill River Bridge Section at Carlton.

Resolutions (five speed limit, two parallel-parking-only, and one load limit). These resolutions were all adopted at Commission meeting of September 28, 1950.

Deed to City of Pendleton for small tract of land on Umatilla River.

Extension of lease with J. W. and Reba J. Bubb, for highway maintenance site.

Extension of lease with Carl N. Stevens, et al, maintenance headquarters site at Newberg.

Agreement with H. A. Swett re purchase of state-owned land south of Tillamook.

Lease for Mrs. Catherine A. Ruth for state-owned property in Eugene.

Indenture of Access for Joseph P. Garske for change in granted points of access to Goshen-Creswell Section of Pacific Hwy.

Deed conveying to U. S. Army 0.16 acre of land in Lane County. (Lookout Point Reservoir Project.)

Agreement with City of Canyonville covering street improvements involving the expenditure of a portion of the $250,000 special city allotment.

Letter to B.P.R. re alignment revision for the Arlington-Umatilla Section, Project No. FAP-145, FA Route 18.

The meeting adjourned at 4:30 p.m.

Chairman

State Highway Engineer

Commissioner

ATTEST:

Commissioner

Secretary

November 10, 1950

EXHIBITS "A" THROUGH "F"

Minutes of November 9 and 10, 1950

EXHIBIT "A"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #2 - SULLIVAN GULCH HIGHWAY

16667 - Hague, Elizabeth L. (Johnson)
Right of Way
Option expires April 16, 1951

570 sq. ft. at $0.30 per sq. ft.	$ 171.00	
Allowance - Devaluation of property	1,875.00	
Amount to be paid owner - chrg. to Right of Way		$ 2,046.00

Access controlled - No access allowed

16668 - Ross, George H. and Muriel E.
Right of Way
Option expires April 12, 1951

493 sq. ft.	$ 350.00	
Allowance-Replacing shrubs, lawn and clotheslines	100.00	
-Severance	500.00	
Amount to be paid owner - chrg. to Right of Way		$ 950.00

Access not controlled - 33rd St. ramp

(cont.)

EXHIBIT "A" (cont.)

UNIT #3 - SULLIVAN GULCH HIGHWAY

14663 - Mitchell, Albron D. and Connie N. (Boone)
Right of Way
Option expires March 25, 1951

6,000 sq. ft. at $0.38+ per sq. ft.	$ 2,294.00	
Allowance-House 952 sq. ft. & garage 216 sq.ft.	8,010.00	
		$ 10,304.00
Less salvage value of house & garage to be moved by Grantors at their expense		-1,800.00
Amount to be paid owner - chrg. to Right of Way		$ 8,504.00

Entire taking

14717 - Leist, Jacob H. (Johnson)
Right of Way
Option expires March 28, 1951

4,700 sq.ft. at $0.20 per sq.ft.	$ 940.00	$
House, 1½ story-640 sq.ft.with basement and garage	4,864.00	
Amount to be paid owner-chrg. to Right of Way		$ 5,804.00

Entire taking

14833 - Stendel, George W. (Boone)
Right of Way
Option expires April 24, 1950

5,200 sq.ft. at $0.25 per sq.ft.	$ 1,300.00	
House-672 sq.ft. at $6.50 per sq.ft.	4,368.00	
Basement-672 sq.ft. at $1.00 per sq.ft.	672.00	
Tool house-200 sq.ft. at $1.75 per sq.ft.	350.00	
Allowance - Yard improvements	300.00	
Amount to be paid owner-chrg. to Right of Way		$ 6,990.00

Takes all -

14718 - Brask, Joel and Beda (Boone)
Right of Way
Option expires April 25, 1951

5,770 sq.ft. at $0.20 per sq.ft.	$ 1,154.00	
House: 864 sq.ft. at $4.75 per sq.ft.	4,104.00	
Upstairs-432 sq.ft. at $1.60 per sq.ft.	691.20	
Basement-800 sq.ft. at $0.75 per sq.ft.	600.00	
Allowance-Yard improvements	250.00	
Amount to be paid owner-chrg. to Right of Way		$ 6,799.20

Takes all -

(cont.)

EXHIBIT "A" (cont.)

UNIT #5 - SULLIVAN GULCH HIGHWAY

15492 - Smith, Wilbur C. and Zola M. (Johnson)
Right of Way
Option expires April 12, 1951

1400 sq. ft. at $0.12 per sq. ft.	$ 168.00	
Allowance - dry rock wall	30.00	
Amount to be paid owner-chrg. to Right of Way		$ 198.00

Access controlled - No access allowed

15477 - Henderson, Lester R. and Margaret (Johnson)
Right of Way
Option expires April 25, 1951

8100 sq.ft. at $0.20 per sq.ft.	$ 1,620.00	
House-Main floor,806 sq.ft. at $7.10	5,722.60	
Full basement, 806 sq.ft. at $1.40	1,128.40	
Amount to be paid owner-chrg. to Right of Way		$ 8,471.00

Takes all -

15526 - Lannan, M. and Ada (Johnson)
Right of Way
Option expires April 24, 1951

1 acre at $1,250. per acre	$ 1,250.00	
House, 774 sq.ft. at $2.50 per sq.ft.	1,935.00	
2 Woodsheds and chicken house	416.00	
Amount to be paid owner-chrg. to Right of Way		$ 3,601.00

Takes all -

15474 - Maynard, A. P. & Myrtle L. (Johnson)
Right of Way
Option expires April 19, 1951

13,200 sq.ft. at $0.077+ per sq.ft.	$ 1,018.40	
Amount to be paid owner-chrg. to Right of Way		$ 1,018.40

Takes all -

15490 - Rice, Delbert R.and Betty G. (Johnson)
Right of Way
Option expires April 10, 1951

600 sq.ft. at $0.20 per sq.ft.	$ 120.00	
Amount to be paid owner-chrg. to Right of Way		$ 120.00

Access controlled - No access allowed -

(cont.)

UNIT #5 - SULLIVAN GULCH HIGHWAY

15491 - Manning, Delbert J. and Virginia (Johnson)
Right of Way
Option expires April 12, 1951

1900 sq. ft. at $0.11½ per sq.ft.	$ 218.00	
Amount to be paid owner-chrg. to Right of Way		$ 218.00

Access controlled - No Access Allowed -

15519 - Robbins, Francis E. and Violet M. (Johnson)
Right of Way
Option expires April 26, 1951

0.11 acre at $1,000. per acre	$ 110.00	
Allowance - Reduction of ground and closeness of right of way	200.00	
Amount to be paid owner-chrg. to Right of Way		$ 310.00

Access controlled - No access allowed

15520 - Davidson, Lovat G. and Maxine (Johnson)
Right of Way
Option expires April 26, 1951

80 square feet at $0.05 per square foot	$ 4.00	
Allowance - changing description, signing deed	6.00	
Amount to be paid owner-chrg. to Right of Way		$ 10.00

Access controlled - No access allowed -

15485 - Boyd, Frank S. and Jeanne S. (Johnson)
Right of Way
Option expires April 30, 1951

6,500 sq.ft., more or less, at $0.185+	$ 1,205.00	
House with basement, 806 sq.ft., garage	6,922.10	
Amount to be paid owner-chrg. to Right of Way		$ 8,127.10

Takes all -

15486 - Ottinger, Oscar O. and Athekla (Johnson)
Right of Way
Option expires April 30, 1951

6,380 sq. ft., more or less, at $0.17	$ 1,084.60	
House with basement, 806 sq. ft.	6,649.50	
Total consideration	$ 7,734.10	

EXHIBIT "A" (cont.)

UNIT #5 - SULLIVAN GULCH HIGHWAY

15486 - Ottinger, Oscar O. and Athekla (cont.)

Less salvage value of buildings to be moved by grantors before 6-1-51	$ 2,000.00	
Amount to be paid owner-chrg. to Right of Way		$ 5,734.10

Takes all -

15513 - Purvine, Melvin and Pearl E. (Johnson)
Right of Way
Option expires May 2, 1951

4.8 acres at $1,250. per acre	$ 6,000.00	
House, main floor-850 sq.ft.,attic,basement	5,259.00	
7 outbuildings, 6,350 sq.ft.-4 chicken houses a storehouse,equipment shed,double garage.	6,985.00	
Amount to be paid owner-chrg. to Right of Way		$18,244.00

Takes all -

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15946-5-Paulson, George L. and Marie (Witt)
Right of Way
Option expires April 11, 1951

8 acres, landscaped, at $450.00 per acre	$ 3,600.00	
10 acres, rolling type land with fairly heavy stand of timber, at $200.00	2,000.00	
55 acres, pasture and hillside, at $50 per acre	2,750.00	
Dwelling,one-story frame, half basement and large stone fireplace-996 sq.ft.at $5 per sq. ft.	4,980.00	
Machine shop and rooms, two-story frame, 1200 sq.ft. and heavy built stairway	2,200.00	
Double garage--400 sq.ft. at $2.00 per sq.ft.	800.00	
One-story frame cabin--120 sq.ft. at $2.00 per sq.ft.and wood shed--200 sq.ft. at $1.00	460.00	
Two horse sheds at $125.00 each	250.00	
110 ft. corral fence, six ft. in height, at $1.00 per ft.	110.00	
Twenty-two fox huts and pens at $15.00 each	330.00	
Amount to be paid owner-chrg. to Right of Way		$17,480.00

Owner may remove frame barn, choice roses and shrubs.

Takes all -

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY (cont.)

15929 - Bucher, Joseph A. and Elma B.			(Witt)
Right of Way			
Option expires April 19, 1951			
0.10 acre at $500.00 per acre	$ 50.00		
Amount to be paid owner-chrg. to Right of Way			$ 50.00
Access controlled - No Access Allowed			
15925 - Clark, Frank L. & Marjorie M. and; Mallicott, Ray L. & Irene			(Witt)
Right of Way			
Option expires March 20, 1951			
1.98 acres at $350 per acre	$ 693.00		
Amount to be paid owner-chrg. to Right of Way			$ 693.00
Access controlled - Access by present county road			
15063 - Clark, Frank L. and Marjorie M.			(Witt)
Right of Way			
Option expires March 20, 1951			
7.23 acres at $350 per acre	$ 2,530.50		
Amount to be paid owner-chrg. to Right of Way			$ 2,530.50
THINGS TO BE DONE BY THE STATE:			
Provide private access at Stat. 193+30, south side (Est)	100.00		
Amount chargeable to Construction			100.00
GRAND TOTAL (Estimated)			$ 2,630.50
Access controlled -			
15917)- Laber, Alta M.			(Witt)
15919) Right of Way			
Option expires April 11, 1951			
5 acres at $1,100.00 per acre	$ 5,500.00		
8.46 acres at $450.00 per acre	3,807.00		
0.065 acre, 3031 sq.ft. at $.05 per sq.ft.	151.55		
Allowances-One large sign at Edgewood St. bringing rental of $100.00 and additional revenue if Motel constructs more cabins	200.00		
Sign on 0.065 acre bringing yearly rental of $25.00	100.00		

(cont.)

EXHIBIT "A" (cont.)

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY (cont.)

15917)
15919)- Laber, Alta M. (cont.)

Amount to be paid owner-chrg. to Right of Way		$ 9,758.55

Access controlled - No access allowed -

15932 - Amoth, L. L. and Russell H.
Nichols, Marjorie M.
Right of Way
Option expires January 19, 1951 (Witt)

8.32 acres at $350.00 per acre	$ 2,912.00	
Allowance-Fencing-200 rods at $2.00 per rod	400.00	
-Severance damages-20.8 acres at $20.00 per acre	416.00	
Amount to be paid owner-chrg. to Right of Way		$ 3,728.00
THINGS TO BE DONE BY THE STATE:		
Construct private access at Sta. 207+00 (est.)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		$ 3,778.00

Access controlled -

15950 - Birkenfeld, Louis T. and August B.
Right of Way
Option expires April 11, 1951 (Witt)

2½ acres at $40.00 per acre	$ 100.00	
Amount to be paid owner-chrg. to Right of Way		$ 100.00

Takes all -

15928 - Wheeler, Zelma
Right of Way
Option expires March 27, 1951 (Witt)

0.88 acre at $350 per acre	$ 308.00	
Log Cabin 12' x 18' at $1.58+ per sq.ft.	342.00	
Amount to be paid owner - chrg. to Right of Way		$ 650.00

Access controlled - No access allowed -

(cont.)

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY (cont.)

15940 - Woodward, Charles Richard
Right of Way
Option expires April 10, 1951
7.89 acres at $200 per acre $ 1,578.00
Amount to be paid owner-chrg. to Right of Way $ 1,578.00

Access controlled - No access allowed -

VISTA AVENUE-MULTNOMAH COUNTY LINE SECTION - SUNSET HIGHWAY

16741 - Adams, Lyle M. (Mayhew)
Bailey, Merle L.
Right of Way
Option expires April 12, 1951
10,500 square feet at $0.43 per foot $ 4,515.00
Amount to be paid owner-chrg. to Right of Way $ 4,515.00

Takes all -

WASHBURN-BALM GROVE SECTION - WILSON RIVER HIGHWAY

16765 - Barber, Earl and Gladys (Mayhew)
Right of Way and Easement for Material
Option expires April 29, 1950
0.19 acre at $338. per acre $ 64.20
2.5 acres - easement, at $300.+ per acre 750.00
2.54 acres at $270. per acre - land and easement 685.80
Amount to be paid owner-chrg. to Right of Way $ 1,500.00

Present roadway will be left for owner's use, but access only at easterly end
Owner to have easement over land at approx. opposite Stat. 2243

Access controlled - No access allowed -

NEWBERG-MCMINNVILLE SECTION - PACIFIC HIGHWAY WEST

14452 - Trunk, John E. (Witt)
Right of Way
Option expires April 15, 1951
0.134 acre at $1,000. per acre $ 134.00
Amount to be paid owner-chrg. to Right of Way $ 134.00

Access controlled - No access allowed -

(cont.)

EXHIBIT "A" (cont.)

YACH BRIDGE - DOLPH SECTION - LITTLE NESTUCCA HIGHWAY

16672 - Savage, J. W. and Berda G. (Boone)
Right of Way
Option expires April 12, 1951

1 acre meadow land	$ 200.00	
2.19 acres cut over land at $50. per acre	109.50	
Amount to be paid owner - chrg. to Right of Way		$ 309.50

Access not controlled -

16729 - Priest, D. D. and Cora M. (Boone)
Scale Site
Option expires April 16, 1951

2.745 acres at $800.00 per acre	$ 2,196.00	
Amount to be paid owner-chrg. to Scale Site		$ 2,196.00

Access not controlled -

McNARY ST.-WILLAMETTE RIVER SECTION - SALEM-DALLAS HIGHWAY

16385 - Gehlar, Mark G. and Paula I. (Benson)
Right of Way
Option expires April 15th, 1951

1500 sq.ft. at 40¢ per sq. ft.	$ 600.00	
2500 sq.ft. at $1000.00 per acre(0.0575 acre)	57.50	
Allowance- 84 ft. well, grantor may remove 8" casing.	242.50	
Amount to be paid owner-chrg. to Right of Way		$ 900.00

Access controlled - No access allowed -

16381 - York, J. M. and Anna E. (Benson)
Right of Way
Option expires April 15, 1951

1500 sq. ft. at 40¢ per sq.ft.	$ 600.00	
2500 sq. ft. at $1000.00 per acre(0.0575 acre)	57.50	
Amount to be paid owner - chrg. to Right of Way		$ 657.50

Access controlled - No access allowed -

(cont.)

EXHIBIT "A" (cont.)

STOUT CREEK-MEHAMA SECTION - NORTH SANTIAM HIGHWAY

16602 - Smith, Clara B. (Benson)
Right of Way
Option expires April, 1951

0.26 acre at $400 per acre	$ 104.00	
House, 18' x 20'	1,546.00	
Well and pumping plant	400.00	
Amount to be paid owner-chrg. to Right of Way		$ 2,050.00

Approved for condemnation $2,500 9/28/50

Entire taking -

16606 - Barrow, Rose L. and Joe C. (Benson)
Right of Way
Option expires April 1, 1951

2.06 acres at $400 per acre	$ 824.00	$
Allowance - 66 rods of fence at $2.50 per rod	165.00	
- trees, lawn and shrubbery	480.00	
- moving house	2,000.00	
- gen. damage, restricted access and compromise	781.00	
Amount to be paid owner-chrg. to Right of Way		$ 4,250.00
THINGS TO BE DONE BY THE STATE:		
Construct private approaches at Stat. 377+00, north side, and on both North and South sides at Stat. 366+30 and 371+10 (Est)	300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		$ 4,550.00

Approved for condemnation $5,500 9/28/50

Access controlled -

16606A- Barrow, Joe C. and Rose (Benson)
Collier, Clarence A. and Eunice M.
Right of Way
Option expires April 30, 1951

0.098 acre at $400 per acre	$ 39.20	
Amount to be paid owner-chrg. to Right of Way		$ 39.20

(cont.)

EXHIBIT "A" (cont.)

STOUT CREEK-MEHAMA SECTION OF THE NORTH SANTIAM HIGHWAY (cont.)

16606A- Barrow, Joe C. and Rose
Collier, Clarence A. and Eunice M. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 375+00 on south (Est.)	$ 100.00	
Amount chargeable to Construction		$ 100.00
GRAND TOTAL (Estimated)		$ 139.20

Access controlled -

16606B- Smith, Jack R. (Benson)
Barrow, Joe C. and Rose
Right of Way
Option expires April 30, 1951

0.054 acre at $400.00 per acre	$ 21.60	
Amount to be paid owner-chrg. to Right of Way		$ 21.60

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 375+00 on south (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 121.60

Access controlled -

16594 - Fish Commission of Oregon (Benson)
Right of Way
Bargain and Sale Deed dated October 17, 1950

0.69 acre	Gratis

Access controlled - Access via Old Highway

16610B- Rak & Roberts Lumber Co.; Allaway, Jack and Pearl (Benson)
Right of Way and Borrow
Option expires April 1, 1951

2.76 acres at $400.00 per acre	$ 1,104.00	
Allowance-78 rods fence at $3.00 per rod	234.00	
- 4 gates at $20.00 each	80.00	
Amount to be paid owner-chrg. to Right of Way		$ 1,418.00

STOUT CREEK-MEHAMA SECTION - NORTH SANTIAM HIGHWAY

16610B- Bak & Roberts Lumber Co.; Allaway, Jack and Pearl (cont.)

THINGS TO BE DONE BY THE STATE:

Construct approaches 40 ft. wide on both sides at Stat. 392+00; 25 ft. wide on both sides at Stat. 389+40, est.	$ 400.00	
Amount chargeable to Construction		$ 400.00
GRAND TOTAL (Estimated)		$ 1,818.00

Authorized for Condemnation 9/28/50 - $2,000.00

Access controlled -

16607 - Small, Oren E. and Cyrilla (Benson)
Right of Way
Option expires April, 1951

0.16 acre at $625. per acre	$ 100.00	
Allowance - House, garage, woodshed	4,400.00	
Amount to be paid owner-chrg. to Right of Way		$ 4,500.00

Authorized for Condemnation 9/28/50 - $5,000.00

Takes all -

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

16679 - Bouche, Parris G. and Thelma W. (Benson)
Right of Way
Option expires May 1st, 1951

2 acres, more or less, at $50. per acre	$ 100.00	
Allowance - Use of private road East of Right of Way	100.00	
- Damage	300.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

Owner permitted to remove valuable timber

Access controlled - No access allowed -

16483 - McCollum, W. Frank and; Groblebe, Phenton and Earl F. (Benson)
Right of Way
Option expires April 9, 1951

7.15 acres at $70. minus, per acre	$ 500.00

(cont.)

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY (cont.)

16483 - McCollum, W. Frank and; Groblebe, Phenton and Earl F. (cont.)

Amount to be paid owner - chrg.to Right of Way		$ 500.00

Access controlled - No access allowed -
$360 authorized for condemnation 9-28-50.

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST (Haskin)

14081 - Frank, Antonette
Right of Way
Option expires - Deed

2.041 acres at $1,000.00- per acre	$ 2,000.00	
Allowance-House, 800 sq. ft. at $2.00	1,600.00	
-Chicken house and woodshed	100.00	
-Well, 50 ft.	300.00	
Amount to be paid owner - chrg. to Right of Way		$ 4,000.00
THINGS TO BE DONE BY THE STATE:		
State to pay taxes (Est.)	50.00	
Amount chargeable to Right of Way		50.00
GRAND TOTAL (Estimated)		$ 4,050.00

Owner to have use of property rent free until it is needed for highway use.

Takes all -

14604 - Lewis, M. D. and Hazel I. (Haskin)
Right of Way
Option expires April 15, 1951

0.77 acre at $1,000.00 per acre	$ 770.00	
Allowance-Severance damage	230.00	
Amount to be paid owner-chrg. to Right of Way		$ 1,000.00

Access controlled - No access allowed -

14611-A-Rasmussen, A. B. and I. E. (Haskin)
Right of Way
Option expires April 12, 1951

0.05 acre at $1,000.00 per acre	$ 50.00	
Amount to be paid owner-chrg. to Right of Way		$ 50.00

Access controlled - No access allowed -

(cont.)

EXHIBIT "A" (cont.)

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

14606-A-Reiman, E. C. and Helen C. (Haskin)
Right of Way
Option expires April 5, 1951

8276 sq. ft. at $0.055 plus per sq. ft.	$ 463.80	
Amount to be paid owner-chrg. to Right of Way		$ 463.80

No access -

15191 - Kasten, George D. & Louise O. (Haskin)
Right of Way
Option expires April 18, 1951

0.953 acre at $1,200.00 per acre	$ 1,143.60	
Allowance-Install septic tank and drainage field	550.00	
-Barn-20x30 ft. at $.30 per sq. ft.	180.00	
-Chicken shed-20x50 ft. at $.24 per sq. ft.	240.00	
-Cabin-10x12 ft.	80.00	
-Damage- in lieu of moving new garage	450.00	
-Fencing-21 rods at $3.00 per rod	63.00	
-2 gates at $20.00 each	40.00	
Amount to be paid owner-chrg. to Right of Way		$ 2,746.60

THINGS TO BE DONE BY THE STATE:

Reestablish farm crossing at Station 106+20 and private access at Station 106+20 east(Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 2,846.60

Access controlled -

14614-A-Hiatt, Earl and Lois (Haskin)
Right of Way
Option expires March 1, 1951

0.03 acre at lump sum	$ 100.00	
Amount to be paid owner-chrg. to Right of Way		$ 100.00

Access Controlled- No access allowed -

(cont.)

EXHIBIT "A" (cont.)

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

15187 - Flunkett, Victor E. and Alma R. (Haskin)
Right of Way
Option expires April 11, 1951

0.331 acre at $1,000.00 per acre	$ 331.00	
Allowance-Fencing-8 rods at $3.00 per rod	24.00	
Amount to be paid owner-chrg. to Right of Way		$ 355.00
THINGS TO BE DONE BY THE STATE:		
Cut off and cap irrigation pipe (Est.)	20.00	
Amount chargeable to Construction		20.00
GRAND TOTAL (Estimated)		$ 375.00

Access controlled- No access allowed -

15245 - Whiteman, C. E. (Haskin)
Right of Way
Option expires April 17, 1951

1.18 acres at $1,200.00 per acre	$ 1,416.00	
Allowance-Damage by reduction in area	834.00	
Amount to be paid owner-chrg. to Right of Way		$ 2,250.00

Access Controlled - No access allowed -

15176 - Smith, Clarence M. and Maude (Haskin)
Right of Way
Option expires May 30, 1951

0.22 acre at $1,000. per acre	$ 220.00	
Allowance - move berries, posts and wire, 16 filbert trees	159.00	
- 6 rods fence at $3.50 per rod	21.00	
Amount to be paid owner-chrg. to Right of Way		$ 400.00
THINGS TO BE DONE BY THE STATE:		
Protecting existing drainage ditch and septic tank, est.	250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		$ 650.00

Access controlled - No Access Allowed -

GREENLEAF CREEK SECTION - SIUSLAW HIGHWAY

16556 - Parker, Virgil A. and Velma B. (Johnson)
Sprague, John E. and Mary E.
Right of Way
Option expires March 18, 1951

0.09 acre at $250. per acre	$ 22.50	
Allowance-damages for closeness of hwy.	400.00	
Amount to be paid owner-chrg. to Right of Way		$ 422.50
THINGS TO BE DONE BY THE STATE:		
Construct 25 ft. road approach at Stat. 1083+75 on South side, est.	$ 50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		$ 472.50

Access controlled -

16555A- Parker, Virgil A. (Johnson)
Easement
Duration of Construction

4400 sq. ft. to be used	$ 40.00	
Allowance - moving of fence	18.00	
Amount to be paid owner-chrg. to Right of Way		$ 58.00

Access not controlled - State to clean up Site.

16557B- Sprague, Charles E. and Luella M. (Johnson)
Easement
Duration of Construction

2000 sq. ft. to be used	$ 30.00	
Amount to be paid owner-chrg.to Right of Way		$ 30.00

Access not controlled - State to clean up Site.

16555 - Parker, Virgil A. (Johnson)
Right of Way
Option expires March 18, 1951

0.16 acre of bluff at $20. per acre	$ 3.20
0.68 acre of grazing land at $400. per acre	272.00
Allowance- 80 rods of fence at $6.60 per rod	528.00

GREENLEAF CREEK SECTION - SIUSLAW HIGHWAY (cont.)

16555 - Parker, Virgil A. (cont.)

Allowance - reconstructing doors, drives and rearranging facilities so loading can be done from owner's remaining property	$ 1,500.00	
Allowance to be paid owner-chrg. to Right of Way		$ 2,303.20

THINGS TO BE DONE BY THE STATE:

Reconstruct present driveways'as is'excepting access restricted to the North end of hatchery and South drive to hatchery is to be widened to 25 ft., est.	$ 100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 2,403.20

Access controlled -

16557 - Sprague, Charles E. and Luella M. (Johnson)
Right of Way
Option expires March 19, 1951

0.08 acre at $300. per acre	$ 24.00	
Allowance-damages for leaving house in hole	1,000.00	
Allowance to be paid owner-chrg.to Right of Way		$ 1,024.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach at Stat. 1083+50 on North side, est.	$ 50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		$ 1,074.00

Access controlled -

16558 - Brewer, C. V. and Mabel L. (Johnson)
Wagner, George and Grace
Right of Way
Option expires March 19, 1951

0.38 acre at $400. per acre	$ 152.00	
Allowance-fencing, 53 rods at $6.60 per rod and 38 rods at $3.30	475.20	

(cont.)

GREENLEAF CREEK SECTION - SIUSLAW HIGHWAY (cont.)

16558 - Brewer, C. V. and Mabel L. (cont.)

Amount to be paid owner-chrg. to Right of Way		$ 627.20
THINGS TO BE DONE BY THE STATE:		
Reconstruct all existing farm entrances, farm crossings and driveway entrance, Stat.1091+10 North and South sides, 1089+85 North side, 1089+78 and 1089+62 South side, est.	$ 250.00	
Amount chargeable to Construction		250.00
GRAND TOTAL (Estimated)		$ 877.20

Access controlled -

NORTH ROSEBURG-WINCHESTER SECTION - PACIFIC HIGHWAY

16787 - The Sisters of Mercy of Oregon (A Corp.) (Norlin)
Mercy Hospital
Haul road to gravel bar (Easement)
Easement expires November 1, 1951

Lump sum settlement	$ 75.00	
Amount to be paid owner-chrg. to Gravel Bar		$ 75.00

Access not controlled -

CANYONVILLE SECTION - PACIFIC HIGHWAY

15539 - Davenport, Leonard C. & Louise M. (Norlin)
Meyer, Nick J. and Frances S.
Right of Way
Option expires April 24, 1951

2.84 acres at $1,232.00+ per acre	$ 3,500.00	
Amount to be paid owner-chrg. to Right of Way		$ 3,500.00
THINGS TO BE DONE BY THE STATE:		
Reconstruct driveway Stat. 472+36, East side, 25 ft. commercial access. (Est.)	470.00	
Amount chargeable to Construction		470.00
GRAND TOTAL (Estimated)		$ 3,970.00

25 ft. commercial access on the East side at Station 472+36

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

14923 - O'Shea, Jennie and William P.; Olson, Patricia J. (Byrum)
Right of Way
Option expires March 20, 1951

0.52 acre at $575.+ per acre	$ 300.00	
Amount to be paid owner-chrg. to Right of Way		$ 300.00

Access controlled - No access allowed -

14934 - Ekblad, Orrin P. and Beth (Byrum)
Right of Way
Option expires March 26, 1951

9,525 sq. ft. at $.07+ per sq. ft.	$ 675.00	
Amount to be paid owner-chrg. to Right of Way		$ 675.00

Access controlled - No access allowed -

14950 - Lehl, Philip and Katherine; Yost, George J. and Elizabeth (Byrum)
Right of Way
Option expires March 27, 1951

1.80 acres at $200. per acre	$ 360.00	
Allowance-46+ of fencing at $3.00 per rod	140.00	
Amount to be paid owner-chrg. to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Stat. 247+50 and 248+90 North or South side, Est. cost	300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		$ 800.00

Access controlled -

14956 - McCarthy, Richard Clark and John D. (Byrum)
Right of Way
Option expires March 27, 1951

2.93 acres at $100. per acre	$ 293.00	
Amount to be paid owner-chrg. to Right of Way		$ 293.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Engr. Stat. 406+40 and 400+00, West side, Est. cost	$ 300.00	

(cont.)

EXHIBIT "A" (cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

14956 - McCarthy, Richard Clark and John D. (cont.)

Amount chargeable to Construction		$ 300.00
GRAND TOTAL (Estimated)		$ 593.00

Access controlled -

GOLD HILL-SNIDER CREEK SECTION - SAMS VALLEY HIGHWAY

16714 - Straus, Frank M. & Gueula G. and; Straus, Albert L.& Donna V. (Reeder)
Right of Way
Option expires April 10, 1951

0.10 acre at $300 per acre	$ 30.00	
Allowance - fencing 10 rods at $4.00 per rod	40.00	
Amount to be paid owner-chrg. to Right of Way		$ 70.00
THINGS TO BE DONE BY THE STATE:		
Reconstruct road approach at Stat. 266+78, north side (Est)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		$ 120.00

Access not controlled -

16715 - Straus, Frank M. & Gueula G. and; Straus, Albert L.& Donna V. (Reeder)
Right of Way
Option expires April 10, 1951

1.83 acres at $300 per acre	$ 549.00	$
Allowance-fencing 165 rods at $4.00 per rod	660.00	
-4 gates at $20 each	80.00	
-remove & rebuild corral 50' x 60'	100.00	
Amount to be paid owner-chrg. to Right of Way		1,389.00
THINGS TO BE DONE BY THE STATE:		
Construct road approaches at Stat.282+50, South side 288+55, North side, 288+55 South side, and 295+40 South side (Est)	400.00	
Amount chargeable to Construction		400.00
GRAND TOTAL (Estimated)		$ 1,789.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

GOLD HILL-SNIDER CREEK - SAMS VALLEY HIGHWAY (cont.)

16723 - James, Lester E. & Helen E.			(Reeder)
Right of Way			
Option expires April 9, 1951			
1.40 acres at $300.00 per acre		$ 420.00	
1.00 acre at 200.00 per acre		200.00	
2.96 acres at 100.00 per acre		296.00	
Allowance-Fencing-232 rods at $4.00 per rod		928.00	
-2 gates at $20.00		40.00	
-Construct Cattle Guard at Sta. 397+35 North and South		300.00	
-Severance Damage-40 acres		916.00	
Amount to be paid owner-chrg. to Right of Way			$ 3,100.00
THINGS TO BE DONE BY THE STATE:			
Construct Road Approaches at Station 397+35, North and South (Estimated)		200.00	
Construct Cattle Underpass at Station 399+50 72" to 84" (Estimated)		1,900.00	
Amount chargeable to Construction			2,100.00
GRAND TOTAL (Estimated)			$ 5,200.00
Access not controlled -			
16724 - Duran, Mike and Ethel			(Reeder)
Right of Way			
Option expires April 8, 1951			
0.17 acre at $300.00 per acre		$ 51.00	
Allowance-Fencing-54 rods at $4.00 per rod		216.00	
Amount to be paid owner-chrg. to Right of Way			$ 267.00
THINGS TO BE DONE BY THE STATE:			
Reconstruct Road Approach at Station 416+00 North side of highway (Estimated)		50.00	
Amount chargeable to Construction			50.00
GRAND TOTAL (Estimated)			$ 317.00
Access not controlled -			

EXHIBIT "A" (cont.)

GOLD HILL-SNIDER CREEK SECTION - SAMS VALLEY HIGHWAY

16716 - Sanderson, Milton A. and Myrtle Evelyn (Reeder)
Right of Way
Option expires April 16, 1951

Northerly half of existing county road	$ 0.00	$	
Allowance - signing of option, etc.	5.00		
Amount to be paid owner-chrg. to Right of Way			5.00
THINGS TO BE DONE BY THE STATE:			
Construct road approach at Stat. 307+37, north side, and reconstruct road approach at Stat. 308+37, north side (Est)	200.00		
Amount chargeable to Construction			200.00
GRAND TOTAL (Estimated)		$	205.00

Access not controlled -

16717 - Lantier, Lawrence E. and Mable L. (Reeder)
Right of Way
Option expires April 16, 1951

Northerly half of existing county road	$ 0.00	$	
Allowance - signing of option, etc.	5.00		
Amount to be paid owner-chrg. to Right of Way			5.00
THINGS TO BE DONE BY THE STATE:			
Reconstruct road approach at Stat. 320+40, north side of hwy (Est)	100.00		
Amount chargeable to Construction			100.00
GRAND TOTAL (Estimated)		$	105.00

Access not controlled -

16712 - Schmitz, M.M. & Maude B. and; Straus, F.M. & G.G. and; Gail, C.N. & E.M. (Reeder)
Right of Way
Option expires April 10, 1951

6.16 acres at $300.00 per acre	$ 1,848.00	$	
Allowance-fencing, 371½ rods at $4.00 per rod	1,486.00		
-6 gates at $20 ea.	120.00		
Amount to be paid owner -chrg. to Right of Way			3,454.00

(cont.)

EXHIBIT "A" (cont.)

GOLD HILL-SWIDER CREEK SECTION - SAMS VALLEY HIGHWAY (cont.)

16712 - Schmitz, M.M. & Maude B. and; Straus, F.M. & G.G. and; Gail, C.N. & E.M. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct road approach at Stat. 231+12, 236+50, 246+00, North side and at Stat. 246+00, 263+15, 281+60, South side (Est)	$ 600.00	
Amount chargeable to Construction		$ 600.00
GRAND TOTAL (Estimated)		$ 4,054.00

Access not controlled -

16713 - Deuel, Nancy Elizabeth and; Strang, C. Virgel & Helen Beals (Reeder)
Right of Way
Option expires April 17, 1951

0.06 acre at $300 per acre	$ 18.00	
Allowance-fencing, 21 rods at $4.00 per rod	84.00	
-one gate at $20	20.00	
Amount to be paid owner-chrg. to Right of Way		122.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach at Stat. 251+93, north side (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 222.00

Access not controlled -

16725 - Jirschele, Herbert and Doris (Reeder)
Right of Way
Option expires April 8, 1951

0.92 acres at $300.00 per acre	$ 276.00	
Allowance - 134 rods at $4.00	536.00	
Amount to be paid owner-chrg. to Right of Way		$ 812.00

THINGS TO BE DONE BY THE STATE:

Reconstruct Road Approach at Station 440+40 South side of highway. (Estimated)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 912.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

GOLD HILL-SNIDER CREEK - SAMS VALLEY HIGHWAY (cont.)

16722 - Duggan, Jeremiah Charles and Ethel; Duggan, Charles William and Rose Ellen (Reeder)
Right of Way
Option expires April 16, 1951

4.41 acres at $100. per acre	$ 441.00	
Allowance-Fencing, 203 rods at $4.00 per rod	812.00	
-Water supply - dig well or pipe from spring	330.50	
-severance damage	390.00	
Amount to be paid owner-chrg. to Right of Way		$ 1,973.50
THINGS TO BE DONE BY THE STATE:		
Construct approaches at approx. Stat.380+20, North and South sides, est.	300.00	
Amount chargeable to Construction		300.00
GRAND TOTAL (Estimated)		$ 2,273.50

Access not controlled -

16720 - Vara, John C. and May G. (Reeder)
Right of Way
Option expires April 10, 1951

2.0 acres at $150 per acre	$ 300.00	$
2.92 acres at $75 per acre	219.00	
Allowance-220 rods at $4.00 per rod	880.00	
-2 gates at $20 each	40.00	
-severance damage on 20 acres	500.00	
Amount to be paid owner-chrg to Right of Way		1,939.00
THINGS TO BE DONE BY THE STATE:		
Construct road approaches at Stat. 359+75, North and South side (Est)	150.00	
Amount chargeable to Construction		150.00
GRAND TOTAL (Estimated)		$ 2,089.00

Access not controlled -

16721 - Loftin, George A. & Isabelle A. and; Swanson, George E. & Walma H. and; Thums, Verland J. and Yvoune (Reeder)
Right of Way
Option expires April 9, 1951

EXHIBIT "A" (cont.)

GOLD HILL-SNIDER CREEK SECTION - SAMS VALLEY HIGHWAY (cont.)

16721 - Loftin, George A. & Isabelle A. and; Swanson, George E. & Walma H. and; Thums, Verland J. and Yvoune (cont.)

0.29 acre at $50 per acre	$ 14.50	
Allowance-fencing, 10 rods at $4.00 per rod	40.00	
Amount to be paid owner-chrg. to Right of Way		$ 54.50
THINGS TO BE DONE BY THE STATE:		
Construct road approach at Stat. 371+00, north side (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 154.50

Access not controlled -

16707 - Lyman, Ernest and Marion Brown (Reeder)
Right of Way and Haul Road to Gravel Site
Option expires April 24, 1951

2.72 acres at $500. per acre	$ 1,360.00	
Allowance-Fencing, 229 rods at $4. per rod and 6 gates at $20. each	1,036.00	
-constructing cattle guard	200.00	
-23 trees	535.00	
-moving stone wall	100.00	
-damages, severance	1,169.00	
Amount to be paid owner-chrg. to Right of Way		$ 4,400.00
THINGS TO BE DONE BY THE STATE:		
-Install 10" C.I.P. at Stat. 187+50 - 40', est.	100.00	
-Lower and replace irrigation iron pipe - 60' at Stat. 182+75, est.	100.00	
-Construct road approach Stat. 169+80, 179+25, 187+00, South side; Stat. 181+50 South and North sides, est.	750.00	
-Construct fence both East and West sides of haul road - 42 rods at $8. per rod	336.00	
-2 wooden gates at $40. each	80.00	
Amount chargeable to Construction		1,366.00
GRAND TOTAL (Estimated)		$5,766.00

Access not controlled -

COW CANYON SECTION - THE DALLES-CALIFORNIA HIGHWAY

16772 - Bolter, John G. and Ella (Cozad)
Right of Way
Option expires March 17, 1951

0.74 acres, lump sum	$ 25.00	
Amount to be paid owner-chrg. to Right of Way		$ 25.00

Access not controlled -

HEPPNER JUNCTION-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY

16621 - Sharrard, Rossetta (Cozad)
Right of Way
Option expires April 25, 1951

50 acres at $10.00 per acre	$ 500.00	
Amount to be paid owner-chrg. to Right of Way		$ 500.00
THINGS TO BE DONE BY THE STATE:		
Fence both sides of right of way - 166 rods at $4.50 per rod (Est.)	747.00	
Amount chargeable to Right of Way		747.00
GRAND TOTAL (Estimated)		$ 1,247.00

Access controlled - No access allowed

16526 - Anderson, O. M. (Benfield)
Right of Way
Option expires March 20, 1951

22.875 acres at $300.00 per acre	$ 6,862.50	
22.875 acres at $100.00 per acre	2,287.50	
Allowance-Fencing-641 rods at $3.00 per rod	1,923.00	
Severance-180 acres	1,800.00	
Amount to be paid owner-chrg. to Right of Way		$12,873.00
THINGS TO BE DONE BY THE STATE:		
Construct private access at North and South at Sta. 1212+00 and on North side only at Station 1256+00 (Est.)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$12,973.00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

HEPPNER JUNCTION-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY (cont.)

16625 - Carpenter, Murl E. (Benfield)
Right of Way
Option expires April 10, 1951

8.21 acres at $50 per acre	$ 410.50	
Allowance-fencing 173 rods at $3.00 per rod	519.00	
-severance damage	57.00	
Amount to be paid owner-chrg. to Right of Way		$ 986.50
THINGS TO BE DONE BY THE STATE:		
Provide private access, north & south at Stat. 1185+00 (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		1,086.50

Access controlled -

16627 - Slevin, Peter and Fannie (Benfield)
Right of Way
Option expires April 3, 1951

0.15 acre at $200 per acre	$ 30.00	
Allowance-fencing 18 rods at $3.00 per rod	54.00	
Amount to be paid owner-chrg. to Right of Way		$ 84.00

Access controlled - No access allowed -

16628 - Stow, Floyd and Volney B. (Cozad)
Right of Way
Option expires March 26, 1951

80 acres at $50 per acre	$ 4,000.00	
Amount to be paid owner-chrg. to Right of Way		$ 4,000.00

Entire Taking -

16636 - Jacobs, R. F. and Mary L. and; Reed, F. C. (Marsee)
Right of Way
Option expires April 10, 1951

21.5 acres at $100 per acre	$ 2,150.00	
Amount to be paid owner-chrg.to Right of Way		$ 2,150.00

(cont.)

HEPPNER JUNCTION - BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY (cont.)

16636 - Jacobs, R. F. and Mary L. and; Reed, F. C. (cont.)

THINGS TO BE DONE BY THE STATE:

Provide private access at Stat. 1435 north & south, and at Stat. 1405, south, and a commercial access at Stat. 108+02 (Est.)	$ 200.00	
Amount chargeable to Construction		$ 200.00
GRAND TOTAL (Estimated)		$ 2,350.00

Access controlled -

16676 - Stalcup, C. E. and Jamie E. (Benfield)
Right of Way
Option expires March 27, 1951

1.69 acres at $10.00 per acre	$ 16.90	
Allowance - 28 rods of fence at $3.00 per rod	84.00	
Amount to be paid owner-chrg. to Right of Way		$ 100.90

THINGS TO BE DONE BY THE STATE:

Provide private access at Stat. 1513+70, north side (Est)	50.00	
Amount chargeable to Construction		50.00
GRAND TOTAL (Estimated)		$ 150.90

Access controlled -

16619 - Marti, John and Phyllis (Cozad)
Right of Way
Option expires April 10, 1951

22 acres under cultivation at $300 per acre	$ 6,600.00	
31.88 acres grazing at $5.00 per acre	159.40	
Allowance - Fencing 385 rods at $3.00 per rod	1,155.00	
- remove and re-estab. barn & shop	900.00	
- remove small house & 2 outbuildings	600.00	
- remove & re-establ.windmill & dig well	450.00	
- re-estab. electric line ¼ mile	200.00	
Amount to be paid owner-chrg. to Right of Way		$10,064.40

(cont.)

HEPPNER JUNCTION-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY (cont.)

16619 - Marti, John and Phyllis (cont.)

THINGS TO BE DONE BY THE STATE:

State to grant 12' easement for stock driveway along Westerly side of Willow Creek through new location.

Access controlled - No access allowed -

16620 - Carty, Patrick (Landon)
Right of Way and Gravel Pit
Option expires March 28, 1951

33.33 acres at $30 per acre (Gravel Pit) lump sum -	$ 1,000.00	
51.66 acres Gratis (Right of Way)	0.00	
Allowance - fencing 240 rods at $2.00 per rod	480.00	
Amount to be paid owner-chrg to Gravel Pit		$ 1,000.00
Amount to be paid owner-chrg to Right of Way		480.00

THINGS TO BE DONE BY THE STATE:

Install two concrete stockpasses, 6' x 8' at approx. Stat. 698+50 and Stat. 751+20.*(Est) *(This will be also used by Frank Wilkinson)	7,000.00	
Construct private access, both sides - North & South, opposite Stat. 695+00 & 768+00 (Est)	100.00	
State to fence right of way, 1258 rods at $4.50 per rod and 4 gates ea. $35 (Est)	5,801.00	
Amount chargeable to Right of Way		5,801.00
Amount chargeable to Construction		7,100.00
GRAND TOTAL (Estimated)		$14,381.00

The old highway to revert to owner by County abandonment.

Access controlled -

16629 - Skoubo, Ralph K. and Myra N. (Benfield)
Right of Way
Option expires March 13, 1951

3.9 acres at $300 per acre	$ 1,170.00
Allowance - fencing 391 rods at $3.00 per rod	1,173.00

(cont.)

HEPPNER JUNCTION-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY (cont.)

16629 - Skoubo, Ralph K. and Myra N. (cont.)

Amount to be paid owner-chrg to Right of Way		$ 2,343.00
THINGS TO BE DONE BY THE STATE:		
Provide private access, north & south, Stat. 1329+50 (Est)	$ 100.00	
Install 64" x 72" cattle underpass at Stat. 1330+00 (Est)	3,500.00	
Amount chargeable to Construction		3,600.00
GRAND TOTAL (Estimated)		$ 5,943.00

Access controlled -

16630 - Cassidy, Michael and Marie (Benfield)
Right of Way
Option expires March 12, 1951

8.1 acres at $500 per acre	$ 4,050.00	
Allowance-Fencing, 173 rods at $3.00 per rod	519.00	
-32 trees and ¼ acre grapes	740.00	
-severance damage on 24 acres	1,800.00	
Amount to be paid owner-chrg. to Right of Way		$ 7,109.00
THINGS TO BE DONE BY THE STATE:		
Provide private access at Stat. 1339+30, north and south (Est)	100.00	
Install 64" x 72" cattle underpass at Stat. 1335+00 (Est)	3,500.00	
Amount chargeable to Construction		3,600.00
GRAND TOTAL (Estimated)		10,709.00

Access controlled -

16632 - Cram, B. J. (Cozad)
Right of Way
Option expires March 13, 1951

0.39 acre at $500 per acre	$ 195.00	
Allowance-fencing, 34 rods at $3.00 minus per rod	100.00	
-4 shade trees at $20 ea.	80.00	
Amount to be paid owner-chrg. to Right of Way		$ 375.00

Access controlled - No access allowed -

HEPPNER JUNCTION-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY (cont.)

16634 - Ewing, D. W. and Theodoshia and; Parker, R. A. (Benfield)
Right of Way
Option expires April 5, 1951

5.041 acres at $750 per acre	$ 3,780.75	
Amount to be paid owner-chrg. to Right of Way		$ 3,780.75

Access controlled - No access allowed

16635 - Woods, R. F. and Bessie E. (Benfield)
Right of Way
Option expires March 13, 1951

8.0 acres at $500 per acre	$ 4,000.00	
Allowance-fencing, 161 rods at $4.00 per rod	644.00	
-23 trees	410.00	
-severance damage on 27.6 acres	2,070.00	
Amount to be paid owner-chrg. to Right of Way		$ 7,124.00

THINGS TO BE DONE BY THE STATE:

Provide private access at Stat. 1379+00, north and south (Est)	100.00	
Install 48" culvert under highway at Stat. 1381+50 (Est)	1,000.00	
Amount chargeable to Construction		1,100.00
GRAND TOTAL (Estimated)		$ 8,224.00

Access controlled -

16623 - Wilkinson, Frank and Wavel B. (Landon)
Right of Way
Option expires March 18, 1951

31.2 acres at $6.40 per acre - lump sum	$ 200.00	
Amount to be paid owner	200.00	

THINGS TO BE DONE BY THE STATE:

Construct private access, north and south side opposite Stat. 1069+50 (Est)	100.00
Construct 660 rods of fence at $4.50 rod (Est)	2,970.00

(cont.)

EXHIBIT "A" (cont.)

HEPPNER JUNCTION-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY (cont.)

16623 - Wilkinson, Frank and Wavel B. (cont.)

Amount chargeable to Construction		$ 100.00
Amount chargeable to Right of Way		3,170.00
GRAND TOTAL (Estimated)		$ 3,270.00

Access controlled -

16624 - Morrow County (Landon)
Right of Way
Option expires March 17, 1951

30.72 acres (GRATIS)

THINGS TO BE DONE BY THE STATE:

Construct private access, both sides at Stat. 1110+00 (Est)	$ 100.00	
Fence 650 rods at $4.50 per rod	2,925.00	
2 Gates - $35.00 each	70.00	
Amount chargeable to Construction		100.00
Amount chargeable to Right of Way		2,995.00
GRAND TOTAL (Estimated)		$ 3,095.00

Access controlled -

16622 - Wilkinson, Frank B. and Wavel B. (Landon)
Right of Way
Option expires March 18, 1951

41.35 acres		
Allowance - 240 rods of fence at $2.00 per rod	$ 480.00	
Amount to be paid owner	480.00	

THINGS TO BE DONE BY THE STATE:

Install two concrete stockpasses, 6' x 8' Stat. 883+50 and 1078+00 (Est)	7,000.00
Construct Private Access at Stat. 952+00 and 895+00, North and South and an access from the latter to connect with existing road (Est)	200.00
Fence right of way, both sides, from Heppner Junction to Stat. 1177+00 - 885 rods at $4.50 rod and 4 gates (Est)	4,122.50

(cont.)

EXHIBIT "A" (cont.)

HEPPNER JUNCTION-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY (cont.)

16622 - Wilkinson, Frank B. and Wavel B. (cont.)

Amount chargeable to Right of Way		$ 4,602.50
Amount chargeable to Construction		7,200.00
GRAND TOTAL (Estimated)		$11,802.50

Access controlled -

16677 - Ryan, A. A. and Sarah G. (Benfield)
Right of Way
Option expires April 23, 1951

1.96 acres at $500 per acre	$ 980.00	
1.97 acres at $200 per acre	394.00	
Allowance - 210 rods at $3.00 per rod, fencing	630.00	
- severance 18.91 acres	472.70	
- destruction of small shed & corral	25.00	
Amount to be paid owner-chrg. to Right of Way		$ 2,501.70

THINGS TO BE DONE BY THE STATE:

Construct 25 foot private access, Stat.1520+00, North & South sides (Est)	100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 2,601.70

Access controlled -

M. P. 48.38 - HEPPNER HIGHWAY

16489 - Barratt, William F. (Cozad)
Stock Pile Site Exchange
Option expires March 23, 1951

1.14 acres	(GRATIS)	

THINGS TO BE DONE BY THE STATE:

Deed 1.0 acre to Grantor	(GRATIS)	
Fence entire 1.14 acre site using material on the ground (Est)	$ 150.00	
Amount chargeable to Stock Pile Site		$ 150.00

(cont.)

EXHIBIT "A" (cont.)

MILL GULCH-SALISBURY SECTION - BAKER-UNITY HIGHWAY

16377A- Robertson, John Wood; Robertson, Mary Corbett (Saling)
United States National Bank of Portland, Trustee
Right of Way
Deed dated and signed October 25, 1950

0.44 acre (Lump Sum)	$ 5.00	
Amount to be paid owner-chrg. to Right of Way		$ 5.00

Access not controlled -

SNAKE RIVER BRIDGE SECTION - PAYETTE SPUR HIGHWAY

16135 - Prindle, Archie and June (Benfield)
Right of Way
Option expires April 25, 1951

2.73 acres at $200. per acre	$ 546.00	
Allowance - fence, 103 rods at $2.00 per rod	206.00	
Amount to be paid owner - chrg. to Right of Way		$ 752.00
THINGS TO BE DONE BY THE STATE:		
Construct access at Stat. 59+22 East side, and Stat. 82+50, East and West sides - Private, est.	$ 150.00	
Re-establish road to river at Stat. 82+50 and rebuild concrete boat ramp into water on grantor's land, (Est)	200.00	
Amount chargeable to Construction		350.00
GRAND TOTAL (Estimated)		$ 1,102.00

Access controlled - 2.58 acres approved Aug. 21, 1950

Right of Way	$ 722.00
Construction	250.00

WEED BRIDGE SECTION - LITTLE NESTUCCA HIGHWAY

16671 - Lippert, Ralph and Ursula Louise (Boone)
Right of Way
Option expires May 7, 1951

2.11 acres at $100.00 per acre	$ 211.00
Allowance - 200 cords merchantable alder (approx.) at $2.70	539.00

(cont.)

EXHIBIT "A" (cont.)

WEED BRIDGE SECTION - LITTLE NESTUCCA HIGHWAY (cont.)

16671 - Lippert, Ralph and Ursula Louise (cont.)

Amount to be paid owner-chrg. to Right of Way		$ 750.00
Grantor reserves right to lay water line across right of way.		
THINGS TO BE DONE BY THE STATE:		
Establish two access points as designated by Grantor (Est.)	$ 100.00	
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 850.00

Access not controlled -

CANYONVILLE-WOLF CREEK SECTION - PACIFIC HIGHWAY

16923 - Ulam, Clay and Ruby (Norlin)
Quarry
Option expires May 5, 1951

1.3 acres at $300.00 per acre	$ 390.00	
Amount to be paid owner-chrg. to Quarry Site		$ 390.00
THINGS TO BE DONE BY THE STATE:		
Fence quarry site (Est.)	200.00	
Amount chargeable to quarry site		200.00
GRAND TOTAL (Estimated)		$ 590.00

Access not controlled -

EXHIBIT "B-1"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Tualatin Valley Highway

Highway Number: 29 Route Number: Oregon 6

Location of Termini	Established Speed
M.P. 0.00 (Junction Sunset Hwy.) to M.P. 1.25 (just east of junction with old Canyon Road)	45 miles per hour

(cont.)

EXHIBIT "B-1" (cont.)

(cont.)

Location of Termini				Established Speed
M.P. 1.25 (just east of Old Canyon Road Junction)	to	M.P. 1.67 (just west of junction with Sunset Road)	35	miles per hour
M.P. 1.67 (west of Sunset Road Junction)	to	M.P. 3.18 (East city limits of Beaverton)	45	miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IF FURTHER ORDERED that this resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 10th day of November, 1950.

November 10, 1950

EXHIBIT "B-2"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Sunset Highway

Highway number: 47 Route number: Oregon 2 and 6

Location of Termini			Established Speed
M.P. 70.91 (junction Tualatin Valley Highway)	to M.P. 71.42 (S.W. Humphrey Road)		35 miles per hour
M.P. 71.42 (S.W. Humphrey Road)	to M.P. 72.53 (West city limits, Portland)		45 miles per hour

(cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 10th day of November, 1950.

EXHIBIT "C-1"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Adams	$ 521.41	Helix	$ 564.61
Aumsville	752.81	Hubbard	1,545.73
Aurora	749.72	Huntington	2,927.94
Brownsville	2,961.87	Island City	546.10
Cove	990.38	Lafayette	1,727.76
Creswell	1,919.05	Maupin	823.77
Donald	573.86	Metolius	123.41
Dundee	644.82	Oceanlake	1,718.50
Eagle Point	1,391.46	Phoenix	1,977.67
Elkton	660.25	Pilot Rock	1,474.77
Empire	2,181.30	Prescott	472.05
Fairview	1,428.49	Rogue River	1,462.43
Fossil	1,909.79	Sandy	2,036.29
Garibaldi	2,773.67	Stanfield	1,746.27
Gaston	1,027.40	Sublimity	863.88
Gates	1,301.99	Taft	1,508.70
Gearhart	1,894.37	Tualatin	734.30
Gervais	1,363.70	Turner	1,709.25
		Wallowa	3,060.60

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate

(cont.)

and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 9th day of November, 1950.

EXHIBIT "C-2"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the last six-month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Mt. Vernon $1,262.84

Moro 872.97

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 9th day of November, 1950.

November 9, 1950

EXHIBIT "C-3"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws, 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Moro $872.97

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 9th day of November, 1950.

November 9, 1950

EXHIBIT "D"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

> SAMS VALLEY SECONDARY HIGHWAY between the town of Gold Hill, Jackson County, and a point approximately 8.0 miles easterly thereof, near Snider Creek.

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the above mentioned section of state highway, particularly between Engineer's Station 30+00, approximately one-half mile easterly from the town of Gold Hill, and Engineer's Station 44+05, near Snider Creek in Section 33, Township 35 South, Range 2 West, W.M., together with the map, which for identification purposes bears Map File Nos. 7B-3, 7B-4, 7B-5, field notes and other engineering data submitted by the Engineer, hereby is approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon; and

2. It is further ordered that the said route and the survey of the same hereby are adopted as the route and location of the SAMS VALLEY SECONDARY HIGHWAY between the above described points.

3. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

4. That this resolution be entered in the minutes and records of the Commission as of the 9th day of November, 1950.

November 9, 1950

EXHIBIT "E"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3111 with Colonial Construction Co. for furnishing crushed rock in stockpile on the Mt. Hood Section of the Mt. Hood and Wapinitia Highways in Clackamas, Hood River and Wasco Counties, completed September 21, 1950. Request for time extension is being presented at this meeting.

Contract No. 3216 with R & M Construction Co. for grading, paving and landscaping on the Redwood Junction Section of the Pacific Highway in Josephine County, completed September 30, 1950.

Contract No. 3245 with L. R. Kauffman for surfacing on the Cougar Creek-Preacher Creek Section of the Alsea-Deadwood Highway in Lane County, completed August 24, 1950.

Contract No. 3294 with M. C. Lininger & Sons for furnishing crushed material in stockpile on the Pendleton-Hilgard Section of the Old Oregon Trail Highway in Umatilla and Union Counties, completed October 7, 1950. Request for time extension is being presented at this meeting.

Contract No. 3360 with A. H. Saxton & Sons for furnishing crushed material in stockpiles on the Santiam Junction Section of the Santiam and North Santiam Highways in Linn and Jefferson Counties, completed October 10, 1950.

Contract No. 3206 with Durbin Brothers for grading and oil mat surfacing on the North Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County, completed August 31, 1950. Removal of contractor's equipment and clean-up of site was finished November 1, 1950.

(cont.)

EXHIBIT "E" (cont.)

Contract No. 3281 with O. C. Yocom for oil mat surfacing on the Wilson Creek-Spitzenberg Section of the Pittsburg-Scappoose County Road in Columbia County, completed September 13, 1950.

Contract No. 3395 with Swendig & Son for constructing Lava Caves State Park latrine in Deschutes County, completed October 31, 1950.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "F-1"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to, or any interest in, any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Sullivan Gulch Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation of motor vehicles promoted, and highway travel in general safeguarded, the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Sullivan Gulch Highway, for the purpose of establishing, constructing and maintaining a throughway, the following-described property, to-wit:

Lot 2, Block 3, Avalon Addition to the City of Portland, situated in Section 31, Township 1 North, Range 2 East, W.M., Multnomah County, Oregon, containing 5,000 square feet.

(cont.)

2. That the highway facility for which the aforesaid property is required and is being taken, has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said property.

4. That upon the trial of any suit or action instituted to acquire the said property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stiuplation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the 9th day of November, 1950.

November 9, 1950

EXHIBIT "F-2"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and in the event right of way or property of any railroad company is required or needed for state highway location or state highway construction, and if any portion of such property or right of way is likewise needed and required by the railroad company for the proper operation of its trains and the usual and ordinary conduct of its business, but which property or land the said railroad company is willing to deed to the state for highway purposes in exchange for a like amount of land in close proximity thereto, the State Highway Commission is authorized to acquire by purchase, agreement, or by the exercise of the right and power of eminent domain, an equal amount of land or property contiguous thereto, or as nearly adjacent thereto as possible, and, after acquiring said land or property, to convey the same to said railroad company in exchange for the land or property needed and required from said railroad company for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Cascade Locks-Viento Section of the Columbia River Highway, and for such purposes, and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property, and, in addition, the Commission is authorized to take any and all rights of access from property abutting upon a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

EXHIBIT "F-2" (cont.)

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement, and maintenance of the Cascade Locks-Viento Section of the Columbia River Highway a parcel of real property located in Hood River County, Oregon, and described as follows, to-wit:

A parcel of land lying in the Northwest quarter (NW¼) of the Northwest quarter (NW¼) of Section 1, Township 2 North, Range 8 East, W.M., Hood River County, Oregon; the said parcel being all that portion of the Northwest quarter (NW¼) of the Northwest quarter (NW¼) of Section 1 included in a strip of land of variable width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated over and across or adjacent to the said property, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 467+43.92; said point being approximately 175 feet south and 370 feet west of the northwest corner of Section 1, Township 2 North, Range 8 East, W.M.; thence on a spiral curve left (the long chord of which bears North 87° 41' 30" East) 500 feet; thence North 84° 21' 30" East 14.48 feet to Engineer's center line Station 472+58.40 back equals 472+54.77 ahead; thence North 84° 21' 30" East 1245.23 feet to Engineer's center line Station 485+00; said center line crossing the west and east lines of the said Northwest quarter (NW¼) of the Northwest quarter (NW¼) of Section 1 approximately at center line Stations 471+15 and 484+40 respectively.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
467+43.92	472+58.40 back equals 472+54.77 ahead	North line of Sec. 1	150
472+54.77	485+00	North line of Sec. 1	Variable to existing highway right of way

The parcel of land to which this description applies contains 9.87 acres, of which 0.19 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 9.68 acres lie outside of the existing right of way.

2. The Commission does hereby find and declare that, in exchange for a like amount of land to be deeded by the Oregon-Washington Railroad & Navigation Company to the State of Oregon for right of way of said Columbia River Highway, there is needed and required for conveyance by the State of Oregon to the

said Oregon-Washington Railroad & Navigation Company for right of way for use in connection with the relocation, construction and maintenance of its railway a parcel of real property located in Hood River County, Oregon, and described as follows, to-wit:

A parcel of land being all that part of Government Lot 3 of Section 6, Township 2 North, Range 9 East, W.M., Hood River County, Oregon, lying north of the Oregon-Washington Railroad & Navigation Company's right of way, containing 1.7 acres.

3. That the highway facility requiring and making necessary acquisition of the aforesaid parcels of real property has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That, in addition to acquisition of fee simple title to the aforesaid parcels of real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which a right of access, or any right in the nature of a right of access, may accrue by virtue of the adjacency of the relocated Columbia River Highway, when constructed upon said parcel of land described in paragraph 1 above, and the existing Columbia River Highway to real property lying southerly of and adjacent to the existing Columbia River Highway opposite and between Highway Engineer's Station 471+15 and Highway Engineer's Station 484+40 of said relocated highway; except there shall be reserved unto the owners of said abutting real property right of access to the existing Columbia River Highway, said existing Columbia River Highway to serve as a frontage road and to be connected to the relocated Columbia River Highway (main highway) only at such point or points as designated by the State of Oregon.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgement may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the ninth day of November, 1950.

EXHIBIT "F-3"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate a section of said highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to take any and all rights of access from property abutting upon a highway; and

WHEREAS, the Pacific Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes for use in connection with the proper relocation, construction, and maintenance of the Canyonville-Johns Section of the Pacific Highway the following-described real property, to-wit:

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 34, Township 30 South, Range 5 West, W.M., Douglas County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Lawrence Jackson Boyle, recorded in Book 106, Page 395 of Douglas County Record of Deeds; the said parcel being all that portion of the foregoing-described property included in a strip of land 80 feet wide on the easterly side and 112 feet wide on the westerly side of the center line of the Pacific Highway as said highway has been relocated over and across or adjacent to the said property, which center line is described as follows:

(cont.)

EXHIBIT "F-3" (cont.)

Beginning at a point which is Engineer's center line Station 51+59.8, said point being on the southerly line of Block 16, City of Canyonville, and 14 feet westerly from the southeast corner of said Block 16; thence South 30° 12' 30" East 954.53 feet to Station 61+14.33, said line crossing the northerly and southerly lines of said property approximately at Stations 53+69.4 and 58+92.2 respectively.

Also, that part of said property described as follows: Beginning at the most westerly corner of the foregoing-described parcel; thence South 30° 12' 30" East 354.55 feet; thence North 35° 50' West 361.4 feet to the northwesterly line of said property; thence North 68° 00' East 35.79 feet to the place of beginning.

The parcels of land to which this description applies contain 1.65 acres.

2. That in addition to acquisition of fee simple title to the aforesaid-described property, it is necessary that there be acquired all easements of access and all rights of ingress, egress, and regress to, from, and between the remaining land of the larger tract, of which the above-described property is a part, and the above-described property, and any highway now or hereafter constructed thereon, except that there shall be reserved unto the owners of said remaining property right of access to a frontage road to be constructed upon the above-described property and southwesterly of the main highway, said frontage road to be connected to the main highway only at such point or points as designated by the State of Oregon.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the ninth day of November, 1950.

EXHIBIT "F-4"

Minutes of November 9 and 10, 1950

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Heppner Junction-Boardman Section of said Columbia River Highway, and for such purpose, and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement, and maintenance of the Heppner Junction-Boardman Section of the Columbia River Highway two parcels of real property located in Morrow County, Oregon, and described as follows, to-wit:

Parcel No. 1:

A parcel of land lying in Lot 2, Block 7, Ewing Addition to the City of Boardman, Section 8, Township 4 North, Range 25 East, W.M., Morrow County, Oregon; the said parcel being described as follows:

Beginning at the southeast corner of said Lot 2; thence west on the south line of said Lot 2, 240.76 feet to the southwest corner of the East half ($E\frac{1}{2}$) of said Lot 2; thence North 0° 24' West, 69.99 feet on the center line of said Lot; thence North 63° 35' 40" East 242.88 feet to the north line of said Lot 2; thence east on said north line 23.71 feet to the northeast corner of said Lot 2; thence south along the east line, 178 feet to the point of beginning, containing 0.716 acre.

(cont.)

Parcel No. 2:

A parcel of land lying in Lot 2, Block 6, Ewing Addition to the City of Boardman, Section 8, Township 4 North, Range 25 East, W.M., Morrow County, Oregon; the said parcel being described as follows:

Beginning at the southwest corner of Lot 2, Block 6, Ewing Addition to the City of Boardman; thence north 178 feet to the northwest corner of said Lot 2; thence east 454.83 feet along the north line of Lot 2; thence South 63° 35' 40" West 400.25 feet to the south line of Lot 2; thence west 96.34 feet to the point of beginning, containing 1.126 acres.

2. That in addition to acquisition of fee simple title to the aforesaid described property, it is necessary that there be acquired or extinguished such interests or rights if any there be, by which rights of access, or any rights in the nature of rights of access, may accrue by virtue of the adjacency of the relocated Columbia River Highway, when constructed upon the aforesaid described parcels of real property, to the remaining lands of the larger tracts, of which the aforesaid-described parcels are parts, and that all access to the aforesaid-described parcels, and the Columbia River Highway to be constructed thereon, from said remaining lands of the larger tracts and all approach or access from said highway to said remaining lands be restricted and prohibited except there shall be reserved unto the owners of the remaining larger tract, of which said parcel No. 1 is a part, right of access to a frontage road to be constructed by the State of Oregon upon said parcel No. 1 and northerly of the main highway, said frontage road to be connected to the main highway only at such point or points as designated by the State of Oregon.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the ninth day of November, 1950.

EXHIBIT "F-5"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Sullivan Gulch Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there are needed and required, and are being appropriated for right of way of the Sullivan Gulch Highway, for the purpose of establishing, constructing, and maintaining a throughway, the following-described 18 parcels of land situated in the City of Portland, Multnomah County, Oregon, to-wit:

Parcel No. 1:

All that portion of Block 110, recorded plat of East Portland, now within the corporate limits of the City of Portland, lying south of the O. W. R. R. & N. Co. right of way, execpt west 10 feet owned

by the City of Portland, Resolution No. 19626, 5-14-30, containing 26,725 square feet, more or less.

Parcel No. 2:

All of Lots 1, 2, 3, 4, and 8, Block 113, recorded plat of East Portland, now within the corporate limits of the City of Portland, and that portion of Lots 6 and 7 of said Block 113 lying north of a line which begins at the southwest corner of Lot 6, said Block 113, and runs northeasterly on a straight line to the northeast corner of Lot 7, said Block 113, containing 28,000 square feet, more or less.

Parcel No. 3:

All that portion of Block 151, recorded plat of East Portland, now within the corporate limits of the City of Portland, lying south of the O. W. R. R. & N. Co. right of way, except the east 10 feet of said described tract owned by the City of Portland, Ordinance No. 58074, 2-13-30.

The parcel of land to which this description applies contains 40,230 square feet, more or less.

Parcel No. 4:

That portion of Block 152, recorded plat of East Portland, now within the corporate limits of the City of Portland, described as follows:

Beginning at the northwest corner of said Block 152; thence east on the north line of said Block 152 to a point 75 feet west of the northeast corner of said Block 152; thence southwesterly to a point on the west line 125 feet north of the southwest corner of said Block 152; thence north on said west line to the place of beginning, except the west 10 feet of said described tract owned by the City of Portland, Ordinance No. 58074, 2-13-30.

The parcel of land to which this description applies contains 5,550 square feet more or less.

Parcel No. 5:

All that portion of Block 87, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland, lying south of the O. W. R. R. & N. Co. right of way, containing 28,370 square feet, more or less.

Parcel No. 6:

All that portion of Block 106, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland, lying north of a line described as follows:

(cont.)

EXHIBIT "F-5" (cont.)

Beginning at a point on the west line of said Block 106 that is 30 feet north of the southwest corner of said Block 106; thence northeasterly on a straight line to the northeast corner of Lot 3; thence northeasterly on a straight line to the northeast corner of Lot 7, said Block 106, containing 21,000 square feet, more or less.

Parcel No. 7:

All that portion of Block 105, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland, lying south of the O.W.R.R.& N. Co. right of way, containing 9,840 square feet, more or less.

Parcel No. 8:

All that portion of Block 108, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland, lying south of the O.W.R.R. & N. Co. right of way, containing 39,440 square feet, more or less.

Parcel No. 9:

All that portion of Block 125, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland, lying north of a line which begins at the southwest corner of Lot 2, Block 125 and runs northeasterly on a straight line to a point on the east line of said Block 125, which point is 20 feet south of the northeast corner of said Block 125, containing 12,000 square feet, more or less.

Parcel No. 10:

All those portions of Blocks 143, 144, 149, 150, 162, 163, 170 and 171, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland, that portion of vacated N. E. 13th Ave., that portion of vacated N. E. 14th Ave., that portion of vacated N. E. 15th Ave., that portion of vacated N. E. Oregon Street, that portion of vacated N. E. Pacific Street, and that portion of vacated N. E. Holladay Street lying within a tract of land which is bounded on the west by N. E. 12th Ave., on the east by N. E. 16th Ave., on the north by the O.W.R.R. & N. Co. right of way, and on the south by a line which begins on the west line of said Block 144 at the southwest corner of Lot 2, said Block 144, and runs northeasterly on a straight line to the southwest corner of Lot 1, said Block 170, and said line running thence to the southeast corner of Lot 8, said Block 170, containing 193,200 square feet, more or less.

Parcel No. 11:

A tract of land consisting of Block 182, portions of Blocks 181, 183, 191, and 192, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland, and portions of vacated N. E. Holladay

(cont.)

and vacated N. E. Pacific Streets, and a portion of vacated N. E. 17th Ave., which tract of land is bounded on the west by N. E. 16th Ave., on the north by the O.W.R.R. & N. Co. right of way , on the east by N. E. 18th Ave., and on the south by a line which begins on the east line of N. E. 16th Ave., at a point 27 feet south of the northwest corner of said Block 183 and runs thence northeasterly to the southeast corner of said Block 182; thence northeasterly to the northeast corner of Lot 6, said Block 191, containing 142,300 square feet, more or less.

Parcel No. 12:

Beginning at the southwest corner of Block 152, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland; thence southeasterly to the northeast corner of Lot 1 of Block 162, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland; thence southeasterly to the point of intersection of the south line of Lot 8 of said Block 162 with the northerly right of way line of the O.W.R.R. & N. Co.; thence southwesterly along said right of way line to the south line of Block 151, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland; thence westerly along the southerly line of said Block 151, a distance of 169.50 feet to its intersection with the easterly extension of the southerly line of N. E. Lloyd Blvd.; thence southwesterly along said easterly extension, a distance of 66.24 feet to the southerly line of said N. E. Lloyd Blvd.; thence northeasterly on an 87 foot radius curve left (the chord of which bears North 35° 29' 47" East, 105.40 feet) 113.22 feet to the easterly line of N. E. 13th Ave.; thence North 1° 47' 13" West along said easterly line of N. E. 13th Ave. to the place of beginning, containing 83,500 square feet, more or less.

Parcel No. 13:

All that portion of Block 112, recorded plat of East Portland, now within the corporate limits of the City of Portland, lying south of the O.W.R.R. & N. Co. right of way, containing 8,580 square feet, more or less.

Parcel No. 14:

All that portion of Block 37, Sullivan's Addition to East Portland, now within the corporate limits of the City of Portland, and the vacated portion of N. E. 18th Ave. that lies southerly of the south line of N. E. Holladay Street and northerly of a line which begins on the west line of the T. Sullivan's D. L. C. No. 71, 90 feet south of the south line of N. E. Holladay Street and runs thence northeasterly to the southwest corner of the North half ($N\frac{1}{2}$) of Lot 2 of said Block 37; thence east to a point on the east line of said Block 37, which

(cont.)

point is 75 feet south of the northeast corner thereof, containing 18,400 square feet, more or less.

Parcel No. 15:

All of Lot 1, Block 38, Sullivan's Addition to East Portland, now within the corporate limits of the City of Portland, containing 5,000 square feet, more or less.

Parcel No. 16:

All of Tax Lots 19 and 54 of Section 35, Township 1 North, Range 1 East, which Tax Lots are bounded on the south by the north line of N. E. Holladay Street, on the north by the south line of the O.W.R.R. & N. Co. right of way, on the west by the west line of the T. Sullivan's D. L. C. No. 71, and on the east by the northerly extension of the north and south line running through the center of Block 38 of Sullivan's Addition to East Portland, now within the corporate limits of the City of Portland, containing 7,510 square feet, more or less.

Parcel No. 17:

All of that portion of Block 86, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland, lying south of the O.W.R.R. & N. Co. right of way, containing 518 square feet, more or less.

Parcel No. 18:

All of that portion of Block 109, Holladay's Addition to East Portland, now within the corporate limits of the City of Portland, lying south of the O.W.R.R. & N. Co. right of way, containing 650 square feet, more or less.

2. That, in addition to acquisition of fee simple title to the aforesaid parcels of real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by virtue of the adjacency of the Sullivan Gulch Highway, when constructed upon the aforesaid-described parcels of real property, to the remaining lands of the larger tracts, of which the aforesaid-described parcels are parts, and other lands in common ownership with and adjacent to the aforesaid-described parcels, and that all access from said highway to be constructed upon the aforesaid-described parcels to said adjacent lands be restricted and prohibited.

3. That the highway facility for which the aforesaid parcels of real property are required and are being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

(cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

5. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

6. That this resolution be entered in full in the minutes and records of the Commission as of the ninth day of November, 1950.

EXHIBIT "F-6"

Minutes of November 9 and 10, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pendleton-Cold Springs Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate a section of said highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Highway Commission is authorized to take fee title to said real property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes for use in connection with the proper relocation, construction, and maintenance of the Columbia River Highway Junction Section of the Pendleton-Cold Springs Highway the following-described real property, to-wit:

A parcel of land lying in Section 13, Township 5 North, Range 29 East, W. M., Umatilla County, Oregon; the said parcel being that portion of said Section 13 included in a strip of land 40 feet in width, lying on the southerly side of the center line of the Pendleton -Cold Springs Highway as said highway has been relocated, which center line is described as follows:

(cont.)

Beginning in the center of the existing Pendleton-Cold Springs Highway at Engineer's center line Station 40+00, said Station being 2828.85 feet south and 3629.38 feet west of the northeast corner of said Section 13; thence North 83° 51' East 342 feet; thence on a 573.69 foot radius curve left (the long chord of which bears North 75° 10' 30" East) 173.5 feet; thence North 66° 30' East 475.37 feet; thence on a 1432.69 foot radius curve right (the long chord of which bears North 74° 26' 30" East) 397.2 feet; thence North 82° 23' East 1511.04 feet to Station 68+99.11, which Station lies in the center of the existing Pendleton-Cold Springs Highway; also that portion of said Section 13 lying between said strip of land and the existing Pendleton-Cold Springs Highway, containing 3.305 acres, more or less; subject to the rights and interests of the Oregon-Washington Railroad & Navigation Company that now exist and may be acquired by reason of that certain action in eminent domain filed in the Circuit Court of the State of Oregon for the County of Umatilla, entitled Oregon-Washington Railroad & Navigation Company, a corporation, plaintiff, vs. R. W. Richmond and Elsie L. Richmond, defendants, case number 5854, for acquisition of right of way for the relocation and construction of the main tracks of Oregon-Washington Railroad & Navigation Company in and to a strip of land 200 feet in width over and across said parcel above described, as said strip of land is described in the complaint in said action.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the ninth day of November, 1950.

VOLUME 35

PART III

PART III

OF

VOLUME XXXV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

DECEMBER 1, 1950

TO

MARCH 31, 1951

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1950	Subject
	Dec.19	
17451		Bids received on following projects:
		Elsie-Sunset Tunnel Rock Production
		East Cottonwood Canyon-York Ranch Section
17452		Service Creek-Mt.Vernon Rock Production
		Sams Creek-Snider Creek Section
		Holland Loop Section near Grants Pass
		Chemult Rock Production
		Heppner (May Street-Heppner School) Section
17453		Parks Supt. reports on following matters:
		Wallowa Lake. Pacific Power & Light offer of area for park declined.
		Wilson River Hwy. Tillamook County deeds to 853 acres accepted. Portion to be deeded to State Forestry Department.
17454		Sale of timber along Sunset and Salmon River Hwys. approved.
		Cape Sebastian Park. Kerber Bros. given revocable permit to build logging road across corner of park.
		Kerber Bros. offer $8 M-FBM for timber accepted.
17455		Rental charge on federal lands. Securing of areas on withdrawal basis to avoid rental charge approved.
		Ladd Canyon proposed park offered by Kenneth L. Brown. Action deferred.
		Game refuges. Firearms in state parks. Counsel to prepare amendment to law prohibiting firearms.
		Muriel O. Ponsler State Park. Robert Burns denied permission to truck haul logs across park.
17456		Silver Falls Park. Mrs. Fairweather claims injury. Action deferred.
		Cape Sebastian Park. Agreement with David Shaw for grazing sheep approved.
		Dangerous trees. Wilson River Hwy. Advertising for sale approved.
		Dangerous trees along all state hwys. ordered removed.
		S. H. Boardman to be retained in advisory capacity until July, 1951, then rehired for 600 hours at a salary.
17457		Real Property. Acquisition authorized. EXHIBIT "A".
		Cedar Point-Coquille Section, Oregon Coast Hwy., contract to be held up 30 days until all r/w secured.
		Gold Hill-Snider Creek Section, Sams Valley Hwy. Request of John S. Day to plant shrubbery on hwy. r/w granted conditionally.
		Condemnations. Suggested offers approved. EXHIBITS "B-1,-2,-3".
17459		Sale of miscellaneous property confirmed.
17461		Coos County. Oregon Coast Hwy. Coos Bay. Encroachment permit to Morris Rubenstein approved.
		Coos County. Oregon Coast Hwy. Coos Bay. Agreement with Southern Pacific Company on Front Street project approved.

Page	Date 1950 Dec.19	Subject
17461		Coos County. Coos Bay. Reinstatement of r/w easement to Union Oil Company approved.
		Hospital Associations. Revised contracts with NHA and OPS approved.
17462		Surveys. Status report presented. No action.
		Hood River County. Mt. Hood. Cooper Spur Road. Removal of snow confirmed.
		Lincoln County. Oregon Coast Hwy. Delake. City request to construct restroom on r/w denied.
		Lane County. Fox Hollow Secdy. Hwy. Report presented on cost of oiling. Action deferred.
		Clackamas County. Pacific Hwy. East. Gladstone. Installation of signal and widening of River Road approved conditionally.
17463		Clatsop County. Oregon Coast Hwy. Holladay Drive. Request for widening denied.
		Lane County. Eugene-Springfield. Request to control flood waters ordered filed.
		Tillamook County. County Court requests reconstruction of two bridges on county roads. Action deferred.
17464		Clatsop County. Fishhawk Falls Secdy. Hwy. Request to raise grade above flood waters denied.
		Oregon Coast Hwy. Oregon Coast Association approves bond issue and requests hwy. improvements.
		Portland. Banfield Expressway-Steel Bridge connection project approved. Survey authorized.
17465		Multnomah County. Columbia River Hwy. McCord Creek Bridge. Increase in project authorization approved.
		Clatsop County. Seaside. Request to remove sand from the ocean beach denied.
		Malheur County. Snake River Bridge at Ontario. Reduced speed limit approved. See EXHIBIT "C".
		Multnomah County. Columbia River Hwy. Bridal Veil. Correction of drainage affecting railroad approved.
		Josephine County. Holland Loop County Road. Agreement to do grading work approved.
17466		Josephine County. Holland Loop County Road. Maintenance agreement approved.
		Recessed at 12:00 noon to reconvene at 2:00 p.m.
		Salem Hwy. Shops. Construction of service station bldg. approved.
		Lake County. Lakeview. Construction of foot path south of city denied.
		Portland. Traffic accidents and analysis agreement renewed for three years.
		State Tax Street Funds. See EXHIBIT "D".
17467		Warm Springs Hwy. Supplemental maintenance agreement with B.P.R. approved.
		Washington County. Tualatin Valley Hwy. Request for blinker light at Aloha denied.

Page	Date 1950 Dec.19	Subject
17467		Lincoln County. Oregon Coast Hwy. Request for additional hwy. illumination denied.
		Clackamas County. Pacific Hwy. East. Canby. Installation of traffic signal at Molalla Street approved. Request for signal at Elm Street denied.
17468		Clatsop County. Sunset Hwy. Sunset Tunnel. Illumination of tunnel in 1951 approved.
		Wheeler County. John Day Hwy. Fossil. Request for blinker light denied.
		Polk County. City of Independence. Installation of flashing beacon approved.
		Linn County. Santiam Hwy. Foster. Oiling of shoulders at county road junction approved.
17469		Contracts awarded. Engineer's award of contracts confirmed.
		Extensions of time approved.
17473		Contracts completed and accepted as follows: 3214, 3296, 3339, 3357, 3375, 3377, 3393, 3401, 3264, 3287 and 3404. See EXHIBIT "E".
		Lane County. McKenzie Hwy. Weyerhaeuser Company request to haul logs across hwy. on holidays approved.
		Log hauling. Legality of hauling after dark discussed. Action deferred.
17474		Umatilla County. Old Oregon Trail. Umatilla-Hermiston B.P.A. request to construct power line approved.
		Travel Advisory Committee. Agreement with MacWilkins, Cole and Weber extended one year.
		Claim. Payment of $21.00 to Claude M. Johns approved.
		Claim. Payment of $25.50 to John G. Albuschie approved.
		Tillamook County. Oregon Coast Hwy. Tillamook-Pleasant Valley. Abandonment resolution adopted. See EXHIBIT "F".
17475		Washington County. "Consent" form for designation of county road in North Plains approved.
		Malheur County. Vale. Designation of Washington Street as truck route denied.
		Clackamas County. Woodburn-Estacada Secdy. Hwy. Change in stop signs approved. See EXHIBIT "G".
		Douglas County. Pacific Hwy. Wilbur. Reduced speed zone approved. See EXHIBIT "H-1".
17476		Clackamas County. Timberline Secdy. Hwy. Reduced speed limit during winter approved. See EXHIBIT "H-2".
		Jackson County. Medford-Provolt Secdy. Hwy. Reduced speed zone approved. See EXHIBIT "H-3".
		Equipment. Purchase of snow removal equipment from the U. S. Bureau of Public Roads confirmed.
		Equipment. Purchase of maintenance station equipment approved.
		Equipment and office furniture. Purchase for Maintenance Dept. needs approved.

Page	Date 1950	Subject
	Dec. 19	
17477		Klamath County. Klamath Lake Secdy. Hwy. Rocky Creek-Wocus Marsh. Abandonment agreement with Klamath County approved.
		Jackson County. Sams Valley Secdy. Hwy. Gold Hill-Snider Creek. Maintenance agreement approved.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Abandonment agreement with County approved.
		Legislative Hwy. Interim Committee. Ralph T. Moore expresses appreciation for assistance given.
		Commission meeting date set for January 23-24, 1951.
		Coos County. North Bend. Roadway to old ferry slip to be conveyed to Weyerhaeuser Timber Company.
17478		Gilliam County. Columbia River Hwy. Heppner Junction-Boardman. Abandonment agreement with County approved.
		Morrow County. Columbia River Hwy. Willow Creek-Boardman. Abandonment agreement with County approved.
		Marion County. North Santiam Hwy. Mehama-Mill City. Deeding of land to two property owners approved.
		Klamath Falls-Lakeview Hwy. South Sixth Street. Deeding of property to school district approved. See EXHIBIT "I".
		Portland. Front Avenue. Carruthers Addition. Sale of land authorized.
17479		Deschutes County. Redmond. Sale of land to the City approved. See EXHIBIT "K-1", "K-2"and "K-3".
		Hood River County. Columbia River Hwy. Cascade Locks-Viento. Sale of property to Duval approved. See EXHIBIT "L".
		Klamath County. The Dalles-California Hwy. Mazama Jct.-Lobert. Release of hauling roads to Indian Agency approved.
		Douglas County. Pacific Hwy. Canyonville. Sale of land to School District No. 8 approved.
17480		Portland. McMillans Addition. Sale of land to Goldhammer approved.
		Lake County. Goose Lake project. FAS Hwys. 407 and 408. Maintenance agreements approved.
		Salem. Marion and Water streets. Claim of Allen C. Jones for damages. Action deferred.
		Contracts awarded. Chairman makes public announcement.
17481		Real estate option form. Changes discussed.
		Service roads. Counsel suggests acquisition of r/w to construct outer hwys.
		Suggestion made that property owners be given unlimitted access. Action deferred.
		Access rights to be acquired.
17482		Portland. Broadway Bridge. Front Avenue project. Settlement of condemnation case approved.
		Columbia River Hwy. Troutdale-The Dalles. Snow removal agreement with Union Pacific Company approved.
		Denton Construction Company. Govt. withholding tax claim. Bonding Company to provide bond to protect the State.

Page	Date 1950	Subject
	Dec.19	
17482		Geo. E. Corliss. Govt. withholding tax claim to be paid directly. Bond Company to settle remaining claims.
17483		Agreements and other papers signed.
17485		Meeting adjourned at 4:00 p.m.
	Dec.20	Bids received on the following projects:
		Cedar Point-Coquille Section
		Rocky Creek-Wocus Marsh Section
17486		Goose Lake Section
		Willamette River (Jasper)Bridge Section
		Marion Street Bridge Approaches in Salem
		Eightmile - Heppner Rock Production Project
17487		Mitchell-John Day River Rock Production Project
		Lawsuit. Pending suit involving employees re snow removal operations on Mt. Hood Hwy. Counsel to appear as "friend of the employees".
		Multnomah County. Sauvies Island Bridge. Dedication ceremony plans.
		Salem. Hwy. Dept. Office Bldg. Liquor Commission requests space. Action deferred.
17488		Advertising signs. Oregon Roadside Council requests Commission to ask for removal. Council to contact Governor direct.
		Columbia River Hwy. Willow Creek-Boardman. Award of contract delayed due to Air Corps reservation. To be awarded as State project if not clear by January 5, 1951.
		Malheur County. Central Oregon Hwy. Harper-Juntura. Rough condition to be investigated.
17489		Unfinished business matters:
		Matters to be presented to the Legislature.
		Oregon Coast Hwy. re-alignment through Seaside.
		McNary Dam park site.
		Haines-Anthony Lakes Secdy. Hwy.
		Ross Island Bridge, Portland.
		Picnic area at jct. of US30 and Starkey Secdy. Hwy.
		Umpqua Lighthouse State Park addition.
17490		Marion Street Bridge piers. Collection of bid bond from State Construction Company.
		Gasoline pumps on hwy. r/w.
		Astoria-Megler Ferry Terminal.
		Wage increases and cost of living adjustment.
		Rooster Rock State Park development.
		Loon Lake Creek Bridge Section, Umpqua Hwy.
		Enterprise Telephone Company claim.
		Oregon Coast Hwy. Improvement in Florence.
17491		Picnic area near Red Bridge on Starkey Secdy. Hwy.
		Wallowa Lake State Park. Overnight parking area.
		City of Nyssa. Paving on US20
		Andy Gigler sign in Klamath Falls.
		City of Portland request for by-pass on Sandy Blvd. at Thirty-third Street.

Page	Date 1950	Subject
	Dec.20	
17491		City of Corvallis request for re-routing US99W on First Street.
		US Hwy. 20 Association requests improvements between Toledo and Idaho state line.
		Delegation endorses hwy. bond issue.
		Chairman Chandler outlines plans for development and need for additional funds.
17492		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Crook County. Paulina Secdy. Hwy. J. C. Minson inquires as to status of improvement. FAS Funds not yet allocated.
17493		Malheur County. Old Oregon Trail. Payette Spur. Payment of $1,125 to R. C. Barrie for damages approved.
		Douglas County. Pacific Hwy. Canyonville. Revision of access point for Harold Hurley approved.
		Jefferson County. FAS Hwy. projects. Transfer of $150,000 from Willowdale-Ashwood Road Project approved.
17494		Lane County. Springfield-Creswell Secdy. Hwy. Abandonment agreement with county approved.
		Salem. US99E. Revised plan for improvement in North Salem considered. Original agreement with Salem to be followed. By-pass route to be expedited.
		Coos County. Oregon Coast Hwy. Cedar Point-Coquille. Authority to condemn property approved conditionally.
17495		Award of contracts. Chairman makes public announcement.
17496		Meeting adjourned at 3:00 p.m.
17497		EXHIBIT "A". Options for acquisition of real property.
17524		EXHIBIT "B-1". Salem-West Salem Condemnation
17527		EXHIBIT "B-2". Banfield Expressway Condemnation.
17530		EXHIBIT "B-3". Sunset Hwy., Sylvan Section Condemnation.
17532		EXHIBIT "C". Snake River Bridge Speed Zone.
17534		EXHIBIT "D". State Tax Street Funds.
17536		EXHIBIT "E". Contracts Completed and Accepted.
17538		EXHIBIT "F". Tillamook-Pleasant Valley Abandonment
17541		EXHIBIT "G". Woodburn-Estacada Secdy. Hwy. Stop Signs.
17543		EXHIBIT "H-1". Reduced speed zone at Wilbur.
17545		EXHIBIT "H-2". Timberline Secdy. Hwy. reduced Speed Zone.
17547		EXHIBIT "H-3". Medford-Provolt Hwy. reduced Speed Zone.
17549		EXHIBIT "I". Sale of land in Portland.
17551		EXHIBIT "J". Sale of land in Portland.
17552		EXHIBIT "K-1". Sale of land to Redmond.
17554		EXHIBIT "K-2". Sale of land to Redmond.
17556		EXHIBIT "K-3". Sale of land in Redmond.
17557		EXHIBIT "L". Columbia River Hwy. Hood River County. Sale of land to Duval.

Page	Date 1951	Subject
	Jan.23	
17559		Bids received on the following projects: Prineville Section Yaquina State Park Caretaker's Cottage Redecking Steel Bridge in Portland
17560		Monmouth-Suver Road Section East Unit, LaGrande-Ladd Canyon Section Weston Rock Production Project Ferry Boat Service at Wilsonville
17561		Minutes for October 26 and November 9 and 10, 1950 approved. Parks Superintendent reports on the following matters: Seneca-Fouts State Park. Hood River County. Request to purchase timber denied State Parks camping fees. Schedule approved. Seasonal permits to be continued. Proposed Hat Rock Park at McNary Dam. Negotiations for acquisition of land to be undertaken.
17562		Wilson River Hwy. Use of wayside area for logging operations approved. Salmon River Hwy. Van Duzer Corridor. Sale of timber approved.
17563		Wilson River Hwy. Tillamook County. Agreement with State Forester for removal of snags authorized. Dangerous trees at Station 1420 to be felled by state forces. Starkey Secdy. Hwy. Exchange of land with Mt. Emily Lumber Company for park approved. Development authorized.
17564		Starkey Secdy. Hwy. Picnic area near Hilgard. Acquisition of land for park approved. Development authorized. State Park Program. Thornton Munger's letter on Program to be filed. Overnight camping facilities in Washington. Parks Supt. authorized to make inspection. Sunset Bay State Park. Condemnation of Landrith property authorized for park purposes. Crown Point Vista House. Columbia River Hwy. Flaucher to close business for two months.
17565		Sandy River smelt concession. Bruce Bender requests concession privilege. Action deferred S. H. Boardman State Park. Letter from Borax, Ltd., London, England, ordered filed. Douglas County. Pacific Hwy. Glendale Junction-Johns. Condemnation cases against J. B. Moore and Blaine G.Johnson. Settlement approved.
17566		Real property. Options for acquisition of r/w approved. See EXHIBIT "A". Condemnation offers approved. See EXHIBIT "J-2,-3,-4,-5,-6,-7."

Page	Date 1951	Subject
	Jan.23	
17568		Sale of miscellaneous properties confirmed.
17569		Curry County. Oregon Coast Hwy. Brookings. Controversy with Elmer Bankus. State land to be retained.
17570		Gilchrist Lumber Company. Quarry lease extension approved.
		Recessed at 12:00 noon.
		Forest Hwy. Funds. Programming for fiscal year 1952 outlined.
		Marion County. North Santiam Hwy. project to be given preference.
		Douglas County. North Umpqua Hwy. project to be given preference.
		Grant County. John Day-Burns Hwy. Poison Creek project. To be included in next Forest Program.
		Pendleton-John Day Hwy. Camas Creek Section. Improvement to be considered later.
		Douglas County. West Diamond Lake Secdy. Hwy. Federal Govt. to be requested to designate as FAS Hwy.
		Deschutes County. Cascade Lakes Forest Hwy. Immediate improvement not approved.
		Union County. Starkey Secdy. Hwy. B.P.R. advise reconnaissance survey to be made in 1951.
17572		Award of contracts. Chairman makes public announcement.
17573		Coos County. Coos Bay. Settlement of Standard Oil Company claim approved.
17574		Idaho State Legislature. Members conferred with Oregon Hwy. Commission.
		Lane County. Pacific Hwy. Junction City-Eugene. Restricted access rights not to be acquired now.
		Douglas County. Pacific Hwy. Glendale Jct. Access rights to be restored to the Merriotts.
		Yamhill County. Pacific Hwy. West. Payment of claim of Evelyn Chamberlain approved.
		Condemnation settlements approved as follows:
		Pacific Hwy. Canyonville. Lawrence J. Boyle.
		Portland. T. H. Banfield Expressway. Katherine S. Duncan.
17575		Lake County. Lakeview. Paul L. Gaylord to pay lump sum for damage to scale house.
		Klamath County. Klamath Falls. Alameda Street. Complaint of Paul Farrens re truck routing. No action.
17576		Legislative matters. Following matters considered.
		Creation of arboretum and botanical garden. Commission not to be involved.
		Contracting all work above $10,000. No action
		Ten per cent advantage to local biddrs. Full information to be given to Legislature.
		Condemnation of land. Proposed bill would give right of condemnation to private concerns to locate pipelines, gas mains, etc. Measure to be opposed.

Page	Date 1951	Subject
	Jan.23	
17577		Ocean shore control bill to be prepared transferring control to State Land Board.
		Columbia River Hwy. Oneonta Borrow Pit. Payment of Western Union claim approved.
		Umatilla County. Pendleton. Transfer of land to City approved.
		Servicing vehicles on hwys. in cities. Facilities to be removed when improvements made. No new facilities to be allowed.
17578		Jackson County. Sams Valley Secdy. Hwy. Dodge Bridge. Central Heating Company to pay for collapse of bridge.
		Weighmasters activities. Report presented. No action.
		Klamath County Chamber of Commerce. Letter endorsing reduced load limits received.
		Polk County. Monmouth-Independence Hwy. Central High School. Request for sidewalk denied.
17579		Baker County. Baker. Installation of traffic signals approved.
		Construction programs. Engineer's summary report. Action deferred.
		Washington County. Wilson River Hwy. North Plains-Washburn. Survey approved. See EXHIBIT "B".
		Washington County. Tualatin Valley Hwy. Base Line Hwy. route considered. Widening of present route advocated. Action deferred.
17580		Federal Aid Secdy. Hwy.Funds. Projects selected for construction in fiscal year 1952.
17582		Lane County. Willamette Hwy. Maintenance agreement with B.P.R. approved.
		California-Klamath County. Request to improve road on State line with State Hwy. Funds denied.
		Lincoln County. Siletz Secdy. Hwy. Contract 2390. Settlement of Homer Johnson's claim approved.
17583		Washington County. Tualatin Valley Hwy. Beaverton. Request for traffic signal denied.
		Clackamas County. Dunthorpe Road. Illumination approved.
		Clackamas County. Cascade Secdy. Hwy. Oregon City. Installation of illuminated crosswalk sign approved.
17584		Clackamas County. Oswego. Installation of traffic signal at "A" Avenue approved; "B" Avenue and Lakeshore Road denied.
		Portland. N. E. Portland Secdy. Hwy. Installation of two traffic signals approved.
		Yamhill County. Newberg. Installation of traffic signal at First and College streets approved.

Page	Date 1951	Subject
	Jan. 23	
17585		Washington County. Tualatin Valley Hwy. Beaverton. Request for push-button stop light at Lake Road denied.
		Salem. Twelfth and State streets. Installation of manually controlled traffic signals approved. City to pay half.
		Umatilla County. Pendleton. Signal improvement and illuminated one-way signs approved. City to pay half. Signals at Court and Dorian streets denied.
17586		Clatsop County. Columbia River Hwy. Fort Clatsop. Installation of historical textboard approved.
		Salem. State Hwy. Office Bldg. Janitor service considered. Action deferred.
		Replica of Hwy. Commission seal to be installed.
17587		Informational plaque showing names of five Commissioners to be installed.
		State Tax Street Funds. Plans approved. See EXHIBIT "C-1" and "C-2".
17588		Special State Tax Street Fund Program for 1951. Action deferred.
		Umatilla County. Old Oregon Trail. Meacham. Authority granted to call bids for construction of addition to storage bldg.
		Lake County. Lakeview. Warner Secdy. Hwy. Snow removal operations for parking space approved.
		Baker County. Huntington. Construction of maintenance hdqtrs. requested in lieu of bldg. at Harper. Action deferred.
		Douglas County. Pacific Hwy. Winston. Request for additional drainage facilities denied.
17589		Lane County. Territorial Secdy. Hwy. Petitions request improvement between Crow and Lorane. Action deferred.
		Lane County. Eugene. Expenditure of $300 on R. E. Glass private railroad crossing approved.
		Morrow County. Heppner Hwy. Heppner. State to pay City's obligation above $4,450.
17590		Contracts. Engineer's award of contracts confirmed.
		Extensions of time granted as follows: Contracts Nos. 3094,3305, 3288, 3386, 3390, 3382, 3301, 3414, 3355. 3265, 3410, 3239 3208 and 3349.
17595		Contracts completed and accepted as follows: 2953, 3104, 3208, 3223, 3288, 3302, 3308, 3330, 3410 and 3425. See EXHIBIT "D".
		WASHO. Payment of membership dues for 1951 approved.
		AASHO. Payment of membership dues for 1951 approved.
		Marion County. Hillsboro-Silverton Secdy. Hwy. Woodburn. Rerouting in city approved.
		Manley F. Robison. Authority granted to go to Victoria, B.C., March 2 and 3, 1951.
		W. W. Stiffler. Authority granted to go to Redding, California, February 8, 9 and 10, 1951.
		G. S. Paxson. Authority granted to go to San Francisco February 20, 21 and 22, 1951.
		Sunset Hwy. State Forester's request to install picnic areas and plaques as memorials to prominent citizens denied.

Page	Date 1951	Subject
	Jan.23	
17596		Yamhill County. Agreement for improvement on West Main Street as Special Street Fund project approved.
		Coos County. Coos River Secdy. Hwy. Abandonment agreement with County approved.
		Coos County. Oregon Coast Hwy. Coquille. One-way street grid. Agreement with City approved.
		Washington County. Sunset Hwy. Sylvan. Bus stop area approved. See EXHIBIT "E".
17597		Josephine County. Redwood Hwy. Grants Pass. "No Parking" area approved. See EXHIBIT "F".
		Pacific Hwy. West. Adair Village. Reduced speed zone denied. Standard side road signs to be installed.
		Umatilla County. Umatilla Ordnance Depot. Request for reduced speed zone denied.
17598		Linn County. Pacific Hwy. Tangent and Shedd. Reduced speed zones approved. See EXHIBIT "G".
		Clatsop County. Oregon Coast Hwy. Cannon Beach. Reduced speed limit zone removed. See EXHIBIT "H".
		Clatsop County. Cannon Beach. Resolution re vehicles and horses on the ocean beach ordered filed.
		Benton County. Tampico-Lewisville Secdy. Hwy. Agreement abandoning hwy. to the county approved.
		Benton County. Alsea-Deadwood Secdy. Hwy. Lobster Valley. Agreement with County extending the hwy. approved. See EXHIBIT "I".
17599		Flares on hwys. Goshen Grange request that use of flares be forbidden denied.
		Jackson County. Pacific Hwy. Rogue River. Request for flashing beacon denied.
		Reduced speed zone and traffic island approved.
		Lane County. McKenzie Hwy. Eugene-Goshen. Federal Aid designation of hwy. revised. Letter to B.P.R. approved.
17600		
17601		Equipment. Purchase of radio, office, laboratory and rental equipment approved.
		Marion County. Silver Falls State Park. Agreement to provide phone service approved.
		Commission meeting dates considered.
		Lane County. Springfield-Creswell Secdy. Hwy. Improvement requested. Action deferred.
17602		Union County. Alicel-Lower Cove County Road. Improvement requested. Action deferred.
		Jackson County Chamber of Commerce endorses sale of hwy improvement bonds.
		Delegations. Requests discussed. No action.
		Curry County. Oregon Coast Hwy. Port Orford. Claims of C. W. Smith and Henry Derendorf. Negotiation with Smith approved.

Page	Date 1951	Subject
	Jan.23	
17603		Parking of vehicles on hwy. shoulders. Authority granted to prepare amendment to law.
		Meeting adjourned at 5:00 p.m.
	Jan.24	
		Bids received on the following projects:
		Necanicum Rock Production Project
17604		Coos River Bridge
		Lapine Rock Production Project
		Herman Creek Road-Gorton Creek Section
		Willamina (West Main Street) Section
17605		County roads. Bedingfield asks support on legislation authorizing private improvement. Action deferred.
		Columbia County. Longview Bridge. Tax problem discussed. Joint meeting with states to be arranged.
		Hood River County. Columbia River Hwy. Herman Creek Road-Gorton Creek. Increase in authorization approved.
17606		Bond. Blanket personnel fidelity bond to include "faithful performamce" clause.
		Salem. State Hwy. Dept. Office Bldg. Insurance on bldg. to be effective when contract is completed.
		Malheur County. Strusbaugh suit. Hiring of legal assistance authorized.
		Wheeler County. Ochoco Hwy. Improvement west of Mitchell to be considered if hwy. bonds are sold.
17607		Parks. Parks Supt. authorized to accompany Leo A. Borah on his trip in the Pacific Northwest.
		Benton County. Corvallis-Newport Hwy. Philomath. Improvement of city section. Status of sewer project to be checked.
		Portland Stockyards. Improvement of Swift Boulevard. Plan tentatively approved. Fill for parking area to be investigated.
17608		Linn County. Cascade Hwy. Association. Request designation of a county road, Scio to Stayton, as a secdy. hwy. Reconnaissance survey authorized.
17609		Lane County. Territorial Secdy. Hwy. Crow-Douglas County Line. Group requests improvement. Work programmed for 1952.
17610		Crook County. Paulina Secdy. Hwy. Minson requests improvement. 15.9 miles to be surfaced.
		Crook County. O'Neil Secdy. Hwy. Improvement requested. No action.
		Harney County. Delegation requests various hwy improvements. Bond issuance endorsed. Hwy. improvements outlined.
17611		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Association of Oregon Counties. Delegation suggests $15,000 additional gas tax funds to each county for engineering and accounting. No action taken.
		Association endorses sale of hwy. bonds.

Page	Date 1951	Subject
	Jan.24	
17612		Klamath County. Improvement of Klamath County-California road discussed. Is California problem.
17613		Lane County. Pacific Hwy. Connection at Goshen. Securing of r/w options approved. Adoption of survey deferred.
		Coos County. Coos River Bridge Project. Bids discussed. Referred to Engineer with authority to award when cleared by B.P.R.
		Award of contracts. Chairman makes public announcement.
17614		Salem. Pacific Hwy. East. Summer Street route approved by city. City agreement amended re the Capitol Mall.
		Surveys. Status report presented. Written report requested.
17615		Real property acquisition. Progress reported.
		Condemnations. Proceedings to be taken quicker.
		Benton County. Alsea-Deadwood Secdy. Hwy. Summit-Lobster Valley. Call for bids to be delayed.
		Lane County. Oregon Coast Hwy. Florence. City not required to pay for curbs.
		Union County. Island City. Street project to be deferred until Island City-Lone Tree job is ready.
		Portland. Banfield Expressway. Settlement with Fox Furniture Company approved.
		Surveys. Status report presented. No action.
17616		Gas tax funds. 10% distribution to cities. Attorney General to give opinion re distribution. See EXHIBIT "K".
		Lane County. Siuslaw Hwy. Phone line permit controversy. See EXHIBIT "L".
		Coos County. Oregon Coast Hwy. Bunker Hill-Delmar. Army Engineers to be contacted re construction of bridges.
		Portland. North Union Avenue. Columbia Slough. Army Engineers to be contacted re widening of bridge.
17617		Agreements and other papers signed.
17618		Meeting adjourned at 4:00 p.m.
17619		EXHIBIT "A". Real property acquisition. Options approved.
17669		EXHIBIT "B". Wilson River Hwy. Survey.
17671		EXHIBIT "C-1". State Tax Street Funds.
17673		EXHIBIT "C-2". State Tax Street Funds.
17675		EXHIBIT "D". Contracts completed.
17677		EXHIBIT "E". No Parking - Sunset Hwy.
17679		EXHIBIT "F". No Parking - Redwood Hwy.
17681		EXHIBIT "G". Reduced speed zone - 99E.
17683		EXHIBIT "H". Speed zone removed - Oregon Coast Hwy.
17685		EXHIBIT "I". Resolution re Alsea-Deadwood and Tampico-Lewisville Hwys.
17687		EXHIBIT "J-1" Condemnation Resolution.
17689		EXHIBIT "J-2" Condemnation Resolution.

Page	Date 1951	Subject
	Jan.24	
17692		EXHIBIT "J-3" Condemnation Resolution.
17695		EXHIBIT "J-4" Condemnation Resolution.
17698		EXHIBIT "K" State Tax Street Funds.
17705		EXHIBIT "L" Authorization for telephone line construction.
	Feb.26	
17709		Parks Supt. reports on following matters:
		Overnight camping in Washington State. Report submitted. No action.
		Wilson River Hwy. Sale of timber to Leonard Fowles approved.
17710		Curry County. Sale of timber north of Sixes River by competitive bidding authorized.
		Crater Lake Hwy. Sale of "danger" trees by private sale authorized.
		Salmon River Hwy. Sale of "danger" trees by private sale authorized.
		Tillamook County. Netarts Bay. Acceptance of 180 acres of land as a gift for park approved.
		Expenditure to stabilize sand and for fencing approved.
		Lincoln and Tillamook Counties. Exchange of timber property with Ken-Nard Timber Co. authorized.
17711		Champoeg State Park. DAR request to construct bldg. in park approved tentatively. No state funds to be expended.
17712		Sunset Hwy. Waysides. Hathaway and Johansen trespass in timber removal. Matter to be turned over to State Forestry Dept.
		McNary Dam proposed park. Acquisition of property from Kik to be turned over to Umatilla County Court. Option to be taken if property can be bought for $5,000.
		Overnight camping in state parks. Wallowa Lake and Silver Creek Falls. Plans approved. Bids to be called.
		Sunset Bay State Park. Development deferred pending acquisition of land.
17713		Lane County. Fern Ridge Reservoir Park Area. Parks Supt. to investigate proposed cooperation with U.S. Army Engineers.
		Clatsop County. Short Sand Creek. Authority granted to call bids for sale of dead and "danger" trees.
		Linn County. Santiam Hwy. near Waterloo. Sale of timber on quarry site deferred.
		Lincoln and Tillamook counties. Salmon River Hwy. No bids received for sale of timber.
17714		Clatsop County. Necanicum Hwy. Sale of timber by competitive bids authorized.
		Yaquina Bay State Park. Construction of caretaker's bldg. Revision of plans omitting basement approved.
		Real property. Acquisition authorized. See EXHIBIT "A".

Page	Date 1951 Feb.26	Subject
17715	(7)	Condemnations. Offers approved. See EXHIBIT "J".
17716	(8)	Washington County. Sunset Hwy. Sunset Camp-Manning. Acquisition of Thorensen property. Action deferred.
		Wasco County. Columbia River Hwy. Seufert. Acquisition of property from Seufert Bros. Action deferred.
		Sale of miscellaneous properties confirmed.
17717	(9)	Portland. Caruthers Addition. Sale of property to Edna Wallace approved.
17718	(10)	Linn County. Albany. Quit claiming of property to J. L. and Ada Stewart approved.
		Lane County. Willamette Hwy. Pleasant Hill-Lost Creek. Sale of land to Pleasant Hill Cemetery approved.
		Resolutions not to be required in land sales. Minute entry to suffice.
		Douglas and Josephine Counties. Pacific Hwy. Glendale-Johns. Sale of land to Clare approved.
17719	(11)	Douglas County. Roseburg. Payment of Kluver's Radio Store and Western Realty claims approved.
		Marion County. North Santiam Hwy. Mehama-Mill City. Payment of Edwin D. Smith claim for fruit tree approved.
		Douglas County. Pacific Hwy. Roseburg. Lease of quarry floor to Lumber Company for parking approved.
17720	(12)	Coos County. Oregon Coast Hwy. North Bend. Lease of property to Lappings approved.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Bids received on the following projects:
		Horse Ridge-Hampton Rock Production
		Goshen Overcrossing
17721	(13)	Riverview Street Viaduct Project in Eugene
		Hebo Rock Production Project
		Clear Creek-White School Section
17722	(14)	East Unit, Hood River-Mosier Section
		Malheur County. Old Oregon Trail. Ontario-Nyssa. No material removed from Strasbaugh property. Contractor to secure materials from island.
		Lane County. McKenzie Hwy. Springfield. Improvement to be made as per original agreement. No r/w for connecting streets.
17723	(15)	Douglas County. Pacific Hwy. Turkey Hill. Stambuck request to acquire section of old hwy. Action deferred.
		Silver Falls State Park. Claim of Mrs. Wm. Fairweather for injury denied.
17724	(16)	Lincoln County. Removal of sand from ocean beach. Action deferred pending Legislature's action on bill to transfer jurisdiction to State Land Board.
		Legislation. Fuel tax on diesel equipment. No action.
		Lincoln County. Oregon Coast Hwy. Controversy with Mr. Salway over r/w. Nothing to be done until Salway acts.

Page	Date 1951	Subject
	Feb.26	
17724	(16)	Umatilla County. Weston. Payment of claim to Price for equipment loss by fire approved.
17725	(17)	Multnomah County. Old Columbia River Hwy. Troutdale. Claim of Alger for damages by loose bridge rail. Action deferred.
		Portland. Steel Bridge. Mack Truck Bldg. Fire loss damage to be paid by Insurance Company in cash. Bldg. to be sold as is.
17726	(18)	Jackson County. Sams Valley Secdy. Hwy. Dodge Bridge. Central Heating Company to pay depreciated value of bridge destroyed.
		Marion County. Salem. Marion Street Bridge piers. State Construction Company contract default. Settlement under way.
		Columbia River Hwy. Oneonta Slide. White Bros. to be disqualified.
		Equipment. Bids accepted for sale of used equipment in Salem.
17727	(19)	Wasco County. Shaniko-Fossil Secdy. Hwy. Antelope-Clarno. Construction of section deferred.
		Klamath County. Klamath Lake Secdy. Hwy. Improvement deferred.
		Multnomah County. Sandy River Bridge at Troutdale. Requests for smelt concession rights denied.
		Auditor's financial statement. Grants Pass signals and Dads Creek-Dixie Summit project on the John Day Hwy. Report filed.
17728	(20)	Personnel. Engineer's report re difficulties in securing engineering employees filed.
		Maintenance costs. Engineer's report filed.
		Special State Tax Street Funds projects. Engineer's report for three-year period approved.
		Special State Tax Street funds. 1951 Program approved.
17729	(21)	Cities to pay amounts over $15,000.
17730	(22)	Lane County. Pacific Hwy. Goshen Section. Survey approved. See EXHIBIT "B".
		State Tax Street Funds. Distribution of 10 per cent allocation on basis of 1950 census approved. See EXHIBIT "C".
		State Tax Street Funds. Projects approved. See EXHIBIT "D".
17731	(23)	State Tax Street Funds. Projects approved. See EXHIBIT "E".
		Linn County. Albany. Improvement of Sixth Avenue fronting state property approved.
		Baker-Malheur Counties. Maintenance Bldg. at Huntington or Harper. Action deferred.
		Clackamas County. Oregon City. Secretary of State field office. Landscaping denied. Cheaper project to be investigated.
17732	(24)	Lincoln County. Oregon Coast Hwy. Big Creek Section. Increase in project authorization approved.
		Hood River County. Columbia River Hwy. Cascade Locks-Herman Road. Increase in project authorization approved.
		Coos County. Oregon Coast Hwy. Riverton. Raising of hwy. grade to avoid flooding approved.
		Portland. Pacific Hwy. East. Bybee Boulevard approach. Increase in authorization approved. City to pay half and acquire r/w.

Page	Date 1951	Subject
	Feb.26	
17733		Washington County. Pacific Hwy. West. Tigard. New hwy. connection and installation of lights approved. School Board request to use land for parking approved.
		Clatsop County. Oregon Coast Hwy. Warrenton. Removal of "danger" trees and improvement of curve approved.
17734		Clackamas County. Mt. Hood Hwy. Construction of new hwy. around Govt. Camp denied.
		Clackamas County. Cascade Secdy. Hwy. Clackamas. Request for traffic signal denied.
		Tillamook County. Tillamook. Installation of two traffic signals approved. City to pay half.
17735		Tillamook County. Oregon Coast Hwy. Tillamook. Improvement of lighting at railroad crossing approved.
		Clatsop County. Market Road No. 7. County Court requests improvement. Action deferred.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Construction of footpaths requested. Action deferred.
		Yamhill County. Pacific Hwy. West. Whiteson. Improvement of curve requested. Action deferred.
17736		Lincoln County. Oregon Coast Hwy. Yachats. Improvement of hwy. through city requested. Reconnaissance survey authorized.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Grange and Farm Bureau request for immediate improvement denied. Farm Bureau request for removal of restrictions on pole line installations denied.
		Clackamas County. Woodburn-Sandy Secdy. Hwy. Springwater-Estacada. Request for improvement denied for immediate undertaking.
17737		Contracts. Engineer's award of contracts approved.
		Maintenance bldgs. Construction at Clatskanie, Taft and Salem authorized. New type design to be used.
17738		Linn County. Pacific Hwy. East. Albany. Request for sidewalk construction in front of state property denied.
		Polk County. Salem-Dallas Hwy. West Salem. Agreement with Army Engineers to utilize dredged materials approved. Rental of equipment to move materials approved.
17739		Grant County. Pendleton-John Day Hwy. Winter maintenance agreement with BPR approved.
		Extensions of time granted as follows: Contract No. 3332, 3408, 3335, 3304, 3207, 3256, 3328, 3240, 3250, 3202.
17743		Contracts completed and accepted as follows: 3202, 3207, 3239, 3240, 3256, 3302, 3304, 3335, 3420. See EXHIBIT [illegible].
		Hood River County. Columbia River Hwy. Cascade Locks-Herman Creek. Abandonment agreement with County and City approved.
		Wallowa County. Enterprise-Lewiston Hwy. Maintenance agreement with US Forest Service approved.
		Office equipment. Purchase for Construction Engineer and R/W Dept. approved.

Page	Date 1951	Subject
	Feb.26	
17744		Office equipment. Purchase for Secretary's office approved.
		Salem. State Hwy. Office Bldg. Purchase of furniture discussed. Interior decorator to be consulted.
17745		Salem. State Hwy. Office Bldg. Minkiewitz requests concession privilege. Action deferred.
		Load limits. Placing and removal of reduced limits confirmed. See EXHIBIT "G".
		Load limits. Rome-Princeton Hwy. Placing and removal of reduced limits approved.
		Legislation. LaGrande Chamber of Commerce endorses Hwy. Bond Bill.
		Wasco County. The Dalles. Columbia River Bridge. Check for $8,000 from County accepted.
17746		Linn County. Albany Timber Carnival request to use Waverly Lake July 2, 3 and 4 approved.
		Malheur County. Ontario Exchange Club request to mark hwys. at scene of fatal accidents approved. To be checked by Engineer.
		Lane County. Pacific Hwy. Judkins Point-Goshen. Travis request for approach road denied.
		Benton County. Pacific Hwy. West. Corvallis. Parking on hwy. shoulders prohibited M.P.87.11 to 87.56. See EXHIBIT "H".
17747		Coos County. Oregon Coast Hwy. Coos Bay. Request for reduced speed zone denied.
		Tillamook County. Wilson River Hwy. Tillamook. Reduced speed zone approved. See EXHIBIT "I".
		Multnomah County. Pacific Hwy. West. Portland. Reduced speed zone on Barbur Boulevard approved. See EXHIBIT "J".
17748		G. S. Paxson. Trip to Washington, D.C., re steel priorities approved.
		F. B. Crandall. Trip to Kansas City to attend Traffic Engineers meeting approved.
		Carl W. Jordan. Trip to San Francisco as Oregon representative to California Travel Show approved.
		Malcolm H. Hawke. Trip to Denver to assist Colorado Hwy. Dept. in setting up accounting system approved.
		Forrest Cooper. Trip to Denver re Colorado Hwy. Dept. r/w activities approved.
		J. M. Devers. Trip to Olympia, Washington, re Longview Bridge approved.
		Award of contracts. Commissioner Reynolds makes public announcement.
17749		Delegation's requests discussed. No action.
		Meeting adjourned at 5:00 p.m.
	Feb.27	
17750		Bids received on the following projects: Myrtle Point Rock Production Project Cascade Locks-Herman Creek Road Section

Page	Date 1951 Feb.27	Subject
17750		Bly Section
		Judkins Point-Goshen Section
17751		Big Creek (Agate Beach-Newport) Section
		Rock Creek-McDermitt Rock Production Project
		Hermiston (Railroad to Hurlburt Avenue) Section
		West Unit, South Yamhill River-Dayton Section
17752		Union County. Union. Revision of Catherine Creek Bridge footings approved.
		Coos County. Oregon Coast Hwy. Shinglehouse Slough. Bridge to be constructed rather than tidegates.
		Hood River County. Columbia River Hwy. Herman Creek Road-Gorton Creek. Changes in railroad agreement authorized.
17753		Columbia County. Rainier. Longview Bridge. Counsel reports on meeting with Washington and Oregon counties. No action.
		Clackamas County. County Court requests designation of county road as secdy. hwy. Exchange of roads to be investigated.
17754		Permits. Over weight equipment. Rudie Wilhelm Warehouse Co. requests permit. Engineer to study.
		Tillamook County. County Court requests construction of two bridges and exchange of FAS Roads. Action deferred.
17755		Culverts. John Epping urges installation high in fills to provide water in dry sections of state.
		Yamhill County. Salmon River Hwy. Sheridan. Delegation urges improvement east of city. No commitment.
17756		Benton County. Pacific Hwy. West. Corvallis. Delegation urges re-routing on First Street. Action deferred.
		Unfinished business items:
		Legislative matters.
		Baker County. Haines-Anthony Lakes Secdy. Hwy.
		Marion County. State Construction Company default on Salem bridge.
		Wallowa County. Overnight camping in Wallowa Lake State Park.
		Malheur County. City of Nyssa request for full width paving.
17757		Benton County. City of Corvallis request to re-route US99W on First Street.
		Union County. Proposed park in Ladd Canyon.
		Marion County. Silver Falls State Park. Mrs. Fairweather claim for injuries.
		Tillamook County Court request for construction of bridges.
		Truck-hauling of logs during hours of darkness.
		Real estate options. Proposed change in form.
		Salem. Legality of off-street parking.
		Malheur County. Central Oregon Hwy. Rough condition between Juntura and Harper.
17758		McNary Dam. Proposed park area development.
		Multnomah County. Troutdale. Smelt concessions at Sandy River Bridge.
		Weighmasters activities on 16-hour basis.

Page	Date 1951	Subject
	Feb.27	
17758		Salem. State Hwy. Office Bldg. Bldg. and ground services.
		Federal Aid Secdy. Hwy. Program.
		Special State Tax Street Fund Program.
		Curry County. Port Orford. C. W. Smith claims damages.
		Legislative bill re contractors developing county roads.
17759		Washington County. Tualatin Valley Hwy. Porposed Baseline Road.
		Union County. Alicel-Lower Cove Road.
		Portland. Improvement of Pacific Hwy. at Portland Stockyards.
		Linn County request that county road be designated as a state secdy. hwy.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Hood River County. City of Hood River. Delegation urges better connections to new Columbia River Hwy. Action deferred.
17760		Hood River County. Dee. Improvement of bridge on county road.
		Union County. Old Oregon Trail. Ladd Canyon Section. R/w settlement with A. J. McCall approved.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Delegation urges improvement. No commitment.
17761		Award of contracts. Commissioner Reynolds makes public announcement.
17762		Salem. Off-street parking on US99E. Land not to be acquired by the State.
17763		Harney County. Delegation urges improvement to Rome-Princeton Secdy. Hwy. No commitment.
		Multnomah County. Sandy River Bridge at Troutdale. Alger's and
17764		Hibbard's claim for damages due to faulty bridge rail denied.
		Curry County. Oregon Coast Hwy. Brookings. Elmer Bankus requests return of r/w to him. Action deferred.
17765		Curry County. Oregon Coast Hwy. Brookings. Bankus proposes exchange of land. Action deferred.
		Signs. Oregon Roadside Council and Garden Clubs urge prohibition of roadside advertising. Urge support of Senate Bill No.94. Commission declines administration of proposed law.
17766		Trucks on city streets. Legality of city action designating certain streets. No action.
		Commission meeting date set for April 12 and 13, 1951.
		Agreements and other papers signed.
17769		EXHIBIT "A". Real property options.
17798		EXHIBIT "B". US99. Goshen. Survey adopted.
17800		EXHIBIT "C". State Tax Street Funds. Apportionment on 1951 population.
17807		EXHIBIT "D". State Tax Street Funds
17808		EXHIBIT "E". State Tax Street Funds
17810		EXHIBIT "F". Contracts completed and accepted
17812		EXHIBIT "G". Reduced load limits
17814		EXHIBIT "H". US99W. No parking south of Corvallis
17816		EXHIBIT "I". Wilson River Hwy. Reduced speed zone
17818		EXHIBIT "J". US99W. Reduced speed zone
17820		EXHIBIT "K". Condemnation. Banfield Expressway

Portland, Oregon
December 19, 1950

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
M. H. Hawke, Auditor
H. B. Glaisyer, Secretary.

Commissioner McIver was excused from attendance at this meeting.

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which Chairman Chandler announced that the awards of contracts would be made at 3:00 p.m.:

SUNSET HIGHWAY IN CLATSOP AND WASHINGTON COUNTIES

ELSIE-SUNSET TUNNEL ROCK PRODUCTION PROJECT

A. H. Saxton & Sons, Corvallis	$ 47,985.00
G. D. Dennis & Sons, Portland	48,975.00
Jed Wilson, Seaside	50,325.00
E. C. Hall Co., Portland	54,475.50
J. N. & M. J. Conley, Portland	55,140.00
Heavy Hauling Co., Astoria	55,290.00
Newport Constr. Co., Portland	61,563.00
P. B. Doherty & Son, Portland *	61,681.50
Rogers Constr. Co., Portland	64,425.00

* Bidder will accept only one project.

WASCO-HEPPNER HIGHWAY IN GILLIAM COUNTY

EAST COTTONWOOD CANYON-YORK RANCH SECTION

Rush Constr. Co., Enterprise	$ 74,567.00
Vernie Jarl, Gresham	75,090.00
Rogers Constr. Co., Portland	77,980.00
J. N. & M. J. Conley, Portland	78,678.00
A. H. Saxton & Sons, Corvallis	85,036.50
E. H. Itschner Co., Molalla *	87,045.50
E. C. Hall Co., Portland	87,944.50

East Cottonwood Canyon-York Ranch Section of Wasco-Heppner Highway (cont.)

Newport Constr. Co., Portland	$ 88,910.00
M. L. & C. R. O'Neil, Creswell	92,705.50
Rex C. Ayers Constr. Co., Portland	96,031.00
T. W. Thomas, Portland	99,470.50
P. B. Doherty & Son, Portland *	101,999.40

* Bidder will accept only one project.

JOHN DAY HIGHWAY IN GRANT AND WHEELER COUNTIES

SERVICE CREEK-MT. VERNON ROCK PRODUCTION PROJECT

E. C. Hall Co., Portland	$ 56,657.00
Rogers Constr. Co., Portland	58,795.00
Oscar E. Joelson, Eugene	59,469.00
Vernie Jarl, Gresham	60,736.00
A. H. Saxton & Sons, Corvallis	60,933.00
Rush Constr. Co., Enterprise	63,071.00
E. H. Itschner Co., Molalla *	70,767.80
Newport Constr. Co., Portland	79,747.40

* Bidder will accept only one project.

SAMS VALLEY SECONDARY HIGHWAY IN JACKSON COUNTY

SAMS CREEK-SNIDER CREEK SECTION

R. A. Heintz Constr. Co., Portland	$180,864.00
Stevenson Constr. Co., Salem	188,239.00
F. L. Somers, Klamath Falls	197,245.50
Durbin Bros., Eugene	206,795.50
M. L. & C. R. O'Neil, Creswell	207,562.00
E. C. Hall Co., Portland	209,961.50
Rogers Constr. Co., Portland	215,716.00
Leonard & Slate Ore. Ltd., Portland	218,933.00
K. F. Jacobsen Co., Portland	221,598.00
J. E. & M. J. Conley, Portland	222,801.00
G. D. Dennis & Sons, Portland	227,859.50
Floyd Grahm Constr. Co., Lebanon	229,695.00

HOLLAND LOOP COUNTY ROAD IN JOSEPHINE COUNTY

HOLLAND LOOP SECTION NEAR GRANTS PASS

R & M Construction Co., Central Point	$130,041.50
Loyd Calkins Co., Ocean Lake	145,885.00
C. J. Eldon, Portland	147,215.00
Tom Lillebo, Reedsport	162,908.00

December 19, 1950

THE DALLES-CALIFORNIA, EAST DIAMOND LAKE SECONDARY AND WILLAMETTE HIGHWAYS
KLAMATH COUNTY
CHEMULT ROCK PRODUCTION PROJECT

M. C. Lininger & Sons, Medford	$ 43,625.00
Rogers Constr. Co., Portland	46,750.00
Peter Kiewit Sons, Longview, Wn.	51,500.00
A. H. Saxton & Sons, Corvallis	52,250.00
E. C. Hall Co., Portland	58,750.00
F. L. Somers, Klamath Falls	58,750.00
J. N. & M. J. Conley, Portland	72,500.00
F. H. McEwen, Eugene	74,250.00
Newport Constr. Co., Portland	90,500.00

HEPPNER HIGHWAY IN MORROW COUNTY

HEPPNER (MAY STREET-HEPPNER SCHOOL) SECTION

G. D. Dennis & Sons, Portland	$ 17,727.00
Arthur Simonsen, Baker	18,632.00
Russell Olsen Constr. Co., Pendleton	18,730.00
Rex C. Ayers, Constr. Co., Portland	18,870.00
I. H. Peters, Eugene	20,905.00

The State Parks Superintendent reported on the following park matters:

1. Offer of Pacific Power and Light Company to donate an area for a park near Wallowa Lake: The Parks Superintendent advised that this area is a nice picnic spot located about a mile from the Wallowa Lake Park Lodge. It was the feeling of the Commission that the area is too close to the present park to be of any particular advantage, in view of which the offer was declined. The Parks Superintendent was instructed to thank the Power Company for the offer.

2. Acceptance of deeds from Tillamook County for 853 acres of land along the Wilson River Highway: The Parks Superintendent explained that when the right of way for this highway was acquired through the holdings of the Weyerhaeuser Timber Company, the Company deeded the 853 acres to Tillamook County without charge, it being understood that the county, later on, would reconvey the property to the State when the highway was completed. The matter, he said, was inadvertently overlooked until recently, when it was called to the attention of the County Court, which immediately executed deeds conveying the property to the State. He exhibited a map showing the location of the property in Sections 8, 9, 16, 17, 18 and 19, Township 1 North, Range 7 West, and in Section 25, Township 1 North, Range 8 West, W.M., and he pointed out that pursuant to action taken by the Commission some time ago, a portion of the property beyond the limits of a 400 foot right of way strip will be deeded to the

State Forestry Department for reforestation purposes. He recommended acceptance of the deeds by the Commission. The Commission accepted the deeds unanimously and instructed the Parks Superintendent to thank the County for the gift.

3. Result of receiving bids at Salem on December 4, for purchase of dead timber along the Sunset and Salmon River Highways: The Parks Superintendent presented a tabulation of the bids received as follows:

Sunset Highway Timber

Area No. 1. Sec. 31, T. 4N., R.5W., S 1/2 SE 1/4, SE 1/4 SW 1/4

1. G. C. Coe, Forest Grove	$ 8.05 M-FBM
2. Ben D. Olson, Seaside	7.15 M-FBM
3. Angelo DeRoia, Vernonia	5.00 M-FBM

Area No. 2 Sec. 5, T.3N., R.5W., S 1/2 SW 1/4

1. F. C. Hathaway, Seaside	9.75 M-FBM
2. Angelo DeRoia, Vernonia	5.00 M-FBM
3. G. C. Coe, Forest Grove	2.05 M-FBM

Salmon River Highway Timber

Area No. 3. Secs. 11, 14, 15, T.6S., R.9W.

1. Coastal Lumber Company, Grande Ronde	6.10 M-FBM
2. Angelo DeRoia, Vernonia	2.00 M-FBM

He advised that the State Forester has been charging $1.00 per M-FBM for logs of similar grade and recommended acceptance of the high offers shown on the bid tabulation. The Commission unanimously approved the recommendation.

4. Application of Kerber Brothers, Gold Beach, for permission to construct and operate a logging roadway across Cape Sebastian State Park in Curry County: The Parks Superintendent advised that Kerber Brothers own land adjoining Cape Sebastian Park, access to which is only afforded across a corner of the Park. Such crossing, he said, will not act to the detriment of the park, and he recommended approval of the application. The Commission approved the granting of a revocable permit to Kerber Brothers containing provision for immediate cancellation of the permit if their loads are not kept within prescribed weight limits.

In this connection the Parks Superintendent reported an offer from Kerber Brothers to purchase, at the rate of $8.00 per M-FBM, about 30 M-FBM

of state-owned timber which was felled during construction of a power line across the park. He recommended acceptance of the offer which, he said, is above the market value of the logs. The Commission adopted the recommendation unanimously.

5. Leasing of Federal lands for recreational purposes: The Parks Superintendent advised that presently the state is leasing from the federal government certain lands that are being used for recreational purposes and for which a rental charge is being paid. The suggestion has been made by the U. S. Bureau of Land Management, he said, that rental on a number of the properties can be eliminated were they set aside by executive order for park and recreational use, which would not lessen the state's control of the properties nor prevent development by the state as it desired. He cited a few instances where the State is now paying rental, and he recommended that these properties, and others that are eligible, be acquired on the withdrawal basis as suggested by the Bureau. The Commission approved the recommendation.

6. Proposed park in Ladd Canyon, Union County: The Parks Superintendent reported an offer from Mr. Kenneth L. Brown, La Grande, to deed to the State for park purposes, a small tract situate adjacent to the new location of the Old Oregon Trail in Ladd Canyon, which he want named McCall Memorial Park. The property, he said, is located at the junction of two canyons in Section 14, Township 4 South, Range 38 East, W.M., and consists of one acre of land on a steep hillside which is hard to reach. He pointed out that he has plans to develop another area about 3/4 mile north of Mr. Brown's site, in view of which he questioned the advisability of accepting Mr. Brown's gift. The Commission deferred action on the matter pending investigation by Commissioner Reynolds.

7. Designation of State Parks as game refuges: The Parks Superintendent reported that for a number of years it has been thought that all state parks are legally designated game refuges and that the areas were protected from hunting by law; however, according to advice recently received from the State Police, that is not the case and existing laws do not give the police authority to make arrests within the park areas under the control of the state, but is limited to those under control of cities. He suggested that action of some kind should be taken to prohibit the use of fire arms in state parks because of the hazards to patrons of the parks. The Chief Counsel advised that in order to give the State Police definite authority to make arrests for hunting violations, it would be necessary to amend the law to clarify its application to state parks. He was instructed by the Commission to prepare an appropriate amendment for adoption by the 1951 legislature.

8. Application of Robert W. Burns, Yachats, to truck-haul logs across Muriel O. Ponsler State Park in Douglas County: The Parks Superintendent advised that Mr. Burns wants to salvage stray logs that have accumulated on the beach from sea-going rafts. He recommended that the application be denied because the hauling of the logs through the park would be extremely harmful to it, and because it is possible for Mr.Burns

to arrange to truck-haul them across adjoining privately owned property. The Commission approved the recommendation unanimously.

9. Claim of Mrs. Fairweather who was injured in Silver Falls State Park: The Parks Superintendent reported that Mrs. Fairweather claims she was injured by a board falling from one of the open air kitchens. The board, he said, apparently came loose from its original position by reason of shrinkage. He questioned that the State is liable for damages. Action on this matter was deferred pending a study of the case by the Chief Counsel and report at the next meeting.

10. Agreement with David C. Shaw for grazing sheep in Cape Sebastian State Park: The Parks Superintendent recalled that the Commission at its meeting on May 25, 1950, authorized this agreement with Mr. Shaw and the matter now before the Commission is simply approval of the provisions of the agreement. The Commission approved the agreement unanimously. (The agreement was signed later in the session.)

11. Dangerous trees along the Wilson River Highway: The Parks Superintendent reported that at a location about two miles west of the summit of the Coast Range, there are between 40 and 50 trees scattered on a steep sidehill which are a menace to highway traffic in that they may fall at any time. He gave as his feeling that they should be removed and requested authority to advertise them for sale. The Commission approved the recommendation unanimously with the stipulation that the successful bidder shall be required to furnish a bond and insurance to take care of possible damage to the highway and to protect the Commission in case of injury to the public.

In this connection Chairman Chandler pointed out that a similar condition exists along the Oregon Coast Highway in Coos and Curry Counties and along other state highways. He gave as his feeling that dangerous trees along all state highways should be removed. The Chief Counsel advised that if the Commission has knowledge of trees that constitute a hazard to traffic and does not cause them to be removed, then the Commission can be held liable for damage or injury that may occur should the trees fall. As a result of discussion the Engineer was instructed to make a state-wide check for dangerous trees along state highway rights of way and to remove the trees if he deems that necessary.

The Parks Superintendent brought up the matter of retaining the services of Mr. S. H. Boardman, retired Parks Superintendent. He recalled that Mr. Boardman had been hired by the Commission in an advisory capacity following his retirement, and that he had put in the maximum time of 600 hours allowed under the retirement law for the year ending June 30, 1951. Mr. Boardman, he stated, has offered to continue his services in an advisory capacity without compensation until July 1, 1951, when he will again be eligible for another 600 hours of employment. He recommended that Mr. Boardman's offer be accepted and that he be re-employed again after July 1, 1951, with pay. The Commission approved the recommendation and instructed the Parks Superintendent to convey the information to Mr. Boardman, and also to convey to him the good wishes of the Commission.

The Right of Way Engineer presented a list of options for acquisition of real property that is needed for various highway improvements throughout the state, and he explained details. After careful consideration of the individual items, the Commission authorized closure on options at the purchase prices mentioned therein. The attached resolution in regard thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

In discussing acquisition of real property, the Right of Way Engineer pointed out that for the Cedar Point-Coquille Section of the Oregon Coast Highway, on which bids are to be received December 20, options on only 11 out of 57 parcels have been secured to date. Four right of way agents, he said, are working on this job and if difficulties are not encountered, acquisition should be completed in about three weeks. The Commission instructed the Engineer to notify the successful bidder on this job that award of the contract would be held up for about 30 days. The Chief Counsel was authorized to institute condemnation proceedings to acquire any of these properties if necessary.

The Right of Way Engineer requested instructions regarding a settlement with a Mr. John S. Day for right of way needed for the Gold Hill-Snider Creek Section of the Sams Valley Highway. He said that Mr. Day demands an 80-foot entrance to his property and the privilege of planting certain low-growing shrubs on state highway right of way at this entrance, for beautification purposes, which is contrary to the usual practice in such matters. Action was deferred by the Commission for the time being and the Right of Way Engineer was instructed to contact Mr. Day to determine if he would recede from his request. (On the following day the Right of Way Engineer reported that he had contacted Mr. Day who remains adamant in his demands. Concerning the details of Mr. Day's request, he stated that the right of way at this location is one hundred feet wide and that the bushes to be planted would be at least 20 feet from the roadway. The planting of certain low-growing shrubs, he said, would not be detrimental to the highway interests, but the controversy concerns the Commission's policy with respect to allowing planting on state highway rights of way. The Engineer recommended that Mr. Day's request be granted with the understanding that legal action be taken to remove the shrubs later on if the arrangement does not prove satisfactory. The Chief Counsel advised that there is a provision in the Oregon Laws which allows private plantings on public property. The Commission approved the Engineer's recommendation.)

The Chief Counsel requested authority to institute condemnation proceedings to acquire right of way for a number of highway projects which he has been unable to acquire by negotiation. He submitted a list of the properties and the offer that he recommended for each as follows:

		Recommended Offer
Salem-West Salem Section of the Salem-Dallas Highway		
R 16386 Gilbert A. Lieser	(Right of Way)	
1500 sq. ft. at 40¢	$ 600.00	
0.0575 acre at $1,000.00	57.50	
	$ 657.50	$ 675.00

(cont.)

Recommendations for Condemnation (cont.)

		Recommended Offer
Salem-West Salem Section of the Salem-Dallas Highway (cont.)		
R 16387 A. L. Cummins, et ux. 1400 sq. ft. at 40¢ 0.0575 acre at $1,000.00	(Right of Way) $ 560.00 57.50 $ 617.50	$ 650.00
R 16384 Karl Heyden, et al. 1500 sq. ft. at 40¢ 0.0575 acre at $1,000.00	(Right of Way) $ 600.00 57.50 $ 657.50	$ 675.00
Unit #4 Section of the T. H. Banfield Expressway		
R 14876 Bessie Brudwig Two 25' x 100' lots	(Right of Way) $ 400.00	$ 800.00
R 14875 Joseph Trail Land: 9400 sq. ft. at $0.10 Allowance of shrubs and trees House: 748 sq. ft. at $7.00 Allowance for glassed-in porch	(Right of Way) $ 940.00 374.00 5,236.00 132.00 $ 6,682.00	$ 8,000.00
Unit #5 Section of the T. H. Banfield Expressway		
R 15502 Perry A. Jorgensen, et ux. 0.39 acre at $2,300	(Right of Way) $ 897.00	$ 900.00
Sylvan Section of the Sunset Highway		
R 15139 R 15140 Helen M. Lovin Land (1.36 acre) 58,242 sq. ft. at 45¢ per sq. ft. 2.0 acres at $7,500.00 per acre Service Station Tavern and Restaurant 2-story dwelling 1230 sq. ft. at $2.	(Right of Way) $26,208.90 15,000.00 12,000.00 5,000.00 2,460.00 $60,668.90	$61,000.00

As a result of discussion, the Commission approved the request by the adoption of the attached resolutions relative thereto marked EXHIBITS "B-1", "B-2" and "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported the following sales of miscellaneous properties and requested confirmation of the same by the Commission:

Item	Former Owner and Location	Purchaser	Sale Price
Youngstown Kitchen Sink	L. D. Gordon Steel Bridge-Broadway Bridge Pacific Hwy.	W. A. Reeves Salem	$ 100.00
2 windows - 26 x 28	Nemic Auto Court Canyonville-Johns Section, Pacific Hwy.	A.W.Rockafellow Salem	3.00
Small residence and 9 cabins.	Anna Steiner, Dodson-Bonneville Section Columbia River Hwy.	C. B. Burt 2035 SE 82nd St., Portland	365.00
30-gal.gas heater, Youngstown sink, oil burner.	L. D. Gordan,Cherry St.-Steel Bridge, Pacific Hwy. West, 1081 N.Crosby Street	Sullivan Wrecking Co. Portland	122.80
G. E. Water heater, oil burner.	Rose Kehrli, Cherry St.-Steel Bridge, Pacific Hwy. West 1079 N.Crosby Street	Sullivan Wrecking Co. Portland	111.86
Residence Building	Harry J. Goldhammer Cherry St.-Steel Bridge, Pacific Hwy. West, 362 N.McMillan	Sullivan Wrecking Co. Portland	57.50
Residence Building	Maren Nielsen, Cherry St.-Steel Bridge, Pacific Hwy. West. 309 N.Halsey St.	Gordon R. Gemmell 12807 SE Lincoln Portland	564.00
Cabin	T. W. McFadden Canyonville Section Pacific Highway	L. G. Carnes Canyonville	20.50
Residence Building	South Umpqua Rod and Gun Club, Canyonville(Son, Salem Section, Pacific Hwy.	Roy L. Houck &	501.50
Residence Building	Homer Radford,Canyonville Section,Pacific(Son, Salem Hwy.	Roy L. Houck &	101.50

Item	Former Owner and Location	Purchaser	Sale Price
"Prosperity" gas house range.	Pioneer Auto Court Canyonville Section Pacific Hwy.	Craig Coyner, Jr. Bend	$ 40.00
Rayoil oil burner	Rose Kehrli, Cherry St.-Steel Bridge Pacific Hwy. West	E. F. Halik	50.00
Residence Building	Bruce W. Wheeler Cascade Locks-Viento Section, Columbia River Hwy.	C. B. Burt 2035 SE 82nd Portland	50.00
Residence Building	Clara B. Smith Stout Creek-Mehama Section, North Santiam Hwy.	Cosmo Gilo Mehama	150.00
Factory Building	Big Lake Box Co. South 6th Street Klamath Falls	West-Hitchcock Corporation Klamath Falls	525.00
Building	State Land Board Necanicum Junction Oregon Coast Hwy.	G. Harms Hamlet Route Seaside	35.00
Factory Building	Nanny Lindstrom Sullivan Gulch Sec. Unit #4, NE corner 74th & E. Broadway Portland	Matheny & Bacon, Inc. 8905 N. Vancouver Portland 11, Ore.	164.30
Residence Building	Oren E. Small Mehama-Stout Creek Section, North Santiam Hwy.	Oren C. Small Mehama	425.00
Residence Building	Cora Berry Mehama-Stout Creek Section, North Santiam Hwy.	Fred A. & Carl H. Lindemann Lyons, Oregon	200.00
Residence Building	Mrs. Raymond Robertson) Mehama-Stout Creek Section, North Santiam Hwy.	A. W. Bellin Mehama	261.00

The Commission unanimously confirmed the sales as reported.

December 19, 1950

The Chief Counsel presented for the Commission's approval a form of permit allowing two buildings belonging to Morris Rubenstein to encroach slightly over the right of way of the Oregon Coast Highway in the City of Coos Bay. He recalled that the encroachment was authorized by the Commission at its meeting on October 26 and the permit has been prepared in conformity with instructions given at that time. He recommended execution of the form as prepared. The Commission approved the recommendation. (The permit was signed later in the day.)

The Chief Counsel also presented for the Commission's consideration a proposed agreement with the Southern Pacific Company covering an exchange of properties in connection with the Front Street Project on the Oregon Coast Highway in Coos Bay. He recalled that on May 26, 1950, the Commission authorized payment of $63,000 to the Railroad Company in connection with this matter, whereas the agreement provides for payment of a lesser sum of $60,335. He also said that the engineering and construction features contained in the agreement have been discussed with the Engineer who advises that they are all being taken care of. He recommended approval of the agreement as prepared. The Commission accepted the Chief Counsel's recommendation. (The agreement was signed later in the day.)

The Commission considered an easement agreement with the Union Oil Company pertaining to re-establishment of a previous easement concerning right of way in the city of Coos Bay, which had been relinquished. The Chief Counsel explained that the Company some time previously approved relinquishment of the original easement but recently had a change of mind and now wants it reinstated. The matter, he said, has been fully investigated and reinstatement of the easement will not have any adverse effects. He recommended that the original easement be restored. The Commission approved the recommendation. (The agreement was signed later in the day.)

The Assistant Counsel, Mr. J. W. DeSouza, presented a report concerning the renewal of agreements with the National Hospital Association and the Oregon Physicians Service providing for medical and hospital benefits to State Highway employees. He recalled that renewal of these agreements was considered by the Commission at its last meeting but action was deferred to consider possible changes in the previous agreements. He outlined briefly the major changes involved, advising that Oregon Physicians Service had eliminated most dental services but had modified the one-year continuous coverage clause to allow twelve months continuous medical care or twelve months intermittently over a period of three years. The National Hospital Association, he said, now requires employees to pay for the first medical call in any one illness and has raised its service charge from $3.50 to $4.00 per month. He also said that this company has extended its continuous coverage clause from one to two years and its hospital care clause from six months to nine months; also that employees are given until January 31, 1951 to decide whether or not they wish to continue the service. He recommended approval of the revised contracts. The Commission adopted the recommendation unanimously and ordered a copy of the agreements sent to each employee with an explanatory letter for his information in reaching his decision.

The Engineer presented a report showing the status of completion of survey projects, heretofore authorized by the Commission for state primary and secondary highway improvements, as of December 15, 1950. The Commission took no action on this report.

The Engineer requested confirmation of verbal authority heretofore given him by the Commission to conduct snow removal operations on the Cooper Spur Road for the benefit of winter sports enthusiasts of Hood River County. He recalled that the local Ski Association is cooperating in the project and that the estimated cost to the state for this winter's operation is $1,000. The Commission approved the project unanimously.

The Commission discussed a report by the Engineer on a request from the city council of Delake for the Commission's approval to the City constructing a public restroom on state highway right of way at the south end of "D" River Bridge on the Oregon Coast Highway in Delake. The Engineer advised that the proposed location is between the highway and ocean shore where a restroom would materially detract from the ocean view; moreover, it would cause traffic congestion at the bridge end and would create a pedestrian traffic hazard. He pointed out that the City also wants the Highway Commission to assume a portion of the cost of construction but the City will maintain the facility. It was his thought that were the Commission to cooperate in this installation, a precedent would be established that would be difficult to avoid in passing on like requests of other communities, and he recommended that both requests be denied. The Commission approved the recommendation.

The Engineer presented a report on the cost to oil a one and one-half-mile section of the Fox Hollow Secondary Highway south of Eugene, heretofore requested by a delegation from that district. He said that this highway is either paved or oiled from its connection with the Pacific Highway in Eugene to a point just outside the south limits of Eugene, but from that point southerly the road is gravel-surfaced which is difficult to maintain during the winter season and dusty in summer. The 2.22 mile section immediately south of the paved portion, he said, serves about fifty families and the average daily traffic is approximately 350 vehicles. He estimated the cost to improve this 2.22 mile section at $45,000 and suggested, if the Commission desires, the transfer of such sum from the $320,000 tentatively allotted to the Territorial Highway in the same county. The Commission deferred its decision pending adoption of a program for Secondary Highway funds.

The Engineer reported the results of investigations with regard to the routing of logging trucks on the Pacific Highway East in Gladstone, Clackamas County, pursuant to instructions from the Commission at the previous meeting when a delegation appeared concerning the subject. He said that the city officials were consulted and a joint inspection was made of the premises which resulted in a solution of the problem in the following manner, subject to the Commission's approval:

(1) Installation of a "Stop and Go" automatic traffic signal at the intersection of Arlington Street and US99E at an estimated cost of $3,000, fifty percent of which will be paid by the State and fifty percent by the

City; $500 of the City's share is to be paid when the installation is completed and the balance by assignment of a portion of the money that the City will receive from the State on or after July 1, 1951, from the State Tax Street Fund account.

(2) The State shall widen the pavement on the curve at the intersection of River Road and US99E so as to facilitate movement of loaded logging trucks at this place.

(3) The State shall widen the pavement on River Road to a 24-foot width for a distance of about 976 feet northerly from River Road intersection with US99E, provided the City will request such an improvement as a State Tax Street Fund project.

The Engineer estimated the cost to do the widening work at about $6,000, all of which, he said, would be paid from the State Tax Street Fund account. He recommended approval of the arrangement. This matter was discussed at some length and as a result, the Commission approved the project on the basis outlined by the Engineer, as a traffic safety proposition, and ordered that it be covered by written agreement between the City and the State.

The Commission considered a request from the City of Seaside for widening the pavement on Holladay Drive (Oregon Coast Highway) between "A" Avenue and "K" Avenue, in Seaside. The Engineer recalled that this matter has been before the Commission on several occasions in the past and each time the request was denied because of the possibilities of re-routing the highway along Roosevelt Drive, about a block east of Holladay Drive. He recommended that the request again be denied for the same reason. The Commission approved the recommendation.

A communication from the Glenwood Businessmen's Association in Eugene, recommending an engineering investigation to determine the feasibility and cost of controlling flood waters between Eugene and Springfield, had the attention of the Commission. The Commission considered that this matter is not a proper one for the Highway Department because it is without authority to act, but rightfully belongs to United States Army Engineers. The communication was ordered filed.

The Commission considered a request from the Tillamook County Court for reconstruction of two bridges on the County's "farm to market road" system, particularly the Johnson Bridge over the Trask River, which the Court states requires a new approach to the main span and redecking of the structure, and the Daugherty Slough Bridge on the Maple Leaf Road, which requires replacement. The Court asked that these two projects be given preference over the Pelz Corner-Trask River Road reconstruction project, heretofore recommended for the next secondary Federal Aid Program in Tillamook County. The Engineer estimated the cost of the requested improvements at approximately $87,000, and he suggested that the projects be considered in formulating the next secondary highway construction program. The Commission deferred a decision pending discussion with the County Court which was scheduled to be present on the following day. (The delegation did not appear.)

A request from Jewell Grange No. 876 for improvements to the Fish Hawk Falls county road between Elsie and Jewell, to provide uninterrupted travel during flood periods, was considered by the Commission. The Engineer recalled that a similar request previously had been received and denied by the Commission because the volume of travel on this road did not warrant the expenditure of funds required to raise the grade above flood waters, and because there are other sections on more important highways which are subject to similar flooding and should be given priority consideration. He pointed out that the road is a county road and is being maintained by the state only until such time as the Fish Hawk Falls Secondary State Highway is constructed, and that the state is under no obligation to provide betterments. He recommended that the request be again denied. The Chief Counsel read aloud provisions from the Commission's agreement with the County outlining the State's responsibility in connection with the road. W. W. Stiffler, Assistant Highway Engineer, advised that daily traffic over the road consists of approximately 250 vehicles and that the road has been and now is being maintained very adequately for the traffic which uses it. The Commission unanimously approved the Engineer's recommendation.

The Commission discussed and ordered filed for future consideration at the proper time, a communication from the Oregon Coast Association, containing a digest of resolutions that were adopted by the Association at its last annual convention, as follows:

(1) Approval of a $75,000,000 revenue bond issue to be funded over a three-year period from gas tax revenue, the money to be used for highway construction;

(2) That all points on the highway system which are being flooded periodically be raised, and specifically, the section north of the Kilchis River in Tillamook County;

(3) That the Oregon Coast Highway be realigned between Bay City and Garabaldi;

(4) That signs indicating local points of interest be maintained along the Oregon Coast Highway;

(5) That the Astoria-Warrenton section of the Oregon Coast Highway be improved at an early date.

The Engineer reported on a proposed connection between the T.H. Banfield Expressway and the Steel Bridge, in Portland. An investigation, he said, indicates that a connection from the Expressway at approximately 3rd Avenue can be made into existing city streets at Glisan Street. He exhibited a map showing in color the proposed plan which he estimated will cost about $275,000. The plan, he said, is quite reasonable and the benefits will be material. He also said that Commissioner McIver favors it. He recommended that the project be included in the over-all plan for this expressway and that authority be given to make necessary surveys and to negotiate necessary right of way. The Commission approved the recommendation.

The Engineer requested approval of an increase of $8,000 in the project authorization for construction of the McCord Creek bridge project on the Dodson-Bonneville section of the Columbia River Highway, in Multnomah County. He explained that the additional amount is required to pay for construction of a retaining wall and to take care of a number of small unanticipated over-runs. The Commission approved the Engineer's request unanimously.

The Commission considered and denied a request from the City of Seaside for assistance in removing sand from the ocean beach adjacent to the city, it being the opinion of the Commission that it has no responsibility in the matter, and there being a question as to the Commission's authority to spend state highway funds for such purpose which is not of general public interest.

The Commission considered a request from the Ontario Chamber of Commerce that action be taken to eliminate the cause of accidents on the Snake River Bridge at Ontario. They suggested the placing of reduced speed signs on the bridge and also construction of a traffic divider along the center of the bridge. The Engineer advised that this matter has been investigated by the Traffic Engineer in company with the Traffic Engineer of the State of Idaho, inasmuch as the bridge lies partially in both states; and it has been determined that the traffic divider, as suggested, is impractical due to the narrowness of the structure, although the volume of traffic does warrant a reduction in speed. He recommended that the request for the divider be denied, that the maximum speed of vehicles crossing the structure be limited to 25 miles per hour, and that "Narrow Bridge" signs be maintained at each end of the bridge. He also said that his recommendations carry the concurrence of Mr. E. L. Mathes, Traffic Engineer for the Idaho Department of Highways. The Commission unanimously approved the Engineer's recommendations, and thereupon adopted the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented a request from the Union Pacific Railroad Company for State aid in correcting a drainage condition along the newly constructed section of the Columbia River Highway just east of Bridal Veil, in Multnomah County. He explained that the highway fill at this point was constructed on marshy land adjacent to a railroad fill, and apparently has compressed the underlying soil to the extent that the railroad road bed does not drain properly. It is quite apparent, he said, that the condition was caused by the highway construction, wherefore he recommended approval of an expenditure of state highway funds for corrective measures. The State's share of the expense, he said, will be $2,197, which is about one-half of the total cost of the project. He recommended approval of the expenditure. The Commission approved the recommendation.

The Commission considered an agreement with Josephine County providing for the financing of construction of bridges and grading on the Holland Loop County Road, (Federal Aid Secondary Highway No. 267.) The Engineer recalled that the Commission previously authorized the bridge construction on the condition that the county would do the grading work; however, the County Court now advises that it is unable to finance the necessary grading because of heavy expense to repair county roads that were damaged by severe storms, but is willing to assign to the State Highway Department a sufficient amount of the next monies

due the County from State Highway revenues to pay the grading expense if the Highway Commission will perform the work. The Engineer estimated the cost of the County's share at $23,140 and recommended approval of the arrangement. He presented a form of agreement with the County covering the matter previously executed by the County. The Commission approved the recommendation unanimously. (The agreement was signed by the Commission later in the session.)

The Commission also considered and approved an agreement with Josephine County providing for the maintainance of the Holland Loop County Road by the County after construction is completed. (This agreement was also signed by the Commission later in the session.)

The meeting recessed at 12:00 noon for luncheon and reconvened in the same room at 2:00 p.m. with the same persons present and participating.

The Engineer requested authority to construct a service station building at the Salem Shops at an estimated cost of $25,000. He said that the building is badly needed to provide adequate facilities for servicing and washing equipment, and that the plan calls for a fire-proof, reinforced concrete structure 106 feet by 36 feet in dimension. He pointed out that this building was anticipated when the 1951 Budget was prepared and $15,000 was set up for it; however, because of a change in the plans, an additional $10,000 is required which is available from the unexpended balance in the 1950 Budget for construction of buildings and improvements. The Commission approved the request unanimously.

The Commission considered and denied requests from the Lake County Examiner-Tribune and the Kelly Creek Parent-Teachers Association of Lakeview for footpath construction along US395 south of Lakeview, between New Pine Creek and Kelly School, a distance of one-half mile. The Commission's action was based on a report by the Engineer to the effect that the traffic volume on this section of highway is not sufficient to warrant construction of the footpath.

The Commission considered renewal of an agreement with the City of Portland whereby the State furnishes to the City certain information concerning traffic accidents and analysis thereof. The Engineer advised that the agreement has been in effect for a number of years, being renewed annually, and contains provision that the City of Portland shall pay to the State $200.00 per month for the data furnished. The information gathered, he said, is beneficial not only to the City but also to the State, and it is desirable to continue it if the City will agree to pay $300 per month to take care of increased costs. He recommended renewal of the agreement on such basis and that it be prepared for a three-year term rather than on an annual basis. The Commission approved the recommendation unanimously.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the second half of the year 1950, and that the plans for the improvements contemplated with such funds have been examined and found satisfactory:

State Tax Street Funds (cont.)

Amity	$2,187.47	Jefferson	$2,131.93
Arlington	1,878.94	Malin	1,650.63
Butte Falls	1,045.91	Monument	364.06
Carlton	2,974.22	North Powder	1,160.07
Coburg	2,017.78	Rockaway	2,937.19
Condon	2,832.29	Sherwood	1,737.02
Cornelius	2,409.61	Sodaville	305.44
Culver	558.44	Summerville	246.82
Dufur	1,209.43	Troutdale	1,659.88
Eastside	2,736.65	Waldport	1,943.63
Estacada	2,076.40	Wasco	934.84
Florence	1,866.60	Wheeler	799.09
Imbler	561.52	Yamhill	1,289.65
Ione	808.34	Yoncalla	1,166.24

He recommended approval of the plans by the Commission. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered an agreement with the U. S. Bureau of Public Roads supplementing a previous agreement which provided for winter maintenance by the State, at government expense, of a portion of the Warm Springs Highway. The Engineer advised that the original agreement expired on May 31, 1950 and that the supplemental agreement is necessary simply to extend the period of maintenance from May 31 to June 15, 1950 so the State can secure reimbursement from the government for expenditures made after May 31, amounting to $794.08. He recommended approval of the agreement. The Commission approved the recommendation. (The agreement was signed later in the day.)

The Commission considered and denied a request from Neal W. Busch, Hillsboro, for installation of a yellow "blinker" light on the Tualatin Valley Highway at Aloha, about two and one-half miles west of Beaverton, on advice from the Engineer that there is now a 25-mile speed zone at this location and that the signal, in his estimation, will not reduce the excessive speed which Mr. Busch complains of as no intersection is involved.

A request from the Nelscott Improvement Club for installation of additional mercury vapor lights on the Oregon Coast Highway in Nelscott was considered by the Commission. The Engineer advised that investigation reveals that the three mercury vapor units previously installed to illuminate the concrete traffic separator and island at this place are entirely adequate. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed a request from the City of Canby for the installation of two traffic signals on the Pacific Highway East in this town, particularly at the Molalla Street and Elm Street intersections. The Engineer

stated that the City has requested signals at these points several times in the past but studies have not revealed justification for them until now, and the requests were denied; however, it has been determined by a recent investigation that a signal at the Molalla Street intersection is warranted, but not at Elm Street. He recommended installation of a semi-actuated traffic signal at the intersection of Molalla Street with the Pacific Highway at an estimated cost of $3,800, provided the City will pay half the cost and will furnish necessary electrical energy to operate it. He also recommended that the request for the signal at the intersection of Elm Street with the Pacific Highway be denied. The Commission approved both recommendations.

The Commission considered a request from Jewell Grange No. 876, Clatsop County, and a letter of endorsement from the Astoria Chamber of Commerce, for the lighting of Sunset Tunnel on the Sunset Highway, to eliminate what they termed is a serious traffic hazard. The Engineer advised that provision has been made in the 1951 Minor Betterment Budget for the illumination of this tunnel with mercury vapor lights, and that plans are now being made for the installation. The Secretary was instructed to inform the Grange that present plans call for lighting the tunnel in 1951.

The Commission considered and denied a request from the Fossil Community Club, Fossil, for the installation of a "blinker" light at the intersection of First and Main streets on the John Day Highway in this town, upon advice from the Engineer who reported that investigation reveals that the installation is not warranted.

A request from the City of Independence for an investigation of traffic problems and the installation of a "stop and go" traffic signal at the intersection of the Monmouth-Independence and Independence state highways, was considered by the Commission. The Engineer reported that an investigation made by the Traffic Engineering Department does not show warrant for a "stop and go" traffic signal at this intersection; however, it does indicate justification for a flashing beacon. He recommended approval of a flashing beacon at an estimated cost of $400.00, and that it be financed entirely with State Minor Betterment Funds because it is at the intersection of two state highways. The Commission approved the recommendation unanimously.

The Engineer presented for the Commission's consideration a cooperative arrangement with property owners who conduct businesses along the Santiam Highway at its junction with the county road which leads to the town of Foster, Linn County, for elimination of a bad drainage condition on the highway at this place. The Engineer reported that these people complain of the muddy condition of the unsurfaced area between the highway pavement and the business establishments, covering a highway frontage of about 350 feet, and in order to improve the condition, they have offered to construct concrete curbs and sidewalks at their own expense if the State will surface and oil the area. He estimated the cost of the curbs and sidewalks at about $500 and the cost to do the oiling at a like figure; he recommended approval of the arrangement, the work to be done in 1951 as a Minor Betterment project. The Commission approved the recommendation.

The Engineer reported that pursuant to authority previously granted him by the Commission, he has awarded contracts as follows, bids for which were received by the Commission at its meeting on November 9 and 10, 1950, the conditions of the awards having been satisfied:

(1) Grading, surfacing and oiling the Drake Creek-Adel Section of the Warner Secondary Highway, in Lake County. Bids received November 9, contract awarded November 21, 1950, to Spada Brothers, low bidders.

(2) Construction of a bridge over Snake River on the Payette Spur section of the Old Oregon Trail. Bids received November 9, contract awarded November 15, 1950, to Lindstrom Brothers, Inc., low bidders.

He asked the Commission to confirm the awards. The Commission unanimously approved the awards as reported.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

1. The Gilpin Construction Company, Contract No. 3105, for construction of the Sauvies Island Bridge in Multnomah County, requested an extension of time of 181 days from October 31, 1950 to April 30, 1951,within which to complete this job. They attributed their failure to complete the contract within the specified time limits to an unsuitable piling foundation on pier 3 which required the removing of previously placed wood piling and the extending of the sheet piling to solid rock, causing a delay of three months' time which placed the job in the high water period and, in turn, delayed steel erection and painting of the steel. The bridge, they stated, was opened to traffic on October 2, 1950 and all work now is completed with the exception of certain painting work and the placing of the lower sections of the web walls in piers 2 and 3,which work cannot be done until the river drops to extreme low level. The Engineer recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

2. A. H. Saxton and Sons, Contract No. 3251, for grading and bituminous macadam surfacing on the Squally Hook-Quinton section of the Columbia River Highway, in Gilliam County, requested an extension of time of 258 days from September 30, 1950 to June 16, 1951, within which to complete this job. They alleged that grading conditions which proved more difficult than anticipated, an increase in quantities, extremely heavy traffic, and early cold weather prevented completion of the contract within the specified time limit. The Engineer advised that the contractor did not prosecute the work in a manner which would enable completion of the grading and surfacing sufficiently early in the year to permit oiling during the seasonable weather. He recommended, in view of these circumstances, that the extension of time be

granted as requested, but that the contractor be charged, as a penalty, with engineering expense incurred by the State from September 30 to the actual date of completion. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

3. A. H. Saxton and Sons, Contract No. 3296, for oil mat surfacing on the Forest Boundary-Jones Ranch section of the Ochoco Highway, in Wheeler County, requested an additional extension of time of 11 days, from October 30 to November 10, 1950, within which to complete this job. They alleged that bad weather, including snow, delayed painting of the guard rail and completion of the job within the limits of the previously extended time limit. The Engineer advised that all work on this project, with the exception of construction of the metal guard rail, was completed within the specified time limit, and that he asked the contractor to defer the guard rail construction until the oiling was completed in order to secure a better job. He also said that bad weather during October prevented painting of the guard rail. No inconvenience has been caused the traveling public, he said, and the State has incurred no extra expense for engineering supervision. He recommended that the additional extension of time be granted as requested, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

4. Lee Hoffman, Contract 3348 for construction of the Marion Street Bridge piers on the Salem-Dallas Highway in Marion and Polk counties, requested an extension of time of 90 days from November 30, 1950, to March 1, 1951, within which to complete this job. He alleged that unexpected and unusually early and severe high water during the months of October and November prevented working on piers 3 and 4, and caused the flooding of cofferdam on pier 5, which forced the finishing operations into the winter months with consequent delays due to freezing and rain. The Engineer advised that the contractor had made every effort to expedite the job, and prior to the high water in October, had worked three shifts a day, seven days a week. Structural steel erection, he said, cannot begin until about the first of May, so the over-run of time limit will not interfere with the progress of the completed bridge structure. He recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation.

5. Lindstrom Brothers, Contract 3214 for construction of the Elk Creek Bridge and Sunset Boulevard grade separation structure on the Oregon Coast Highway in Clatsop County, requested an additional extension of time of ten days from November 1 to November 10, 1950, within which to complete this job. They stated that the contract was substantially complete as of October 31, 1950, but poor weather conditions, which prevented completion of the required cement finishing, prevented actual completion within the specified time. The Engineer advised that all work on this structure, with the exception of some finishing work which could not be completed due to weather conditions, was completed prior to the expiration of the previous time extension. He recommended, in view of these circumstances, that a second extension of time be granted as requested, without penalty. A letter

from the Bureau of Public Roads concurring therein was presented. The Commission approved the recommendation.

6. Meade and Hobson, Contract 3339 for construction of the Powder River Bridge on the Salisbury Junction-Poker Creek Section of the Sumpter Valley Highway in Baker County, requested an additional extension of time of 10 days from October 15 to October 25, 1950, within which to complete this job. They alleged that their failure to complete the project within the previously extended time limit was due to slow delivery of steel. The Engineer advised that all work on this job, other than cleaning up the site, was completed prior to the expiration of the first extension of time; also, that no interference to traffic had been experienced because of the delay, and no additional engineering expense had been incurred by the State thereby. He recommended that the additional extension of time as requested be granted, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

7. D-H Paving Company, Contract 3344 for recoiling the Morrow County line-Condon-Service Creek Section on the Wasco-Heppner and John Day highways, in Gilliam and Wheeler counties, requested an extension of time of 307 days from August 31, 1950 to June 30, 1951, within which to complete this job. They alleged that the necessary aggregate was not available in stockpiles until approximately August 20, which required a revision of their work and postponement of the oiling work so that it could not be done while favorable weather still existed. The Engineer advised that this contract was awarded with the understanding that another contractor, Oscar Joelson, would furnish the aggregate for the recoiling work, but he failed to do so in time to permit the D-H Paving Company to complete the project before unsuitable weather set in. Since the over-run was not the fault of the principal contractor, he recommended that the extension of time as requested, be granted without penalty. The Commission approved the recommendation.

8. N. A. Toole, Contract 3312 for grading, oil mat surfacing and rock production on the North Powder ("E" Street) and Telocaset Junction-Wingville Junction Section of the Old Oregon Trail, and City of North Powder Section, in Baker and Union counties, requested an additional extension of time of 273 days from September 30, 1950, to June 30, 1951, within which to complete this job. He alleged that because of delays in the crushing of materials needed for the oiling work, it was not feasible to do the oiling in 1950. The Engineer advised that due to exceptionally high water covering his gravel bar and hauling road, the contractor was unable to start operations until the middle of June, which accounted for the fact that he was unable to produce the crushed rock in time to perform the oiling work before unfavorable fall weather set in. In view of the circumstances, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

9. Warren Northwest, Inc., Contract 3264 for pavement resurfacing on the Jordan Creek-McNamara Camp Section of the Wilson River Highway, in Tillamook County, requested an extension of time of 25 days from August 31, 1950, to September 25, 1950, within which to complete this job. They alleged that excessive late spring rains prevented completion of the job within the specified time limit. The Engineer advised that the section was completed within a few days of the specified date, but due to other state obligations the contractor deferred placing of shoulders for a few days. He also said that no inconvenience has been caused the traveling public by the delay, neither has the State incurred any extra expense for supervision. He recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. Edwin C. Gerber, Contract 3104 for grading, paving and structures on the Tillamook-Pleasant Valley Section of the Oregon Coast Highway in Tillamook County, requested an extension of time of 60 days from August 31 to October 29, 1950, within which to complete this job. He alleged that wet weather prevented completion of the grading work in time to do the base and paving work within the specified time limit. The Engineer advised that the contractor failed to expedite the surfacing work in the early summer so that the pavement work could be done within the time limit specified, although he was repeatedly requested to do so. He recommended,in view of the circumstances, that the extension of time be granted as requested, but that the contractor be charged with engineering costs incurred from August 31, 1950, to the date of completion as a penalty for over-running the specified time. A letter from the Bureau of Public Roads concurring therein was presented. The Commission approved the recommendation.

11. Edwin C. Gerber, Contract 3247 for oil mat surfacing and rock production on the Sherars Bridge-Grass Valley Section of the Sherars Bridge Secondary Highway in Sherman County, requested an extension of time of 242 days from October 31, 1950, to June 30, 1951, within which to complete this job. He alleged that because weather conditions are not suitable for oiling work between September 15, 1950, and May 15, 1951, he will be unable to do that part of the work until the spring of 1951. The Engineer advised that the contractor had attempted to work on this project and also on the Tillamook-Pleasant Valley Section at the same time, but was unable to properly supervise either project. He also said that he knows of no legitimate reason why the project should not be completed within the specified time limit, and he accordingly recommended that the extension of time be granted as requested with the stipulation that the contractor be required to reimburse the State for engineering expenses incurred between October 31, 1950 and the actual date of completion of the work. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

12. C. and S. Electric, Contract 3287 for installation of traffic signals on the Pacific Highway in Eugene, Lane County, requested an additional extension of time of 55 days from September 30 to November 24, 1950, within which to complete this job. They alleged that they had been unable to complete the contract within the previously extended time limit because they had to wait for repairs for some of their equipment that was damaged by parties unknown, and because of unsuitable weather for painting. The Engineer advised that the previous extension of time was granted because of delays in delivery of equipment, and when the equipment was received, it was found that the pedestrian signals had been broken, either in shipment or after receiving. The additional extension of time, he said, covers that period in which the contractor was waiting for new parts for the signals. He recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation.

The Commission in discussing requests for extensions of time as listed above, considered but did not necessarily adopt either the recommendations of the Engineer or the reasons given by the contractors for failure to complete their projects within the specified time limit.

The Engineer reported that contracts No. 3214, 3296, 3339, 3357, 3375, 3377, 3393, 3401, 3264, 3287 and 3404 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and that said contracts are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from the Weyerhaeuser Timber Company for permits to truck-haul logs across the McKenzie Highway 4.14 miles east of Springfield during Saturdays, Sundays, and holidays. The Engineer advised that this company operates over a private road which crosses the highway at grade, and that the crossing is protected by a traffic signal that it maintains under Public Utilities Commission order No. 20164, dated July 14, 1948. In order for the Company to operate its private road across the State highway on Saturdays, Sundays, and holidays, it will be necessary for the Weyerhaeuser Timber Company to submit an amended petition to the Public Utilities Commission requesting such privilege which will be granted if the Highway Commission recommends favorably. He gave as his opinion that, since the crossing is protected by signal, it would be satisfactory to let the Company operate across the highway during Saturdays, Sundays, and holidays as requested, and he so recommended. The Commission approved the recommendation.

In this connection the Commission also discussed the matter of permitting logging trucks to operate during hours of darkness. The legality of such hauling was questioned. The Engineer was instructed to confer with the Chief Counsel and submit a report at the next meeting of the Commission.

The Commission considered a request from the Bonneville Power Administration to construct a power line over and across a state-owned gravel pit site on the Umatilla-Hermiston Section of the Old Oregon Trail, in Section 16, Township 5 north, Range 28 east, W.M. in Umatilla County. The Chief Counsel advised that the issuance of such a permit has been studied and approved by the Engineer and that it does not appear that the erection of the power lines will in any way interfer with the taking of materials from the pit. He recommended that the permit be granted. The Commission approved the recommendation.

The Commission considered and approved a recommendation from the Travel Advisory Committee that the Commission's existing agreement with Wilkins, Cole, and Weber, Advertising Consultants, Portland, be extended for one year, from February 26, 1951 to February 25, 1952. (An agreement covering the matter was signed by the Commission later in the day.)

The Engineer presented a claim submitted by Mr. Claude M. Johns, Assistant Attorney General, for reimbursement of expense incurred by him in repairing his car which was damaged by a State paving crew on the Oregon Coast Highway north of Nehalem. The Engineer advised that the accident occurred on September 20, 1950, while a paving crew was repairing the pavement on the Oregon Coast Highway about one-half a mile north of Nehalem. It appears that one of the crew, while applying hot asphalt to the surface of the highway between one-way traffic signs,was forced to jump to avoid being struck by a car which was attempting to pass another car, and as he jumped, he sprinkled some asphalt on Mr. Johns car causing damage that cost $21.00 to repair. Mr. Johns, he said, was told to take his car to a garage and have the asphalt removed, under the belief that the insurance carrier for highway equipment would pay the bill; however, it develops that this type of damage is not covered by the State's insurance. He gave as his feeling that the State is liable and recommended that the claim be paid. The Commission approved the recommendation.

The Engineer also presented the claim of John G. Albuschie for reimbursement of damages sustained to his automobile by the highway paving crew on the Oregon Coast Highway just north of Tillamook. The Engineer advised that on October 2, 1950, paving crew No. 1 was repairing the surface of the highway at M.P. 76.71 when Mr. Albuschie, under direction of the flagman, drove past the men that were working just behind a truck. A hard lump of material was shoveled by a member of the crew across the path of Mr. Albuschie's car striking the grill and breaking it in two pieces. He recommended that the claim in the amount of $25.50 be paid inasmuch as the paving crew jointly had failed to work safely. The Commission approved the recommendation.

The Commission considered adoption of a resolution abandoning in favor of the City of Tillamook and Tillamook County, certain sections of the old route of the Oregon Coast Highway between Tillamook and Pleasant Valley. The Engineer advised that construction of the new route has been completed and that under the terms of a previous agreement, portions of the old route are to be turned over to the City and the County for future maintenance, provision for which is contained in the resolution. He recommended approval of the resolution. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "F", which resolution by

this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a notice and petition presented by Mark B. Bump, Attorney, Hillsboro, in behalf of local citizens, for the establishment of a county road along a dedicated street in the town of North Plains, Washington County. Mr. Bump explains in his letter that the petition is simply a request for a change in classification of a dedicated street to provide a county road connection between two existing county roads. The Engineer advised that the signing of the "consent" form will not obligate the State in any way, and he recommended approval of the request. The Commission approved the recommendation. (The "consent" form was signed by the Commission later in the day.)

A letter from Robert D. Lytle, City Attorney, Vale, requesting ratification of a city ordinance designating a section of Washington Street in Vale as a truck route had the attention of the Commission. The Engineer advised that Washington Street is an east and west street, parallel to and one block north of the Central Oregon Highway; also, that an investigation by the Traffic Engineer reveals that from the standpoint of traffic congestion and traffic safety, the designation is not warranted. He pointed out that the average daily traffic on the highway was only 2500 vehicles in 1949 which is far below the capacity of two-lane urban highways, and that were Washington Street designated a truck route, there would be more turning movements of trucks with a corresponding increase in traffic hazards. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer requested the Commission's approval of a change in "Stop" signs on the Woodburn-Estacada Secondary Highway in Clackamas County where it connects with the Barlow-Monitor County road, 5.17 miles east of Woodburn. He recalled that several years ago, when the Woodburn-Estacada section was designated as a "Stop" highway, that, due to a larger volume of traffic on the county road then on the secondary highway, the stop sign had been placed on the secondary highway, allowing the county road traffic to cross the secondary without stopping. This condition, he said, has now changed and the secondary highway now carries more traffic than the county road. He recommended in view thereof, that the signs be reversed so as to require county road traffic to stop before entering the intersection and to allow the highway traffic to proceed without stopping. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion the matter of extending the reduced speed zone recently designated on the Pacific Highway through the town of Wilbur in Douglas County. He said that by mistake, the zone was limited to the section between Mile Post 190.6 and Mile Post 191.3, whereas it should have included a school area at Mile Post 191.6. He recommended an extension of the zone to Mile Post 191.6 to include the school. The Commission approved the recommendation by the adoption of the attached resolution relative thereto marked EXHIBIT "H-1", which resolution by this reference is made a part hereof

with like effect as though extended in full herein.

The Commission considered a request from the Oregon State Police for the establishment of a 35-mile per hour speed limit on the entire length of the Timberline Secondary Highway in Clackamas County. The Engineer advised that this highway, which was recently constructed by the Bureau of Public Roads, has good alignment and grade so traffic moves over it at high speed which is conducive to accidents, particularly when the road is covered with snow or ice. He gave as his opinion that traffic should be slowed down during such times and accordingly, he recommended designation of a 35-mile per hour speed limit throughout the highway during the winter months, such restrictions to be removed during the summer months. The Commission approved the recommendation and thereupon by unanimous vote, adopted the attached resolution relative thereto, marked EXHIBIT "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented a letter from Lyle B. Thurman, Medford, forwarded from the Office of the Secretary of State, requesting establishment of a reduced speed zone on the Medford-Provolt Secondary Highway at the west edge of Medford. He said that this matter has been investigated by the Traffic Engineer who advises that there is warrant for speed restriction between the city limits, mile post 24.15, and a point 2.15 miles westerly thereof, and who recommends designation of a maximum speed of 40 miles per hour between those points. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "H-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under consideration the confirmation of oral authority given the Engineer to purchase from the Bureau of Public Roads four pieces of heavy-duty snow-plowing equipment formerly used by the Forest Service in maintaining the Timberline Lodge forest road, consideration $1,000. The Engineer recalled that the appraised value of this equipment is $15,000. The Commission confirmed the purchase for $1,000, and approved the form of agreement conveying title to the State. (The agreement was signed later in the session.)

The Engineer requested authority for an expenditure of $6,800 to purchase miscellaneous maintenance-station equipment consisting of battery chargers, air compressors, alemite air chassis grease guns, etc. for which, he said, provision is included in the 1951 Budget. The Commission approved the request unanimously. (For a list of the equipment see copy of Engineer's letter dated December 12, 1950, to the State Highway Commission in the general files.)

The Engineer also requested authority to purchase office furniture and equipment for the Maintenance Department, including all of its branches throughout the state, involving a total expenditure of $5,165.00. He said that the material being furnished consists of filing cabinets, calculators, desks, typewriters, etc.; also that provision for the purchases is included in the 1951 Budget. The Commission approved the request. (For a list of equipment see copy of Engineer's letter directed to the State Highway Commission dated December 12, 1950, in general files.)

The Commission had under discussion a proposed agreement with Klamath County providing for the abandonment in favor of the County, of a section of the Klamath Lake Secondary Highway between Rocky Creek and Wocus Marsh when construction of the new highway between these points has been completed. The Engineer recommended approval of the agreement, which provides that the County shall take jurisdiction over the old route when the new section is open to travel. He exhibited a map showing the sections affected. The Commission approved the arrangement unanimously. (The agreement was signed by the Commission later in the session.)

The Commission also considered an agreement with Jackson County providing for future maintenance by the County of the old route of the Sams Valley State Secondary Highway between Gold Hill and Snider Creek when the new route between these points has been constructed by the State. The Engineer exhibited a map showing the section in question and recommended approval of the agreement. The Commission approved the recommendation. (The agreement was signed by the Commission later in the session.)

The Commission also considered an agreement with Gilliam County covering disposition of certain sections of the Wasco-Heppner Secondary Highway (old route) when this highway has been constructed on revised alignment. The Engineer exhibited a map showing the location of the affected sections and recommended approval of the agreement which provides that certain portions of the old highway shall revert to the County to be maintained as county roads, and that certain portions shall revert to the County for vacation or reversion to the abutting property owners as the County may determine. The Commission approved the recommendation unanimously. (The agreement was signed later in the session.)

The Secretary presented a letter from the Honorable Ralph T. Moore, Chairman of the Legislative Highway Interim Committee, in which Mr. Moore expresses appreciation for assistance given him by the Highway Commission and its staff in the Committee's study of highway problems. The Commission was gratified to receive this indication and ordered it filed in the highway records.

The Commission had under discussion the setting of a time for its next regular meeting and decided to hold such meeting in Portland on Tuesday and Wednesday, January 23 and 24, 1951. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel, in which to hold this meeting.

The Right of Way Engineer brought up for discussion the matter of transferring to the Weyerhaeuser Timber Company the State's title and interest in and to a portion of the roadway which leads from US101 in North Bend, Coos County, to the old ferry slip at that place. He said that the roadway beyond the entrance to Simpson State Park, which is adjacent, is of very little, if any, value for state highway purposes since the Coos Bay Bridge has replaced the ferry operation across Coos Bay, and he recommended that such portion of the roadway be conveyed to the Weyerhaeuser Timber Company, which can use it to good advantage in its operations. The Commission approved the recommendation unanimously.

The Commission discussed and upon recommendation of the Engineer approved an agreement with Gilliam County disposing of a portion of the Columbia River Highway (old route) between Heppner Junction and Boardman, when construction of the highway on revised alignment has been completed. (The agreement was signed later in the session.)

The Commission also discussed and upon recommendation of the Engineer approved an agreement with Morrow County providing for the disposition of certain sections of the Columbia River Highway (old route) between Willow Creek and Boardman when the highway has been reconstructed on revised alignment. (The agreement was signed later in the session.)

The Right of Way Engineer presented for the Commission's approval three bargain and sale deeds reconveying to the original property owners certain right of way which was acquired by Marion County for the Mehama-Mill City Section of the North Santiam Highway, and which no longer is needed for the purpose acquired, because of a change in the highway alignment. He explained that when the right of way along the revised alignment was acquired, it was agreed with the property owners that the parcels they sold to the county would be reconveyed to them, which is effected by the deeds now under consideration. He mentioned that the property owners affected are Alfred M. Ward and wife, Keith R. Phillips and wife, and E. C. Goschie and wife; and advised that the deeds now before the Commission are simply to complete the arrangement. The Commission unanimously approved the deeding of the properties as recommended. (The deeds were signed by the Commission later in the session.)

The Right of Way Engineer also presented for the Commission's approval a bargain and sale deed conveying unto the Klamath County School District two parcels of land which were purchased from the District in 1946 in connection with acquisition of right of way for the South Sixth Street-City Limits Section of the Klamath Falls-Lakeview Highway in Klamath Falls. He said that a total of 36,894 square feet of land is involved in this deal, for which the school district is paying the state the sum of 10¢ per square foot, or a total of $3,689.40. He recalled that the transaction had previously received the Commission's approval and recommended approval of the sale. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein. (The deed was signed by the Commission later in the session.)

The Right of Way Engineer requested authority to sell certain real property situate in the City of Portland, which property is described as a westerly 75.5 feet of Lot 5, Block 56, Carruthers Addition to Portland, and is situate adjacent to Front Avenue. He advised that the property is of no value for state highway purposes and he recommended that it be advertised for sale in accordance with the terms and provisions of Chapter 437, Oregon Laws, 1949, at a price of not less than $2,500, which, he said, is the reasonable market value of the property. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer presented for the Commission's approval three bargain and sale deeds conveying unto the City of Redmond four parcels of land situate adjacent to The Dalles-California Highway in that City, being portions of Lot 42, Sothman Addition to the City. He explained that these parcels are needed by the City in connection with the widening of Oak Street at its intersection with the highway, and for the construction of a sidewalk thereon. He also said that the property is not needed for State Highway purposes. He recommended that the several parcels be deeded to the City for its use, for a consideration of $1, except that one parcel containing 0.115 acre, which has a reasonable market value of less than $1000, shall not be sold unless a satisfactory price is offered for it. The Commission approved the recommendation and authorized the Chief Counsel to solicit offers for the purchase of the 0.115 acre tract. The results thereof are to be reported to the Commission for final instructions. The attached resolutions relative to the disposal of the properties, marked EXHIBIT "K-1", "K-2", and "K-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote. (Bargain and sale deeds were signed by the Commission later in the session.)

The Right of Way Engineer recommended that a small parcel of land containing 600 square feet, situate adjacent to the Columbia River Highway between Cascade Locks and Viento, in Hood River County, be sold to Roy L. and Gertrude B. Duvall, who own the abutting property. He explained that the tract lies outside of the standard width right of way and is not needed for highway purposes; also, that in the negotiations for the right of way it was understood that this tract would be conveyed to the Duvalls for a consideration of $60, with complete restriction of access to the highway, if it was not needed by the State. In view of this explanation the Commission unanimously approved the sale of the property to Mr. and Mrs. Duvall by the adoption of the attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein. (The Commission executed a bargain and sale deed later in the session.)

The Right of Way Engineer brought up for discussion the release to the Klamath Indian Agency certain hauling roads that were used in connection with the construction of the Mazama Junction-Lobert Section of The Dalles-California Highway in Klamath County, which roads are identified in the records by the numbers 13551-A and 13551-E. He said that these roads over which gravel was hauled to the highway, are no longer required by the State, and he recommended that they be released to the Indian Agency. The Commission approved the recommendation and so ordered. (Release agreements were signed by the Commission later in the session.)

The Commission had under discussion the matter of deeding to School District No. 8, Douglas County, 2.48 acres of land situate on the Canyonville Section of the Pacific Highway. The Right of Way Engineer advised that this transfer is part consideration in connection with the settlement of a right of way purchase, and he recommended that the property be deeded to the District for the sum of $1.00. The Commission approved the recommendation. (A bargain and sale deed was signed later in the session.)

The Commission also upon recommendation of the Right of Way Engineer approved the sale, to Earl Goldhammer, Portland, of 3,519 square feet of land lying in Lots 2 and 3 of Block 2, McMillan's Addition to East Portland, for a consideration of $1.00 cash plus his deeding to the State certain property of equal value. The Right of Way Engineer explained that this property is located on the Cherry Street-Steel Bridge Section of the route of the Pacific Highway West in Portland and is not needed for State highway purposes. (Bargain and sale deed conveying property to Mr. Goldhammer was signed later in the session.)

The Commission discussed a proposed agreement with Lake County providing for the maintenance of the Goose Lake Project on Federal Aid Secondary Highways No. 407 and No. 408 in that County, when construction of this project has been completed. It was explained that the agreement provides that the County shall acquire land that is needed to provide right of way at least 60 feet wide throughout the extent of the improvement and shall be responsible for the maintenance of the road after the improvement is done. The Commission unanimously approved the agreements. (Two agreements, one for each highway, were signed by the Commission later in the session.)

The Chief Counsel brought up for discussion the claim of Allen C. Jones, Salem realtor, for damage to his property at the intersection of Marion and Water Streets in Salem that has resulted, and will result, from the construction and maintenance of the easterly approach to the Marion Street Bridge over the Willamette River at this place. Chairman Chandler recalled that the payment of damages in connection with this project was discussed previously and it was decided at that time to take no action with regard to them until the Commission had something definite and substantial to tie them to, or until the bridge was completed. The Commission, he said, is still of the same feeling. The Chief Counsel was thereupon instructed to take no action in the matter for the time being.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 3:00 p.m. Chairman Chandler publicly announced the Commission's decision with respect to each project as follows, the action of the Commission in each instance being by unanimous vote:

"Elsie-Sunset Tunnel Rock Production Project on the Sunset Highway in Clatsop and Washington Counties. There were nine bids on this project. The contract has been awarded to A. H. Saxton & Sons, low bidders, at $47,985.00.

"Grading and rock surfacing on the East Cottonwood Canyon-York Ranch Section of the Wasco-Heppner Highway in Gilliam County. Rush Construction Company was the low bidder of twelve for this work. The contract was awarded to them at their bid price, $74,567.00.

"Service Creek-Mt. Vernon Rock Production Project on the John Day Highway in Grant and Wheeler Counties. There were eight bidders for this contract which has been awarded to F. C. Hall Co. at their low bid price of $58,857.00.

"Grading, surfacing and oiling on the Sams Creek-Snider Creek Section of the Sams Valley Secondary Highway in Jackson County. The Commission has referred to the Engineer the twelve bids received for this project, with authority to award the contract to R. A. Heintz Construction Company, the low bidder, at their bid price of $180,864.00, when certain conditions have been satisfied.

"Construction of four reinforced concrete structures, and grading and surfacing on the Holland Loop County Road in Josephine County. The contract has been awarded to R & M Construction Company, the low bidder of four, at its bid price of $130,041.50.

"Chemult Rock Production Project on The Dalles-California, East Diamond Lake Secondary and Willamette Highways in Klamath County. There were nine bids on this project, all of which have been referred to the Engineer with authority to award the contract to the lowest bidder, M. C. Lininger & Sons, Medford, at their bid price, $43,625, when certain conditions have been satisfied.

"Grading, surfacing and bituminous macadam on the Heppner (May Street-Heppner School) Section of the Heppner Highway in Morrow County. The five bids received for this job have been referred to the Engineer with authority to award the contract to G. D. Dennis & Sons, low bidder, at their bid price of $17,727.00, when certain conditions have been satisfied.

The Chief Counsel brought up for discussion proposed changes in the real estate option form. He said that the present supply of printed forms is exhausted and before ordering a new supply, he thought it best to bring certain features to the Commission's attention for its approval. One of the changes he suggested was to provide protection of the law in cases where an option has been obtained involving acquisition of a building and the building was destroyed before the property was deeded to the state. He cited a case at Bonneville where the option provided payment of $9,000 for a building, which burned before the option was closed. In this case, he said, the matter was taken to court and was decided against the state, which was required to pay $6,000 for the building notwithstanding that the building was not delivered. The second suggestion concerned the acquisition of sufficient width right of way to accommodate an outer highway, or service road, at some future time, and providing that, in the meantime, the property owner be given unlimited access to the highway until such time as the outer highway has been constructed, access privileges then to be cancelled. He gave as his opinion that highways serve two purposes: viz., to provide a way for traffic to pass through the state, and to promote the economic development of the state, and he expressed the feeling that such purposes would be served were his suggestion approved and carried out by the Commission. He said that there are several cases now pending in court in which this question is involved, and it is necessary that the Commission act one way or the other on his suggestion because it involves a considerable expenditure of state highway funds. The Engineer asserted that it would be dangerous to allow unlimited access as proposed by the Chief Counsel. He gave as his considered opinion that the matter should be studied very

carefully before the Commission takes any action, and in the meantime that the state should buy the access rights in the cases now pending. The matter was discussed at considerable length and as a result thereof the Commission deferred action on the subject pending study. The Chief Counsel was instructed, pending such study, to acquire access rights as well as the land in connection with pending cases. He was also instructed to bring the matter to the Commission's attention again at its meeting in January, 1951.

The Chief Counsel also brought up for discussion a proposed settlement of a condemnation case in the city of Portland involving acquisition of right of way at the east end of the Broadway Bridge. He said that this case was instituted by the city and concerns the Front Avenue Project, in connection with which the state is obligated to pay 40% of right of way costs. The verdict returned by the jury, he said, was considerably more than was anticipated, being in the amount of $30,200. However, since then a compromise settlement has been effected whereby the property owner has agreed to accept the sum of $27,000. The property, he said, is very difficult to appraise, being so located that its principal value is for outdoor advertising purposes, from which the owner has been getting considerable income, and Commissioner Bowes of the city recommends acceptance of the compromise figure. He gave as his considered opinion that it would be better to settle the case at the amount of the compromise offer than to appeal the decision to the Supreme Court, which means that the state's contribution will be 40% of $27,000, or $10,800. The Commission approved the recommendation unanimously. In this connection the Chief Counsel advised that the city has requested that the state advance the city's share of the expense (60%) because of a shortage of city funds, with the understanding that an adjustment of the account will be made later giving the state full credit for such advances. He recommended approval of the request. The Commission approved the recommendation.

The Commission discussed a proposed agreement with the Union Pacific Railroad Company covering snow removal from railroad company right of way between Troutdale and The Dalles. The Chief Counsel advised that the agreement as prepared is very similar to an existing agreement between the company and the state with respect to snow removal from the Columbia River Highway in the Columbia Gorge, the difference being that in the instant case the Company is initiating the proposition because the snow is being removed from the railroad company's property and the agreement is for the protection of the highway. He recommended approval of the arrangement. The Commission approved the recommendation.

The Chief Counsel requested instructions as to the actions that he should take with respect to the claims of the federal government against two highway contractors: viz., Albert W. Denton, dba Denton Construction Company; and George E. Corliss. These claims, he said, concern withholding taxes that the contractors deducted from the employees' payrolls and which were not paid over to the government. In the case of the Denton Construction Company, he said, three contracts with the state are involved and one with the Bonneville Power Administration. The contracts were taken over by the bonding company, which has requested release of the payments due Denton Construction Company and has agreed, if the state will release its funds, to furnish a bond to protect the state's interests in the event the government sues and collects the amount of its claim.

He pointed out that it is very difficult to determine just how much of the claim concerns the state and how much of the claim concerns the government, in view of which he recommended acceptance of the bonding company's offer. The Commission approved the recommendation with the strict understanding that no monies shall be paid to the bonding company until it has furnished a bond to protect the state's interests.

The Chief Counsel explained that the Corliss case involves only a state highway contract so there is no question but that the claim is a legitimate one against the project that Mr. Corliss had undertaken. He recommended in this instance payment of the government's claim direct, and that the bonding company be required to settle remaining claims. The Commission approved the recommendation.

The Commission considered, approved and signed agreements, etc., as follows:

Agreement with David C. Shaw for grazing of sheep in Cape Sebastian State Park, Curry County.

Encroachment permit to Morris Rubenstein, et al, for slight encroachment of two buildings over the right of way of US101 in Coos Bay.

Renewal of agreements with National Hospital Association and Oregon Physicians Service.

Agreement with Southern Pacific Company covering exchange of properties in connection with Front Street project in Coos Bay.

Easement agreement with Union Oil Company relating to re-establishment of previous easement which has been relinquished.

Agreement with Josephine County for construction of bridges and grading on the Holland Loop County Road.

Agreement with Josephine County providing for maintenance of Holland Loop County Road after construction is completed.

Cooperative agreement with Bureau of Public Roads covering winter maintenance of Warm Springs Highway.

Extension of agreement for one year with McWilkins, Cole and Weber, advertising consultants.

"Consent form" approving the establishment of a new county road in the vicinity of North Plains, Washington County.

Agreement for purchase of snow removal equipment from the U. S. Forest Service previously used on the Timberline Road.

Agreement with Klamath County covering abandonment of an old section of the Klamath Secondary Highway when the Rocky Creek-Wocus Marsh Section is completed.

Agreement with Jackson County for disposal of a section of the old route of the Sams Valley Secondary Highway when the Sams Creek-Snider Creek Section is completed.

Agreement with Gilliam County covering disposition of sections of the Wasco-Heppner Secondary Highway (Old route) when the new route is completed.

Agreement with Gilliam County covering abandonment of an old section of the Columbia River Highway between Heppner Junction and Boardman when new alignment is completed.

Agreement with Morrow County covering abandonment of old sections of the Columbia River Highway when the new Willow Creek-Boardman Section is completed.

Lease agreement with Union County Sportsmen's Club for 15-year lease of property near Union.

Bargain and Sale deeds to E. C. Goschie, Keith Phillips and Alfred M.Ward for property on Mehama-Mill City Section.

Bargain and Sale deed to Klamath County School District for property on South Sixth Street, Klamath Falls.

Bargain and Sale deed to City of Redmond for property on Redmond Section of US97.

Deed to Duvall for property on Cascade Locks-Viento section of Columbia River Highway.

Release of haul roads on the Mazama Junction-Lobert Section of US97 to U. S. Klamath Indian Agency.

Deed to School District No. 8, Douglas County, for 2.48 acres on the Canyonville Section of the Pacific Highway.

Deed to Goldhammer for property on Cherry Street-Steel Bridge Section, US99W, Portland.

Lake County maintenance agreements on Goose Lake Section of two county roads.

Agreement with Union Pacific Railroad Company covering removal of snow from railroad right of way along Columbia River Highway between Troutdale and The Dalles.

Indenture of Access to Harold B. Hurley and Marie R. Hurley on property on northerly side of highway opposite Highway Engineer's Stations 184+87.5 and 186+00, in Douglas County.

Abandonment agreement with Lane County covering abandonment of a small portion of Springfield-Creswell Secdy. Hwy. in vicinity of Jasper.

The meeting adjourned at 4:00 p.m. to reconvene the following morning in the same room.

Portland, Oregon
December 20, 1950

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the same persons present and participating.

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Chandler announced that the award of contracts would be made at 3:00 p.m.

OREGON COAST HIGHWAY IN COOS COUNTY

CEDAR POINT-COQUILLE SECTION

Coos Bay Dredging Co., Coos Bay	$298,774.90
Porter W. Yett, Portland	299,217.50
Warren Northwest, Inc., Portland	308,547.50
Rogers Constr. Co., & Babler Bros., Portland	314,340.00
J. G. Watts Constr. Co., Portland	375,844.00

KLAMATH LAKE SECONDARY HIGHWAY IN KLAMATH COUNTY

ROCKY CREEK-WOCUS MARSH SECTION

F. L. Somers, Klamath Falls	$334,015.00
Leonard & Slate Oregon Ltd., Portland	346,759.50
Rogers Constr. Co., Portland	402,510.00
McNutt Bros., Eugene	424,738.00
Peter Kiewit Sons, Longview, Wn.	563,733.50

COTTONWOOD CREEK AND WEST SIDE COUNTY ROADS IN LAKE COUNTY

GOOSE LAKE SECTION

F. L. Somers, Klamath Falls	$ 89,384.00
Stevenson Constr. Co., Salem	93,012.50
Durbin Bros., Eugene	94,210.50
J. N. & M. J. Conley, Portland	94,306.00
Babler Bros., Portland	96,060.00
John A. Logan, Portland	96,853.00
Rex C. Ayers Constr. Co., Portland	97,460.50
Peter Kiewit Sons Co., Longview, Wn.	99,432.00
Leonard & Slate, Oregon Ltd., Portland	100,720.00
Floyd Graham Constr. Co., Lebanon	104,485.00
M. W. Brown, Redding, Calif.	104,743.40
O and K Construction Co., Gresham	105,101.00
G. D. Dennis & Sons, Portland	105,230.00

SPRINGFIELD-CRESWELL HIGHWAY IN LANE COUNTY

WILLAMETTE RIVER (JASPER) BRIDGE SECTION

Rex C. Ayers Constr. Co., Portland	$ 8,526.50
Hamilton & Thoms, Eugene	9,397.00
I. H. Peters, Eugene	10,787.00
Inter City Sand & Gravel Co., Eugene	11,251.50
Tauf Charneski, Eugene	13,151.75

SALEM-DALLAS HIGHWAY IN MARION AND POLK COUNTIES

MARION STREET BRIDGE APPROACHES IN SALEM

General Construction Co., Portland	$787,736.00
Lindstrom Bros., Portland	797,015.00
Guy F. Atkinson Co., Portland	841,550.00
Lee Hoffman & J. A. Troxell, Portland	845,715.00
C. J. Montag & Sons, Portland	903,165.00

WASCO-HEPPNER HIGHWAY IN MORROW COUNTY

EIGHTMILE-HEPPNER ROCK PRODUCTION PROJECT

Rush Constr. Co., Enterprise	$ 19,110.00
Oscar E. Joelson, Eugene	19,460.00
E. C. Hall Co., Portland	20,650.00
Vernie Jarl, Gresham	21,630.00
E. H. Itschner Co., Molalla *	21,700.00
A. H. Saxton & Sons, Corvallis	23,030.00

* Bidder will accept only one project.

December 20, 1950

OCHOCO HIGHWAY IN WHEELER AND GRANT COUNTIES

MITCHELL-JOHN DAY RIVER ROCK PRODUCTION PROJECT

Rogers Constr. Co., Portland	$ 28,680.00
Oscar E. Joelson, Eugene	28,740.00
E. C. Hall Co., Portland	30,360.00
Rush Constr. Co., Enterprise	32,640.00
Vernie Jarl, Gresham	33,480.00
E. H. Itschner Co., Molalla *	33,600.00
A. H. Saxton & Sons, Corvallis	34,740.00

* Bidder will accept only one project.

The Chief Counsel reported a pending lawsuit involving seven highway department employees, all members of a snow plow crew, and arising out of snow removal operations on the Mt. Hood Highway at Battle Axe Inn about two years ago. It is alleged, he said, that this crew, while operating a rotary type plow, covered the roof of the Inn with snow which later slid off and injured a bus driver who was standing nearby, and this man is now claiming $25,000 damages. He also said that there is a question whether or not the company that wrote the State's insurance will assume liability in the case, and he requested instructions whether or not to appear in court in behalf of the employees in the event the company does not assume the liability. He explained that the State is not liable for torts of its employees and if the insurance company does not appear in the case, it will mean personal responsibility of the men that are being sued. Commissioner Reynolds gave as his feeling that it would be difficult in the future to hire operators for snow removal and other equipment if the Commission did not stand back of its employees in court actions such as this, and that in this instance, the Commission should assist the employees as much as possible. As a result of discussion, the Commission instructed the Chief Counsel to appear in court as a "friend of the employees" to protect them against default, but not as a representative of the Commission.

The Commission discussed briefly the dedication of the Sauvies Island Bridge in Multnomah County. The Engineer advised that dedication ceremonies are being planned for the last week in December and that those in charge have stated a desire for the members of the Highway Commission to be present and participate. It was decided that either Chairman Chandler or Commissioner Reynolds will represent the Commission on the occasion if possible.

Messrs. William Hammond, administrator, and Jack Elliot, property custodian for the State Liquor Control Commission were present and inquired whether or not it would be possible for the Liquor Commission to rent office space on the fifth floor of the new Highway Department office building in Salem, when it is ready for occupancy. Mr. Hammond stated that their present quarters in a privately owned building in Salem are inadequate and they are

looking for a new location in a state-owned building. He also said that they would require about 3000 square feet of floor space. Commissioner Chandler stated that it is anticipated the building will be ready for occupancy about June, 1951, and inasmuch as the State Highway construction program is being expanded, the Commission does not know at this time just how much space will be required for State Highway personnel, so is not making any advance commitments of the space that may be available. He suggested that they investigate the possibilities of obtaining rooms in the State Office building when the Highway Department vacates that building. Mr. Hammond agreed to do that and he also inquired if the Commission will give their request first consideration if it is determined later that there will be surplus space available for rental in the State Highway Building. He was assured by the Commission that the Liquor Commission will be given first refusal of any surplus space that may develop in the new building.

The Chief Counsel reported that he has been approached by Mr. Thornton Munger in behalf of the Oregon Roadside Council with a suggestion that the Highway Commission ask the Governor to incorporate in his message to the 1951 legislature a suggestion that roadside advertising signs be removed from property adjacent to public highways. It was the feeling of the Commission that the request should go directly from the Roadside Council to the Governor. The Chief Counsel was instructed so to inform Mr. Munger.

The Engineer brought up for discussion the award of the contract for construction of the Willow Creek-Boardman section of the Columbia River Highway in Morrow and Gilliam Counties, bids for which were received on November 10, 1950. He recalled that the Commission referred the bids to him with authority to award the contract to the low bidder when certain right of way difficulties with the Federal Government had been cleared up. At that time, he said, the only difficulty known was the reservation of the Federal Power Commission which was cleared through the efforts of Senator Cordon, but it now develops that the U. S. Air Corps has another reservation within limits of the contract which will have to be cleared by the authorities in Washington, notwithstanding that the officer in charge of the local area has no objections to the State having the property.

He gave as his feeling that clearance will be obtained within the next few days and he recommended, if it is not cleared, and the contract cannot be awarded by January 5, 1951, as a Federal Aid project, that it be awarded as a state job to be financed solely with state funds. He explained that Berke Bros., the low bidders, are very anxious to start work inasmuch as their bid anticipated performance of much of the work during the winter months. Mr. Tom M. Davis, District Engineer, Bureau of Public Roads, who was present advised that he has no objections to such procedure. The Commission unanimously approved the recommendation and authorized award of the contract on January 5, 1951, as a state job if difficulties with the Air Corps are not ironed out by that time.

Commissioner Reynolds called attention to the rough condition of the Central Oregon Highway between Harper and Juntura in Malheur County. The Engineer was instructed to investigate this section and report his findings at the next meeting of the Commission.

Consideration was given by the Commission to the following items of unfinished business as listed on the Secretary's summary dated November 10, 1950:

1. Matters to be presented to 1951 Legislature: The Engineer reported that he and the Chief Counsel have been working on legislative bills, including a revised truck bill in which they are using the Michigan truck law as a guide. The Commission ordered this item of unfinished business retained on the list.

2. Re-alignment of Oregon Coast Highway through Seaside using Roosevelt Drive: The Commission ordered this item deleted from the list of unfinished business, and that it be classed as new business if it arises again.

3. McNary Dam park site: Proposed acquisition of area for possible development as a park in conjunction with the Army Engineers. The Commission ordered this item deleted from the list of unfinished business. It is to be considered as new business when further developments occur.

4. Haines-Anthony Lakes Secondary Highway: Baker County Chamber of Commerce requests improvement. The Engineer reported that he and Commissioner Reynolds will contact the Baker County Court and ascertain if it prefers this project to contemplated work on the Baker-Unity Highway. The Commission ordered this item retained on the list of unfinished business.

5. Ross Island Bridge, Portland. Proposed diagonal cut-over from Hood Street to Macadam Avenue to relieve Harbor Drive of the Oswego traffic: The Engineer reported that pursuant to instructions given him at the meeting November 10, he discussed this matter with Commissioner McIver but they did not inspect the premises so no report is ready now. The matter was ordered removed from the list of unfinished business with the understanding that a report will be rendered later.

6. Proposed picnic area at junction of US30 and Starkey Secondary Highway on which the Parks Superintendent had been previously authorized to negotiate for acquisition of federal land only: Commissioner Reynolds advised that this project is still in progress. The Commission ordered the item retained on the list of unfinished business.

7. Proposed addition to Umpqua Lighthouse State Park -- acquisition of property from Menasha Woodenware Company: The Right of Way Engineer reported that the Company has signed an option whereby it agrees to sell to the State at the rate of $35.00 per acre, 42.02 acres of land tnat the State needs as right of way, and, in addition thereto, the Company agrees to deed to the State, without cost, 111.81 acres for park purposes. He recommended acceptance of the settlement thus arranged. The Commission approved the recommendation and ordered closure of the transaction on the basis thereof. The item is to be deleted from the list of unfinished business.

8. Collection of the amount of the bid bond furnished by State Construction Company with its proposal to construct the piers for the Marion Street Bridge across the Willamette River at Salem: The Chief Counsel reported that no new developments had occurred. The Commission ordered this item retained on the list of unfinished business.

9. Maintenance of gasoline pumps on highway right of way: The Engineer reported that, as previously instructed, a study is being conducted on a state-wide basis with a view to ascertain facts necessary for the adoption of a standard policy, and that the report will be ready in a month or two. The Commission ordered the item retained on the list of unfinished business.

10. Astoria-Megler Ferry terminal: Proposed expenditure of $175,000 to reconstruct Astoria terminal. The Commission ordered this item deleted from the list of unfinished business, instructing the Engineer, however, to render an up-to-date report on the subject, which is to be considered new business when it is presented.

11. Wage increases and cost of living adjustment: Chairman Chandler recalled that the Commission at its November meeting approved the revised pay plan and cost of living adjustment as recommended by the Civil Service Commission and the Governor. The Commission decided that the matter of further wage adjustments should be considered as new business when it again arises -- in the meantime, the item is to be deleted from the list of unfinished business.

12. Proposed development of Rooster Rock State Park on the Columbia River Highway in Multnomah County: The Commission ordered this item removed from the list of unfinished business.

13. Improvement of the Loon Lake Creek Bridge Section of the Umpqua Highway: The Engineer reported that as previously instructed, this project will be included in the next construction program.

14. Claim of Enterprise Telephone Company for reimbursement for expenses incurred in re-arranging its telephone lines in Enterprise to accomodate a highway improvement. The Chief Counsel reported that the moving of the telephone poles was not ordered by any employee of the State Highway Department. He suggested that the matter be dropped until the Company takes action. The Commission approved the suggestion and ordered the item deleted from the list of unfinished business.

15. Special improvements to state highway routes in small towns: It was recalled that the Commission at its meeting on October 26 authorized improvement of the Oregon Coast Highway in the town of Florence and instructed the Engineer to ascertain if there are other places in the state where similar conditions exist. The Commission ordered this item deleted from the list of unfinished business. It is to be considered as new business when the subject again comes up for discussion.

16. Proposed wayside picnic area near Red Bridge on the Starkey Secondary Highway, Union County: This matter was briefly discussed but action deferred at the request of Commissioner Reynolds who stated that he is studying the matter and will report results at the next meeting of the Commission.

17. Wallowa Lake State Park. Acquisition of additional area for over-night parking purposes: The Parks Superintendent reported that no new developments had occurred in the negotiations with Mrs. Wiggins for the property. The Commission ordered this item retained on the list of unfinished business.

18. Request of City of Nyssa for construction of full width pavement and curbs on US20 within the city. Action was again deferred on this matter pending inspection of the project by Commissioner Reynolds and the Engineer. Retain on list of unfinished business.

19. Controversy with Andy Gigler regarding an advertising sign on South Sixth Street in Klamath Falls: The Chief Counsel reported that he would send someone in company with an officer of the law to have the sign removed from the state highway right of way. In view of the report, this item was ordered removed from the list of unfinished business.

20. Request of the City of Portland for State aid in constructing a by-pass on Sandy Boulevard (US30) at 33rd Street. The Commission ordered this item removed from the list of unfinished business. It is to be considered as new business if it again arises.

21. Request of the City of Corvallis for rerouting of US99W on First Street in Corvallis so as to by-pass the business district: The Engineer reported that as instructed at the November meeting, a study of the matter is under way. The Commission ordered the item retained on the list of unfinished business.

A delegation representing the Oregon U. S. Highway 20 Association appeared before the Commission requesting improvements to Highway U. S. 20. Included in the group were the following: F. E. Gilkey, Lincoln County Judge; Darwin Nash, Newport; James Howes, Association Secretary, Newport; Frank Updike, President, Oregon U. S. Highway 20 Association; Alex Allen, Councilman, Toledo; H. C. Bogert, Mayor-elect, Toledo; Mrs. H. C. Bogert, Councilwoman, Toledo; M. G. Hammerness, Mayor of Toledo and Director of Oregon Highway 20 Association; Joseph P. Maker, President of the Toledo Chamber of Commerce; Ernest Willer, Past President U. S. 20 Association, Newport; William Niskanen, Vice-President, U.S.Highway 20 Association, Bend; John H. Gallagher, Director, U. S. Highway 20 Association, Corvallis.

Mr. Hammerness headed the group and introduced the members of the delegation. He urged improvement of U.S. Highway 20 between Newport and Corvallis, particularly the section between Newport and Toledo, then easterly across the state. He urged acquisition of necessary rights of way between Newport and Toledo in 1951 and that this section be improved at the earliest

possible date from the military and evacuation standpoints. He alleged that U. S. 20 is a vital east-west route across Oregon and, in the event of a disaster, would be a much needed highway to relieve traffic on the Columbia River Highway. He also said that the Association will support a bond issue to finance highway construction and he asked the Commission for assurance that the Toledo-Newport section will be constructed soon.

Mr. Gallagher presented a letter in favor of development of this highway emphasizing its strategic value as an east-west route. (At his request the letter was read aloud by the Commission's Secretary.) He inquired if the Commission will furnish maps and other data concerning U. S. Highway 20 for the Association's information. He was informed by Chairman Chandler that the Commission will be glad to accommodate the Association with any information that is available and he was instructed to make his wants known to the Engineer at the Salem office. In reply to a further inquiry from Mr. Gallagher as to the Newport-Toledo section, Chairman Chandler advised that the survey for this section is now about 50 percent complete and will be finished --also that the Commission is interested in the project and hopes to be able to construct it within a reasonable length of time. He also outlined briefly other improvements that the Commission has in mind for this highway, including the following, which, he said, the Commission hopes to be able to undertake soon: Bend-Tumulo Section; section across the northeast corner of Lake County; realignment of Sage Hen Hill grade; and improvements between Juntura and Vale. He pointed out that the Commission, in order to undertake more rapid development of highways, and to catch up with its contemplated program must have more money which the Legislature is going to be asked to provide by authorizing the sale of bonds. He mentioned a number of improvements on the state highway system that the Commission hopes to finance with the bond money. Mr. Niskanen urged fast action on the following U. S. 20 projects: Better maintenance between Juntura and Vale, and standardization of the section between Bend and Tumalo, including a new bridge across Deschutes River.

Judge Gilkey urged the improvement between Toledo and Newport and advised that the county will assist as much as possible in obtaining right of way.

Chairman Chandler concluded the discussion by stating that he had outlined as fully as is possible what the Commission has in mind for U. S. 20, but how soon the improvements can be accomplished depends upon how soon the money becomes available to finance them. He assured the delegation that their requests will be given fair consideration.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Mr. J. C. Minson, County Commissioner, Crook County, appeared before the Commission concerning improvement of the Paulina Secondary Highway No. 380, with particular reference to the section across Combs Flat. He referred to a newspaper item to the effect that Federal Aid Secondary Funds will be available after the first of the year and he inquired, if such allocation is made, what improvement can they expect on the Paulina Highway. He was informed that the

allocation of Federal Aid Secondary Funds has not yet been made but is anticipated sometime in January, and until the regulations for the expenditure of the funds is received, the Commission cannot make commitments. Mr. Minson was assured that this project will not be overlooked in formulating the Secondary Construction Program.

The Right of Way Engineer presented a damage claim from Mr. R. C. Barrie, owner of a service station at the junction of the Payette Spur with the Old Oregon Trail north of Ontario, in Malheur County. He explained that the State purchased some right of way from Mr. Barrie in 1932 and that he was permitted at that time to maintain his service station on the property in lieu of the State going to the expense of moving it; further, that as a result of the improvement of the highway last year which necessitated raising the highway grade, the service station has been left in a hole. Mr. Barrie, he said, has protested vehemently but finally has agreed to a cash settlement whereby if the State will pay him $1125.00, he will move his buildings from the State's property at his own expense, and will release the State from further obligation. He recommended approval of such settlement. The Commission approved the recommendation unanimously on the condition that Mr. Barrie will give the State a complete release for all damages, in writing, and will move the buildings before any money is paid him.

The Right of Way Engineer also presented a request from a Mr. Harold Hurley for a revision of his point of access to the Pacific Highway about four miles south of Canyonville. He explained that Mr. Hurley now has two access points which are rather far apart and all that he wants is permission to substitute a new location for one of them, which will create no additional hazard to the traveling public and has the approval of the Engineer. He recommended approval of the change. The Commission approved the recommendation.

The Engineer brought up for discussion the improvement of several county roads in Jefferson County as Federal Aid Secondary Highway projects, particularly the following:

South Unit, Gateway-Agency Plains Highway No. 546 -- 8 miles of pit run surfacing, estimated cost $50,000.

Metolius-Culver Highway No. 548 -- 9 miles crushed rock surfacing, estimated cost $55,000.

Culver-Juniper Butte Highway No. 547 -- 7 miles crushed rock surfacing, estimated cost $45,000.

He recalled that these county roads were placed on the Federal Aid Secondary Highway system by resolution adopted by the Commission at its meeting on September 28, 1950, as substitutes for the Willowdale-Ashwood Road, for which an amount of $150,000 was allocated in the 1950-51 Federal Aid Secondary Highway program, but the Commission did not at that time authorize the transfer of the funds. He asked the Commission to approve the transfer of the funds so work might proceed. The Commission approved the re-allocation of funds as requested.

The Commission discussed a proposed agreement with Lane County providing for the disposition of certain portions of the Springfield-Creswell Secondary Highway No. 222 which will be rendered valueless from the state highway standpoint when the new bridge over the Willamette River at Jasper is completed. The Engineer exhibited a map showing the new highway location and the old road that is to be disposed of. He particularly pointed out that a short section of the old road just east of the town of Jasper must be maintained as a public highway for the benefit and services of people residing thereon, but another section, on which the old bridge is located, may be allowed to revert to the owners of abutting property if the county court so desires. He recommended approval of the agreement, which provides that both sections shall be abandoned as a part of the state highway, and turned over to the County Court of Lane County for future control. The Commission approved the recommendation unanimously, and thereupon signed the agreement, which previously had been signed by the Lane County Court.

The Engineer presented for the Commission's consideration a revised plan for the improvement of US99E in North Salem, which plan contemplates the off-street parking of vehicles rather than the widening of the highway as originally intended. He recalled that the Commission's agreement with the City of Salem covering highway improvements within the city, provides that the State shall widen certain portions of the present highway where such widening work can be done at reasonable expense and that the city shall provide off-street parking areas for cars along other portions where no widening is contemplated because of building construction. He said that the current estimated cost to do the widening work is $65,000, whereas the cost to provide additional off-street parking space for the same number of cars that would be accommodated by the widening work is only about $45,000, in view of which he recommended approval of the plans, as revised, which would effect the saving of some $20,000 of state funds. He exhibited a map showing what he had in mind. This matter was given very careful consideration by the Commission and in the discussion of it the Chief Counsel advised that the Commission is without legal authority to spend state funds for off-street parking purposes. He read aloud provisions of the agreement with the City and particularly pointed out that it is the obligation of the city to provide such parking areas. As a result of the discussion the Commission decided unanimously to adhere strictly to the provisions of the original agreement. The Engineer was instructed to expedite the completion of the plans for the Salem by-pass project, and to arrange for contracting as rapidly as is possible other projects which have been approved by the Commission.

The Chief Counsel reported difficulties in obtaining right of way from a number of the property owners along the Cedar Point-Coquille Section of the Oregon Coast Highway, Coos County. He requested authority to condemn the right of way in the event that further negotiations reveal that procedure necessary. The Commission indicated its approval of the request, but instructed the Chief Counsel to consult with Chairman Chandler before taking action. It was left with Chairman Chandler to decide definitely whether or not to condemn the properties, and to specify the amounts of the several offers in condemnations if condemnation action is required.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:00 p.m. Chairman Chandler announced the Commission's decision with respect to each project as follows, the Commission's action in each case being by unanimous vote:

"Construction of rock base, paving and structures on the Cedar Point-Coquille Section of the Oregon Coast Highway in and north of the city of Coquille. Coos Bay Dredging Company, Coos Bay, submitted the low bid for this job at $298,774.90. Four higher bids were received. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading, surfacing and construction of a bridge on the Rocky Creek-Wocus Marsh Section of the Klamath Lake Secondary Highway about 17 miles north of Klamath Falls, Klamath County. F. L. Somers, Klamath Falls, submitted the low bid for this job at $334,015. Four higher bids were received. The Commission has rejected all of the bids as being too high.

"Grading and surfacing on the Goose Lake Section of the Cottonwood Creek and West Side county roads about six miles west and north of Lakeview, Lake County. F. L. Somers, Klamath Falls, submitted the low bid for this job at $89,384. Twelve higher bids were received. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading, surfacing and oiling bridge approaches on the Willamette River (Jasper) Bridge Section of the Springfield-Creswell Secondary Highway, Lane County. Rex C. Ayers Construction Company, Portland, submitted the low bid for this work at $8,526.50. Four higher bids were received. The Commission has awarded the contract to the low bidder, Rex C. Ayers Construction Company, at its bid price.

"Construction of concrete viaduct approaches to the Willamette River Bridge at Salem, in Marion and Polk counties. General Construction Company, Portland, submitted the low bid for this work at $787,736. Four higher bids were received. The Commission has awarded the contract to General Construction Company at its bid price.

"Rock production on the Wasco-Heppner Highway west of Heppner in Morrow County. Rush Construction Company, Enterprise, submitted the low bid for this job at $19,110. Five higher bids were received. The Commission has awarded the contract to the low bidder, Rush Construction Company, at its bid price.

"Rock production project on the Mitchell-John Day River Section on the Ochoco Highway east of Mitchell, in Wheeler and Grant counties. Rogers Construction Company, Portland, submitted the low bid for this job at $28,680. Six higher bids were received. The Commission has awarded the contract to the low bidder, Rogers Construction Company, at its bid price."

There being no further business to come before the Commission at this time, the meeting adjourned at 3:00 p.m.

Chairman

State Highway Engineer

ATTEST:

Secretary

Commissioner

Commissioner

EXHIBITS "A" THROUGH "L"

Minutes of December 19 and 20, 1950

EXHIBIT "A"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SULLIVAN GULCH HIGHWAY - UNIT #2

15924 - The First National Bank, Portland; Henricke, Dr. Samuel George. (Mayhew)
Right of Way and Easement
Option expires April 26, 1951

1600 sq. ft. with lawn and retaining wall	$ 2,460.00	
Severance 3% of remainder estimated at $63,500.00	1,900.00	
Charged to Right of Way		$ 4,360.00
THINGS TO BE DONE BY THE STATE:		
Deed following property to Grantor		
Lot 2, Block 31, Laurelhurst Addition 2375 sq. ft. at $.40 per sq. ft.	950.00	
Lot 3, Block 31, Laurelhurst Addition 1625 sq. ft. at $.35 per sq. ft.	568.75	
Lot 4, Block 31, Laurelhurst Addition 1375 sq. ft. at $.30 per sq. ft.	412.50	
Credit to Right of Way		1,931.25
GRAND TOTAL - To be paid owner		$ 2,428.75

Access controlled - No access allowed.

EXHIBIT "A" (cont.)

SULLIVAN GULCH HIGHWAY - UNIT #3

14814 - Adams, Gerald Wayne; Life Estate to Frances Adams Rexford (Boone)
Right of Way
Option expires May 3, 1951

4,250 sq. ft. at $.20 per sq. ft.	$ 850.00	
House: 960 sq. ft. at $5.90 per sq.ft.	5,664.00	
Allowance - To clear Title	146.00	
Amount to be paid owner - chrg to Right of Way		$ 6,660.00

Takes all -

14821 - Palmer, Harmon S. and Lillian A. (Boone)
Right of Way
Option expires April 23, 1951

7,500 sq. ft. at $0.25 sq. ft.	$1,875.00	
House - 1½ story, 1288 sq. ft.with garage	9,859.00	
Amount to be paid owner - chrg to Right of Way		$11,734.00

Takes all -

SULLIVAN GULCH HIGHWAY - UNIT #5

15530 - McFadden, William and Orrille (Johnson)
Right of Way
Option expires May 6, 1951

1.92 acres at $1,000.00 per acre	$1,920.00	
Bunk house, 240 sq. ft. at $2.00	480.00	
Chicken house 1080 sq. ft. at $2.50	2,700.00	
Severance damages, 10% on remaining	960.00	
Amount to be paid owner - chrg to Right of Way		$ 6,060.00

Access controlled - No access allowed

15527 - Gaines, Ray B. and Ruby (Johnson)
Right of Way
Option expires January 24, 1951

1.71 acres at $1,200.00 per acre	$2,052.00	
Barn, 442 sq. ft. at $2.00 per foot	884.00	
Severance damages - 1.3 acres at $768.54 per acre	1,000.00	
Amount to be paid owner - chrg to Right of Way		$ 3,936.00

Access controlled - No access allowed.

EXHIBIT "A" (cont.)

SULLIVAN GULCH HIGHWAY - UNIT #5 (cont.)

14899 - Judd, Phillip H. and Ruth C. (Johnson)
Right of Way
Option expires May 28, 1951

10,193 sq. ft. at $0.05 per sq. ft.	$ 509.65	
Severance damage	141.59	
Amount to be paid owner - chrg to Right of Way		$ 651.24

Access controlled -

15475 - Tiffany, A. E. (Johnson)
Right of Way
Option expires May 4, 1951

6,500 sq. ft. at $0.23+ per sq. ft.	$1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,500.00

Takes all -

15514 - Calcagno, Jerome J. and Ruby M. (Mayhew)
Right of Way and Underpass
Option expires May 12, 1951

7.42 acres at $1,000.00 per acre	$ 7,420.00	
Allowance - 6.5 acres of Berries at $188.00+ per acre	1,224.00	
3 sheds, and brick barbecue	752.00	
1½ story, frame house. Approx. 680 sq. ft. at $5.30 per sq. ft.	3,604.00	
Amount to be paid owner - chrg to Right of Way		$13,000.00

Takes all -

16922 - Hoffman, W. E. and Elsie May (Johnson)
Right of Way
Option expires May 15, 1951

3.11 acres at $1,000.00 per acre	$ 3,110.00	
New house, 3/4 finished, 1129 sq.ft. at $6.00 a sq. ft.	8,274.00	
Well, with pump, tank and pressure system	1,352.00	
Old House, 484 sq. ft. at $2.77+	1,344.00	
Wood shed, small smoke house, chicken house	690.00	
Barn, 20' x 32', 640 sq.ft. and attached Milk house	2,480.00	
Amount to be paid owner - chrg to Right of Way		$17,250.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

SULLIVAN GULCH HIGHWAY - UNIT #5 (cont.)

15496 - Moore, J. E. and Amy F. (Johnson)
Right of Way
Option expires June 6, 1951

0.91 acres at $1,000.00 per acre	$ 910.00	
Allowance - Reestablish duplex dwelling	2,960.00	
Amount to be paid owner - chrg to Right of Way		$ 3,870.00

Access controlled - No access allowed

14903 - Scherer, Fred G. and Frances M. (Johnson)
Right of Way
Option expires June 1, 1951

0.336 acres or 14,636 sq. ft. at $0.04+ per sq. ft.	$ 586.44	
Outdoor fireplace	65.00	
Severance	349.56	
Amount to be paid owner - chrg to Right of Way		$1,001.00

Access controlled - No Access allowed

15508 - Reconstruction Finance Corporation (Vanguard) (Cooper)
Right of Way and Material Source
No option

10 acres, lump sum	$50,375.00	
Amount to be paid owner - chrg to Right of Way		$50,375.00
THINGS TO BE DONE BY THE STATE:		
Taxes to be paid by the State, 1949-50 and 1950-51 (Estimated)	1,881.00	
Amount chargeable to Right of Way		1,881.00
GRAND TOTAL (Estimated)		$52,256.00

Takes all -

15508-A Vanguard Inc., Bankrupt, S. A. McAllister, Trustee (Cooper)
Right of Way and Material Source
No option

5.86 acre at $282.+ per acre	$1,650.00	
0.87 acre at $1150.+ per acre	1,000.00	
Amount to be paid owner - chrg to Right of Way		$2,650.00

Takes all -

EXHIBIT "A" (cont.)

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15934 - Oregon Fish Commission (Witt)
Right of Way
Option expires May 5, 1951

1.76 acres — Gratis

THINGS TO BE DONE BY THE STATE:

Construct access at Engineer Station 224+50

Access controlled -

15935 - Conlon, Ben, John and Allen (Witt)
Right of Way
Option expires April 19, 1951

2½ acres at $200.00 per acre	$ 500.00	
8.92 acres at $300.00 per acre	2,676.00	
8.00 acres at $450.00 per acre	3,600.00	
Allowances: Severance damages 52.1 acres at $10.00 per acre	521.00	
400 rods of new fencing at $2.50 per rod	1,000.00	
Amount to be paid owner - chrg to Right of Way		$ 8,297.00

THINGS TO BE DONE BY THE STATE:

Construct private access - Engineer Station 239+00

Access controlled -

15936 - Port of Cascade Locks (Witt)
Right of Way
Bargain and Sale Deed dated December 9, 1950

2.50 acres at $150.00 per acre	$ 375.00	
2.03 acres at $135.00+ per acre	275.00	
Amount to be paid owner - chrg to Right of Way		$ 650.00

Access controlled - No Access allowed

HOOD RIVER-TUCKER BRIDGE - HOOD RIVER SECONDARY HIGHWAY

16766 - Benson, Harold (Witt)
Right of Way
Option expires May 1, 1951

0.20 acre at $700.00 per acre	$ 140.00	
Amount to be paid owner - chrg to Right of Way		$ 140.00

Access not controlled -

SALEM-HAYESVILLE SECTION - PACIFIC HIGHWAY EAST

13896 - Tolmsoff, John P. and Nellie; R. I. Hall and E. L. Hughes, Lessee (Landon)
Right of Way
Option expires May 28, 1951

768 sq. ft. + 2 ft. slope easement at $0.05 per sq. ft. $ 38.40

Amount to be paid owner - chrg to Right of Way $ 38.40

THINGS TO BE DONE BY THE STATE:

Construct road approaches at Stations 44+63 and 45+10 (Commercial)

Access controlled -

13899 - Verteck, Earl E. and Pauline T. (Landon)
Right of Way
Option expires May 26, 1951

613 sq. ft. + 2 ft. slope easement at $0.05 per sq. ft. $ 30.65
Allowance - in lieu of moving building, and loss of parking area 1,500.00

Amount to be paid owner - chrg to Right of Way $ 1,530.65

THINGS TO BE DONE BY THE STATE:

Construct road approaches at Stations 47+46 and 47+82.98 (Commercial)

Access controlled -

13858 - Pade, Virgil L. and Lois L. (Benson)
Right of Way
Option expires May 26, 1951

1782 sq. ft. at $0.60 per sq. ft. $1,069.20
+ 2 foot slope easement

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SECTION - PACIFIC HIGHWAY EAST (cont.)

13858 - Pade, Virgil L. and Lois L. (cont.)

Allowance - 1782 sq. ft. black top paving at $0.28 per sq. ft.	$ 498.95	
Move neon sign	65.00	
Amount to be paid owner - chrg to Right of Way		$ 1,633.16

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 15+22 (50 feet wide - Commercial)

Access controlled -

13913 - Allender, Clyde and Anna M. (Landon)
Right of Way
Option expires May 27, 1951

291 sq. ft. at $0.05 per sq. ft. + 2 foot slope easement	$ 14.55	
Amount to be paid owner - chrg to Right of Way		$ 14.55

THINGS TO BE DONE BY THE STATE:

Reestablish existing road approach at Station 67+08 (Commercial)		
Replace rock border and move shrubbery if disturbed (Est)	$ 25.00	
State to move neon sign (Est)	50.00	
Amount chargeable to Construction		$ 75.00
GRAND TOTAL (Estimated)		$ 89.55

Access controlled -

16853 - Greene, David P. and Irene M. (Benson)
Right of Way
Option expires June 7, 1951

1080 sq. ft. at $0.60 per sq. ft.	$ 648.00	
Move fence, loss of lawn, shrubbery, move and rebuild electric sign	198.00	
Loss of 390 sq. ft. paving at $0.22 per ft.	85.80	
Amount to be paid owner - chrg to Right of Way		$ 931.80

THINGS TO BE DONE BY THE STATE:

Construct approach 30 ft. wide the center of which is opposite Station 13+75 (Commercial)

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SECTION - PACIFIC HIGHWAY EAST (cont.)

13886 - Linksy, Alam E. and C. I. (Benson)
Right of Way
Option expires June 7, 1951

943 sq. ft. at $0.40 per sq. ft.	$ 380.00	
Move electric sign	45.00	
Allowance - 87 lineal ft. concrete island	35.00	
Amount to be paid owner - chrg to Right of Way		$ 460.00

THINGS TO BE DONE BY THE STATE:

Construct approach 30 ft. wide, the center of which is opposite Station 32+90 (Commercial)

Access controlled -

13900 - Mathieson, D. E. and Grace W. (Landon)
Right of Way
Option expires May 13, 1951

-3200 sq. ft. at $0.05 per sq. ft. also 15 foot slope easement	$ 160.00	
-English Walnut trees. 6 at $75.00 ea.	450.00	
Amount to be paid owner - chrg to Right of Way		$ 610.00

THINGS TO BE DONE BY THE STATE:

-Salvage rock from rock gardens, and Rebuild three concrete steps	35.00	
-Re-establish cut slope of front yard		
-Construct road approaches, 25 feet wide, at Station 48+20 and 50+15 west side of highway		
Amount chargeable to Construction		35.00
GRAND TOTAL (Estimated)		$ 645.00

Access controlled -

13906 - Johnson, Eva C. (Benson)
Right of Way
Option expires May 12, 1951

339 sq. ft. at $0.05 per sq. ft. plus a 10 foot slope easement	$ 16.95	
Amount to be paid owner - chrg to Right of Way		$ 16.95

THINGS TO BE DONE BY THE STATE:

Build approach at Station 64+90

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL - PACIFIC HIGHWAY EAST (cont.)

13881-A Woodroffe, Paul J. and Helen (Benson)
Right of Way
Option expires May 13, 1951

1600 sq. ft. at $0.40 per sq. ft.	$ 640.00	
Amount to be paid owner - chrg to Right of Way		$ 640.00

THINGS TO BE DONE BY THE STATE:

Replace existing sidewalk (Est)	$ 100.00	
Construct approaches at Stations 27+75 and 29+00		
Amount chargeable to Construction		100.00
GRAND TOTAL (Estimated)		$ 740.00

Access controlled -

13897 - Olsen, Howard E. and Hilda J. (Benson)
Right of Way
Option expires May 29, 1951

1025 sq. ft. at 5 cts. per sq. ft. + 2 foot slope easement	$ 51.25	
1025 sq. ft. black top paving at 22 cts. per sq. ft.	225.50	
Allowance - move Neon sign	25.00	
Amount to be paid owner- chrg to Right of Way		$ 301.75

THINGS TO BE DONE BY THE STATE:

State to construct approach 30 ft. wide, the center of which is to be opposite Station 45+50

Access controlled -

13898 - Olsen, Howard E. and Hilda J. (Benson)
Right of Way
Option expires May 29, 1951

1008 sq. ft. at 5 cts. per sq. ft. + 2 foot slope easement	$ 50.40	
Amount to be paid owner - chrg to Right of Way		$ 50.40

THINGS TO BE DONE BY THE STATE:

State to construct approaches 25 ft. wide, the center of which are opposite Stations 46+60 and 47+20

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

15190 - Ramsey Construction Company (Haskin)
Right of Way
Option expires January 29, 1951

0.413 acres		
State to convey 0.52 acres acquired from T. J. Starker (16980)	$1,200.00	
Allowances - 2000 cu.yd. base rock at $2.60 per yd.(Improvements in place)	5,200.00	
400 cu. yd. topping rock at $2.50 per yd.(Improvements in place)	1,000.00	
Reestablish sewage disposal system	700.00	
Rebuild loading dock and move equipment	600.00	
Amount to be paid owner - chrg to Right of Way		$7,500.00
Amount for exchange property		1,200.00
GRAND TOTAL (Estimated)		$8,700.00

Complete restriction of access -

16980 - Starker, T. J. and Margaret O. (Haskin)
Exchange property
Option expires April 23, 1951

0.52 acre at $10.00 per front foot 120 ft. frontage	$1,200.00	
Amount to be paid owner- chrg to Right of Way		$1,200.00

Acquired to exchange with Ramsey Construction Company (File No. 15190)

14602 - City of Corvallis (Haskin)
Right of Way
Deed signed November 6, 1950

6.98 acres Gratis

THINGS TO BE DONE BY THE STATE:

Construct two access points to be used in connection with the municipal shops and sewage plant. Points to be determined by grantor and grantee.

Access controlled -

15178 - Howard, James O. Corrected Report (Haskin)
Right of Way
Option expires February 20, 1951

(cont.)

EXHIBIT "A" (cont.)

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST (cont.)

15178 - Howard, James O. (cont.)

0.261 acre at $1,000 per acre	$ 261.00	
6 rods fence at $3.00 per rod	18.00	
Amount to be paid owner - chrg to Right of Way		$ 279.00
Amount previously approved September 28, 1950		
0.248 acres at $1,000 per acre	$ 248.00	
6 rods fence at $3.00 per rod	18.00	
	$ 266.00	

Access controlled - No Access allowed

CANYONVILLE SECTION - PACIFIC HIGHWAY

14552 - School District #8 Canyonville (Norlin)
Right of Way
Option expires May 23, 1951

Parcel 1, All of Lots 5 & 6 Blk. 19		
Parcel 2, Westerly 56 ft. of Lots 5-6-7-8 Blk.26		
Parcel 3, All of Blk. 27+ vacated streets		
Area contains 1.40 acres	$9,000.00	
Amount to be paid owner - chrg to Right of Way		$ 9,000.00
THINGS TO BE DONE BY THE STATE:		
Construct guard rail along fill on east side of new hwy. 250 feet. (Est)	$ 625.00	
Iron pipe hand rail along footpath in under-pass (Est.)	100.00	
Amount chargeable to construction		725.00
Convey to Grantor Stock property outside of 112 foot right of way line.		4,500.00
GRAND TOTAL (Estimated)		$14,225.00

Access controlled - No access allowed

JOHNS-GLENDALE JUNCTION SECTION - PACIFIC HIGHWAY

12202 - Knypstra, Bennie and Sadie Corrected Report (Norlin)
Right of Way
Deed signed November 18, 1950

1.31 acres at $200.00 per acre	$ 262.00
33 rods fence at $2.00 per rod	66.00
Allowance - for damages to close transaction	172.00

(cont.)

JOHNS-GLENDALE JUNCTION SECTION - PACIFIC HIGHWAY

12202 - Knypstra, Bennie and Sadie (cont.)

Amount to be paid owner - chrg to Right of Way $ 500.00

THINGS TO BE DONE BY THE STATE:

Construct farm approach 266+65 (Private Access)
Waiver of access

Amount previously approved September 23, 1946 (None paid)

1.31 acres	$ 262.00
33 rods of fence	66.00
	$ 328.00

Access controlled -

CATCHING SLOUGH-ENEGREN FERRY SECTION - COOS RIVER SECONDARY HIGHWAY

16660 - Sawrey, M. T. (Byrum)
Right of Way
Option expires May 7, 1951

0.58 acres at $150.00+ per acre	$ 89.00
12 rods of fence at $3.00 per rod	36.00

Amount to be paid owner - chrg to Right of Way $ 125.00

Access not controlled -

16662 - Harris, R. C. and Lulu (Byrum)
Right of Way
Option expires June 4, 1951

1.88 acres	$ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Access not controlled -

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

14941 - Haynes, Herbert and Frances (Byrum)
Right of Way
Option expires May 31, 1951

2,300 sq. ft. at $0.13+ per sq. ft.	$ 300.00

Amount to be paid owner - chrg to Right of Way $ 300.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach at Station 160+22

Access controlled -

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

14952 - Coos Bay Lumber Company (Byrum)
Right of Way
Option expires April 4, 1951
8.91 acres at $100.00 per acre $ 891.00
Amount to be paid owner - chrg to Right of Way $ 891.00

Access controlled -
Fir timber cut to be preserved for Grantor

14958 - Coos Bay Lumber Company (Byrum)
Right of Way
Option expires April 4, 1951
0.60 acres at $100.00 per acre $ 60.00
Amount to be paid owner - chrg to Right of Way $ 60.00

THINGS TO BE DONE BY THE STATE:
Reconstruct road approach at Station 420+10

Access controlled -

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16867 - Martin, John A. and Rosa M. (Reeder)
Right of Way
Option expires May 28, 1951
0.20 acres at $200.00 per acre $ 40.00
Allowance - Fencing, fish pond, and shrubs 160.00
Amount to be paid owner - chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE:
Construct private road approaches, approx. Stations 823+70 South side, 825+55 South side, 827+10 South side.
Furnish and lay approx. 250' of 1" Galv. Water Pipe over R/W; Install approx. 50' of 4" Concrete pipe at approx. Station 825+70 (Estimated Cost) $ 325.00
Amount chargeable to construction 325.00
GRAND TOTAL (Estimated) $ 525.00

Access controlled -

16874 - Oerding, George E. and Vera P. (Haskin)
Right of Way
Option expires June 4, 1951

(cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16874 - Oerding, George E. and Vera P. (cont.)

425 square feet	$ 125.00	
60 square feet	Gratis	
Amount to be paid owner - chrg to Right of Way		$ 125.00

Access not controlled -

16875 - Wheaton, Fred M. and Elsie L. (Reeder)
Right of Way
Option expires June 4, 1951

0.10 acres at $330.00 per acre	$ 33.00	
Fencing - 12 rods at $3.50 per rod	42.00	
Amount to be paid owner - chrg to Right of Way		$ 75.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private road approach at approx. Station 837+15

Access controlled -

16891 - Scolari, Joe A. and Mary (Haskin)
Right of Way
Option expires May 29, 1951

0.45 acre at $500.00 per acre	$ 225.00	
48 rods fence at $3.50 per rod	168.00	
Amount to be paid owner - chrg to Right of Way		$ 393.00

Access not controlled -

16909 - McNair, A. L. (Boone)
Right of Way
Option expires May 28, 1951

1,150 sq. ft. easement at $0.05 per sq. ft.	$ 57.50	
Amount to be paid owner - chrg to Right of Way		$ 57.50

Access not controlled -

16910 - Waltermeir, James (Boone)
Right of Way
Option expires May 27, 1951

2,500 sq. ft. easement at $0.05 per sq. ft.	$ 125.00	
Amount to be paid owner - chrg to Right of Way		$ 125.00

Access not controlled -

CEDAR POINT - COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16912 - Perrott, E. L., and Sons, Inc. (Boone)
Right of Way
Option expires May 28, 1951
3,100 sq. ft. easement at $0.05 per sq. ft. $ 155.00

Amount to be paid owner - chrg to Right of Way $ 155.00

Access not controlled -
State to protect building from fill dirt

16916 - Walker, E. A. and Rheo H. (Boone)
Right of Way
Option expires May 20, 1951
515 sq. ft. at $2.00 per sq. ft. $1,030.00
Move and reset one underground storage tank 500.00
Damage - for reduction of area 470.00

Amount to be paid owner - chrg to Right of Way $2,000.00

Access not controlled -

16870 - Davison, Francis J. and Norma A. (Reeder)
Right of Way
Option expires June 4, 1951
0.06 acre, lump sum $ 25.00
Allowance - curb,tree,shrubs,gravel parking area 100.00

Amount to be paid owner - chrg to Right of Way $ 125.00

THINGS TO BE DONE BY THE STATE:
Reconstruct Private Rd. Approach at Sta. 832+42, South
Construct Commercial Rd. Approach at Sta. 831+82, South

Grantor will give State the right to dump several thousand yards of waste material.

Access controlled -

16873 - Jepson, Walter & Della (Reeder)
Right of Way
Option expires June 4, 1951
870 sq. ft. at $0.10 per sq. ft. $ 87.00
Allowance - regrading and graveling connecting road 213.00

Amount to be paid owner - chrg to Right of Way $ 300.00

(cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16873 - Jepson, Walter & Della (cont.)

THINGS TO BE DONE BY THE STATE:

Reconstruct Private Rd. Approach, approx. Sta. 836+90, North

Access controlled -

16918 - Arnold, Sam T. & Maud P. (Reeder)
Right of Way
Option expires June 4, 1951

2000 sq. ft. at $0.06 per sq. ft.	$ 120.00	
Allowance - fencing, sidewalk, shrubs and steps	180.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

THINGS TO BE DONE BY THE STATE:

Reconstruct Private Access, approx.Stat. 845+65 North

Access controlled -

CAVE JUNCTION-CALIF. STATE LINE - REDWOOD HIGHWAY

16542 - Ahlberg, Fred (Norlin)
Scale Site
Option expires May 12, 1951

0.58 acre at $1,000.00 per acre	$ 580.00	
Amount to be paid owner - chrg to Misc.Sites		$ 580.00

THINGS TO BE DONE BY THE STATE:

Reconstruct and gravel approach at Station 34+00 east side

Grant Mr. Ahlberg an easement to cross scale site

Verbal approval by Comm. Chandler - 11-14-50

Access not controlled -

GOLD HILL-SNIDER CREEK SECTION - SAMS VALLEY HIGHWAY

16711 - Hutchison, Charles W. and Minnie M. (Reeder)
Right of Way
Option expires May 1, 1951

GOLD HILL-SNIDER CREEK SECTION - SAMS VALLEY HIGHWAY (cont.)

16711 - Hutchison, Charles W. and Minnie M. (cont.)

1.19 acres at $259.00 minus per acre	$ 308.00	
180 rods of fence at $4.00 per rod	720.00	
4 gates at $20.00 per gate	80.00	
Allowance - Remove Barn	390.00	
Remove picket fence, sidewalk, shrubs	72.00	
Amount to be paid owner - chrg to Right of Way		$1,570.00

THINGS TO BE DONE BY THE STATE:

Construct Road approaches at Stat. 211+50 Southerly 222+00 North and South side, 223+75 North side. (Est)	525.00	
Install 50 feet of 4" Metal pipe at Station 222+35	75.00	
Amount chargeable to construction		600.00
GRAND TOTAL (Estimate)		$2,170.00

Access not controlled -

16718 - Korner, John Henry and May Lillian (Reeder)
Right of Way
Option expires May 1, 1951

4.0 acres at $150.00 per acre	$ 600.00	
0.50 acres at $400.00 per acre	200.00	
1.78 acres at $300.00 per acre	534.00	
Allowance - 402 rods of fencing at $4.00 per rod	1,608.00	
8 gates at $20.00 per gate	160.00	
Replacement of Corral, 180 lineal feet	250.00	
Concrete Drinking troughs	200.00	
Water supply in severance area	150.00	
Severance Damage-20.0 acres at $100.00 per acre-allowance 16%	318.00	
Amount to be paid owner - chrg to Right of Way		$4,020.00

THINGS TO BE DONE BY THE STATE:

Reconstruct Road approaches at Stations 321+65 South side, 325+30 North and South sides, 330+15 North side, 332+65 North and South sides 333+75 South side, 339+00 North and South side	1,350.00
Install 9' of 18" pipe	35.00
Grade and gravel to new Corral Site	100.00
Excavate for 3/4" water pipe across R/W at Station 335+45	45.00

(cont.)

GOLD HILL-SNIDER CREEK SECTION - SAMS VALLEY HIGHWAY (cont.)

16718 - Korner, John Henry and May Lillian (cont.)

Amount chargeable to construction		$1,530.00
GRAND TOTAL (Estimate)		$5,550.00

Access not controlled -

16719 - Wallace, Pearl DeFord (Johnson)
Right of Way
Option expires May 6, 1951

0.04 acres at lump sum	$ 40.00	
Amount to be paid owner - chrg to Right of Way		$ 40.00
THINGS TO BE DONE BY THE STATE:		
Reconstruct fence and gate (Est.)	80.00	
Amount chargeable to Construction		80.00
GRAND TOTAL (Estimated)		$ 120.00

Access not controlled -

16709 - Dugan, Howard D.; and Straus, Frank M. and Albert L. (Reeder)
Right of Way
Option expires January 14, 1951

0.50 acres at $250.00 per acre	$ 125.00	
2.42 acres at $500.00 per acre	1,210.00	
Allowance - Revise farm Sprinkler System	1,169.25	
Severance & General damages	4,140.75	
Amount to be paid owner - chrg to Right of Way		$6,645.00
THINGS TO BE DONE BY THE STATE:		
Construct - 207 rod, Hog fence, at $8.00 per rod (est)	1,656.00	
- 5 gates, at $40.00 each	200.00	
Amount chargeable to Right of Way (est)		1,856.00
-Construct Road Approach at Approx. Station 193+00 North side, Station 196+50 South side, Station 201+00 South side.		
-Construct Concrete Underpass, (est)	2,200.00	
-Install 80 feet 12" C.I.P. at approx. Station 199+30, (est)	150.00	
Amount chargeable to Construction		2,350.00
GRAND TOTAL (Estimated)		$10,851.00

Access not controlled -

GOLD HILL-SNIDER CREEK SECTION - SAMS VALLEY HIGHWAY

16710 - Day, John S. and Mary P.; General Developing Company (Reeder)
Right of Way
Option expires May 24, 1951

0.33 acres — Gratis

Access not controlled -

16780 - Day, John S. and Mary P. (Reeder)
Right of Way
Option expires May 23, 1951

0.95 acres — Gratis

THINGS TO BE DONE BY THE STATE:

Construct Road Approach approx. Station 210+00 North side Hwy. between Station 208+70 and 209+70 South side of Hwy. (Est) $ 700.00

Amount chargeable to Construction $ 700.00

Access not controlled -

16708 - Moore, B. H. and Mabel E. (Johnson)
Right of Way
Option expires May 8, 1951

0.08 acres, lump sum $ 150.00

Amount to be paid owner- chrg to Right of Way $ 150.00

Access not controlled -

PRINEVILLE SECTION - OCHOCO HIGHWAY

16773 - Foster, Carey (Cozad)
Quarry Site
Option expires May 16, 1951

10 acres at $50.00 per acre $ 500.00

Amount to be paid owner - chrg to Right of Way $ 500.00

THINGS TO BE DONE BY THE STATE:

State to install stock guard on haul road (est) 200.00

Amount chargeable to Construction 200.00

GRAND TOTAL (Estimated) $ 700.00

CHEMULT-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

16774 - St. Helens Pulp and Paper Company (Mayhew)
Cinder Pit
Option expires June 10, 1951

21.52 acres at $10.00 per acre	$ 215.20	
55 M board feet of ponderosa pine at $20.00 per M.	1,100.00	
One-half of cruise cost	56.83	
Amount to be paid owner - chrg to Quarry Sites		$1,372.03

WOCUS BAY-GEARY RANCH SECTION - KLAMATH LAKE SECONDARY HIGHWAY

16938 - Puckett, Prentiss S. (Cozad)
Right of Way
Option expires June 7, 1951

11.5 acres at $15.00 per acre	$ 172.50	
Amount to be paid owner - chrg to Right of Way		$ 172.50

Takes All -

ESPLANADE ST.-SOUTH SIXTH STREET - KLAMATH FALLS-MALIN HIGHWAY

16247 - Weatherholt, Gerald A. (Cozad)
Right of Way
Option expires May 11, 1951

11110 sq. ft. at 0.02 per sq. ft.	$ 222.20	
Amount to be paid owner - chrg to Right of Way		$ 222.20

All access rights relinquished

Access controlled -

16069 - Witte, John and Lorena (Cozad)
Right of Way
Option expires June 11, 1951

0.50 acres at $1000.00 per acre	$ 500.00	
House, including annex 1000 sq. ft. at $3.50 minus	3,450.00	
Garage and work shop 720 sq. ft. at $0.85 minus	600.00	
3 poultry sheds,insulated root cellar	135.00	
Fence, berry patch, trees, shrubbery and lawn,etc.	370.00	
Amount to be paid owner - chrg to Right of Way		$5,055.00

Takes All -

DREWS GAP-LAKEVIEW - KLAMATH FALLS-LAKEVIEW HIGHWAY

16638 - Favell-Utley Realty Co., Corp. (Cozad)
Stock pile site
Option expires May 7, 1951

3240 sq. ft. at .0075 plus per sq. ft.	$ 25.00	
Amount to be paid owner - chrg to Stock Pile Site		$ 25.00

16644 - Lake County (Cozad)
Stockpile site
Option expires May 7, 1951

16 Lots at $25.00 each or about .0075 per sq. ft.	$ 400.00	
Amount to be paid owner - chrg to Stock Pile Site		$ 400.00

VALLEY FALLS - LAKEVIEW SECTION - FREEMONT HIGHWAY

16654 - Pfrang, William and Martha (Cozad)
Quarry Site
Option expires May 7, 1951

13.27 acres at $7.50 plus per acre	$ 100.00	
Amount to be paid owner - chrg to Quarry Site		$ 100.00

THINGS TO BE DONE BY THE STATE:

State to provide stock guard where haul road enters property (est)	200.00	
Amount chargeable to Quarry Site		200.00
GRAND TOTAL (Estimated)		$ 300.00

COTTONWOOD CANYON-YORK RANCH SECTION-WASCO HEPPNER HIGHWAY

16749 - Taylor, Zack L. and Grace A. (Massee)
Right of Way and Stockpile Site
Option expires May 26, 1951

5 acres at $100.00 per acre	$ 500.00		
2.7 acres at $25.00 per acre	67.50		
2.3 acres at $25.00 per acre	57.50		
Allowance - 5 acres crop damage	175.00		
Severance: 18.68 acres	37.36		
Amount to be paid owner	$ 837.36		
Amount to be charged to Right of Way		779.86	
Amount to be charged to Stockpile Site		57.50	

COTTONWOOD CANYON-YORK RANCH SECTION-WASCO HEPPNER HIGHWAY (cont.)

16749 - Taylor, Zack L. and Grace A. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct approach each side of Station 1287 to be 100 feet wide Construct 256 rods fence at $4.50 per rod	$1,152.00	
Amount to be charged to Right of Way		$1,042.00
Amount to be charged to Stockpile Site		110.00
GRAND TOTAL (Estimate)		$1,989.36

Access not controlled -

16748 - Smith, George G., et al (Massee)
Right of Way
Option expires May 28, 1951

0.30 acres at $100.00 per acre	$ 30.00	
Allowance - 0.30 acres crop damage	12.00	
Amount to be paid owner - chrg to Right of Way		$ 42.00

THINGS TO BE DONE BY THE STATE:

Build fence along both sides of right of way 13.33 rods fence at $4.50 per rod (Estimate)	59.98	
Amount chargeable to Construction		59.98
GRAND TOTAL (Estimate)		$ 101.98

Access not controlled -

16747 - Dams, Iva M. (Cozad)
Quarry site
Option expires May 20, 1951

0.9 acres at $25+ per acre	$ 25.00	
Amount to be paid owner - chrg to Quarry Site		$ 25.00

THINGS TO BE DONE BY THE STATE:

If fence is disturbed it is State's obligation to reestablish same (Estimate)	100.00	
GRAND TOTAL (Estimated) Charged to Quarry Site		$ 125.00

Access not controlled -

16750 - Kaseberg, George W. (Massee)
Right of Way
Option expires May 20, 1951

COTTONWOOD CANYON-YORK RANCH SECTION-WASCO HEPPNER HIGHWAY (cont.)

16750 - Kaseberg, George W. (cont.)

23.65 acres at $100.00 per acre	$2,365.00	
Allowance - 23.65 acres - cost of cultivation and seeding	819.00	
Severance damage	600.00	
Amount to be paid owner - chrg to Right of Way		$3,784.00

THINGS TO BE DONE BY THE STATE:

Construct approaches approximately Stations 1300, 1330 and 1386. Both sides. Approaches to be 100 feet wide. Build fence on both sides of highway. 1320 rods fence at $4.50 per rod. (Est.)	$5,940.00	
Amount charged to Right of Way		5,940.00
GRAND TOTAL (Estimated)		$9,724.00

Access not controlled -

16751 - Burres, J. S. (Cozad)
Right of Way and Stockpile Site
Option expires May 27, 1951

5 acres grazing land at $25.00 per acre	$ 125.00	
15.83 cultivated land at $100.00 per acre	1,583.00	
Allowance: 806 rods new fence at $3.00 per rod	2,418.00	
674 rods old fence at $2.00 per rod	1,348.00	
2 acres + crop damages	40.15	
Amount to be paid owner - chrg to Right of Way		$5,514.15

THINGS TO BE DONE BY THE STATE:

Construct farm crossings both sides, 60 feet wide at Stations 1377, 1440 and 1465.

Access not controlled -

LADD CANYON-NORTH UNIT SECTION - OLD OREGON TRAIL HIGHWAY

16130 - McEwen, LeRoy R. and Edna Stella (Benfield)
Right of Way
Option expires June 5, 1951

0.64 acres at $200.00 per acre	$ 128.00	
Fence: 26 rods at $3.00 per rod	78.00	
Amount to be paid owner - chrg to Right of Way		$ 206.00

(cont.)

LADD CANYON-NORTH UNIT SECTION - OLD OREGON TRAIL HIGHWAY (cont.)

16130 - McEwen, LeRoy R. and Edna Stella (cont.)

THINGS TO BE DONE BY THE STATE:

Construct irrigation ditches at approx. Stations 289+00 and 297+00

No Access Allowed - Access controlled -

15711 - McEwen, LeRoy R. and Edna Stella (Benfield)
Right of Way and Quarry Site
Option expires June 5, 1951

11.6 hillside pasture at $25.00 per acre	$ 290.00	
11.6 bench pasture and orchard at $50.00 per acre	580.00	
Fruit trees: 7 at $15.00 each	105.00	
Allowance: Holding corrals and stock shute	200.00	
Fence: 214 rods at $3.00 per rod	642.00	
Damages:	1,000.00	
Amount to be paid owner - chrg to Right of Way		$ 2,817.00

THINGS TO BE DONE BY THE STATE:

Construct private access, Station 450+00

Access controlled -

16129 - Counsell, H. E. (Benfield)
Right of Way
Option expires May 8, 1951

0.74 acre at $200.00 per acre	$ 148.00	
Fence: 31 rods at $3.00 per rod	93.00	
Amount to be paid owner - chrg to Right of Way		$ 241.00

Access controlled - No Access allowed

15712 - Temple, Eleanor F. (Benfield)
Right of Way
Deed Signed 10-31-50

2.6 acres	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Quit Claim Deed from Mrs. Eleanor F. Temple, relinquishing Grazing Rights on Right of Way, purchased from Arthur Conway

Access controlled on Conway Deed

LADD CANYON-NORTH UNIT SECTION - OLD OREGON TRAIL HIGHWAY (cont.)

15844 - McCall, Arthur J. and Audrey L. (Benfield)
Quarry Site
Lease expires November 27, 1955

22.92 acres at $75. per acre	$1,719.00	
Amount to be paid owner - chrg to Quarry Sites		$1,719.00

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15918 - Miller, Roland K., et ux (Witt)
Right of Way
Option expires April 4, 1951

11,162 sq. ft. at 45¢ per sq. ft.	$5,022.90	
Allowance - lawn, rock wall, severance damages	1,977.10	
- Low bid for moving	2,945.00	
Amount to be paid owner - chrg to Right of Way		$9,945.00

THINGS TO BE DONE BY THE STATE:
Construct driveway at Stat. 148+00, South (commercial)

Access controlled -

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17025 - Morrison, George Y. (Witt)
Right of Way
Option expires June 14, 1951

25,700 sq. ft. at $0.25 per sq. ft.	$6,425.00	
Amount to be paid owner - chrg to Right of Way		$6,425.00

Takes All -

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

14930 - Gray, Andrew J. and Dorothy M. (Byrum)
Right of Way
Option expires June 12, 1951

11,000 sq. ft. at $0.15 per sq. ft.	$1,650.00	
Two-story wood frame building, 28' x 33'	9,120.00	
Garage with two rest rooms, 28' x 12'	840.00	
Grocery store equipment	2,390.00	
Total consideration	14,000.00	
*Less amount to be paid by Insurance Company (Subject to Correction)	3,956.00	

(cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

14930 - Gray, Andrew J. and Dorothy M. (cont.)

Amount to be paid owner - chrg to Right of Way $10,044.00

Damaged by fire November 30, 1950.

Takes All -

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

16109 - Hanners, D. A. (Witt)
Right of Way
Option expires June 14, 1951

7 acres at $50.00 per acre	$ 350.00
5.9 acres at $100.00 per acre	590.00
1 acre at $250.00 per acre	250.00

Amount to be paid owner - chrg to Right of Way $ 1,190.00

Takes All -

SUMMIT-LOBSTER VALLEY SECTION - COUNTY ROAD

16782 - Yew Creek Logging Company (Mayhew)
Right of Way
Option expires May 26, 1951

14.67 acres of land and additional 30' of roadway of approx. 4.2 acres. Lump Sum $31,500.00

Amount to be paid owner - chrg to Right of Way $31,500.00

THINGS TO BE DONE BY THE STATE:

Grantors reserve right to log timber within 6 months after payment.

Accepted on condition that the Chief Counsel finds that the outstanding interests to which reservation is made in the Option will not be objectionable as to the defeasibility of title.

Access not controlled -

SULLIVAN GULCH - UNIT #4

14720 - Plummer, Robert V. and Delores (Johnson)
Right of Way
Option expires May 14, 1951

37,600 sq. ft. at $0.45 per sq. ft.	$16,920.00	
Service Station and 4 small rental units	3,744.40	
Radiator Shop, Garage, 2 storage rooms, and a shed	3,744.90	
Service Station equipment	590.70	
Amount to be paid owner - chrg to Right of Way		$25,000.00

Takes All -

EXHIBIT "B-1"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Salem-Dallas Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Salem-West Salem Section of said Salem-Dallas Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Salem-Dallas Highway is a major highway of the State, and as such carries large volumes of traffic, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, two members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement, and maintenance of the Salem-West Salem Section of the Salem-Dallas Highway three parcels of real property located in Polk County, Oregon, and described as follows, to-wit:

Parcel No. 1
Owner: Gilbert A. Lieser
File No. 16386

A parcel of land lying in West Salem, situated in Township 7 South, Range 3 West, W. M., Polk County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Gilbert A. Lieser, recorded in Book 131, Page 500,

(cont.)

of Polk County Record of Deeds; the said parcel being the southerly 80 feet of said property, the northerly line of said parcel being 70 feet southerly from and parallel to the southerly line of Edgewater Street, containing 4,000 square feet.

Parcel No. 2
Owner: A. L. Cummins and Lillian H. Cummins
File No. 16387

A parcel of land lying in West Salem, situated in Township 7 South, Range 3 West, W. M., Polk County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to A. L. Cummins and Lillian H. Cummins recorded in Book 133, Page 139 of Polk County Record of Deeds; the said parcel being the southerly 80 feet of said property, the northerly line of said parcel being 70 feet southerly from and parallel to the southerly line of Edgewater Street, containing 4,000 square feet.

Parcel No. 3
Owner: Karl Heyden and Mildred Heyden and John Painter
File No. 16384

A parcel of land lying in Sections 21 and 22, Township 7 South, Range 3 West, W. M., Polk County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Karl Heyden and Mildred Heyden, recorded in Book 132, Page 8, of Polk County Record of Deeds; the said parcel being the southerly 80 feet of said property, the northerly line of said parcel being 70 feet southerly from and parallel to the southerly line of Edgewater Street, containing 4,000 square feet.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcels of real property, it is necessary that there be acquired or extinguished such interest or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by virtue of the adjacency of the relocated Salem-Dallas Highway, when constructed upon the aforesaid-described parcels of real property, to the remaining lands of the larger tracts, of which the aforesaid-described parcels are parts, and that all access to the aforesaid-described parcels and the Salem-Dallas Highway, to be constructed, thereon, from said remaining lands of said larger tracts, and all approaches or access from said highway to said remaining lands be restricted and prohibited.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the nineteenth day of December, 1950.

EXHIBIT "B-2"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to, or any interest in, any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation of motor vehicles promoted, and highway travel in general safeguarded, the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the T. H. Banfield Expressway, for the purpose of establishing, constructing and maintaining a throughway, the following-described property, to-wit:

Parcel No. 1
Owner: Bessie Brudwig
File No. 14876

Lots 1 and 2, Block 12, Lee-Bow Park Addition to the City of Portland, situated in Section 33, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon, containing 5,000 square feet.

Parcel No. 2
Owner: Joseph Trail
File No. 14875

Lots 1 and 2, Block 11, Lee-Bow Park Addition to the City of Portland, situated in Section 33, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon, containing 9,400 square feet.

Parcel No. 3
Owner: Perry A. Jorgensen and Sarah Jorgensen
File No. 15502

A parcel of land lying in the East half (E½) of Section 28, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon, and being the following-described property: That tract of land known as Tax Lot 79 which was conveyed by that certain deed to Perry A. Jorgensen and Sarah Jorgensen, recorded in Book 1197, Page 97, of Multnomah County Record of Deeds; the said parcel being described as follows:

A tract of land beginning at a point in the east side line of Section 28, Township 1 North, Range 2 East of the Willamette Meridian, said point being South 0° 35' 15" West 1396.1 feet from the northeast corner of said Section 28; running thence North 89° 53' 45" West 341.51 feet to an iron pipe on the easterly line of right of way of the O.W.R.R. & N.Co., thence southwesterly along said easterly line of right of way a distance of 80.18 feet to an iron pipe; thence South 89° 53' 45" East on a line 75 feet southerly from and parallel with the northerly boundary line of the within described tract, a distance of 369.07 feet to a point in the east line of said Section 28; thence North 0° 35' 15" East 75 feet to the point of beginning; excepting all that part thereof which is included within the boundaries of County Road No. 444, otherwise known as N. E. 102nd Avenue in the County of Multnomah and State of Oregon.

EXHIBIT "B-2" (cont.)

Except that tract of land conveyed to John C. Koeser and Mildred G. Koeser by deed dated November 28, 1949, and recorded December 2, 1949, in Deed Book 1374, Page 62 of Multnomah County Deed Records.

The parcel of land to which this description applies contains 0.39 acre, more or less.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said property.

4. That upon the trial of any suit or action instituted to acquire the said property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the 19th day of December, 1950.

EXHIBIT "B-3"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Sunset Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and improve the Sylvan Section of the Sunset Highway, and to construct and maintain approach or connecting roads between the said highway and S. W. Scholls Ferry Road, Multnomah County Road No. 1202, S. W. Hewitt Blvd., Multnomah County Road No. 405, and S. W. Humphrey Blvd., Multnomah County Road No. 1263, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, construction, improvement, and maintenance of the Sylvan Section of the Sunset Highway and the construction and maintenance of approach or connecting roads between said highway and S. W. Scholls Ferry Road, Multnomah County Road No. 1202, S. W. Hewitt Blvd.; Multnomah County Road No. 405, and S. W. Humphrey Blvd., Multnomah County Road No. 1263, a parcel of real property located in Multnomah County, Oregon, described as follows, to-wit:

A tract of land lying in the West half ($W\frac{1}{2}$) of Section 6, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, being more particularly described as follows:

Beginning at a point 14.96 chains north and 4.5 chains west of the quarter corner between Sections 6 and 7, and running thence west 6.97 chains; thence north 400 feet to the south line of Canyon Road; thence easterly along said south line of Canyon Road 6.97 chains to a point

(cont.)

north of the beginning point; and thence south to the point of beginning. Except 0.4 acre added for correction (1927) and except 0.64 acre for County Road Nos. 1138 and 979.

The foregoing-described property is referred to in the records of the Multnomah County Assessor as Tax Lots 45 and 48 of Section 6, Township 1 South, Range 1 East, W. M., and comprises a total of 3.36 acres.

2. That the highway facilities for which the aforesaid property is required and is being taken have been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

5. That this resolution be entered in full in the minutes and records of the Commission as of the nineteenth day of December, 1950.

EXHIBIT "C"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Old Oregon Trail

Highway number: 6 Route number: US 30

Location of Termini			Established Speed
M.P. 419.043 (West end of Snake River Bridge east of Ontario)	to M.P. 419.133 (Oregon-Idaho State line on Snake River Bridge east of Ontario)		25 miles per hour

(cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 19th day of December, 1950.

EXHIBIT "D"

Minutes of December 19 and 20, 1950

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws, 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Amity	$2,187.47	Jefferson . . .	$2,131.93
Arlington . . .	1,878.94	Malin	1,650.63
Butte Falls . .	1,045.91	Monument. . . .	364.06
Carlton	2,974.22	North Powder. .	1,160.07
Coburg.	2,017.78	Rockaway. . . .	2,937.19
Condon.	2,832.29	Sherwood. . . .	1,737.02
Cornelius . . .	2,409.61	Sodaville . . .	305.44
Culver.	558.44	Summerville . .	246.82
Dufur	1,209.43	Troutdale . . .	1,659.88
Eastside. . . .	2,736.65	Waldport . . .	1,943.73
Estacada. . . .	2,076.40	Wasco	934.84
Florence. . . .	1,866.60	Wheeler	799.09
Imbler.	561.52	Yamhill	1,289.65
Ione.	808.34	Yoncalla. . . .	1,166.24

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

EXHIBIT "D" (cont.)

3. That the resolutions adopted by the City of Sisters and approved by the State Highway Commission for the years 1947, 1948, 1949, and 1950 (First Half) be modified in accordance with the resolution adopted by the City of Sisters on November 9, 1950, and placed on file with the State Highway Commission.

4. That the resolutions adopted by the City of North Powder and approved by the State Highway Commission for the years 1949 and 1950 (First Half) be modified in accordance with the resolution adopted by the City of North Powder on November 6, 1950, and placed on file with the State Highway Commission.

5. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

6. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 19th day of December, 1950.

EXHIBIT "E"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3214 with Lindstrom Bros., Inc., for constructing the Elk Creek Bridge and Sunset Boulevard Overcrossing in Clatsop County, completed November 10, 1950.

Contract No. 3296 with A. H. Saxton & Sons for oil mat surfacing on the Forest Boundary-Jones Ranch Section of the Ochoco Highway in Wheeler County, completed November 10, 1950.

Contract No. 3339 with Meade & Hobson for constructing the Powder River bridge in Baker County, completed October 25, 1950. Acceptance was held pending time extension approval.

Contract No. 3357 with R. H. Jones for constructing a maintenance building at Prospect, in Jackson County, completed November 30, 1950.

Contract No. 3375 with Groesbeck & Hickson for grading and topping on the Hilgard Junction-Red Bridge Section of the Starkey Highway in Union County, completed December 8, 1950.

Contract No. 3377 with Parker-Schram Co. for grading and paving on the Beaverton (Broadway Avenue) Section of the Beaverton-Hillsdale Highway in Washington County, completed November 15, 1950.

Contract No. 3393 with Rich & Sons Nursery for constructing guard rail on the Coos Bay-Roseburg and Oregon Coast Highways in Coos and Curry Counties, completed November 30, 1950.

Contract No. 3401 with R. E. Steelman Construction Co. for excavation and embankment on the Oneonta Borrow Pit Section of the Columbia River Highway in Multnomah County, completed November 3, 1950.

Contract No. 3264 with Warren Northwest, Inc., for pavement resurfacing on the Jordan Creek-McNamars Camp Section of the Wilson River Highway in Tillamook County, completed September 25, 1950.

EXHIBIT "E" (cont.)

Contract No. 3287 with C & S Electric for installation of traffic signals in Eugene, completed November 22, 1950.

Contract No. 3404 with Gilbert Roberts for constructing a maintenance building at Mitchell in Wheeler County, completed December 5, 1950.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "F"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Oregon Coast Highway known as the Tillamook-Pleasant Valley Section in Tillamook County, the northerly terminus of which is at Highway Engineer's Station 383+00 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 92+86.8 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated sections or areas are no longer needed for state highway purposes; and

WHEREAS, Tillamook County, the City of Tillamook and the Commission have entered into an agreement under date of January 25th, 1949, relating to the use and jurisdiction of said abandoned sections; and

WHEREAS, the contract for the construction of said relocated section of the Oregon Coast Highway has been completed and highway traffic is now routed over said new section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the construction of the section of the Oregon Coast Highway, State Highway No. 9, which section begins at State Highway Engineer's Station 383+00 on the new route and ends at State Highway Engineer's Station 92+86.8 of the new route, is now completed; therefore, the sections of the old route herein defined and described as Units "A", "B" and "C" shall no longer be a part or parts of the route of the Oregon Coast Highway, State Highway No. 9, but shall be and hereby are eliminated therefrom.

2. That the portions of the old right of way which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which parts or units for the purpose of this resolution are identified as Units "A" and "B" and are shown colored in red on map attached hereto and marked "Exhibit A", and are more particularly described as follows:

(cont.)

EXHIBIT "F" (cont.)

Unit "A"

Beginning at State Highway Engineer's Station 94+00 of the relocated Oregon Coast Highway in the Northwest quarter of the Southwest quarter of Section 21, Township 2 South, Range 9 West, W. M.; thence northerly via the former route of the Oregon Coast Highway to State Highway Engineer's Station 205+50 of the relocated Oregon Coast Highway in the Southwest quarter of the Southwest quarter of Section 8, Township 2 South, Range 9 West, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 279+00 of the relocated Oregon Coast Highway in the Northeast quarter of the Southeast quarter of Section 6, Township 2 South, Range 9 West, W. M.; thence northerly via the former route of the Oregon Coast Highway to the south city limits of the City of Tillamook, 62.26 feet north of the Southwest corner of Section 30, Township 1 South, Range 9 West, W. M.

shall hereafter be maintained by the County as county roads for the benefit and service of persons living thereon and communities served thereby. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said roads may be assumed and exercised by the County Court of Tillamook County, and said roads shall hereafter be maintained by the County for public travel. **

3. The section of the old route of the Oregon Coast Highway, State Highway No. 9, which for the purpose of this resolution is identified as Unit "C" and shown colored in blue on map attached hereto and marked "Exhibit A", and is more particularly described as follows:

Unit "C"

Beginning at the south city limits of the City of Tillamook, 62.26 feet north of the Southwest corner of Section 30, Township 1 South, Range 9 West, W.M.; thence northerly and easterly via the former route of the Oregon Coast Highway to its intersection with the west right of way line of the new route at State Highway Engineer's Station 382+00 in the Southwest quarter of the Southwest quarter of Section 30, Township 1 South, Range 9 West, W.M.

shall hereafter be maintained by the City of Tillamook as a city street for the benefit and service of persons living thereon and communities served thereby. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the City Council of the City of Tillamook and said road shall hereafter be maintained by the City of Tillamook for public travel. **

EXHIBIT "F" (cont.)

4. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway and other public purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. **

5. The boundaries of all real properties acquired for right of way and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. The county court of Tillamook County hereby is respectfully requested to adopt such resolutions and make all appropriate entries and records required of the court to make and establish as a county road the sections of the old right of way which, pursuant to the agreement between the county and the state, are to be taken over by the county and maintained as county roads.

7. That the City of Tillamook, through its municipal officers, hereby is respectfully requested to make, pass and adopt such ordinances or other records as are necessary to place under the control and jurisdiction of the municipality the abandoned section of said right of way which, pursuant to the agreement between the city and the county and the state, is to be taken over by the city and established and maintained as a city street.

8. That this resolution be entered in the minutes and records of the Highway Commission as of the 19th day of December, 1950, and the Secretary be, and he hereby is instructed to deliver to the County Judge of Tillamook County a duly certified copy of said resolution and to the mayor of the city of Tillamook a like certified copy of said resolution. Said Secretary is further authorized to request of the County Judge of Tillamook County and the mayor of the city of Tillamook a certified copy of the respective records with respect to said matter.

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 200, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, by the provisions of O.C.L.A., § 115-351, as amended by Chapter 428, Oregon Laws, 1941, the State Highway Commission, with respect to state highways, is authorized to designate main-traveled or through highways, or sections thereof, by placing at the entrance thereto from intersecting highways signs or markers notifying drivers of vehicles to stop before entering or crossing such designated highway or highways, and the State Highway Commission is authorized to designate particular intersections and place such stop signs or markers at one or more entrances thereto; and

WHEREAS, the Highway Commission has heretofore, to-wit: On the twenty-sixth day of August, 1947, adopted a resolution by which several state highways and sections thereof have been declared to be and have been designated as through highways, and the State Highway Engineer instructed to properly mark the same; and

WHEREAS, by said resolution of August 26, 1947, the Highway Commission declared the Woodburn-Estacada Secondary Highway No. 161 between Pacific Highway East junction, near Woodburn (mile post 0.00), and Clackamas Secondary Highway junction, at Estacada (mile post 34.19) to be a through highway, and ordered that all traffic entering said highway from intersecting streets, roads, and highways shall come to a stop before entering said highway, except that vehicles traveling upon said highway shall be required to stop (a) before entering the Monitor-Barlow County Road intersection at mile post 5.26 of said state highway, and (b) before entering Cascade Secondary Highway intersection at mile post 11.34, near the City of Molalla; and

WHEREAS, since the adoption of said resolution of August 26, 1947, a traffic engineering investigation and report have been made, and based upon said investigation and report the State Highway Engineer has recommended that vehicles traveling upon said Woodburn-Estacada Highway not be required to stop before entering said Monitor-Barlow County Road intersection, and that vehicles traveling upon said Monitor-Barlow County Road be required to stop before entering or crossing said Woodburn-Estacada Highway;

NOW, THEREFORE, based upon said traffic engineering investigation and report made by its employees and upon the recommendation of the State Highway Engineer, this Commission, two members being present and voting affirmatively, does hereby find, declare, resolve, and order as follows:

1. That so much of said resolution of August 26, 1947, requiring that vehicles traveling upon said Woodburn-Estacada Secondary Highway No. 161 shall come to a stop before entering said Monitor- Barlow County Road inter-

(cont.)

section at mile post 5.26 of said state highway, be and hereby is repealed; and in all other respects said resolution of August 26, 1947, is hereby reaffirmed.

2. That all vehicles entering said Woodburn-Estacada Secondary Highway No. 161 from said Monitor-Barlow County Road, at the intersection of said state highway and said county road at mile post 5.26 of said highway, shall come to a stop before entering said state highway.

3. That the State Highway Engineer be and he hereby is instructed to place, or cause to be placed, and thereafter maintain the necessary signs and markers to accomplish the traffic control and regulation contemplated by law and by this resolution. Such signs as may be erected at said intersection shall conform to the types and standards heretofore approved by the Commission.

4. The State Highway Engineer is instructed to place such signs or markers as nearly as practicable at the place where said intersecting county road meets a prolongation of the nearest property line of said state highway, and such signs or markers so placed or installed shall indicate or designate to all drivers of motor vehicles entering said state highway from said intersecting county road the place where the stop shall be made.

5. This resolution shall be entered in the minutes and records of the Commission as of the 19th day of December, 1950, and a duly certified copy thereof delivered to the Bureau of Public Roads and to the County Court of Clackamas County.

EXHIBIT "H-1"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway

Highway number: 1 Route number: US 99

Location of Termini		Established Speed
M. P. 191.3 (Jct. Garden Valley Road in Wilbur)	to M.P. 191.6 (School House south of Wilbur)	35 miles per hour

(cont.)

December 19, 1950

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 19th day of December, 1950.

EXHIBIT "H-2"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission, pursuant to the provisions of O. C. L. A., § 115-320, as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made of Timberline Secondary State Highway No. 173; and

WHEREAS, the data, facts, and information obtained by said investigation are on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon the engineering and traffic investigation, the Commission has determined that the designated speed set forth in subsection (b) of § 115-320, O. C. L. A., as amended, is greater than is reasonable and safe at certain times of the year because of snow, ice, and other adverse weather conditions, and the Commission has, therefore, determined to designate a different speed upon said highway during the times of the year that such conditions require;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members being present and voting affirmatively as follows:

1. Based upon said engineering and traffic investigation and upon the findings and determination made by the Commission with respect thereto and within the meaning and purpose of O. C. L. A., § 115-320, as amended, it is hereby ordered that the designated speed for any vehicle on said Timberline Secondary Highway No. 173 shall be thirty-five miles per hour during all times that snow, ice, and other adverse weather conditions make said highway unsafe for speeds in excess thereof, and when appropriate signs giving notice of said designated speed are erected on said highway.

2. That the State Highway Engineer hereby is ordered and directed to maintain a continual surveillance of said highway, and at any time when in his judgment snow, ice, and other adverse weather conditions make said highway unsafe for the operation thereon of vehicles at any speed in excess of thirty-five miles per hour, to erect in

(cont.)

appropriate places in sufficient numbers adequate signs giving notice that the designated speed on said highway is thirty-five miles per hour.

3. This resolution shall be entered in the minutes and records of the Commission as of the 19th day of December, 1950, and a certified copy thereof delivered to the Superintendent of State Police and to the Secretary of State.

EXHIBIT "H-3"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the State Highway Commission pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Medford-Provolt State Secondary Highway

Highway number: 272 Route number: State Route 238

Location of Termini			Established Speed
M.P. 22.00 (0.13 mile west of Jct. with Arnold Lane)	to	M.P. 24.15 (West city limits of Medford)	40 miles per hour

(cont.)

EXHIBIT "H-3" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Oregon State Highway Commission as of the 19th day of December, 1950.

December 19, 1950

EXHIBIT "I"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of record of two parcels of land along and adjacent to the Klamath Falls-Lakeview Highway, described as follows, to-wit:

Parcel No. 1:

A parcel of land lying in the Northeast quarter of the Southeast quarter ($NE\frac{1}{4}$ $SE\frac{1}{4}$) of Section 3, Township 39 South, Range 9 East, W.M., in Klamath County, Oregon, and being a portion of the following described property, that tract of land designated as Parcel #2 in that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 200, page 155, Deed Records of Klamath County, said parcel being described as follows:

Beginning on the west line of said property at a point 13 feet south of the northwest corner of said property, said point being 53 feet southerly of (when measured at right angles to) the relocated center line of the Klamath Falls-Malin Highway, said point also being 55 feet south and 430.1 feet west of the east quarter corner of said Section 3; thence easterly 150.1 feet, parallel to said highway center line, to the east line of said property; thence along the east, south and west boundaries as follows: South 0° 30' 30" East 137 feet; North 89° 58' 30" West 150.1 feet, and North 0° 30' 30" West 137 feet to the point of beginning, containing 20,550 square feet.

Parcel No. 2:

A parcel of land lying in the Northeast quarter of the Southeast quarter ($NE\frac{1}{4}$ $SE\frac{1}{4}$) of Section 3, Township 39 South, Range 9 East, W.M., in Klamath County, Oregon, and being a portion of the following described property, that tract of land designated as Parcel #1 in that certain deed to State of Oregon, by and through its State Highway Commission, recorded in Book 200, page 155, Deed Records of Klamath County, said parcel being described as follows:

Beginning on the west line of said property at a point 13 feet south of the Northwest corner of said property, said point being 53 feet southerly from (when measured at right angles to) the relocated center line of the Klamath Falls-Malin Highway; said point also being 54 feet south and 749.3 feet west of the east quarter corner of said Section 3; thence Easterly 119.3 feet, parallel to said highway center line, to the east line of said property; thence along the east, south

(cont.)

and west boundaries as follows: South 0° 30' 30" East 137 feet; North 89° 58' 30" West 119.3 feet, and North 0° 30' 30" East 137 feet to the point of beginning, containing 16,344 square feet.

WHEREAS, an investigation has been made and this Commission has received reports from its State Highway Engineer and Chief Counsel that the said property is no longer needed, required, or useful for highway purposes, and

WHEREAS, the said properties were acquired from Klamath County School District by Deed executed December 4, 1946, and recorded December 20, 1946, in Book 200, at Page 155 of the Deed Records of Klamath County, which said deed contained a provision to the effect that the said Klamath County School District should have the first option, for a period of sixty (60) days after determination by the State Highway Commission that any part of the lands conveyed by said deed are not needed or necessary for highway purposes, to repurchase such said access lands at the same price paid per square foot for the lands acquired under said deed, and

WHEREAS, the said lands were purchased at a price of ten (10¢) cents per square foot and Klamath County School District has heretofore given notice that it desires to reacquire title to the access lands hereinabove described at the agreed price of ten (10¢) cents per square foot.

NOW, THEREFORE, BE IT RESOLVED that this Commission hereby finds and declares that the said property is no longer needed, required, or useful for said highway purposes, and

BE IT FURTHER RESOLVED that the State Highway Commission execute and deliver unto Klamath County School District a sufficient Bargain and Sale Deed, without proof of title, conveying the said property to Klamath County School District for a consideration of Three Thousand Six Hundred Eighty-nine and 40/100 ($3,689.40) Dollars, the same being to cover payment for 36,894 square feet at the unit price of ten (10¢) cents per square foot.

EXHIBIT "J"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of record of a parcel of land acquired for the Front Avenue Section of the Pacific Highway West in the City of Portland, described as follows, to-wit:

The West 75.5 feet of Lot 5, Block 56, Caruther's Addition to Caruther's Addition to the City of Portland, in the City of Portland, County of Multnomah and State of Oregon

WHEREAS, an investigation has been made and this Commission has received reports from its State Highway Engineer and Chief Counsel that the said property is no longer needed, required, or useful for highway purposes, and

WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found to be the sum of Two Thousand Five Hundred and no/100 Dollars ($2,500.00), and the Commission is desirous of selling and disposing of said property at a price not less than the said appraised amount, without restriction of access to the abutting Pacific Highway West.

NOW, THEREFORE, BE IT RESOLVED that this Commission hereby finds and declares that the said property is no longer needed, required, or useful for highway purposes; and

BE IT FURTHER RESOLVED that the Secretary of the Commission be, and he hereby is authorized and instructed to advertise the said property for sale in accordance with the terms and provisions of Chapter 437, Oregon Laws 1949; - sealed bids for the sale of the said property shall be received by the said Secretary in the office of the Commission in Salem, Oregon, at 2:00 o'clock P.M., on February 23, 1951, which bids shall be opened in the presence of the Commission's Chief Counsel, or his authorized representative. The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

Published notice for the receiving of bids shall fix a minimum of $2,500.00 for which the property shall be sold and shall further provide that the sale shall be made for cash or upon terms of 33% of the total bid price as an initial payment, with the balance payable in three equal annual installments on principal accompanied by payment of 6% accrued interest on unpaid balances.

EXHIBIT "K-1"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of record of two parcels of land along and adjacent to the north bound traffic location of the The Dalles-California Highway, described as follows, to-wit:

Parcel No. 1:

A parcel of land lying in Lot 42, Sothman Addition to the City of Redmond, situated in Section 9, Township 15 South, Range 13 East, W.M., Deschutes County, Oregon, said parcel being described as follows:

Beginning at the northwest corner of said Lot 42; thence South 30 feet along the west line of said Lot 42; thence East 18.5 feet, more or less, to a line parallel to and 30 feet westerly of the center line of 5th Street; thence North 30 feet, parallel to said center line to the north line of said lot; thence West to the place of beginning, containing 0.013 acre.

Parcel No. 2:

A parcel of land lying in Lot 42, Sothman Addition to the City of Redmond, situated in Section 9, Township 15 South, Range 13 East, W.M., Deschutes County, Oregon, said parcel being described as follows:

Beginning at the northeast corner of that tract of land conveyed to the State of Oregon, by deed recorded in Book 94, page 191, Deed Records of Deschutes County, said point being on the north line of said Lot 42, 94.25 feet east of the northwest corner of Lot 42; thence South 30 feet along the east line of said State tract; thence West 15.75 feet, more or less, to a line parallel to and 30 feet east of the center line of 5th Street; thence North 30 feet parallel to said center line to the North line of said lot; thence East to the place of beginning, containing 0.011 acre; and

WHEREAS, an investigation has been made and this Commission has received reports from its State Highway Engineer and Chief Counsel that the said properties are no longer needed, required or useful for highway purposes, and

WHEREAS, the said properties have been appraised by competent and experienced appraisers and the reasonable market value thereof found to be not in excess of the sum of One Thousand and no/100 Dollars ($1,000.00), and

EXHIBIT "K-1" (cont.)

WHEREAS, the City of Redmond, a municipal corporation of the State of Oregon, desires to acquire title to said properties, for the purpose of widening Oak Street in said City of Redmond at its intersection with the said section of The Dalles-California Highway, and the said widening of Oak Street will be an advantage and benefit to the State Highway system of the State of Oregon, and this Commission is desirous of conveying title to the said properties to the said city for such uses and purposes.

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby finds and declares that the said properties are no longer needed, required or useful for highway purposes, and

BE IT FURTHER RESOLVED that the State Highway Commission execute and deliver unto the City of Redmond, a municipal corporation of the State of Oregon, a sufficient bargain and sale deed, without proof of title and for a nominal consideration of One Dollar ($1.00), conveying the said properties unto the said City of Redmond, for street purposes.

EXHIBIT "K-2"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of record of a parcel of land along and adjacent to the north bound traffic location of The Dalles-California Highway, described as follows, to-wit:

A parcel of land lying in Lot 42, Sothman Addition to the City of Redmond, situated in Section 9, Township 15 South, Range 13 East, W.M., Deschutes County, Oregon, and being a portion of the following described property, that tract of land which was conveyed by that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 94, page 191, Deed Records of Deschutes County, said parcel being that part of the foregoing described property lying east of a line parallel to and 30 feet east of the center line of 5th Street, except the north 30 feet, said parcel being approximately 270 feet by 15.75 feet, containing 0.098 acre; and

WHEREAS, said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found to be not in excess of the sum of One Thousand Dollars ($1,000.00); and

WHEREAS, the City of Redmond, a municipal corporation of the State of Oregon, desires to acquire the said parcel of land for the construction of a sidewalk on and along the north bound traffic location of The Dalles-California Highway; and

WHEREAS, it has been estimated that the said sidewalk construction will cost the sum of $425.00, and the said city has agreed to release the State of Oregon, by and through its State Highway Commission, from all costs in the construction and maintenance of said sidewalk, in consideration of the conveyance of the parcel of land hereinabove described; and

WHEREAS, it is and will be of advantage to the State of Oregon to convey the said property to the City of Redmond for the said uses and purposes, and for the purpose of being relieved of all costs or obligations in connection with the construction or maintenance of said sidewalk.

NOW, THEREFORE, BE IT RESOLVED that this Commission finds and declares that said property is no longer needed, required or useful for highway purposes; and

BE IT FURTHER RESOLVED, that the State Highway Commission execute and deliver unto the City of Redmond, a municipal corporation of the State of Oregon,

(cont.)

a sufficient bargain and sale deed, without proof of title, conveying said property to said city of Redmond, for the nominal consideration of One Dollar ($1.00) and the benefits and advantages to be derived; and

BE IT FURTHER RESOLVED that the said conveyance of title be upon the basis of a complete restriction of access from the said property to the abutting The Dalles-California Highway, except there may be granted rights of access from the said abutting land to the said highway of a width of not to exceed 25 feet on the easterly side of said highway, opposite Engineer's Stations 44+16 and 45+05, for traveling to and from the abutting land for all lawful purposes.

EXHIBIT "K-3"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of record of a parcel of land along and adjacent to The Dalles-California Highway, described as follows, to-wit:

A parcel of land lying in Lot 42, Sothman Addition to the City of Redmond, situated in Section 9, Township 15 South, Range 13 East, W.M., in Deschutes County, Oregon, said parcel being that part of said Lot 42 lying west of a line parallel to and 30 feet west of the center line of 5th Street and lying south of a line 30 feet south of the south line of Oak Street, said parcel being approximately 270 feet by 18.5 feet, containing 0.115 acre.

WHEREAS, an investigation has been made and this Commission has received reports from its State Highway Engineer and Chief Counsel that the said property is no longer needed, required, or useful for highway purposes; and

WHEREAS, said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found to be not in excess of the sum of One Thousand and no/100 Dollars ($1,000.00), and the Commission is desirous of selling and disposing of said property if a satisfactory offer for said property is received, upon the basis of complete restriction of access to the abutting The Dalles-California Highway, except there is granted the right of access from said abutting land to said highway, of a width not to exceed 25 feet on the westerly side of said highway opposite Highway Engineer's Stations 44+16 and 45+05, for travel to and from the abutting land, for all lawful purposes.

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby finds and declares that the said property is no longer needed, required, or useful for highway purposes; and

BE IT FURTHER RESOLVED that the Chief Counsel of the Commission be, and he hereby is, authorized and instructed to solicit and receive offers for the purchase of the said property and to report to the Commission the amount, or amounts, of such offer, or offers, together with a complete appraisal of the reasonable market value of the said property, at the next regular or special meeting of the Commission after such offer, or offers, are received.

EXHIBIT "L"

Minutes of December 19 and 20, 1950

R E S O L U T I O N

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of record of a parcel of land along and adjacent to the Columbia River Highway, described as follows, to-wit:

A parcel of land lying in the south half of the northeast quarter ($S\frac{1}{2}$ $NE\frac{1}{4}$) of Section 12, Township 2 North, Range 7 East, W.M., Hood River County, Oregon, being a portion of the following described property, that tract of land which was conveyed by that certain deed to Alta M. Laber, recorded in Book 37, page 482, Deed Records of Hood River County, said parcel being a triangular tract bounded on the southeast by the northwest line of that tract of land conveyed to Roy L. Duvall and Gertrude B. Duvall, by deed recorded in Book 37, page 575, bounded on the southwest by Edgewood Avenue and bounded on the north by a line parallel to and 150 feet southerly of the relocated center line of the Columbia River Highway, which center line is described as follows:

Beginning at Engineer's center line Station 147+34.49, which station is approximately 515 feet north and 1775 feet west of the east quarter corner of said Section 12; thence on a spiral curve right (the long chord of which bears north 65° 15' 30" East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears North 69° 17' 30" East) 136.67 feet to Station 152+71.16, the northerly line of said parcel crossing the northeasterly line of Edgewood Avenue approximately opposite Station 151+00, containing 600 square feet.

WHEREAS, an investigation has been made and this Commission has received reports from its State Highway Engineer and Chief Counsel that the said property is no longer needed, required, or useful for highway purposes; and

WHEREAS, said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found to be not in excess of the sum of One Thousand and no/100 Dollars ($1,000.00); and

WHEREAS, in negotiations for right of way it was understood that the above tract of land would be conveyed to Roy L. Duvall and Gertrude B. Duvall, for the consideration of $60.00, for the reason that

(cont.)

it lies outside of the right of way and abuts the property of the Duvalls, and that the same was to be sold by the Highway Department with complete restriction of right of access to the Columbia River Highway from the above described property.

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby finds and declares that the said property is no longer needed, required, or useful for highway purposes; and

BE IT FURTHER RESOLVED that the State Highway Commission authorizes the sale of the above described property.

Portland, Oregon
January 23, 1951

The State Highway Commission met in regular session at 9:00 a. m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
M. H. Hawke, Auditor
H. B. Glaisyer, Secretary

Commissioner M. K. McIver was excused. Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Chandler announced that the award of contracts would be made at 3:00 p. m.:

CROOKED RIVER HIGHWAY IN CROOK COUNTY

PRINEVILLE SECTION

Babler Bros., Portland	$ 7,722.00
Asphalt Paving Co., Klamath Falls	7,920.00
Western Paving & Constr. Co., Albany	8,354.00
Portland Road & Driveway Co., Portland	11,566.00

YAQUINA STATE PARK IN LINCOLN COUNTY

CARETAKER'S COTTAGE

T. J. Patzer, Salem	$13,882.50
Robt. C. Wilson, Corvallis	14,350.00
J. Bacaloff Co., Portland	14,699.45

STEEL BRIDGE IN PORTLAND, MULTNOMAH COUNTY

REDECKING STEEL BRIDGE

General Constr. Co., Portland	$170,773.00
C. J. Montag & Sons, Portland	206,660.00
Lindstrom Bros., Portland	206,953.00

PACIFIC HIGHWAY WEST IN POLK COUNTY

MONMOUTH-SUVER ROAD SECTION

Warren Northwest, Inc.	$ 84,665.00
J. C. Compton Co., McMinnville	86,544.00
Porter W. Yett, Portland	90,794.00
Rogers Constr. Co. & Babler Bros., Inc., Portland	92,120.00
Parker Schram Co., Portland	95,673.00
K. F. Jacobsen Co., Portland	96,545.00

OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

EAST UNIT, LA GRANDE-LADD CANYON SECTION

Leonard & Slate, Oregon Ltd. & E. C. Hall Co., Portland	$850,863.50
Kuckenberg Constr. Co., Portland	851,037.50
Goodfellow Bros., Wenatchee, Wn.	853,155.00
M. L. & C. R. O'Neil, Creswell	898,756.50
J. N. & M. J. Conley, Portland	929,837.50
Rogers Constr. Co. & Babler Bros., Inc., Portland	934,125.00
McNutt Bros., Eugene	936,597.00
Natt McDougal Co., Portland	949,929.50
White Bros. Co., Walla Walla, Wn.	996,652.00
Gibbons & Reed Co., Salt Lake City, Utah	1,122,781.00

FIVE STATE HIGHWAYS IN UMATILLA COUNTY

WESTON ROCK PRODUCTION PROJECT

Oscar E. Joelson, Eugene	$ 51,020.00
Rush Constr. Co., Enterprise	51,023.00
E. C. Hall Co., Portland	51,220.00
Barney B. Helser, Vale	51,220.00
Newport Constr. Co., Portland	53,379.00
Rogers Constr. Co., Portland	53,675.00
A. H. Saxton & Sons, Corvallis	55,430.00
P. B. Doherty & Son, Portland	57,721.00
J. N. & M. J. Conley, Portland	66,980.00

BEAVERTON-AURORA SECONDARY HIGHWAY IN CLACKAMAS COUNTY

FERRY BOAT SERVICE AT WILSONVILLE

Theodore E. Bruck, Wilsonville	$ 2,490.00 per mo.
J. F. LaRouche, Portland	3,075.00 " "

January 23, 1951

The Commission approved the minutes of meetings held on October 26, and on November 9 and 10, 1950.

The State Parks Superintendent reported on the following matters:

1. Request of Jaymar Wholesale Lumber Company, Hood River, to purchase timber growing in Seneca Fouts State Park located on the Columbia River Highway near Mitchell Point, Hood River County: The Parks Superintendent recommended that the request be denied. The Commission approved the recommendation.

2. Question of fees to be paid by group campers for use of state park facilities: The Parks Superintendent recommended and the Commission approved rates as follows for use of the facilities at the youth camps at Silver Falls State Park, Emigrant Springs State Park, and other parks where it is possible for youths to camp overnight: Silver Falls Youth Camp, $3.00 flat fee for a group privilege, plus 25¢ per night per each individual; CCC buildings at Silver Falls, Emigrant Springs and Battle Mountain State Parks, $3.00 flat fee for group privileges, plus 15¢ each night for each individual; overnight camping by youth groups in parks where no buildings are used, $3.00 for the first night for a group of twenty or less, and 5¢ per night for each person in excess of twenty and for each night thereafter for the entire group. The Parks Superintendent also recommended and the Commission approved the present method of issuing seasonal permits to organizations for the management of Silver Creek and Smith Creek camps in the Silver Falls recreational area, particularly approving issuance of such permits to the Salem Y. M. C. A. and the Santiam Area Girl Scouts, who have handled the situation in an excellent manner in the past.

3. Proposed state park at Hat Rock near McNary Dam, Umatilla County: County Judge James H. Sturgis appeared before the Commission with regard to this project and accompanying him were Mr. James E. Kuhns, Chairman of the Recreational Committee of the Umatilla County Development Commission, and Mr. B. C. Christiansen, representing the Corps of Army Engineers at Walla Walla, Washington. Speaking in behalf of the project were Messrs. Christiansen and Kuhns. Mr. Christiansen exhibited a map showing in colors the ownership of the various properties, particularly the land owned by Mr. Kik, containing 238 acres, which appears to be the key tract to the entire situation because it is topographically suitable for development and contains a large spring with generous year-round flow. The government-owned land on both sides of the Kik property, he said, can be made available to state agencies without charge on the long-term basis, if it is used for recreational purposes, but the state would have to purchase the property of Mr. Kik. Mr. Kuhns declared that the area is ideally located for recreational purposes, and is

the only logical area for development along the shore of what will be McNary Lake. He pointed out that Mr. Kik has already started to develop his property fronting the Columbia River but has not progressed very far as yet, so his property should not be too costly from that standpoint. He also said that additional land that would have to be purchased is owned by Mr. Richman who contemplates developing it commercially, although he has no definite plans as yet. Mr. Christiansen cautioned that one of the considerations in obtaining the property would be the formulation of a definite plan to develop it, because the people of that part of the state have big ideas about the possibilities of developing the area for recreational purposes and probably would resent the state's taking the land away from the private owners unless it is developed. The matter was discussed at considerable length but action thereon was deferred for study. Following departure of the group, the Commission resumed discussion of the matter with the State Parks Superintendent, who explained further details. Commissioner Reynolds expressed the thought that if the state does not acquire the property now it will not again have such a favorable opportunity to do so, and he gave as his feeling that the matter should be given very careful study, since it appears to be the only feasible area for a state park in this vicinity. Chairman Chandler expressed himself similarly -- in fact, he gave as his feeling that the property should be acquired by the state if it can be purchased at reasonable cost. He also felt that some nice private homes along the river front would not be objectionable from the state park standpoint. As a result of this discussion, the Commission instructed the Parks Superintendent to ascertain from the owners of the property just how much they want for their respective holdings. The negotiations are to be carried on on the following alternate basis: 1) Purchase of the entire holdings of all of the owners; 2) Purchase of all of the property except a strip fronting on the Columbia River that the owners may wish to retain for private purposes. A report is to be rendered to the Commission at its next regular meeting, and sooner, in writing, if possible.

4. Request of Lyda Brothers, Lela Turner and Franck Brothers for permission to use certain state park property along the Wilson River Highway in connection with their logging operations back of the state-owned land: The Parks Superintendent advised that use of the property for the purposes intended will not hurt the park in any way, and he recommended approval of the request. The Commission approved the recommendation.

5. Proposed sale of down and dead timber along the Salmon River Highway in Van Duzer Corridor: The Parks Superintendent advised that Mr. T. C. Barton, Grand Ronde, wants to purchase this timber which is located on the south side of the highway somewhat westerly from timber previously sold. The timber, he said, is scattered and is of no value to the park -- in fact, its removal would be a benefit to the park. He recommended that the timber be sold as a result of competitive bidding for the same. The Commission approved the recommendation.

6, Removal of dead standing timber along Wilson River Highway in Tillamook County: The Parks Superintendent advised that on some of the property which the Highway Commission is conveying to the State Forester along the Wilson River Highway there are a great many dead standing trees, some of which constitute a definite hazard to highway traffic because they are located on exceedingly steep slopes. He suggested that it would be advisable for the Highway Commission to enter into an agreement with the State Forester for the removal of all the snags on these slopes, even where the slopes extend onto the area that the Commission is retaining for highway purposes, and that the State Forester be allowed the benefits of whatever salvage accrues either by removing the trees with his own forces or otherwise, with the understanding that in either case, the operator would be required to furnish liability insurance in sufficient amount to cover any possible damage to the highway or to the traveling public, and that flagmen would be maintained along the highway when operations are underway, as a further safeguard. The Parks Superintendent further stated that he did not believe that it would be possible for loggers to salvage the timber from one exceedingly steep slope opposite Engineer's Station 1420 and he suggested that at that particular location the trees be felled by state forces, which he estimated would cost about $1,000. The Commission unanimously approved the Parks Superintendent's suggestions, both as to the proposed arrangement with the State Forester and as to the removal of the timber on the slope opposite Station 1420, including the expenditure of $1,000 for the purpose.

7, Proposed exchange of properties with the Mt. Emily Lumber Company along Starkey Secondary State Highway, Union County: The Parks Superintendent advised that the State Highway Department owns a small tract of land near the junction of the Starkey Secondary Highway and the Old Oregon Trail in Section 31, Township 2 South, Range 37 East, W. M., and in Section 6, Township 3 South, Range 37 East, W. M., which it acquired from Mr. K. W. Siegrist and which the Mt. Emily Lumber Company is desirous of owning. This tract, he said, contains about ten acres of land which is not particularly of value for state park purposes, being excess property, and in order to obtain title to it the company is willing to deed to the state a 40-acre tract located near Red Bridge on the Starkey Highway, which the state desires for park purposes. He gave as his feeling that this is a very fair exchange in properties, and recommended approval of the arrangement. He also stated that if the Commission acquires the 40-acre tract he would like authority to spend about $2,600 to develop it, including the furnishing of a water supply, stoves, tables, restrooms, etc. The Commission unanimously approved the exchange of properties and also authorized the expenditure of $2,600 for the development of the 40-acre tract.

8. Proposed picnic area at junction of Starkey Secondary Highway and Old Oregon Trail near Hilgard: The Parks Superintendent advised that he received a communication from the U. S. Forest Service, which owns this tract, stating its willingness to grant to the state a special-use permit for the use of the area for the purpose intended. This area, he said, contains about 8 acres of land located in the SE 1/4 of the SE 1/4 of Section 31, Township 2 South, Range 37 East, W. M., and lies south of the Old Oregon Trail. He recommended acceptance of the offer and that he be authorized to spend about $2,000 for development of a water supply and to furnish tables, stoves, restrooms, etc. The Commission unanimously approved the recommendation, including the $2,000 expenditure.

9. Letter from Mr. Thornton T. Munger to Governor McKay regarding developing of a state park program: The Parks Superintendent advised that he has discussed park matters with the Portland Chamber of Commerce Recreational Committee, Mr. Munger being present, during which he outlined the policy and plans of the Highway Commission with respect to acquisition and development of state parks, which appeared to satisfy the majority of the group, although it was not exactly what Mr. Munger hoped for. The Commission ordered the communication filed.

10. Request of Parks Superintendent for authority to inspect overnight camping facilities in western part of the state of Washington: The Parks Superintendent asked that he and Charles E. Low, Engineering Specialist in his department, be permitted to make an inspection of overnight camping facilities in the state of Washington as an aid to similar planning in Oregon. He estimated the expense involved at approximately $40.00. The Commission approved the request unanimously.

11. Proposed addition to Sunset Bay State Park, Coos County: The Parks Superintendent stated that pursuant to instructions from the Commission, the Right of Way Department has carried on negotiations with Mr. Geo. J. Landrith to acquire land that is needed to accommodate overnight camping in this park, but without much success. The Right of Way Engineer explained that Mr Landrith is "soured" on the general public, because his gates are left open and his fences torn down, consequently he is very hard to deal with--in fact, will not listen to reason, so it appears necessary to condemn the property if it is to be acquired. He recommended such procedure. The Commission ordered further negotiations with Mr. Landrith, and authorized the Chief Counsel to condemn the property if it appears that it cannot be acquired by any other means.

12. Maintenance of Vista House at Crown Point: The Parks Superintendent reported that pursuant to a previous arrangement with the Highway Commission, Mr. Jack Flaucher, concessionnaire at the Vista House, Upper Col-

umbia River Highway, desires to close down his business during the months of January and February because of lack of patronage during those months. The roof of the building, he said, leaks very badly and because repairs which are being made by state forces cannot be completed until weather is suitable, Mr. Flaucher has offered to do what is necessary to protect the property from damage during this two-month shut-down period if the Highway Department will pay for heating the building, which is estimated to cost $140.00. He recommended acceptance of the offer. The Commission approved the recommendation.

13. Request for concession privileges at Sandy River Bridge during smelt run in Sandy River: The Parks Superintendent reported receipt of a communication from Mr. Bruce Bender requesting that he be granted permission to sell soft drinks, popcorn, etc., and to rent nets during the time that the smelt are running in the river. The Engineer recommended that the request be denied because of the traffic hazard that would be created thereby. In the discussion of the matter the question arose whether or not the operation of such a concession would create as much of a traffic hazard now as it has in the past, in view of the lesser volume of traffic over this road since the new Columbia River Highway was opened for public use. The Commission indicated that it would grant the concession if the traffic situation is not unfavorable because it would be such a convenience to people who throng there during the smelt run. Accordingly, the Commission deferred its decision in the matter pending a check on the traffic. The Engineer was instructed to investigate traffic conditions and report back to the Commission.

The Commission discussed briefly and ordered filed a letter from Borax, Ltd., London, England, acknowledging receipt of the Commission's letter of November 10 expressing appreciation for the gift of company land near Brookings, Curry County, as a part of S. H. Boardman State Park.

The Right of Way Engineer reported settlement, by stipulation, of the following condemnation cases for acquisition of right of way needed for the Glendale Junction-Johns Section of the Pacific Highway in Douglas County:

State vs. J. B. Moore, and
State vs. Blaine G. Johnson.

The Moore case, he said, was settled on the basis of payment of $6,500, the deeding to the Moores of a small tract of state-owned land, and the granting of three private access points. The Johnson case was settled on the basis of payment of $8,425. The Commission unanimously approved both settlements upon motion of Commission Reynolds.

The Right of Way Engineer presented for the Commission's consideration options that have been obtained for the acquisition of real property that is needed for various state highway purposes throughout the state, and explained details. The Commission considered carefully the terms of each of the options and as a result thereof authorized the Right of Way Engineer to close them at the amounts stated therein. The attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Chief Counsel requested authority to condemn certain parcels of real property which he has been unable to acquire by negotiation. He presented a list of such properties, together with the offers that he recommends in condemnation, as follows:

			Recommended Offer
Siletz Bay-Newport Section of the Oregon Coast Highway			
R 4251	F. R. Salway (Right of Way) 7.38 acres of land, 0.63 acre within the existing right of way, 2.68 acres within the Atlantic Western Corp. Railway right of way	(Lincoln County)	$ 1,250.00
Weston-Weston Mountain Section of the Weston-Elgin Highway			
R 17047	Olive Key Kirk 4.82 acres quarry site 1.70 acres stockpile site	(Umatilla County)	$ 1,500.00
Chemult-Diamond Lake Junction Section of The Dalles-California Highway			
R 16774	St. Helens Pulp and Paper Co. (Cinder pit) 10 acres with timber 11.52 acres with timber	(Klamath County) $ 800.00 925.00 $ 1,725.00	$ 1,725.00
Unit #4 Section of the T. H. Banfield Expressway			
R 14907	Charles D. Harter (Right of Way) 0.88 acres at $1,500.00	(Multnomah County) $ 1,320.00	

Unit #4 Section of the T. H. Banfield Expressway (cont.)

			Recommended Offer
R 14907	Charles D. Harter (cont.)		
	Moving garage, shed, and reestablish cess pool	$ 700.00	
	10% severance damage to remaining property valued at $7,500.00	750.00	
		$ 2,770.00	$ 2,800.00

Cedar Point-Coquille Section of the Oregon Coast Highway

R16921	Daniel Steinmetz (Coos County)		
	(Right of Way)		
	853 sq. ft. at $2.00	$ 1,706.00	
	5% damage to remaining property having a value of $66,080	3,304.00	
		$ 5,010.00	$ 5,050.00

Cedar Point-Coquille Section of the Oregon Coast Highway

R 16914	B. Folsom (Coos County)		$ 750.00
	(Right of Way)		
	2,750 sq. ft.		
R 16897	Katherine Peart (Coos County)		
	(Right of Way)		
	1125 sq. ft. at $1.00	$ 1,125.00	
	1475 sq. ft. at $0.75	1,106.00	
		$ 2,231.00	
	Damage by reduction of parking area around service station	$ 500.00	
	Damage to auto court by moving service station back to within 5 ft. of court, value of auto court, 4 units at $3000 each, $12,000 at 10%	$ 1,200.00	
	Release of 2 leases	500.00	
		$ 2,200.00	
	Estimated cost of moving service station bldg.	$ 4,000.00	
	Estimated cost of moving house	4,000.00	
		$ 8,000.00	

Cedar Point-Coquille Section of the Oregon Coast Highway (cont.)

			Recommended Offer
R 16897	Katherine Peart (cont.)		
		Total: $12,431.00	$12,500.00
R 15921	Lyle E. Hammond (Right of Way) 6.675 acres	(Hood River County)	3,600.00

As a result of careful consideration the Commission unanimously approved the request and the recommended offers. The attached resolutions relative thereto, marked EXHIBITS "J-1", "J-2", "J-3" and "J-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

The Right of Way Engineer reported the following sales of miscellaneous properties and asked the Commission to confirm them. The Commission unanimously approved the sales as reported.

Item	Former Owner and Location	Purchaser	Sale Price
Bath tub	Andrew Gray Bay Park-Delmar Section, Oregon Coast Highway	Walter C. Tugler 301 Sunnyvale Coos Bay, Oregon	$25.00
"Toledo" grocery scales	Andrew Gray Bay Park-Delmar Section, Oregon Coast Highway	Jay Francisco Coos Bay	50.00
Medicine cabinet.	Andrew Gray Bay Park-Delmar Section, Oregon Coast Highway	Charles O. Newton Coos Bay	2.00
Toilet, 2 lavatories, laundry trays	Andrew Gray Bay Park-Delmar Section, Oregon Coast Highway	Mrs. McGuire Coos Bay	24.00

Sales of Miscellaneous Properties (cont.)

Item	Former Owner and Location	Purchaser	Sale Price
3 wooden framed garage buildings	Estate, Laurence J. O. Saldern Broadway Bridge-Steel Bridge, Pacific Highway West	O. K. Auto Sales 4800 NE Union Ave., Portland	$123.23
2 x 6 Door and Switch Box	D. L. Sisson Cascade Locks-Viento Section, Columbia River Hwy.	Richard F. Smart 520 N. 23rd Street Salem	6.00

The Commission discussed a written report from the Right of Way Engineer with respect to a longstanding controversy with Mr. Elmer Bankus, Brookings, concerning right of way on the Oregon Coast Highway north of the town of Brookings, Curry County. (For details see copy of the report and map in general files). Briefly, the Right of Way Engineer explained that when the highway was constructed north of the town of Brookings the Commission acquired considerable right of way from the Brookings Land and Townsite Company, which is owned by Mr. Bankus, the deed being dated October 28, 1940. He said that the settlement was quite involved and the cash consideration paid by the state was $2,561.13, which amount included a certain sum for moving a building; further, that in addition to the cash consideration the Commission deeded to the Brookings Land and Townsite Company several small parcels that were not needed as right of way. He also explained that according to the record, no cash payment was involved in acquiring certain right of way immediately north of the town, although the state did pay some back taxes, and Mr. Bankus alleges that there was an agreement to the effect that the Highway Commission would either landscape the area beyond the limits of the travelled portion of the highway and shoulders, or would deed these areas back to him. The Right of Way Engineer stated that the allegations are not substantiated by the records. He exhibited a map showing the properties under discussion and advised that Mr. Bankus has plans to commercialize them. He gave as his feeling that the state's interests would be served best if title to the properties were retained by the state, and he so recommended. The matter was given very careful consideration by the Commission and as a result of discussion, the recommendation was adopted unanimously.

The Right of Way Engineer presented for the Commission's consideration a lease agreement with the Gilchrist Lumber Company providing for the renewal of a quarry site lease that expired on November 30, 1946. He pointed out that the new lease if for twenty years duration and that the company is making no charge for the use of its property. The Commission approved the lease unanimously. (The lease agreement was signed later in the session).

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. with the same persons present and participating.

The Commission conferred with representatives of the U. S. Bureau of Public Roads and the U. S. Forest Service regarding the programming of fiscal year 1952 Forest Highway funds totaling $3,185,000.00, made up as follows:

Funds Available for Allocation		
1952 F.Y. Apportionment		$2,754,914.00
Less W.O. Reserve	275,491.00	
Less State Contingent	158,135.90	433,626.90
		$2,321,287.10
*Present State Contingent, Unobligated. (Incl. Savings & Returned W.O. Reserve)		863,712.90
Total funds available to allocate to projects		$3,185,000.00

*Included in State Contingent	
Total savings from previous projects	$224,620.90
Reduction of Proj. 15-A2	467,000.00
Returned from W.O. reserve	172,092.00
Total available from previous programs	$863,712.90

Present representing the Bureau of Public Roads were Messrs. W. H. Lynch, Division Engineer, T. M. Davis, District Engineer, Frank E. Andrews, Principal Engineer, Clifford G. Polk, Manager, and R. N. Kellogg, Senior Highway Engineer. Representing the U. S. Forest Service were Messrs. Horace J. Andrews, Regional Forester, James Frankland, Regional Engineer, and William L. McDonald. As a result of discussion it was mutually agreed to recommend to the Chief of the U. S. Forest Service and to the Commissioner of Public Roads, Washington, D. C. the following projects for this program:

TENTATIVE PROJECTS FOR PROGRAM

Project No.	Highway	Type of Work	Miles	Est. Cost	Selected Projects	
					Amount	Remarks
8-C2, B1	Umpqua	Gr., Surf., Bit. Surf. & Bridge	0.75	$ 175,000		Mill Creek Br. & Grading
9-A3, B3, C or A3, B3	Oregon Coast	Grading	9.6	600,000		Grade all or Gr. & Surf. 1/2 + and build overpass.
10-D4	Oregon Coast	Gr., Surf. & Bit. Surf.	1.0	125,000		
12-A2	Redwood	Gr., Surf. & Bit. Surf.	2.0	400,000		Completes Route
16-C4, E4, F5	Tiller-Trail	Surf. and Bit. Surf.	6.6	195,000		Summit North
24-A6, B8, C2	No. Santiam	Surf. and Bit. Surf.	15.5	St/150,000 FH/250,000		Completes surf. & oil, Niagara to Idanha
25-A7	Mt. Hood	Gr., Surf. & Bridges	1.0	110,000		Replaces Twin Bridges & One Mile Bridge
38-A3	Flora--Enterprise	Grading, Surf. and oil.	4.0 8.0	260,000		Grade add'l four miles & surface this & previous job
35-D4	John Day-Burns	Gr., Surf. & Bit. Surf.	8.26	425,000		County line north through Silvies Valley
47-B4	N. Umpqua	Grading	2.3	70,000		Increase present program
21-D4	Willamette	Gr., Surf. & Bit. Surf.	4.0	400,000		From east end of reconstr. by Army
Survey				100,000	100,000	
Maintenance				75,000	75,000	

January 23, 1951

It was understood that this program is tentative only, because the total amount that will be available is not yet definitely known. In addition to the above listed projects, it was also mutually greed that the following are preference projects and must be given first consideration for the next Forest Highway funds that become available: Improvements on the North Santiam Highway and on the North Umpqua Highway, and construction of the Poison Creek section of the John Day-Burns Highway. It was understood that the Poison Creek project includes surfacing and oiling on a previously constructed grade, and that the contemplated work is all that remains to be done to complete this highway throughout its entire length. The further improvement of the Pendleton-John Day Highway in Camas Creek by grading, surfacing and oiling was also considered. This project is six miles in length and is estimated to cost $350,000. It was deleted from the program because of lack of funds to finance it, but is to be considered for future funds.

The State Highway Engineer brought into the discussion the desirability of improving the West Diamond Lake Highway. He said that it was first intended to include this project in the program, but it was omitted because it was thought best to finance the work as a Federal Aid Secondary Highway project. It now develops, however, that this highway is not on the Federal Aid Secondary Highway system. He requested authority from the Commission to ask the federal authorities to approve its designation as a federal aid secondary highway. The Commission approved the request. The Engineer also stated that some thought had been given to an allocation of forest highway funds for the Cascade Lakes Forest Highway which is a hold-over project from a previous program but it was decided to omit this project also because the road is strictly recreational in character and undoubtedly would not be approved because of war-time conditions now existing. Reference also was made to the Starkey-Ukiah Road, it being an extension of the Starkey State Secondary Highway, Union County. Mr. Lynch stated that the Bureau of Public Roads at one time agreed to make a survey of this project but that has not been done because an engineering crew has not been available to assign to the work He gave as his feeling that it might be possible to conduct the survey sometime this year.

The Commission discussed with the Engineer the bids received at the morning session for highway construction and at 3:00 p.m. Chairman Chandler announced the Commission's decision with respect to each project as follows, the Commission's action in each instance being unanimous:

"Grading, surfacing and oiling on the Prineville Section of the Crooked River Highway, in Crook County. There were four bids on this project. The contract has been awarded to the low bidder, Babler Bros., at $7,722.00.

"Caretaker's Cottage in Yaquina State Park just north of Newport, in Lincoln County. T. J. Patzer was the low bidder of three, and the contract has been awarded to him for $13,882.50.

"Redecking of Steel Bridge in Portland. General Construction Company was the low bidder of three for this work. The contract has been awarded this company at its bid of $170,773.00.

"Pavement resurfacing on the Monmouth-Suver Road Section of the Pacific Highway West in Polk County. There were six bids on this project, the lowest being that of Warren Northwest, Inc., at $84,665.00, for which amount the contract has been awarded to them.

"East Unit, La Grande-Ladd Canyon Section of the relocated Old Oregon Trail in Union County. The bid submitted by Leonard & Slate, Oregon Ltd., and E. C. Hall Company as a joint venture, in the amount of $850,863.50 was the lowest of ten submitted. The contract has been awarded to this partnership at its bid price.

"Weston Rock Production Project on five state highways in Umatilla County. Of nine bids submitted on this project the lowest was that of Oscar E. Joelson, at $51,020.00. The bids have been referred to the Engineer with authority to award the contract to the low bidder at his bid price when certain conditions have been satisfied.

"Furnishing ferry service across the Willamette River on the Beaverton-Aurora Secondary Highway at Wilsonville, Clackamas County, for a two-year period beginning April 1, 1951. The contract has been awarded to Theodore E. Bruck, whose bid was $2,490.00 per month.

The Right of Way Engineer brought up for discussion the matter of reimbursing the Standard Oil Company of California for installation of a railroad crossing signal at its bulk plant on the Southern Pacific Railroad in Coos Bay, in the amount of $2,708. He requested authority to reimburse the company for such expense and for additional expenses in the amount of $32,052.82, a total of $34,759.82, as settlement in full of all items and claims pursuant to the agreement effected in 1942. He explained that when negotiations were started in 1942 for the re-arrangement of the company's facilities at its plant, the work was estimated to cost about $16,000 but was not done because of wartime conditions, and in the meantime prices raised so that the final price was practically double that originally estimated. The crossing signal, he said, was not included in the original arrangement but later was deemed necessary because the location is on a curve with short sight distance-- in fact, the company decided that it needed two signals, one at the entrance to its plant and the other at the exit which had to be provided because there was insufficient room for truck-turning movements on the company property. The company, he said, installed both of the signals but is asking reimbursement for only one. The Commission unanimously approved reimbursement to the company for the full amount of its claim (including the signal), $34,759.82, after it has been verified by the Commission's Auditor.

The meeting recessed for a short time during which the Commission conferred with members of the Idaho State Legislature who were present to inform themselves on the Oregon Highway organization, the reorganization of the Idaho Highway Department being under consideration at the present time by the Idaho Legislature.

The Engineer reported the results of a study and appraisal in connection with acquiring access rights along the Junction City-Eugene Section of the Pacific Highway. He recalled that the former Highway Commission, before World War II, purchased sufficient right of way for an ultimate four-lane highway between these points but did not acquire the access rights. Recent studies by the Right of Way Department, he said, indicate that such rights will cost between $400,000 and $450,000. He questioned the advisability of spending so much money for this purpose because of the possibilities of re-routing the highway at some future time south from the town of Harrisburg in order to meet interstate standards. In view thereof he recommended that the access rights not be acquired now. The Commission approved the recommendation.

The Commission had under discussion the matter of quit claiming to Clyde Marriott and Vernetta F. Marriott access rights on the old route of the Pacific Highway near Glendale Junction, Douglas County. It was explained that the state acquired a portion of the old Glendale county road in connection with the acquisition of right of way for a revision of the Pacific Highway. Such acquisition was by judgment in condemnation and included certain rights of access which are of no value for state highway purposes, and the Merriotts, owners of the property abutting this county road, now wish the access restored to them. The Chief Counsel and the Engineer both recommended approval of the request. The Commission approved the recommendation. (Quit claim deed was signed by the Commission later in the session.)

The Right of Way Engineer requested instructions relative to the disposition of the claim of Evelyn Chamberlain, incidental to the moving of a house on the Newberg Dayton Junction Section of US99W. He said that the Commission purchased property from Miss Chamberlain for right of way and agreed to move the house. This was done and a release secured, but later it developed that the sewer on the property, as re-arranged, did not function properly and had to be fixed. Also that Miss Chamberlain had to place additional material on her driveway, all of which cost her $167.60. He recommended settlement of this case for $150.00, which he said Miss Chamberlain has agreed to accept. The Commission approved his recommendation.

The Chief Counsel reported the following settlements in condemnation cases and asked the Commission to approve them.

1. State vs. Lawrence Jackson Boyle. Complaint filed November 22, 1950 and an offer of $13,325 made. He said that this case involves the acquisition of 1.65 acres of land as right of way for the Canyonville-Johns Section of the Pacific Highway in Canyonville. Mr. Boyle demanded the sum of $30,000 and after the complaint was filed employed an attorney, who had the property appraised, one appraisal being in the sum of $15,915, and another in the sum of $16,915. Settlement was finally reached, the Counsel said, for $15,000, and judgment has been made conveying the property to the state on the basis of such sum. The Commission approved the settlement.

2. State vs. Catherine S. Duncan, concerning right of way on Unit II, T. H. Banfield Expressway, Portland. Condemnation authorized on April 24 1950, and a formal offer of $2,500 was approved. The Chief Counsel advised that the property owner demanded $10,000. but settlement was finally effected whereby the state paid the sum of $2,650, which included $150 attorney's fees. The Commission approved the settlement.

The Chief Counsel reported on the state's claim against Paul L. Gaylord for damaging a scale house at Lakeview, repairs to which cost the sum of $388.86. He said that the accident occurred on July 2, 1950 when Mr. Gaylord backed his 1941 Pontiac sedan into the scalehouse, damaging it to the extent of the amount stated. Mr. Gaylord, he said, is not too well off financially but offered to pay the claim at the rate of $25 per month. He requested instructions. It was the feeling of the Commission that Mr. Gaylord should pay the full amount of the claim, reimbursing the state in full in one payment. The Chief Counsel was instructed to file suit to collect the amount due, if necessary.

The Chief Counsel brought up for discussion a controversy which prevails in the city of Klamath Falls with respect to the routing of truck traffic over Alameda Street in that city. He said that he has received a communication from Paul Farrens, Attorney for the complainants, in which Mr. Farrens states that, "If I do not receive advice that the Commission accepts some measure of liability and recognizes that there is at least a substantial merit in our contention, no alternative remains for me except for me to advise our clients to commence litigation." The Chief Counsel advised that the controversy arises out of the allegations of people who reside along Alameda Street that when this street was dedicated for public use a condition was involved that at no time should heavy truck traffic be permitted by municipal or other authority to use it. He also said that the width of the street as originally platted was only 40', but an additional 60' was acquired when the highway was routed over it. He added that a short section about two blocks long was constructed, and that it is intended to continue the improve-

ment on this street in the future when the improvement is extended. He requested instructions. The Commission decided unanimously to take no action on the matter at the present time and to await local developments.

The Chief Counsel rendered brief reports on a number of bills that are pending in the State Legislature, including the following:

1. Enabling act to permit the State Highway Commission to create an arboretum and botanical garden, and to operate and administer the same under the direction of the Parks Department: The Chief Counsel advised that this bill has not as yet been presented to the Legislature, its present status being a report to the Governor by the Legislative Interim Committee that was appointed in 1949. It was the feeling of the Commission that the State Highway Department should have no part in such an undertaking. The Chief Counsel then advised that he has been asked to prepare a bill in his capacity as Assistant Attorney General. He was authorized by the Commission to prepare the bill in that capacity with the strict understanding that the State Highway Department is not to be involved in any way.

2. House Bill No. 48 requiring all work exceeding $10,000 in value be done by contract: The Commission took no action in the matter.

3. House Bill No. 47, which grants to local bidders a ten percent advantage over out-of-state bidders in furnishing materials and performing work for the state: The Chief Counsel gave as his feeling that the Commission should oppose this bill. The Engineer advised that should this bill become a law it would be impossible to secure federal aid funds for many highway projects because it is an ironclad rule of the Bureau of Public Roads that the contracts must be awarded to the low bidder in each instance. The Commission ordered that full information on this subject be placed in the hands of the Highway Committees of both houses.

4. House Bill No. 128 introduced by the Committee on Aviation and Commerce relating to the condemnation of land: The Chief Counsel read aloud the bill, which amends Section 1, Section 12-123, O. C. L. A. and authorizes any corporation organized for the purpose of manufacturing, producing, generating, transporting, selling or distributing fluids, including petroleum and petroleum products or gases for light, heat, propulsion or power purposes, or for the purpose of constructing, laying, maintaining, or operating pipes, pipelines, gas mains, gas lines and appurtenances therefor, to enter upon lands within the state of Oregon outside of cities for the purpose of examining, surveying and locating pipelines, gas mains, etc. and to appropriate and condemn such lands or easements thereover, and to appropriate any part of any public road for the purpose of constructing pipelines and appurtenances thereon. It was the feeling of the Commission that this is a drastic measure which would work to the direct

disadvantage of state highways and should be opposed strenuously. Accordingly, the Commission ordered that its ideas on the subject be brought to the attention of the Highway Committees of both houses.

5. Proposed amendment concerning control of the shore of the ocean: The Chief Counsel presented a copy of the bill, which was read by the Commission. Chairman Chandler stated that the bill does not convey the ideas that the Commission has on this subject—that it should be modified so as to relieve the Highway Commission from any responsibility whatsoever with respect to the ocean beach, and that responsibility should be placed on the State Land Board. Commissioner Reynolds concurred in the viewpoint of the Chairman, whereupon the Chief Counsel was instructed to rewrite the bill accordingly.

The Chief Counsel brought up for discussion the claim of the Western Union Company for reimbursement for the cost of repairing its facilities that were damaged by the Oneonta-Borrow Pit slide on the upper Columbia River Highway in 1945. He said that the company's claim is in the amount of $15,000 and that the company has agreed to accept settlement in full at half of such amount, which is on the same basis as settlement was made with the Union Pacific Company of its claim arising out of the same slide. He recommended settlement on such basis. The Auditor advised that he has checked the claim and has been unable to find anything out of order in the individual items. In view thereof, the Commission unanimously approved the recommendation.

The Commission discussed the matter of deeding to the City of Pendleton a small tract of land situate in the NW 1/4 of the NW 1/4, Section 8, Township 2 North, Range 32 East, W. M., Umatilla County. It was explained that this property was deeded to the city on December 21, 1948, by quit claim deed which contained certain conditions relative to changing the location fo the channel of the Umatilla River, and disposition of materials to be removed from the channel; further, that the restrictions are no longer necessary or desirable, and that the city has requested substitution of a bargain and sale deed at this time in order to remove from the recorded title the restrictions contained in the quit claim deed. The Chief Counsel recommended approval of the city's request. The Commission approved the recommendation unanimously. (The bargain and sale deed was signed later in the session.)

The Engineer rendered a written report on the results of his statewide investigation of gasoline stations that serve state highway traffic at the curb line on city streets that are highway routes. He advised that the investigation reveals 293 stations in this category. He suggested, due to the large number of gasoline pumps that are being operated by these stations, that no attempt be made at this time to force the removal of the pumps en masse,

but that the policy which has been pursued in the past be continued, requiring the removal of such facilities whenever a highway improvement is made along the street in front of the station, which procedure will eventually eliminate all of them. The Commission accepted and approved the report. The Engineer was instructed not to permit any new facilities to be constructed along state highway routes for serving patrons on public property.

The Commission also discussed a report from the Engineer on his investigation of the collapse of the "Dodge Bridge" over the Rogue River on the Sams Valley State Secondary Highway, in Jackson County. The Engineer advised that investigations indicate clearly that the Central Heating Company of Eugene was responsible for the collapse of this structure, the evidence revealing that the damage was caused by the transportation over the bridge of a bucket-loader which struck and broke one of the diagonals of the bridge and caused the bridge to fall. This bridge, he said, is posted for a maximum load of 15 tons, but as closely as can be determined, the equipment which caused its failure weighed 17 tons. He recommended that the Central Heating Company be billed for the depreciated value of the bridge which amounts to approximately $6,600, and that, if the company does not pay the claim, suit be instituted against the company to collect it. The Commission approved the recommendation unanimously and so ordered.

The Commission discussed briefly, and took under advisement, a report from the Engineer showing the results of weighing activities carried on by state weighmasters during 16-hour daily periods at the Highway Department scales located at Bandon, North Medford and Tillamook.

The Secretary presented a letter from Mr. T. B. Watters, Chairman of the Roads Committee of the Klamath County Chamber of Commerce, endorsing the action of the State Highway Commission in imposing load restrictions on sections of state highways in order to avoid damage to the highway surfaces during periods when legal weight loads cannot be transported over them without damaging them. The Secretary was instructed to thank Mr Watters for his letter and the ideas expressed therein, which coincide with those of the Commission.

The Engineer rendered a supplemental report on the request of the people of Monmouth and Independence for construction of a sidewalk along the highway between these two towns, to serve their new Central High School. He recalled that when this matter first came to the attention of the Commission the high school was not yet completed, and that traffic counts taken at that time did not reveal the true status of conditions, so the Commission ordered another investigation when the school was in use. A recent investigation, he said, reveals that the volume of pedestrian travel is still far below that which is considered warrant for a sidewalk, being only an average of 34 daily. Moreover, during the time that high school students would normally use the highway in going to and from school, the count showed only three pedestrians. He estimated the cost of a sidewalk at $7,000, and

recommended in view of the very small amount of pedestrian travel on the highway, that the request be denied. The Commission approved the recommendation unanimously.

The Engineer reported the result of an investigation in the city of Baker of the need for traffic signals heretofore requested by the city. He said that the investigation covered six principal intersections on US30 (2nd Street, Main Street, Court Street, Auburn Street, Campbell Street, and 10th Street), and that it has been determined that the signals are warranted at three of these intersections--Main Street and Broadway (right angle turn in US30), Main Street and Court Street, and Main Street and Auburn Street. In addition there is need for two additional flashing beacons, one at the right angle turn on US30 at Broadway and 10th Street, and one at the right angle turn on the Baker-Homestead Highway at Main and Campbell. He estimated the cost of the three standard signal installations first mentioned at $9,000, and recommended approval of the same on the condition that the City of Baker will pay one-half of the costs involved. He estimated the cost of the two flashing beacons at $600 ($300 each), and recommended that these also be installed, the state to pay the entire expense which is in conformity with past practice. The Commission approved both recommendations unanimously.

The Commission took under advisement a written report from the Engineer, dated January 19, 1951, summarizing the 1946-1949 and the 1950-1951 construction programs. (For details see copy of report in General files.)

The Engineer reported that the survey for the Wilson River Highway between North Plains and a connection with the completed highway at Washburn, Washington County, has been completed. He exhibited a map showing the location, explained details, and asked the Commission to approve the survey so as to permit the preparation of right of way descriptions and the carrying on of negotiations for the right of way when authorized by the Commission. As a result of careful consideration of this matter, the Commission unanimously approved the survey as reported, by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported the results of a reconnaissance survey and economic analysis of Tualatin Valley Highway east of the city of Hillsboro as previously authorized by the Commission at the request of a delegation from Hillsboro, Cornelius and Forest Grove. He recalled that the delegation was particularly interested in a new routing for this highway that would extend directly eastward, approximately on the Base Line, from Hillsboro to a connection with the Sunset Highway. He said that while investigations reveal that the suggested route would realize a saving of 0.6 mile in distance over the ex

isting route by Beaverton, and could be constructed as a two-lane facility for approximately $686,000, they also indicated that even were the new highway built it still would be necessary in the not distant future to widen the present highway to a four-lane facility westerly from Beaverton to Reedville, because of the very heavy traffic that is generated by adjacent residential development. He estimated the cost to widen the present highway at $535,000 and he suggested in view of the findings that when funds become available for expenditure on this highway the Commission select as its first project the widening work between Beaverton and Reedville. (For further details see copy of written report dated January 19, 1951 in general files.) The Commission took the matter under advisement.

The Commission had under discussion the selection of projects for a construction program to utilize federal aid secondary highway funds that it is expected will become available during 1952, 1953 and 1954. The Engineer submitted a list of projects in each division that are eligible for the funds in question, from which list the Commission selected the following projects for undertaking during the first fiscal year, 1952, it being understood that the projects for the second and third fiscal years will be decided later.

County	Highway, Section and Description	Amount
	DIVISION NO. 1	
Washington	Nehalem. Forest Grove-Sunset Highway Junction, 9 mi. A. C. Resurf.	$ 160,000
Washington	County Road (Hillsboro-Cornelius Pass). Ray's Ranch-West Union, 4 mi. Grad., Surf. & Pav.	200,000
	DIVISION NO. 2	
Benton	Alsea. Philomath-Alder Creek (MP 48.1 to 59.1) 11 mi. A. C. Resurf.	250,000
Lincoln	County Road (FAS-150). East Unit, Siletz-Logsden, Grad. & Surf.	100,000
Marion	North Santiam. Bridge over Little North Fork.	225,000

Federal Aid Secondary Highway Program (cont.)

County	Highway, Section and Description	Amount
	DIVISION NO. 3	
Coos	County Road. Bullards Bridge over Coquille River near Bandon (County to contribute $300,000)	$ 600,000
Jackson	Crater Lake. Prospect-Union Creek (MP 47.1 to 58.8), 11.7 mi. A. C Resurf.	275,000
Jackson	West Diamond Lake. Junction with Crater Lake Highway to M.P. 8.3, A. C. Resurf.	200,000
Jackson	Sams Valley. Dodge Bridge over Rogue River	250,000
	DIVISION NO. 4	
Crook	Paulina. Prineville-Crooked River, 15.9 mi. Surface and Oil	125,000
Deschutes	McKenzie-Bend. Tumalo-Bend, 4.9 mi. Grad., Surf. and Bridge over Deschutes River	500,000
	DIVISION NO. 5	
Baker	Baker-Unity. Baker-Salisbury (MP 36.5 to 44.5), 8 mi. Grad., Surf. and Pav.	350,000
Malheur	Nyssa-Adrian. Nyssa-Adrian Section, 12 mi. Grad. and A. C. Pav.	300,000
Union	Hilgard-Starkey. Bridges over Grande Ronde River at M.P. 0.26 and 7.4, and 1.9 mi. Grad. and Surf. on Approaches	150,000
Union	County Road. Island City-Lone Tree, 2.8 mi. Grad., Surf. and Oil.	100,000

January 23, 1951

The Commission discussed a proposed agreement with the Bureau of Public Roads covering maintenance of eight federal aid projects on the Willamette Highway, comprising a total distance of 21 miles between Oak Ridge and Salt Creek Tunnel. The Engineer explained that by this agreement the state will perform the maintenance work during the period from October 20, 1950 to October 19, 1951, and the Bureau of Public Roads will reimburse the state in full for costs incurred, not exceeding $950.00 per mile per year, or a maximum of $19,950 for the entire project. He recommended approval of the agreement. The Commission approved the recommendation. (The agreement was signed later in the session.)

A letter was presented from Mr. G. T. McCoy, State Highway Engineer of the State of California, containing a proposal for a joint undertaking to construct four miles of road along the Oregon-California state line westerly from the town of Hatfield, California. Mr. McCoy advises that this road extends from Hatfield to Calore, a distance of 19 miles, and that with the exception of the four-mile section immediately west of Hatfield, lies entirely within the state of California and has been improved as a Federal Aid Secondary Highway project using Federal Aid Secondary funds, Siskiyou County funds, and County Highway Act funds of the State of California. He estimated the cost to construct the four-mile section at $200,000, and suggested the following proposal to finance the work:

California Federal Aid Secondary Highway Funds - -	$100,000
Siskiyou County, California, funds - - - - - - - - - -	46,000
Oregon funds, either state or county - - - - - - - - -	46,000

In the discussion of this matter it was pointed out that Klamath County does not have funds available to contribute to this work, so if Oregon funds are to be used they must come from the Oregon State Highway Department. The Commission could not see its way clear to contribute state highway funds for the purpose because of its many other obligations, and the limited amount of funds at its disposal, and for the further reason that it considers the road primarily a California responsibility. The Secretary was instructed to so inform Mr. McCoy.

The Engineer and the Chief Counsel reported a compromise settlement with Mr Homer Johnson, contractor for the construction of the Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County, Contract No. 2390, disposing of his claim for additional compensation arising out of this job. It was pointed out that Mr. Johnson originally claimed an amount of $35,538.48 which was based on his allegation that the materials designated by the state were not suitable for use so it was necessary to use another source of materials, which entailed a more costly operation. It was also pointed out that when the claim was denied, the contractor, through his attorneys, filed suit against the State Highway Commission to collect the amount of his claim. However, no court action immedi-

stely followed, but advices now are to the effect that the case will be brought into court for trial soon, if it is not adjusted satisfactorily. The Engineer advised that he has gone over Mr. Johnson's claim very much in detail and it is his considered opinion that Mr. Johnson is entitled to an extra payment of $8,751.23 but no more. Moreover, Mr. Johnson has indicated that he will accept such sum and will withdraw his suit if it is paid to him. The Engineer and the Chief Counsel both recommended settlement with Mr. Johnson on such basis. The Commission approved the recommendation.

A request was presented from citizens of Beaverton for installation of a traffic signal on the Tualatin Valley Highway at its intersection with West Street in Beaverton. The Engineer advised that this matter has been investigated and it has been determined that the hourly volume of traffic entering the intersection during a maximum 8-hour period is only 580 vehicles, which is considerably less than the 750 vehicles per hour required by standard signal warrants for urban intersections. Moreover, the traffic entering the intersection from the side street is also far below the requirements. He pointed out that during the period of January 1, 1946 to October 31, 1950 only four accidents were reported at this intersection, none of which could have been prevented by signals. He recommended in view of the findings that the request be denied. The Commission approved the recommendation and so ordered. dered.

The Engineer reported that pursuant to instructions previously given him by the Commission, signs with the wording "SLOW - HAZARDOUS INTERSECTION" are being placed on both sides of the Dunthorpe Road approach to the Oswego Highway; however, a further study of this intersection indicates that there is a considerable hazard potential, in view of which it would be advisable, in the interests of safety, to illuminate the signs with mercury vapor luminaire units, costing about $450, and he so recommended. The Commission approved the recommendation.

A letter was presented from the Eastham Parent Teachers Association of Oregon City requesting that necessary action be taken to alleviate a dangerous condition for school children who are obliged to cross Molalla Avenue (route of the Cascade Secondary Highway) at its intersection with 7th Street, in Oregon City. A letter was also presented from Mr L. A. King, Superintendent of Oregon City Public Schools, similarly requesting safety measures at this intersection. The Engineer advised that an investigation reveals that a large percentage of the children who attend Eastham School must cross Molalla Avenue which at this point is on a curve, where sight distance is restricted. He also said that the children are subjected to a considerable hazard because of the large volume of traffic that this street carries, and he recommended in view thereof the installation of an illuminated overhead crosswalk sign, at an estimated cost of $700, on the condition that the City of

Oregon City will bear one-half of the expense of the installation. The Commission approved the recommendation.

There was presented for the Commission's consideration a request from the City of Oswego for the installation of traffic signals on the Oswego Highway at its intersection with three city streets, particularly "B" Avenue, "A" Avenue, and Lake Shore Road. The Engineer advised that this matter has been investigated by the Traffic Engineer, who states that there is not sufficient warrant for the signals either at "B" Avenue or Lake Shore Road, but there is a marginal warrant for a signal at the "A" Avenue intersection, which carries a daily traffic of 10,300 vehicles, of which the maximum hourly volume is 735. The accident record for this intersection, he said, also indicates the need for a signal at this point. He recommended, in view of these findings, that a semi-actuated signal costing $4,500 be installed at the intersection of "A" Avenue, provided the City of Oswego will contribute one-half of the expense of the installation, and that the request for signals at "B" Avenue and Lake Shore Road be denied. The Commission approved both recommendations unanimously.

The Commission discussed a report from the Engineer on a request from the Rosedale Community Club, Portland, for installation of a traffic light at the intersection of N. E. 60th Avenue and Lombard Street, route of the Northeast Portland State Secondary Highway bypass. The report also covered a request from the Rose City Water District, Portland, for a signal installation at the intersection of N. E. 82nd Avenue and Killingsworth Street, also route of the Northeast Portland State Secondary Highway. According to the report, which is based on investigations by the Traffic Engineer the signalizing of both intersections is warranted both by reason of highway traffic volume and by bad accident record. The Engineer recommended approval of the signalization of both intersections at an estimated cost of $3,500 each, or a total of $7,000. He pointed out that both intersections are outside the city limits of any incorporated city, so the costs will have to be borne 100% by the state. The Commission approved the recommendation unanimously.

Consideration was given by the Commission to a request from the City of Newberg for installation of traffic signals on US99W at the intersection of First and Main Streets, and at the intersection of First and College in Newberg. The request was in the form of a resolution, to which was attached a number of resolutions from civic organizations, and a petition containing the signatures of 1631 residents. The Engineer advised that the city on a number of occasions in the past has made similar requests, all of which were denied by the Highway Commission because there did not appear to be sufficient warrant for the signals; however, a recent investigation reveals changes in traffic and other conditions which indicate that a stop-and-go signal at the intersection of First and College Streets is now justified, but not at the other. He estimated the cost of the standard signal installation at such intersection at $3,000, and recommended approval of the same on the condition that the city will pay one-half of the costs involved. The Commission approved the recommendation.

The Commission discussed and denied a request from Mrs. Arnold Mackey, Beaverton, for installation of a "push-button" type of stop light for pedestrians on Canyon Road (Tualatin Valley Highway) at its intersection with Lake Road, a short distance east of Beaverton. The Commission's action was based upon a report from the Engineer to the effect that Lake Road is only about one-half mile in length and serves only twenty homes, and that the intersection is now within the limits of a designated 45 mile per hour speed zone.

The Engineer requested authority to join with the City of Salem in the installation of a traffic signal at the intersection of 12th and State Streets in Salem. He said that this intersection is on the route of the Silver Creek Falls State Secondary Highway, which at this point is also the route of the North Santiam Highway, and that the intersection now carries a volume of approximately 22,000 vehicles daily. He pointed out that the intersection is further complicated by the main line tracks of the Southern Pacific Company, which extend along 12th Street. In further support of his request the Engineer advised that the intersection currently is signed for a four-way stop, and that city police officers direct traffic during peak hours in order to keep traffic moving, but there is considerable hazard involved because the police officer has to stand in the middle of the street, next to the railroad tracks. Studies of the situation, he added, indicate that the problem can be solved by installation of automatic signals that can be controlled manually during rush hours and which would operate as flashing red four-way stops at all other times. He estimated the cost of the installation at $750 which, he said, will be paid 50% by the City of Salem and 50% by the State, and he recommended approval of the expenditure. The Commission approved the recommendation.

The Commission discussed a letter from the City of Pendleton concerning the need for a revision of traffic lights, signs, etc., within the city. The Engineer advised that the matter has been investigated by the Traffic Engineer, who consulted with the city officials directly in the solution of the problem and who recommends the following: that the three existing signals on Main Street be provided with interconnection, and master controller, with provision for an all-flashing red in case of fire equipment on call; also that standard illuminated "ONE WAY" signs be installed at the intersection of Court and Main Street and at the intersection of Court and Dorian Street. The total estimated cost of the work, he said, is $1,500, and he recommended approval of the expenditure on the condition that the City of Pendleton will pay one-half of the expense. He also recommended that a request of the city for two new signal installations, at 10th and Court Streets and at 10th and Dorian Streets, be denied. The Commission unanimously approved both recommendations.

The Commission discussed a recommendation from the Memorials Committee of the Oregon Historical Society for the erection of a textboard at Fort Clatsop on the lower Columbia River Highway, where Lewis and Clark encamped on their exploration trip to Oregon in 1805. The Engineer estimated the cost of the textboard at $300 and recommended approval of the expenditure because there is presently no marker on the state highway opposite this spot, and because Fort Clatsop is one of the historical points of Oregon. He presented a text for the board as prepared by the Hon. Robert W. Sawyer, Bend, member of the Memorials Committee, and he recommended approval of the same. The Commission unanimously approved the erection of the textboard and the inscription to be placed thereon, which reads as follows:

FORT CLATSOP

FORT CLATSOP, BUILT BY LEWIS AND CLARK IN DECEMBER, 1805 FOR USE AS WINTER QUARTERS, WAS SITUATED .8 MILE SOUTH OF THIS POINT. THE SITE WAS CHOSEN BECAUSE OF THE GAME IN THE SURROUNDING COUNTRY AND BECAUSE IT WAS CONVENIENT TO THE COAST WHERE SALT COULD BE MADE FOR THE JOURNEY OF THE EXPLORATION PARTY BACK TO THE MISSOURI. ELK WERE FOUND IN ABUNDANCE AND SALT WAS MADE AT WHAT IS NOW SEASIDE. THE LOCAL INDIANS WERE FRIENDLY BUT IT WAS DISAPPOINTING THAT NO TRADING VESSELS ENTERED THE RIVER DURING THE STAY. AFTER ENDURING A WET AND STORMY WINTER THE PARTY LEFT THE FORT ON MARCH 23, 1806 AND TOOK UP ITS "HOMEWARD BOUND JOURNEY".

The Commission had under discussion the matter of providing janitor service and other related services for the new Highway Department Building in Salem when it is ready for occupancy. It was the order of the Commission that the State Highway Engineer and the Bridge Engineer consult with the Secretary of State concerning such features, with the view in mind that such services will be performed under the direction of the Secretary of State. The results thereof are to be reported back to the Commission.

The Engineer requested instructions as to the type of emblem to place in the terrazzo floor of the lobby of the new Highway Department Building. The Commission expressed a preference for a bronze replica of the State Highway Commission seal but was advised by the Engineer that it is very doubtful that bronze would be obtainable now because of governmental restrictions. In view thereof, the Commission ordered the installation of a metal ring only, at this time, with the understanding that when bronze is available a seal of such nature will be placed inside the ring.

In this connection the Engineer requested instructions relative to the names to be placed on the informational plaque that is to be installed in the lobby of the new building. He recommended the names of Mr. T. H. Banfield, who was Chairman of the Commission when the building movement was started, Mr. A. W. Schaupp, who was a member of the Commission at that time, and the names of the present members of the Commission, Ben R. Chandler, Chairman, Charles H. Reynolds, Commissioner, and Milo K. McIver, Commissioner. The Commission approved the recommendation.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the first half of the year 1950, and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory.

Antelope	Gold Hill	Lonerock	Port Orford
Athena	Grass Valley	Long Creek	Powers
Boardman	Haines	Lostine	Scotts Mill
Bonanza	Halfway	Madras	Shaniko
Canyon City	Halsey	Manzanita	Siletz
Dayton	Hammond	Merrill	St. Paul
Dayville	Harrisburg	Mosier	Sumpter
Echo	John Day	Myrtle Creek	Talent
Falls City	Joseph	Nehalem	Weston
Glendale	Juntura	Oakland	Willamina
Gold Beach	Lexington	Philomath	

He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "C-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also advised that the towns of Hammond, John Day and Juntura have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds which accrued to them during the last six-month period of 1950, and that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "C-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer presented for the Commission's consideration a list of projects that are proposed for the 1951 Special State Tax Street Fund program. The Commission deferred action on the matter pending study.

The Engineer requested authority to advertise for bids for the construction of an addition to the equipment storage building at Meacham. He advised that this addition was contemplated in the preparation of the 1951 budget and an item of $6,000 was provided to finance it. However, since then the design has been changed and it now is contemplated to construct a masonry block building with a metal roof, the cost of which is estimated at $7,425, and in addition thereto it is proposed to do a certain amount of grading, surfacing and fencing with state forces, which is estimated to cost $715, making a total cost of $8,140 and resulting in an overrun of $2,140 in the project authorization. He suggested that the overrun, should any occur, can be balanced within the limits of the existing budget by a reduction or a postponement of some of the other units. The Commission approved the request unanimously.

A letter was presented from the Fremont Highlanders Ski Club, Lakeview, requesting snow removal operations at the ski grounds near the summit of Warner Secondary Highway to provide car parking space for skiers. The Engineer advised that there are two parking areas at this location, which is about five miles east of the Fremont Highway junction, and to provide parking area for 30 cars at one location and for 10 cars at the other will cost about $250. He recommended approval of the request. The Commission approved the recommendation.

The Commission discussed briefly a request from the Engineer that he be permitted to substitute a maintenance headquarters building at Huntington for a similar building at Harper, provision for which is contained in the 1951 budget, the sum of $15,000 having been set up therefor. The Commission deferred action on the matter pending inspection by Commissioner Reynolds.

A petition was presented signed by 64 residents of Winston, Douglas County, requesting construction of additional drainage facilities at the South Umpqua overflow structure on the Pacific Highway about five miles south of Roseburg, so as to provide better release of flood waters. The Engineer advised that this matter has been investigated and it has been ascertained that the petitioners want an additional drainage structure about 100 feet long as an extension to an existing state highway bridge which crosses an overflow channel of the South Umpqua River about 1500 feet south of the river; also that from information gathered, it is evident that the additional drainage facility would not have prevented the recent flooding of the property upstream from the highway for 3/4 of a mile. This matter, he said, has been taken up with the U. S. Army Engineers, who advised that their studies of the situation, although of a brief preliminary nature, indicated that neither the channel work nor levees to protect against

floods such as those which occurred in 1927 and 1950 would be economically feasible. Moreover, the only alternative would be control of headwater storage, which matter will be given full consideration in a comprehensive report on the Umpqua River and its tributaries which they will complete at a future date, depending on the national emergency. The Engineer recommended, in view of the information given by the Army Engineers, that the request be denied. The Commission approved the recommendation.

Petitions were presented from Crow Grange No. 450 and Elmiar Grange No. 523, Lane County, in which the Highway Commission is urged to take immediate action to improve the Old Territorial Road (Territorial Secondary Highway) between Crow and Lorane, Lane County. The petitions were discussed briefly, but action thereon was deferred pending discussion with a delegation which was scheduled to appear the following day.

The Right of Way Engineer brought up for discussion the arrangement heretofore made with Mr. Roos E. Glass covering the directing of traffic over his property and across his private grade crossing of the Southern Pacific railroad tracks south of Eugene pending construction of either a new bridge over the Willamette River at Jasper or the new route of the Pacific Highway between Eugene and Goshen. The Right of Way Engineer explained that because of impaired vertical clearance of the underpasses on the Pacific Highway between Eugene and Goshen it was necessary to effect an arrangement with Mr. Glass to cover movements of excessively high loads, and that the arrangement heretofore approved by the Commission, provided for payment of $600 to Mr. Glass, but it now appears necessary to spend about $300 additional for gates, fencing, etc. which are essential. He requested approval of the extra expenditure. The Commission approved the request unanimously.

The Engineer reported that a problem has arisen in connection with the financing of the May Street-Heppner School Section of the Heppner Highway in the city of Heppner, bids for which were received by the Commission at its previous meeting. He recalled that this project included construction of curbs which were estimated to cost $4,450, and that the city agreed to take care of this item, and did forward its check to the Commission in such amount. It so happens, he said, that the bid for this particular item was $20 per cubic yard more than that estimated, so the amount tendered by the city is somewhat less than the actual cost of the work. The contract, he said, has not been awarded, but the bids were referred to him to award the contract when the city had remitted the extra amount, but the city now advises that it is without funds to satisfy the requirement, so the project cannot go forward unless the state will assume the extra payment. He recommended assumption of the extra expense by the state and that the city's previous payment of $4,450 be considered as payment in full of its obligation in connection with this project. The Commission approved the recommendation unanimously.

The Commission confirmed the following contract awards by the Engineer upon advice from him that the conditions of the awards have been satisfied.

Grading and topping Willow Creek-Boardman Section of Columbia River Highway in Morrow and Gilliam Counties. Bids received November 10. Contract awarded January 5, to Berke Brothers, low bidders.

Grading and surfacing the Goose Lake Section of the Cottonwood Creek and West Side county roads, in Lake County. Bids received December 20. Contract awarded January 12 to F. L. Somers, low bidder.

Sams Creek-Snider Creek Section, Sams Valley Secondary, Jackson County. Bids received December 19. Contract awarded January 18, to R. A. Heintz Company, the low bidder.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway contracts:

1. Kuckenberg Construction Company, Contract No. 3094 for grading, paving and structures on the Front Avenue (Steel Bridge-Ankeny Street) Section of the Pacific Highway West in Portland, requested an additional extension of time of 227 days from November 15, 1950 to June 30, 1951 within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to adverse weather conditions which rendered it impracticable to finish landscaping work until next spring. The Engineer advised that the contractor completed within the previously extended time limit all of the work required under the contract, with the exception of the landscaping and some painting on the steel handrail, which work could not be done during the winter season, and that he had directed the contractor to close down operations until suitable weather obtained in the spring. The structure has been opened to traffic for several months, he said, and the delay in completing the work is not causing any additional expense to the state nor inconvenience to the traveling public. He recommended in view of the circumstances that the additional time requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. Porter W. Yett, Contract No. 3305 for grading and paving the Goshen-Creswell Section of the Pacific Highway, Lane County, requested an additional extension of time of 227 days from November 15, 1950 to June 30, 1951 within which to complete this job. He gave unfavorable weather conditions as the reason for his failure to complete the project within the previously extended time limit. The Engineer advised that the reason given by the contractor for over-running the previously extended time limit is correct. Un-

seasonable weather during the month of September and early October stopped paving work and the contractor was directed to close down his operations until suitable weather prevailed in the spring. He recommended in view of the circumstances that the additional extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

3. Porter W. Yett, Contract No. 3288 for pavement resurfacing on the Halsey-Crawfordsville Section of the Halsey-Sweet Home Highway, Linn County, requested an extension of time of 44 days from October 1 to November 13, 1950 within which to complete this job. He alleged that lack of materials at the original stockpile site (Brownsville) necessitated purchase of materials from a commercial source, and that the furnishing of materials from such source was hampered by early floods, which delayed completion of furnishing of materials in stockpiles. The Engineer advised that the contractor completed all of the paving work on this job within the specified time limit and that the extension of time is simply to cover the stockpiling of maintenance materials, which work was delayed by extremely high water in the gravel deposit that he was using. He said that the traveling public has not been inconvenienced by the delay and he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

4. Parker-Schram Company, Contract No. 3386 for paving the Denver Avenue-Vanport Connection Section of the Pacific Highway West, Multnomah County, requested an extension of time of 243 days from October 15, 1950 to June 15, 1951 within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to a cement shortage during the month of September and consequent inability to obtain concrete for curb construction; also, unfavorable weather conditions after September 25 seriously interfered with normal prosecution of the work. The Engineer advised that the reasons given by the contractor for overrunning the time limit are correct. He recommended in view thereof that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. Parker-Schram Company, Contract No. 3390 for grading and paving the Ochoco Avenue-Milwaukie service road and connections on Pacific Highway East in Clackamas County, requested an additional extension of time of 170 days from November 25, 1950 to May 15, 1951 within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to adverse

weather conditions. The Engineer advised that the reason given by the contractor for overrunning the previously extended time limit is correct. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

6. E. H. Itschner Company, Contract No. 3382 for rock production on the Mt. Vernon-Prairie City Section of the John Day Highway in Grant County, requested an extension of time of 180 days from December 31, 1950 to June 30, 1951 within which to complete this job. They attributed their failure to complete the project within the specified time limit to the fact that they were engaged on another highway contract (surfacing Hamilton Hill Section of the Kimberly-Long Creek Secondary Highway) which they had to complete before moving to the John Day Highway project, resulting in an overrun of the time limit on the latter project. The Engineer stated that the Hamilton Hill Project took considerably longer than was originally anticipated, which in turn delayed the commencement of operations on the Mt. Vernon-Prairie City Project. The delay, he said, will not result in any extra expense for the state if the job is completed within the extended time limit now proposed. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

7. J. A. Struss, Contract No. 3301 for rock production on the Canyon Creek Summit-Soda Mountain Section of the John Day-Burns Highway, requested an additional extension of time from January 1, 1951 to June 1, 1951 within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to adverse weather conditions. The Engineer advised that this is Mr. Struss' second request for an extension of time, the previous extension being from July 31, 1950 to January 1, 1951 with the stipulation that Mr. Struss be charged with engineering expense incurred by the state on this job subsequent to July 31, 1950. He recommended that the additional extension of time now requested be granted on the same basis. The Commission approved the recommendation.

8. Rich & Sons Nursery, Contract No. 3414 for guard rail construction on the Reedsport-Scottsburg Section of the Umpqua Highway in Douglas County, requested an extension of time of 60 days from December 31, 1950 to March 1, 1951 within which to complete this job. They attributed their failure to complete the project within the specified time limit to slow delivery of steel guardrail used in the construction. The Engineer advised that the contractor prosecuted the work to the best of his ability but was handicapped for reasons given by him. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

9. Parker-Schram Company, Contract No. 3355 for grading and paving on the Brookings-California State Line Section of the Oregon Coast Highway, Curry County, requested an extension of time of 273 days from October 31, 1950 to July 31, 1951 within which to complete this job. They attributed their failure to complete the project within the specified time limit to a delay of thirty days in the awarding of the contract, and to adverse weather conditions. The Engineer advised that the character of the job required that culverts be placed prior to major grading operations and that the delay in awarding the contract reduced the favorable working time for such work so that the contractor was unable to perform the necessary paving before bad weather set in. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. A. R. Averill, Contract No. 3265 for widening the bridge over the Umatilla River on the Columbia River Highway at Umatilla, requested an extension of time of 181 days from December 31, 1950 to July 1, 1951, within which to complete this project. He gave the following reasons for failure to complete the project within the specified time limit: 1) Shortage of competent manpower; 2) Shortage of lumber; 3) High water; 4) Unusually cold weather. The Engineer advised that progress on this project has not been satisfactory because the contractor endeavored to get too much reuse of his form lumber, and because he did not maintain a sufficiently large crew on the job, although he did experience some unusually cold weather which caused some unanticipated delay. He recommended that the extension of time as requested be granted, but that the contractor be charged with all engineering costs that the state incurs in connection with this job after April 30, 1951. The Commission approved the recommendation.

11. Enoch I. Maerz, Contract No. 3410 for construction of a latrine in Cascadia State Park on the Santiam Highway, Linn County, requested an extension of time of 20 days from December 31, 1950 to January 20, 1951 within which to complete this project. He attributed his failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that this overrun of time limit was required in order for the contractor to complete certain painting work and to make a connection to the water system, which work had been delayed because of adverse weather and because of the inability of the state to furnish necessary pipe. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

12. Lindstrom Bros., Inc., Contract No. 3239 for widening the McCord Creek Bridge on the upper Columbia River Highway in Multnomah County, requested an additional extension of time of 61 days from December 29, 1950 to February 28, 1951, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to extra work which they were required to perform by order of the Engineer. The Engineer advised that because of a slide on the highway near the east end of the bridge, it was necessary to construct a retaining wall as an extra item, which work the contractor was unable to complete within the previously extended time limit. He recommended in view thereof that the additional extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

13. C. S. Whitcombe Company, Inc., Contract 3208 for roadside improvement on the Klamath Falls (First Avenue-Esplanade Street) Section of the Klamath Falls-Malin Highway in Klamath County, requested an extension of time of 106 days from July 31 to November 14, 1950 within which to complete this job. The contractor alleged that all work in connection with this project was completed within the specified time limit except the replacing of some pine trees, which work could not be done during the summer season, and he asked for the extension of time until November 14 to permit the replacement of the trees at the proper time, and insure their growth The Engineer advised that the reasons given by the contractor for overrunning the time limit are correct. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

14. Valley Construction Company, Contract No. 3349 for bridge construction on the Imbler-Dry Creek Section of the Imbler-Dry Creek county road, Union County, requested an additional extension of time of 152 days from November 29, 1950 to April 30, 1951, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to adverse weather conditions. The Engineer advised that all work on this structure, except the concrete finishing, was completed within the limits of the previously extended time and that because of adverse weather conditions, he directed the contractor to postpone such finishing work until next spring. He recommended in view of the circumstances that the additional extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

The action taken by the State Highway Commission upon the above listed requests for extensions of time within which to complete highway contracts was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts Nos. 2953, 3104, 3208, 3223, 3288, 3302, 3308, 3330, 3410 and 3425 for construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission unanimously authorized the payment of membership dues for 1951 to the Western Association of State Highway Officials, amounting to $50. The Commission also unanimously approved payment of membership dues for 1951 to the American Association of State Highway Officials amounting to $675.

A letter was presented from the City of Woodburn requesting the rerouting of the Hillsboro-Silverton State Secondary Highway immediately east of US99E in this town, particularly along an extension of Young Street to a connection with the present highway about two blocks east of US99E. The Engineer advised that such routing will eliminate a jog in the present route, which is somewhat of a hazard and certainly an inconvenience. He exhibited a map showing the proposed change and recommended approval of the request on the condition that the city of Woodburn will assume future maintenance and control of the abandoned portion of the present highway. The Commission approved the recommendation.

The Commission considered and approved, subject to concurrence by Governor McKay, out-of-state travel authorizations for the following:

Manley F. Robison, Director, Travel Information Department, to attend the annual meeting of the Resort Owners Association in Victoria, B. C., on March 2 and 3, 1951. Estimated expense, $72.50.

W. W. Stiffler, Assistant Highway Engineer, to attend the Sierra-Cascade Logging Conference in Redding, California, during February 8, 9 and 10, 1951. Estimated expense, $35.00.

G. S. Paxon, Bridge Engineer, to attend Convention of American Concrete Institute in San Francisco during February 20, 21 and 22, 1951. Estimated expense, $75.00.

The Engineer reported a proposal recently submitted by Mr. S. L. Miller, Land Acquisition Agent for the State Forester, to provide living memorials to Mr. E. T. Allen, who was instrumental in framing early forestry laws in Oregon; Mr. George Gerlinger, who was a member of the first State

Board of Forestry; and Mr. Nels Rogers, former State Forester, who was prominent in establishing the present forest rehabilitation program in Oregon. Mr. Miller's idea, he said, is to promote roadside picnic areas and to erect suitable markers containing information for the public, and he has suggested three such areas along a 3-mile section of Sunset Highway, two of which are appropriate for development. He advised that it is the opinion of the Landscape Engineer, in which he concurs, that these picnic areas should not be established for a number of reasons. In the first place they are too close together; that affirmative action in this instance would establish a precedent that undoubtedly would become embarrassing in the future; it would be necessary for the State Highway Department to maintain the areas, since the State Board of Forestry has no funds available for such type of forest utilization; and it would be a deviation from present policy which limits memorials to donors of park areas. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed and approved a form of agreement with the City of Willamina covering improvement of West Main Street in that town from its intersection with the Salmon River Highway to the west city limits, a distance of approximately 0.27 mile, as a Special State Tax Street Fund project. (The agreement was signed the following day.)

The Commission also discussed and approved a proposed agreement with Coos County covering abandonment of the Catching Slough-Enegren Ferry Section of the Coos River State Secondary Highway when this highway has been reconstructed on revised alignment on the opposite side of the river. (The agreement was signed the following day).

The Commission also discussed and approved an agreement with the City of Coquille providing for a one-way street grid in this city to accommodate northbound and southbound traffic on the Oregon Coast Highway. (The agreement was signed on the following day.)

The Engineer reported that a hazardous condition exists on Canyon Road, Portland (Sunset Highway) in the vicinity of Sylvan, particularly at the point where this highway intersects Skyline Boulevard, S. W. Hewitt Boulevard and S. W. 58th Avenue, by reason of the fact that buses operating on Canyon Road are obliged to stop in the travel lanes while loading and unloading passengers. This condition can be corrected, he said, by designating bus stops on both sides of the highway and by prohibiting other vehicles the use of such areas. He recommended designation of such a bus stop on the north side of Canyon Road between Skyline Boulevard and S. W. 58th Avenue. (Eng. Sta. 155/26 to Eng. Sta. 157/10) and on the south side of Canyon road for a distance of 80 feet westerly from the west line of S. W. Hewitt Boulevard (Eng. Sta. 156/48 to Eng. Sta. 157/28). The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "E", which

resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also asked the Commission to designate a "NO PARKING ON HIGHWAY SHOULDERS" zone on the Redwood Highway near Grants Pass where, he said, a hazardous condition exists by virtue of certain auction marts and other business establishments. He said that investigation by the Traffic Engineer reveals that along a 0.7 mile section of this highway west of its junction with the Pacific Highway, there are located two auction marts, the county fairgrounds, one machine shop, a welding service, a lumber yard, an auto wrecking establishment and numerous auto courts, cafes, etc., and that patrons of these establishments park their cars on the highway shoulders, creating a very dangerous condition on this highway which in 1949 carried an average daily traffic of 5,860 vehicles. A study of the accident record for the section, he said, reveals that during the period from January 1, 1946 to October 31, 1950, 46 accidents occurred, fifteen of which were rear-end collisions and six were sideswipe collisions resulting from the parking of cars on highway shoulders during periods of darkness. He recommended, in view of the findings, the designation of a "NO PARKING ON HIGHWAY SHOULDERS" zone on this highway between Mile Post 45.25 (Eng. Sta. 2252/50) and Mile Post 41.97 (Eng. Sta. 2289/00). The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from Mr. Robert E. Moore, Chairman of the Adair Village Council's Police and Traffic Committee, requesting the designation of a 45 mile-per-hour speed zone on US99W (Pacific Highway West) from a point 2,000 feet north of the main entrance to Adair Village to a point 2,000 feet south of said entrance, to provide greater safety to school children who take the school bus at that point. The Engineer advised that this matter had been investigated by the Traffic Engineer, whose report indicates that there is no warrant for establishment of a reduced speed zone at this location, particularly in view of the fact that signs reading "LOOK OUT FOR PEDESTRIANS AHEAD" are now being maintained on the highway on both sides of the entrance. He recommended that the request be denied but that, in lieu thereof, the intersection be bracketed with standard side-road-symbol signs installed on the highway approaches. The Commission approved the recommendation.

A letter was presented from Lieutenant Colonel Joseph Kaminsky, Commander of the Umatilla Ordnance Depot, Ordnance, Oregon, requesting the designation of a 25 mile-per-hour speed zone on US30 at the entrance to this depot. Colonel Kaminsky alleged that the "blinker" light now installed at this intersection has not proved itself adequate, and he gives as his opinion

that because the territory contiguous to the highway opposite the Depot is occupied by dwellings in use for business, the speed of traffic through the district should be reduced as requested. The Engineer advised that the highway at this point carries an average daily traffic of about 1,000 vehicles and that the record discloses only six accidents occurring from January 1, 1946 to November 30, 1950. A speed check on traffic, he said, shows that 85% of the vehicles move past this entrance at or below a speed of 57 miles per hour, and he gave as his feeling that were a 25 mile-per-hour speed zone designated here, it would not be respected. Accordingly, he recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported that on the Pacific Highway in Linn County there are two small communities, Tangent and Shedd, where 25 mile-per-hour speed zones have been in effect for some time but are not enforced because the communities are not incorporated. He stated his opinion that the restriction is entirely too low, and he recommended that the limit be raised to 45 miles per hour in each of these towns. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought to the Commission's attention the fact that the reduced speed limit heretofore in effect on the Oregon Coast Highway between Sunset Highway Junction and the town of Cannon Beach no longer is required since the highway has been reconstructed to modern standards. He recommended in view thereof the lifting of the restrictions along this section (Mile Post 24 to Mile Post 27.86) and the removal of the speed restriction signs. The Commission approved the recommendation by the adoption of the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A resolution was presented from the Cannon Beach Community Club protesting any legislative bill which prohibits vehicular traffic or horses on the ocean beach at Cannon Beach and Tolovana Park. The Commission ordered the communication filed.

The Commission discussed a proposed agreement with Benton County which provides for the elimination of the Tampico-Lewisville Secondary Highway from the State Secondary Highway System and the extension of the Alsea-Deadwood Secondary Highway into Lobster Valley. The Commission approved the agreement as prepared, it appearing to the Commission that the provisions thereof are in conformity with its previous understanding with the Benton County Court. The attached resolution concerning this matter, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote. (The agreement was signed by the Commission on the following day.)

The Commission discussed briefly and ordered filed a resolution from Goshen Grange No. 561, Lane County, in which the State of Oregon is petitioned to forbid the use of flares equipped with spikes to warn the traveling public of accidents or disabled vehicles on public highways The Commission considered that such a matter does not come under its jurisdiction

A request was presented from Mr. Fred G. Dengler, Mayor of the town of Rogue River, for the installation of a flashing beacon at the intersection of US99 with the county road that leads to the town of Rogue River, this intersection being at the south end of the Rogue River Bridge which was recently completed. The Engineer advised that this junction point is a tight "T" intersection with considerable roadside business development both at the intersection and along the highway approaching it, and that a recent traffic count taken over a 16-hour period discloses a total of 5,300 vehicles entering the intersection, of which 23% entered from the county road. During the same period, he said, 47 pedestrians were noted crossing the highway. As to accidents, he said that during the period January 1, 1946 to July 31, 1950, there was a total of eleven reported. He gave as his considered opinion that a flashing beacon is not the solution of the town's problem, and he recommended that the request be denied but that in lieu thereof, a 40-mile per hour speed zone be established on US99 between Mile Post 288.39 and Mile Post 288.89, a distance of one-half mile, and that a small teardrop type island be constructed in the Rogue River "throat" of the intersection to channelize traffic moving to and from the town of Rogue River; further, that this channelization be supplemented by installation of two mast-arm-mounted mercury vapor luminaire units. He estimated the cost of such treatment at $1,000. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that because of the relocation of the Pacific Highway between Eugene and Goshen, it becomes necessary to change the federal aid designation of that portion of the present highway between Judkins Point, near Eugene, and Springfield Junction by extending Federal Aid Primary Highway No. 5 (McKenzie Highway) westerly 1.3 miles to a point where the relocated route of Federal Aid Highway No. 3 joins the old highway. He asked the Commission to approve such designation. The Commission approved the request and also the following letter relative thereto directed to T. M. Davis, District Engineer of the Bureau of Public Roads. (The letter was signed by the Commission on the following day.)

Letter directed to T. M Davis

OREGON
STATE HIGHWAY COMMISSION
Salem

January 24, 1951

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

As the revision in Federal-aid Primary Road No. 3, which is to result from construction of the Judkins Point-Goshen Section, Project No. FI-161 (16), by-passes the junction of Federal-aid Primary Road No. 5 with Federal-aid Primary Road No. 3, it becomes necessary to extend Federal-aid Primary Road No. 5 and to change its official description.

Accordingly, the State Highway Commission requests that Federal-aid Primary Road No. 5 be extended at its west end to a connection with Federal-aid Primary Road No. 3 at Judkins Point in the City of Eugene, and that the official description for Federal-aid Road No. 5 be changed to read as follows:

"From a point on Federal-aid Road No. 3 in Eugene via McKenzie Bridge, Redmond, Prineville, Mitchell, John Day and Vale to a point on Federal-aid Road No. 1 in Ontario"

By the above indicated change, the length of Federal-aid Road No. 5 will be increased from 385.00 to 386.30.

Very truly yours,
OREGON STATE HIGHWAY COMM.

By /s/ Ben R. Chandler
As Chairman

By /s/ Chas. R. Reynolds
As Commissioner

Attest:

/s/ H. B. Glaisyer
Secretary

The Commission confirmed telephonic authority previously given the Engineer to purchase radio and rental equipment as follows:

Date Authorized	Type of Equipment	Amount
August 28, 1950	Radio Equipment	$39,000
December 29, 1950	Rental Equipment	87,850
January 3, 1951	Rental Equipment	19,200

The Commission also authorized an expenditure of $187,420 to purchase miscellaneous office and engineering equipment as follows:

Rental equipment	$ 134,750
Office equipment	7,165
Testing laboratory equipment	2,500
Repair Shop equipment	16,810
Radio equipment	6,000
Traffic engineering equipment	8,390
Blueprinting department equipment	4,205
Photographic department equipment	1,325
Parks department equipment	4,060
Engineering equipment, not on rental	2,215
Total authorization requested	$ 187,420

Consideration was given by the Commission to a proposed agreement with Sublimity Telephone Company providing for the rendering of telephone service in Silver Falls State Park. The Chief Counsel advised that the agreement has been prepared on the basis of an arrangement which the Commission authorized at its meeting on July 26, 1950. Moreover, the forms bear the approval of the Assistant State Highway Engineer as well as his own. The Commission approved the agreement unanimously. (The agreement was signed on the following day.)

The Commission discussed dates for its next two regular meetings and decided to hold such meetings in Portland, the first one on Monday and Tuesday, February 26 and 27, and the second one, tentatively, on Thursday and Friday, April 5 and 6, 1951. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel.

A letter was presented from Mr. Arthur Skinner, Creswell, Oregon, who states that he represents some 150 petitioners residing in the vicinity of Creswell who wish to renew their request for improvement of the Springfield -

Creswell State Secondary Highway southerly from its junction with the Willamette Highway to the bridge over the Coast Fork of the Willamette River. The Secretary was instructed to inform Mr. Skinner that the Commission is not in a position to make any commitments for this project at the present time, but will keep it in mind for future consideration.

The Commission discussed a letter from the County Court of Union County requesting consideration of an appropriation of funds to finance improvement of the "Valley" Section of the Alicel-Lower Cove Road (Federal Aid Secondary Highway No. 479) during the year 1951. The Engineer was instructed to discuss the project with the County Court. He was authorized to inform the court that the Commission will give it serious consideration for the first funds that become available for allocation.

A resolution was presented from the Jackson County Chamber of Commerce endorsing the bill now before the Oregon Legislature which will permit the State Highway Commission to sell not to exceed $75,000,000 bonds to finance the construction or reconstruction of the interstate and primary highway systems. The Secretary was instructed to thank the Chamber for its expression.

The Commission discussed with the Engineer matters to be presented by delegations scheduled to appear on the following day, but took no definite action.

The Engineer brought up for discussion the claim of Mr. Crawford W. Smith, Port Orford, arising out of a change of grade of the Oregon Coast Highway in the south portion of this town. He said that Mr. Smith has occupied his present premises for many years and when the highway was recently improved, the grade was so constructed in front of Mr. Smith's place that it left his buildings in a considerable depression below the highway, and blocked the ocean view which he had previously enjoyed. Moreover, because of the collapse of the drainage pipe that was installed under the highway grade for his convenience, Mr. Smith is unable to drain his property, or even use his toilet facilities. To correct the situation, he said, will require the widening of the highway as far as Deady Street, which is now a dead-end street, and the construction of a new connection to the old highway south of that street; and he also said that in all fairness to Mr. Smith, the state should raise his residence to the level of the highway. He estimated the cost of the widening work at $5,000 and the cost to raise the house at $2,500, a total of $7,500. In the discussion of the matter, the Engineer pointed out that an additional claim has been filed by Mr. Henry Derendorf, who demands reimbursement in the sum of $4,600 for re establishing his auto court nearby. It appears that the Bureau of Public Roads, which had charge of the highway construction, furnished excess excavation materials to raise the Derendorf property, but Mr. Derendorf took care of his own building changes. The Engineer recommended the widening of the grade to Deady Street and the raising of the Smith building,

but he questioned the payment of the Derendorf claim because Mr. Derendorf purchased his property after the highway survey had been made and he undoubtedly knew what the conditions would be; moreover, he has submitted no detailed evidence as to what he accomplished by the expenditure of $4,600. Chairman Chandler advised that he has inspected the premises and in his estimation there is no question but that Mr. Smith has been hurt by the highway improvement, but how much remains to be determined. It was his thought that the matter should be given very thorough investigation. As a result of discussion, the Right of Way Engineer was instructed to negotiate a settlement, if possible, with Mr Smith but not with Mr. Derendorf, at least for the time being.

The Chief Counsel brought up for discussion the question of clarifying the law with respect to the authority of the Highway Commission to prohibit or otherwise control parking of vehicles along state highway rights of way outside of cities and towns. He said that as the law is now written, it is not clear to what extent the Commission has authority in this respect, and he suggested an amendment to definitely legalize orders that the Commission may make concerning this feature, which would be helpful to the State Police in administering the Act. The Commission authorized the Chief Counsel to prepare such an amendment for consideration by the Legislature which is now in session.

The meeting adjourned at 5:00 p.m. to reconvene the following morning in the same room.

Portland, Oregon
January 24, 1951

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, the same persons being present and participating. Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which Chairman Chandler announced that the award of contracts would be made at 3:00 p.m.

STATE PROJECT NEAR SEASIDE IN CLATSOP COUNTY

NECANICUM ROCK PRODUCTION PROJECT

A. H. Saxton & Sons, Corvallis	$ 24,210.00
Jed Wilson, Seaside	24,390.00

COOS RIVER SECONDARY HIGHWAY IN COOS COUNTY

COOS RIVER BRIDGE

Tom Lellebo, Reedsport	$553,789.00
Gilpin Constr. Co., Portland	670,053.00

THE DALLES-CALIFORNIA AND FREMONT HIGHWAYS
KLAMATH AND DESCHUTES COUNTIES
LAPINE ROCK PRODUCTION PROJECT

Oscar E. Joelson, Eugene	$ 37,591.00
Rogers Constr. Co., Portland	40,950.00
Peter Kiewit Sons' Co., Longview, Wn.	43,260.00
A. H. Saxton & Sons, Corvallis	43,886.00
F. L. Somers, Klamath Falls	44,100.00
E. C. Hall Co., Portland	44,981.80
M. C. Lininger & Sons, Medford	47,250.00

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

HERMAN CREEK ROAD-GORTON CREEK SECTION

Vernie Jarl, Gresham	$928,820.00
Peter Kiewit Sons', Longview, Wn.	973,600.50
Guy F. Atkinson Co., Portland	984,143.00
Leonard & Slate Oregon Ltd. & E. C. Hall Co., Portland	998,300.00
Parker Schram Co., Portland	1,015,958.00
McNutt Bros., Eugene	1,030,332.50
J. N. & M. J. Conley, Portland	1,096,855.50
Kuckenberg Constr. Co., Portland	1,115,767.00

CITY PROJECT IN WILLAMINA, YAMHILL COUNTY

WILLAMINA (WEST MAIN STREET) SECTION

Porter W. Yett, Portland	$ 14,877.00
Portland Road & Driveway Co., Portland	18,593.00

January 24, 1951

Mr. J. B. Bedingfield, Attorney, Coos Bay, was present and brought to the Commission's attention a bill that he proposes to have introduced in the State Legislature providing for the legalizing of arrangements between logging concerns and County Courts for the maintenance and upkeep of county roads that are used in connection with log hauling operations, particularly county roads in outlying districts. He read aloud the provisions of the proposed bill and explained that in his estimation the arrangements provided therein will not only help the logging industry to market considerable timber that is now wasted, but will also assist the counties in improving certain county roads that cannot be improved now because of lack of funds. He asked the Commission to support the bill as an economic benefit to the state of Oregon. The matter was discussed at some length but no action was taken thereon, it being an entirely new subject to the Commission and needful of study. Mr. Bedingfield was informed that when such study has been made, he would be advised of the results thereof. Following Mr. Bedingfield's departure, the Commission again discussed the matter briefly and referred it to the Engineer and the Chief Counsel to analyze and report back to the Commission.

Chairman Chandler reported that a legislative committee from the state of Washington wishes to meet with a committee from the Oregon Legislature to discuss matters pertaining to the interstate bridge between Rainier, Oregon and Longview, Washington, particularly the solution of a tax problem arising out of an assessment by Columbia County, Oregon, against property owned by the state of Washington at the Oregon end of this bridge; and that he and the Chief Counsel have been designated members of the Oregon group. The Chief Counsel was instructed to arrange for the meeting to be held in Portland, on February 3.

The Engineer requested an increase of $276,000 in the amount previously authorized by the Commission for financing construction of the Herman Creek Road-Gorton Creek Section of the Columbia River Highway east of Cascade Locks, Hood River County. He explained that the original plans for this project provided for construction of certain detours to be used by the public during the construction operations, and the Commission authorized a certain amount of money for the project based on the use of such detours; however, it now develops that the detours as planned are inadequate to handle the traffic satisfactorily and an increase in the authorization is needed to pay for better accommodations and to meet the increase in construction costs that has occurred since the original estimate was prepared. He pointed out that bids for this project were received by the Commission at this meeting, and that the low bid was submitted by Mr. Vernie Jarl, Gresham, at $928,820.00. The Commission authorized the increase as requested.

Commissioner Reynolds brought up for discussion a proposed change in the blanket position bond that was purchased from the General Casualty Company of America some time ago covering State Highway Department employees in the amount of $10,000 each. He pointed out that the present bond is so written that it provides protection for the members of the Commission and the State Highway Engineer or his successor only for dishonest acts of the employees; whereas in his estimation it should include "faithful performance". He suggested, therefore, that the bond be revised to include coverage not only for the dishonest acts but also for performance by the employees, in the amount of $50,000. Such a bond, he said, would cost about $3,808.48 as compared with the cost of approximately $1,700 that was paid for the present bond. He pointed out the need for this type of bond in cases such as the Strusbaugh suit which is now underway. Chairman Chandler expressed his approval of the change and referred the entire matter to Commissioner Reynolds to handle the details.

In this connection Commissioner Reynolds also mentioned that when the new State Highway Department office building in Salem is completed, the insurance that is now carried by the contractor will expire. He suggested that arrangements should be made by the Commission for insurance covering this structure at that time so it will go into effect as soon as the building is accepted. Chairman Chandler concurred in the viewpoint of Commissioner Reynolds in this matter and it was mutually agreed that Commissioner Reynolds should arrange for such insurance in the proper amount when it is needed.

The Commission discussed the advisability of employing special counsel to assist the Commission's Chief Counsel in handling the Strusbaugh suit against the Commission and certain highway department employees, which concerns the removal of materials from an island in the Snake River near Ontario for use in highway construction. It was the feeling of the Commission that legal assistance should be obtained in handling this case, and the services of someone who is an authority on water rights, etc., should be secured. The name of Mr. George T. Cochran, lawyer, La Grande, was mentioned as being very able in matters of this kind. The Chief Counsel was authorized to secure the services of competent legal help to assist him in the case.

Commissioner Reynolds requested clarification of his understanding with respect to the continuation of the recent construction of the Ochoco Highway westerly from the town of Mitchell, Wheeler County. The Engineer advised that the surveys for the project have been completed, but when available funds were recently programmed by the Commission, there did not appear to be sufficient funds in Division 4 to finance this work so it was left out of the program. Chairman Chandler stated that there is no question that the Commission is definitely committed to complete this project. It was decided to give it very careful consideration for funds that become available if the Legislature authorizes the sale of bonds to finance highway improvements.

Commissioner Reynolds also brought up for discussion a letter received by Mr. S. H. Boardman, State Parks Consultant, from Mr. Leo A. Borah, Assistant Editor of the National Geographic Magazine, in which Mr. Borah states that he plans to make a trip to the Pacific Northwest some time during the coming spring or early summer to gather material for a story on the Columbia Basin, and in which he inquires if it will be possible for Mr. Boardman to accompany him on his trip through Oregon. Commissioner Reynolds gave as his understanding that the condition of Mr. Boardman's health is such that it would not be possible for him to make the trip with Mr. Borah and he suggested, in view thereof, that the State Parks Superintendent, Mr. C. H. Armstrong, and one of the Engineers be authorized to do so, to point out and explain places of interest. The Commission approved the suggestion and thereupon instructed the Parks Superintendent to so inform Mr. Borah.

Chairman Chandler brought up for discussion the proposed improvement of the Corvallis-Newport Highway within the city limits of Philomath. He recalled that the Commission previously approved this project for undertaking in connection with the proposed improvement of the Alsea Highway south of Philomath, provided the sewer work that the city has in mind has been completed. The Engineer was instructed to contact the city to ascertain whether or not such sewer work has been done.

The following persons composed a delegation which appeared before the Commission regarding the betterment of highway facilities serving the Portland Union Stockyards and the Pacific International Livestock Exposition Building: Mr. W. E. Williams, President of the Portland Union Stockyards Company; Mr. T. H. Wilcox and Mr. Walter A. Holt, President and Manager, respectively, of the Pacific International Livestock Exposition, and Mr Frank E Kernan, property owner at this location. Mr. Williams headed the group. He said that traffic on Swift Boulevard, which serves the stockyards and the exposition grounds is becoming so great that it is dangerous to travel the road, especially during rush hours. He alleged that from 7,000 to 8,000 cars use the road daily, and that the highway as now constructed is not capable of handling the situation. He gave as his understanding that the Commission is giving some thought to improving conditions, and he stated their willingness to assist in solving the problem insofar as is possible. He mentioned a proposed cut-off extending from Swift Boulevard at the Exposition grounds, to property owned by the Pacific International Livestock Exposition and Mr. Kernan, and he said that they would be willing to donate right of way from the Exposition property, notwithstanding the fact that a portion of the area they have provided for parking of vehicles would be sacrificed, if the state will fill in adjacent property that could be used for additional parking.

The Engineer exhibited a map showing the proposed roadway as laid out along the easterly line of the Exposition property and through the Kernan property, which is proposed for eastbound traffic only. He pointed out that this roadway will make a direct connection with US99W and US99E for people who wish to go to Portland by either of these routes, but the US99E connection will pass under US99W and over the easterly ramp. He estimated the cost to construct such a project at approximately $200,000. Chairman Chandler advised that the Commission has given some study to this plan and has tentatively approved it with the intention of proceeding with construction when money can be found to finance the work. Mr. Wilcox pointed out that they do not have sufficient parking area now, and if they are obliged to give up a 60-foot right of way for this project, it will mean cutting down the area that is already too small to accommodate those who wish to use it. He also suggested that they will consider donating the right of way across the Exposition property if the state will fill in low land south of their parking area. The Engineer suggested that it would be better were the Highway Commission to purchase outright at its actual value, the right of way that it needs from the Exposition property, and that the Exposition people use this money to enlarge the parking area on their own account. He also suggested that the acquisition of the right of way across Mr. Kernan's property be handled in the same manner.

In the further discussion of this matter Commissioner Reynolds stated that the Highway Commission wants to be absolutely certain that the plan as presented by the Engineer meets with the approval of all concerned. Mr. Williams expressed his feeling that it is a feasible plan and that it will meet with the satisfaction of his associates even though the Livestock Exposition is giving up a portion of its parking area for the purpose. As a result of the discussion, the Commission authorized and instructed the Engineer to work up detailed plans of the project as outlined, and the Chief Counsel was instructed to negotiate right of way settlements. Reports covering both subjects are to be presented to the Commission when further instructions will be given. The Engineer was also instructed to prepare an estimate of the cost to fill in the low land on the Exposition grounds to provide the additional parking facilities mentioned by Mr. Williams.

The following persons representing the Cascade Highway Association, Inc. appeared before the Commission in the interests of the improvement, as a state secondary highway, of a county road about nine miles in length which extends from Stayton in Marion County to Scio in Linn County. The group was headed by T. G. Britton, Lebanon, President of the Association, and included L. E. Spraker, Stayton, Secretary; Carl Farmer, Scio, and M. Van Drieshe, Stayton, Directors; Wm. Thomas, Lebanon, member, County Commissioner Ed Rogers, Salem, and Oliver Larson, Secretary of Lebanon Chamber of Commerce. Mr. Thomas was spokesman for the group. He urged the improvement of this nine-mile section to provide an additional paved road between Lebanon

And Portland. He said that it will shorten the driving distance to Portland, And will relieve the traffic congestion on US99E. He also spoke for the improvement from a military standpoint, stating that it would be a valuable highway asset in the event of evacuation. He also said that their interests are not selfish, and he is not speaking from a local advantage standpoint, because such a highway will take away business from local merchants in Lebanon rather than increase it.

Chairman Chandler advised that because of shortage of funds at the Commission's disposal, the Commission has been very reluctant to add any more roads to the state secondary system until completion of the roads now on that system is farther advanced. He also advised that requests for secondary state highway designations must come through the county court of the county in which the road is situated, and he suggested that such procedure be followed in this instance. Upon receipt of a formal request from the county court, he said, the Commission will give the matter careful consideration. In the meantime, the Engineer will be authorized to make a reconnaissance survey of the road to determine what improvement is necessary and what it will cost to do the work. The Engineer was thereupon instructed to make such reconnaissance survey.

A group from Lane County representing the Lorane Board of Education and the Crow community was present regarding the improvement of the Territorial State Secondary Highway between the hamlet of Crow and the Douglas County line. Included in the group were Charles B. Mitchell representing the Lorane Grange; Jack Gruler, Superintendent of School District 36; Harold Foster, Director of School District 36; Arvid Rothauge, representing the Christian Church; Arthur Kragenbrich of the Lorane Grange; Ruth Mavity, Eugene, School District 66; Paul W. Blazer, representing the Crow Grange, and Charles V. Liles, Veneta, also of the Crow Grange. Mr. Mitchell headed the group and introduced the speakers. He said that the highway presently is almost impassable due to the large volume of logging trucks that use it. Mr. Gruler presented a petition signed by 418 taxpayers and citizens of the Lorane Public School District 36 in which the Highway Commission is urged to repair and provide for better maintenance on the road. He declared the road is in deplorable condition and dangerous to travel; also that its use by school buses is a costly undertaking because of the heavy expense for equipment repairs. Mrs. Mavity urged the improvement of the road in behalf of the people of the Crow district. She also mentioned the high cost of upkeep of equipment that is driven over this road.

Chairman Chandler advised that the Commission is aware of the condition of this road and of the problems of the people that use it. He also said that an engineering investigation has been made of the section and that as an immediate remedy, additional crushed rock is being applied to smooth out the worst

places. He added that the Commission has programmed a certain amount of money to reconstruct the eight-mile section between Crow and Gillespie Corner, and that the work is tentatively scheduled for undertaking in 1952. He expressed regrets that the Commission does not have sufficient funds to extend the improvement as requested There followed a general discussion, which was concluded by Chairman Chandler's assurance to the group that, pending construction of the improvement that is now planned, the road will be maintained in the best manner possible with the funds that are available.

Mr. J. C. Minson, County Commissioner of Crook County, was present. He inquired as to the plans of the Commission for the improvement of the Crooked River-Paulina Highway, particularly the section across Combs Flats, southeast of Prineville. He also requested the improvement of the O'Neil State Secondary Highway. He asked for an allocation of funds for both projects and advised that the county court is not going to ask the Commission to spend any money on county roads but intends to limit its requests to improvements of secondary state highways. Mr. Minson was informed by Chairman Chandler that the Commission is without sufficient funds to improve the Crooked River-Paulina Highway throughout at one time, but is considering improvement of the Combs Flat Section between Prineville and Crooked River, 15.9 miles in length, for which an amount of $125,000 has been tentatively provided. Such expenditure, he said, contemplates surfacing and oiling but will not provide the type of road that will stand up under constant pounding by log-hauling traffic; were the Commission to build the type of road that would stand up under such log-hauling traffic, it would require a considerably larger expenditure, which the Commission does not have. The Commission, he said, is doing the best that it can now, but it may be possible at some future time to construct an oil mat surface on this section. This concluded the discussion.

County Judge C. W. Craddock of Harney County and Mr James L. McCulloch, Chairman, Roads and Highways Committee of the Burns Chamber of Commerce, were present and requested the following improvements: 1) Completion of the Rome-Princeton State Secondary Highway between Crane and Follyfarm, about 28 miles in length; 2) Completion of Highway US395 (John Day-Burns Highway) between Poison Creek and the top of the mountain. They urged the oiling of this section which has already been graded to proper standard. Chairman Chandler advised that the Commission has in mind to complete the Crane-Follyfarm Section in its next construction program, a tentative allotment of $520,000 having been set up therefor, and that it is planned to do the work in two units during 1952 or 1953 As to the Poison Creek project, he advised that the grade has already been constructed under a Forest Highway contract and that the only reason that the oiling has not been done is lack of funds to finance it. The Highway Commission, he said, has a tentative agreement with the government officials to allot a portion of the first new monies that become available to do this work, and it is hoped that the work can be placed under contract in 1951.

Mr. McCullough inquired as to the plans of the Commission for the improvement of the Central Oregon Highway and he mentioned rumors to the effect that the Commission intends to build a new road over Sage Hen Hill. He was informed by Chairman Chandler that the Commission has authorized the Engineer to make a survey of the Sage Hen Hill Section, and to check the section in the northeast corner of Lake County, in the vicinity of Glass Butte; Also, that the Engineer has been instructed to provide better maintenance for the section east of Juntura, and to look into the need for improving the section between Burns and Buchanan. Mr. McCullough also inquired as to whether the state intends to provide greater vertical clearance for traffic at underpasses on the Juntura-Harper Section. He was informed by the Engineer that the matter is being studied, but the lowering of the floor of these underpasses would involve a drainage problem which might require pump operation. This concluded the discussion, except for the statement by Mr. McCullough that the people of his district are in favor of a highway bond issue to finance highway improvements and that it is their intention to ask their representatives in the legislature to vote in behalf of the bill that would permit the Highway Commission to sell additional bonds.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

A group representing the Association of Oregon Counties, headed by Mr. L. V. Beckley, County Commissioner of Douglas County, its President, conferred with the Commission on legislative matters. Others in the group were: James H. Sturgis, County Judge, Umatilla County; Ward R. Webber, County Judge, Wasco County; C. F. Hayes, County Judge, Polk County; J. C. Minson, County Commissioner, Crook County; Fred Kruse, County Commissioner, Coos County; F. L. Phipps, The Dalles, Executive Secretary of the Association; Wally Hector, County Engineer, Klamath County; Paul Ryning, County Engineer, Jackson County; Floyd Robb, County Engineer, Coos County; and D. B. Ambler, County Engineer, Lincoln County.

Mr. Beckley, who headed the group, explained that there is no provision in existing statutes that require the counties to maintain an engineering organization or to keep an accurate record of the expenditure of the monies they receive from the state, and, believing that the best interests of the counties and the state would be served were such features made mandatory, the Association is advocating an amendment to the law to that effect. He referred to resolutions that were adopted by the Association at its last annual meeting wherein was expressed the need for legislation requiring each county to employ a competent administrator to head its road department, to procure competent engineering service, and to install a uniform accounting system; and wherein a recommendation was made for financing the engineering and cost accounting functions by allocating to each county an additional $15,000 from

the state motor vehicle revenues, over and above the 19% that the counties now receive. Mr. Beckley stated that they originally had in mind an additional allocation of $10,000 but raised it to $15,000 after discussing the matter with the Legislative Highway Interim Committee, with the understanding that no county would receive the benefit of the allocation if it did not spend its share of the funds for the purposes intended. He added that the Association has in mind to secure legislation in conformity with the ideas expressed in the resolutions, and he requested the Commission's support. Mr. Beckley also mentioned that the Association also adopted a resolution endorsing the sale of highway bonds for the purpose of "speeding up" the construction of roads and bridges on the state primary highway system.

Mr. Ryning stated that it would be to the advantage of both the State and the counties if better engineering and accounting could be secured, in that it would relieve the State of considerable work in checking the county records and will provide for a more economical expenditure of the gas tax monies. He pointed out that under the plan advocated by the Association of Oregon Counties, the State Highway Commission would be given control over the expenditure of the $15,000 allotments and could deprive a county of its share if it did not comply with the requirements. He also said that the counties are not asking for a greater share of the highway revenues than the 19% they now receive, except for the $15,000 allotments. He asked the Commission's earnest consideration of the matter.

Commissioner Reynolds inquired how many of the counties now have county engineers. Mr. Phipps replied that 22 of the counties now have county engineers and others would have them but they cannot afford the expense. Under Oregon law, he added, County Engineers are required to be registered professional engineers.

Commissioner Chandler stated that the Commission is conversant with the county problems but is short of money. He pointed out that the counties now receive about $8,000,000 of the highway revenues and he gave as his opinion that with such sum the counties should be able to pay the cost of adequate engineering and accounting. He added that the Highway Commission can use to good advantage for state highway improvements all of the money that it has for disposal, so will not take a stand either for or against the allocation of the additional money to the counties as has been proposed, but will remain neutral and let the legislature decide the question. Commissioner Reynolds expressed his concurrence by nodding his head. This concluded the conference.

The Commission discussed briefly with Wally M. Hector, County Engineer, Klamath County, who was present, the proposal of the California Division of Highways that Oregon join with California in construction of a 4-mile section of county road which lies partly in California and partly in Klamath

County, Oregon. Commissioner Reynolds inquired as to the feeling of the people of Klamath County with respect to such road. Mr. Hector replied that they consider it definitely a California problem and responsibility. He was informed by the Commission that it is of the same opinion and that action has been taken accordingly.

The Engineer brought to the Commission's attention the need to acquire right of way for the proposed new connection of the Pacific Highway and the Willamette Highway at Goshen. He exhibited a map showing the proposed location and explained details. He advised that the project is not now provided for in any construction program but there is urgent need to acquire the right of way because there is considerable activity in the purchase of real estate for speculative purposes at this location. He asked the Commission to adopt the survey and to authorize the Chief Counsel to negotiate right of way options before prices rise by reason of the speculation. The Commission deferred until its next meeting the adoption of the survey, however, authorized negotiations to secure the right of way options. The Engineer and Chief Counsel were again instructed to expedite the surveys and the right of way negotiations on all approved projects. The Engineer was also instructed to render to the Commission, in writing, before the next meeting, his report on the survey at Goshen.

The Commission discussed with the Engineer the bids received during the morning session for highway construction. Concerning the Coos River Bridge project, the Engineer advised that there is a question whether or not the Bureau of Public Roads will concur in the award of the contract because of the steel situation and governmental restrictions, and it appears that the state must give better reasons for the need of the structure than just the elimination of the cost of the ferry operation that it replaces. He suggested that the bids be referred to him with authority to award the contract to the low bidder if and when the Bureau of Public Roads clears it. The Commission approved the suggestion unanimously.

At 3:00 p.m. Chairman Chandler publicly announced the Commission's decision with regard to each project as follows, the action of the Commission in each instance being by unanimous vote:

"Necanicum Rock Production for three State Highways and two park roads south and east of Seaside in Clatsop County. A. H. Saxton and Sons, Corvallis, submitted the low bid for this project at $24,210. Only one other bid was received. The contract has been awarded to the low bidder, A. H. Saxton and Sons, at their bid price.

"Construction of a reinforced concrete steel bridge over Coos River on the Coos River Secondary Highway in Coos County. Two bids were received for this project, both of which have been referred to the Engineer with authority to award the contract to the low bidder, Tom Lillibo, Reedsport, at his bid price of $553,789 when the project has been cleared by the Bureau of Public Roads.

"Lapine Rock Production Project on The Dalles-California and Fremont Highways near LaPine in Klamath and Deschutes Counties. There were seven bidders for this contract which has been awarded to Oscar E. Joelson, Eugene, at his low bid of $37,591.

"Grading, surfacing, and paving on the Herman Creek Road-Gorton Creek Section of the Columbia River Highway in Hood River County. There were eight bids for this project, all of which have been referred to the Engineer with authority to award the contract to the low bidder, Vernie Jarl, Gresham, at his bid price of $928,820 when certain conditions have been satisfied.

"Grading and paving the Willamina (East Main St.) section in Willamina, Yamhill County. There were two bids submitted for this contract. The Commission has awarded the contract to the low bidder, Porter W. Yett, Portland at his bid price of $14,877.

The Commission discussed a letter dated January 23, 1951, from Mr. A L. Loucks, Mayor of the City of Salem, concerning the routing of Pacific Highway East traffic on Summer Street in Salem. Briefly, the letter states that a meeting of minds has been reached among members of the Capitol Planning Commission, the Oregon State Board of Control, and the Salem City Council, whereby it was agreed to suggest to the Highway Commission an amendment to the city's agreement with the state covering highway improvements in Salem, to provide that, when the Capital Mall is extended northerly beyond Chemeketa Street, south-bound highway traffic shall be diverted west from Summer Street to Winter Street at convenient points north of the Mall. It appeared to the Commission that such disposition of this controversial problem will settle the matter for a long time, whereupon the Commission instructed the Secretary to inform Mayor Loucks that the Commission approves the proposed amendment, as requested. (See general files for Mr. Loucks' letter.)

The Engineer reported the status of surveys for various projects that heretofore have been authorized by the Commission. He was instructed to expedite them to the fullest possible extent. He was also instructed to submit to the Commission a full report, in writing, on this subject.

The Right of Way Engineer reported briefly the status of acquisition of rights of way for construction projects that are to be advertised for bids at the February meeting of the Commission. He said that for the most part, the projects will be cleared insofar as right of way is concerned, but in some instances, property descriptions have not yet been furnished him and in others, condemnation proceedings will very likely be necessary.

In discussing the matter of condemnations, the Commission ordered such proceedings started much earlier than in the past so as to avoid delaying the contracting of the work for which the right of way is being obtained.

In connection with the Summit-Lobster Valley section of the Alsea-Deadwood secondary highway, the Right of Way Engineer reported that some revisions in descriptions are necessary. The Engineer was instructed to delay the advertising of this project for a month or so. In discussing the proposed improvement along the Oregon Coast Highway through the City of Florence, the Right of Way Engineer advised that it is the obligation of the city to pay for construction of curbs and that the city is arranging to do that under the provisions of the Bancroft Bonding Act. The Commission voted unanimously to waive this city obligation and to pay for the curbs with state money, in conformity with the practice followed in other communities.

Commissioner Reynolds suggested that contracting of the Island City (Main Street) State Tax Street Fund project in Union County be deferred until the Island City-Lone Tree F. A. S. Project is ready for contracting, it being his thought that if both jobs were advertised at the same letting, cheaper contracting prices might be secured. The suggestion was approved.

The Right of Way Engineer presented a proposed settlement with the Fox Furniture Company, Portland, for right of way that is needed in connection with T. H. Banfield Expressway (Sullivan Gulch) in Portland. He said that the state is taking 1.22 acres of the company's land for which it is demanding the sum of $47,500, and he further stated that the property has been appraised by four different appraisers whose figures range from $26,000 to $45,000, the two high ones being very close together and based on the income that now is being derived from the property. He recommended payment of $47,500 in order to avoid condemnation. He was instructed by the Commission to try to get the property for $45,000, and to pay $47,500 for it if absolutely necessary.

The Engineer rendered a status report on surveys for projects that were authorized by the Commission on August 22, 1950, and for others that have been authorized but are not contained in the first and second post war programs. The Commission took no action on the report.

The Commission had under discussion the distribution, to the cities and towns of the state, of 10% of state highway revenues, pursuant to the provisions of Chapter 149, Oregon Laws, 1949. The Engineer pointed out that the law provides that the distribution shall be based on "the latest published federal census" and that the Attorney General has ruled in an opinion for the Secretary of State that such census is the census of 1940. He also pointed out that a bill has been introduced in the present legislature authorizing distribution of the funds on the tentative 1950 census figures and it is anticipated that the bill will be enacted into law. As the result of careful consideration of this matter, the Commission instructed the Secretary to ask the Attorney General for an opinion on the subject. The attached resolution marked EXHIBIT "K", which resolution provides for distribution of the funds on the basis of the 1940 census in the event the Attorney General rules that the distribution shall be made on such basis, and which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

The Commission discussed a controversy concerning the construction of a telephone pole line along a section of the Siuslaw Highway within the area formed by its junction with the Pacific Highway south of Junction City. It appears that the Pacific Telephone & Telegraph Company has applied for a permit to construct its pole line along the northerly side of this section but cannot arrange with the Low Pass Telephone Company and the Blachly-Deadwood Telephone Company, which now occupy that side of the highway, for a joint use of poles that would enable all wires to be carried on a single pole line, so it is necessary to refer the matter to the Public Utilities Commissioner for adjucication, under the provisions of Section 112-501, O. C. L. A. as amended by Chapter 235 of the Laws of 1947. The Commission, after due consideration, approved such procedure by adoption of the attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the Commission some time ago authorized construction of the Bunker Hill-Delmar Section of the Oregon Coast Highway south of the city of Coos Bay, Coos County, including bridges over the Davis Slough and Shinglehouse Slough, but at that time no particular attention was paid to the fact that Davis Slough and Shinglehouse Slough are navigable and before bridges can be constructed over them, approval must be obtained from the U. S. Army Engineers. In view thereof he requested authority to take up the matter with the Army Engineers and secure their permission to proceed with the construction of these two bridges. The Commission approved the request unanimously.

The Engineer also mentioned that a similar permit must be obtained from the Army Engineers in connection with the widening of the bridge over

Columbia Slough on North Union Avenue in Portland, and he requested authority also to secure the permit for this purpose. The Commission approved the request.

The Commission considered, approved, and signed agreements and other papers as follows:

Renewal lease from Gilchrist Timber Company for quarry site on The Dalles-California Highway.

Quit Claim deed for access rights on US99 (old route) near Glendale Junction.

Quit Claim deed to City of Pendleton for small parcel of land.

Agreement prepared by Bureau of Public Roads covering maintenance of eight federal aid projects on Willamette Highway.

Agreement with City of Willamina covering Special State Tax Street Fund project on West Main Street.

Agreement with Coos County covering abandonment of Catching Slough-Enegren Ferry Section of Coos River Secondary Highway.

Agreement with City of Coquille covering one-way street grid in connection with the Cedar Point-Coquille project.

Agreement with Benton County providing for elimination of Tampico-Lewisville Secondary Highway from state highway system and extension of Alsea-Deadwood Secondary into Lobster Valley.

Letter to Bureau of Public Roads approving extension of Federal Aid Highway No. 5 from Springfield Junction westerly to connection with Federal Aid Highway No. 3 at Judkins Point, Eugene.

Agreement with Sublimity Telephone Company providing telephone service to Silver Falls State Park.

Bargain and Sale Deeds to Blaine G. Johnson and wife, and Jay B. Moore and wife, 2 small parcels of land in Douglas County.

Bargain and Sale Deed conveying to William F. and Bonnie F. Barratt parcel of land in Morrow County.

There being no further business, the meeting adjourned at 4:00 p. m.

Chairman

State Highway Engineer

Commissioner

Commissioner

ATTEST:

Secretary

EXHIBITS "A" THROUGH "L"

Minutes of January 23 and 24, 1951

EXHIBIT "A"

Minutes of January 23 and 24, 1951

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

T. H. BANFIELD EXPRESSWAY - UNIT #5

(Johnson)

14892 - Boley, Paul L. and Margaret
Right of Way
Option expires March 12, 1951

1.57 acres at $1,500.00 per acre	$ 2,355.00	
5 room house, 1,000 sq. ft.	7,000.00	
Garage: 400 sq. ft. at $1.00 per sq. ft.	400.00	
480 sq. ft. chicken house and 3 animal hutches	829.00	
41 assorted fruit trees at $20.00 each	820.00	
Boysenberries, raspberries and blackberries	100.00	
Amount to be paid owner-chrg to Right of Way		$11,504.00

Access controlled - No access allowed

EXHIBIT "A" (cont.)

T. H. BANFIELD EXPRESSWAY - UNIT #5 (cont.)

15506 - Beadle, Robert and Elizabeth Savage (Johnson)
Right of Way
Option expires July 2, 1951

9.3 acres at $1,500.00 per acre	$13,950.00	
Severance damages for 50 acres	1,860.00	
Amount to be paid owner - chrg to Right of Way		$15,810.00

THINGS TO BE DONE BY THE STATE:

Give grantors a five (5) year easement for present barn encroachment

Access controlled - No access allowed

15488 - Marshall, James H. and Geraldine T., Green, Wilbur J. & Theodora E. (Johnson)
Right of Way
Option expires July 1, 1951

1900 sq. ft. at $0.28 per sq. ft. including severance	$ 528.00	
Amount to be paid owner - chrg to Right of Way		$ 528.00

Access controlled - No access allowed

14896 - Van Atta, Robert L. and Elizabeth V. (Johnson)
Right of Way
Option expires June 12, 1951

11,400 sq. ft. at $0.035+ per sq. ft.	$ 400.00	
Amount to be paid owner - chrg to Right of Way		$ 400.00

Access controlled -No access allowed

14900 - Summer, Norman R. and Adrienne; Eaton, Robert L. and Phyllis. (Johnson)
Right of Way
Option expires June 5, 1951

10,106 sq. ft. at $0.06 per sq. ft.	$ 606.36	
Allowance-Severance Damages to 0.56 acres.	185.64	

(cont.)

EXHIBIT "A" (cont.)

T.H. BANFIELD EXPRESSWAY - UNIT #5 (cont.)

14900 - Summer, Norman R. and Adrienne; Eaton, Robert L. and Phyllis (cont.)

Amount to be paid owner - chrg to Right of Way $ 792.00

Access controlled - No access allowed

15482 - Whitaker, Ruth I. (Johnson)
Right of Way
Option expires June 12, 1951

Approximately 7,500 sq. ft. at $0.20 per sq. ft.	$ 1,500.00	
Small one story house, four rooms, full basement and about 8 years old, 806 sq. ft. at $8.35¢	6,730.30	
Amount to be paid owner - chrg to Right of Way		$ 8,230.00

Takes All -

15489 - Huitt, Harvey E. and Christine E. (Johnson)
Right of Way
Option expires June 23, 1951

1,200 sq. ft. at $0.15 per sq. ft.	$ 180.00	
Amount to be paid owner - chrg to Right of Way		$ 180.00

Access controlled - No access allowed

15494 - Goss, John D. and Eline W. (Johnson)
Right of Way
Option expires June 19, 1951

14,810 sq. ft. at $0.033¢ per sq. ft.	$ 500.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

T. H. BANFIELD EXPRESSWAY - UNIT #5 (cont.)

15503 - Kunz, John R. and Sadie B. (Johnson)
Right of Way
Option expires June 28, 1951

0.5 acres, more or less, at $2,500 per acre	$ 1,250.00	
House: 1 story, with basement, 1,062 sq. ft. at $11.00 per sq. ft.	11,682.00	
Garage: 240 sq. ft. at $3.00 per sq. ft., and breezeway and patio	918.00	
Allowance: Driveway, lawn, shrubs and fruit trees	800.00	
Chicken house: 200 sq. ft.	200.00	
Amount to be paid owner - chrg to Right of Way		$14,850.00

Takes All -

16778 - Beazel, Howard A. and Mildred L. (Johnson)
Right of Way
Option expires July 7, 1951

10,454 sq. ft. at $0.053+ per sq. ft.	$ 555.06	
Amount to be paid owner - chrg to Right of Way		$ 555.06

Access controlled - No access allowed

15528 - Schmidt, Don and Helen R. (Mayhew) Johnson
Right of Way
Option expires June 20, 1951

2.89 acres at $1,500.00 per acre	$ 4,335.00	
Amount to be paid owner - chrg to Right of Way		$ 4,335.00

Grantor allowed free possession until 4-1-52

Access controlled - No access allowed

EXHIBIT "A" (cont.)

T. H. BANFIELD EXPRESSWAY - UNIT #5 (cont.)

15528A- Schmidt Brothers Nursery Company (Mayhew) Johnson
Right of Way
Option expires June 20, 1951

Buildings and Nursery Stock of the Schmidt Brothers Business. Owned by Don and Helen R. Schmidt; and Daniel and Jane E. Schmidt.

Greenhouse - Wood, steel and glass construction	$ 1,570.00	
Tool House, Oil Storage house, pumice block storage cellar & cutting building	1,378.00	
Packing and shipping shed, and small dwelling	1,608.00	
600 yds. graveled and drained driveway	450.00	
270' of windbreak tree hedge	405.00	
Allowance-Removal of cold frames, plants and equipment	400.00	
Removal of 590' water pipe	590.00	
Sawdust, fertilizer	300.00	
Removal of gas tank & pump	60.00	
Allowance-Nursery stock damage	3,000.00	
Amount to be paid owner - chrg to Right of Way		$ 9,761.00

15529 - Schmidt, Daniel and Jane E. (Mayhew) Johnson
Right of Way
Option expires June 20, 1951

3.71 acres at $1,500 per acre (Nursery Land)	$ 5,565.00	
3.53 acres at $1,200 per acre	4,236.00	
5 room frame house, 900 sq. ft. at $11.86¢ per sq. ft.	10,680.00	
Allowance-Removing 333 shrubs and for approx. 8100 ft. of lawn	1,266.00	
Windbreak tree hedge	510.00	
Amount to be paid owner - chrg to Right of Way		$22,257.00

Takes all -

EXHIBIT "A" (cont.)

T. H. BANFIELD EXPRESSWAY - UNIT #5

15487 - Laib, Herbert E. and Mabel (Johnson)
Right of Way
Option expires June 12, 1951

2,900 sq. ft. at $0.16 per sq. ft.	$ 464.00	
Severance: 9.8% of a $7,500 remaining property	736.00	
In addition the State will convey to the Grantors a 5 foot strip of land in Lot 26, containing approx. 325 sq. ft., as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes. No access allowed.		
Amount to be paid owner - chrg to Right of Way		$ 1,200.00

Access controlled - No access allowed

15493 - Williams, Louis T. and Ethel M. (Johnson)
Right of Way
Option expires July 1, 1951

15,246 sq. ft. at $0.035 per sq. ft.	$ 533.61	
Allowances: Trees and grapevines	66.39	
Amount to be paid owner - chrg to Right of Way		$ 600.00

Access controlled - No access allowed

15497 - Davis, Earl B. and Grace M. (Johnson)
Right of Way
Option expires June 14, 1951

29,185 sq. ft. at $0.0514 per sq. ft.	$ 1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,500.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

T. H. BANFIELD EXPRESSWAY - UNIT #5 (cont.)

16498 - Erickson, Pearl (Johnson)
Right of Way
Option expires June 15, 1951

21,780 sq. ft. at $0.062+ per sq. ft.	$ 1,250.00	
Amount to be paid owner - chrg to Right of Way		$ 1,250.00

Access controlled - No access allowed

15499 - Erickson, Raymond (Johnson)
Right of Way
Option expires June 15, 1951

1.14 acres at $2,530+ per acre.	$ 2,884.20	
Amount to be paid owner - chrg to Right of Way		$ 2,884.20

Access controlled - No access allowed

15500 - Altman, Rose M. (Johnson)
Right of Way
Option expires June 7, 1951

Approx. 16,960 sq. ft. at $0.06 per sq. ft.	$ 1,017.60	
Amount to be paid owner - chrg to Right of Way		$ 1,017.60

Access controlled - No access allowed

15501 - Quay, John C. and Virginia D. (Johnson)
Right of Way
Option expires June 19, 1951

15,682 sq. ft. at $0.06 per sq. ft.	$ 940.92	
Severance: 1.6%+ of $16,000 valuation of remaining property	259.08	
Amount to be paid owner - chrg to Right of Way		$ 1,200.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

T. H. BANFIELD EXPRESSWAY - UNIT #5 (cont.)

16858 - Otkin, Ila C. and W. R. B. (Mayhew)
Right of Way
Option expires July 2, 1951

3484.8 sq. ft. at $0.20 per sq. ft.	$ 696.96	
Allowance - Damages, 1% of value of $8,000.00	80.00	
Amount to be paid owner - chrg to Right of Way		$ 776.96

Access controlled - No access allowed

16859 - Frey, Dorathea and Alfred R. (Mayhew)
Right of Way
Option expires June 6, 1951

2.05 acres at $1,092.68 per acre	$ 2,240.00	
Allowances - Outside fireplace	75.00	
Chicken house and barn	256.00	
Garden plot, including all plants, fruit trees, fencing and water pipe	95.67	
Severance damages-10% of $15,000.00	1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 4,166.67

Access controlled - No access allowed

16860 - Anderson, Walter and Edith (Mayhew)
Right of Way
Option expires June 28, 1951

0.93 acres at $1,500.00 per acre	$ 1,395.00	
Severance damage to remaining 2.85 acres	405.00	
Amount to be paid owner - chrg to Right of Way		$ 1,800.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont)

T. H. BANFIELD EXPRESSWAY - UNIT #5 (cont.)

15517 - Molitor, E. J. and D. O. (Johnson)
Right of Way
Option expires March 14 1951

3.32 acres at $1,350 per acre	$ 4,482.00	
Allowance: House with basement, damages and moving costs	7,500.00	
Bulb house, damages and moving costs	3,324.00	
Removing 800 ft. of 1" irrigation pipe	280.00	
9 assorted fruit trees	90.00	
60 foot well	300.00	
Amount to be paid owner - chrg to Right of Way		$15,976.00

Buildings, pipe and bulbs not removed by July 1, 1951 to become property of State.

Access controlled - No access allowed

16857 - Baker, Albert W. and Mable Baker (Mayhew)
Right of Way
Option expires July 8, 1951

45,302 sq. ft. at $.05 per sq. ft.	$ 2,265.10	
Old two story house, 1124 sq. ft. @$3.20+	3,600.00	
Damage allowance-Grantors property and business. 5% of $20,000	1,000.00	
Amount to be paid owner - chrg to Right of Way		$ 6,865.10

Access controlled - No access allowed

16864 - Taylor, Edwin E. and Emma M. (Mayhew)
Right of Way
Option expires June 18, 1951

1.5 acres of cleared land at $946.66 per acre	$ 1,420.00	
Allowances Severance damage and restricted access	450.00	
Amount to be paid owner - chrg to Right of Way		$ 1,870.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

T. H. BANFIELD EXPRESSWAY - UNIT #5 (cont.)

16927 - Townsend, Carrie (Johnson)
Right of Way
Option expires July 2, 1951

0.26 acres at $1,154.00 per acre	$ 300.00
Amount to be paid owner - chrg to Right of Way	$ 300.00

Access not controlled-

16776 - Smith, Ward C. and Ruth; Fifield, Calvin L. and Betty A. (Johnson)
Right of Way
Option expires July 8, 1951

10,454 sq. ft. at $0.04 per sq. ft.	$ 418.16
Amount to be paid owner - chrg to Right of Way	$ 418.16

Access controlled - No access allowed

North Union Avenue Section - Pacific Highway East

10679 - Fazio, Tony and Mary B. (Mayhew)
Quarry site
Option expires December 31, 1951

Renewal of Permit for Top Soil Pit	
Top soil at $0.10 per cubic yd.	
Estimated material required-7400 cu. yds.	$ 740.00
Payment made at this time for 1400 " "	140.00
Amount to be paid owner - chrg to Quarry Site	$ 140.00

CASCADE LOCKS- VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15939 - Kendrick, Walter W., et ux (Witt)
Right of Way
Option expires June 27, 1951

11.57 acres	$3,392.50
Allowances: dwelling - 896 sq. ft.	9,408.00
Large frame garage	500.00
Damage for loss of gravel pit and connecting roads	1,224.50
Amount to be paid owner - chrg to Right of Way	$14,525.00

(Cont.)

EXHIBIT "A" (cont.)

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15939 - Kendrick, Walter W., et ux (cont.)

THINGS TO BE DONE BY THE STATE:

Construct logging truck roadway from Columbia River Highway to railroad crossing.
Move and reestablish pump house and pumps after completion of highway. (Est.) $ 500.00
Owner has privelege to repurchase present dwelling, for $500.
Construct private access between Station 300+50 and Station 301+00

Amount chargeable to Construction $ 500.00

GRAND TOTAL (Estimate) $15,025.00

Access controlled -

ONAWAY SUBDIVISION SECTION - BEAVERTON-HILLSDALE HIGHWAY

16984 - Zimmerman, Bessie B.
Right of Way
Letter

3011 sq. ft. at $0.10 per sq. ft. $ 301.10
3750 sq. ft. at $0.20 per sq. ft. 750.00

Amount to be paid owner - chrg to Right of Way $ 1,051.10

Access not controlled -

WOODBURN-BROOKS (SOUTH UNIT) SECTION - PACIFIC HIGHWAY EAST

16948 - Keppinger, Lillian E. (Johnson)
Roadside Picnic Area
Option expires June 26, 1951

6.5706 acres at $450. per acre $2,956.77

Amount to be paid owner - chrg to Right of Way $ 2,956.77

Access not controlled -

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13854 - Kerr, D. C. and Lilly (Benson)
Right of Way
Option expires June 18, 1951

716 sq. ft. at $0.60 per sq. ft.	$ 429.60	
+ 2 foot slope easement		
Allowance - Move electric signs	35.00	
Amount to be paid owner - chrg to Right of Way		$ 464.60

THINGS TO BE DONE BY THE STATE:

Construct approach 25 ft. wide the center of which is opposite Station 12+80 (Commercial)

Access controlled -

13863 - Hansen, Edward J. and Lorene (Landon)
Right of Way
Option expires June 14, 1951

1201 sq. ft. at $0.60 per sq. ft.	$ 720.60	
Allowance-Moving Neon Sign, Estimated	35.00	
Concrete curb, 50 ft. at $1.00 per foot	50.00	
Amount to be paid owner - chrg to Right of Way		$ 805.60

THINGS TO BE DONE BY THE STATE:

Construct road approach and pave same to relocated Right of Way line, West Side, Opposite Engineer's Station 18+92, with 30 foot curb opening. (Commercial)

Access controlled -

13864 - Reiman, Ben and Ann L. (Benson)
Right of Way
Option expires June 17, 1951

680 sq. ft. at $0.60 per sq. ft.	$ 408.00	
+ 2 foot slope easement		
Allowance-Move electric sign	75.00	
Amount to be paid owner - chrg to Right of Way		$ 483.00

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13864 - Reiman, Ben and Ann L. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct approach the center of which is opposite Station 19+80 (Commercial)

Access controlled -

13880 - Levene, S. P. and Sylvia (Benson)
Right of Way
Option expires June 17, 1951

228 sq. ft. at $0.40 per sq. ft.	$ 91.20	
+ 2 ft. slope easement		
Loss of stone fence	40.00	
Allowance - Move electric sign	65.00	
Amount to be paid owner - chrg to Right of Way		$ 196.20

THINGS TO BE DONE BY THE STATE:

Construct approaches 15 ft. wide the centers of which are opposite Stations 26+95 and 27+55 (Commercial)

Access controlled -

13894 - Olsen, Howard E. and Hilda J. (Benson)
Right of Way
Option expires June 17, 1951

5642 sq. ft. at $0.05 per sq. ft.	$ 282.10	
+ 7 foot slope easement		
Amount to be paid owner - chrg to Right of Way		$ 282.10

THINGS TO BE DONE BY THE STATE:

Construct approaches 60 feet wide the centers of which will be opposite Stations 42+55 and 45+30
Construct approach 30 ft. wide the center of which will be opposite Station 41+30 (Commercial)

Access controlled -

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SECTION - PACIFIC HIGHWAY EAST

13860 - Geiger, Lillian and Martin; (Hussey, Geo. L. Cont. Purchaser) (Landon)
Right of Way
Option expires June 27, 1951

500 sq. ft. at $0.60 per sq. ft.	$ 300.00
Allowance-Moving neon sign (Pay George L. Hussey)	45.00
Amount to be paid owner - chrg to Right of Way	$ 345.00

THINGS TO BE DONE BY THE STATE:

Construct a road approach and pave same to relocated right of way line, west side of highway, with 18-foot curb opening, opposite Engineer's Station 17+68 (Commercial)

Access controlled -

PINE STREET SECTION IN SALEM - PACIFIC HIGHWAY EAST

16155 - Turner, Virgil R. and Jessie Leona (Benson)
Right of Way
Option expires June 27, 1951

6250 sq. ft. at $0.20 per sq. ft.	$1,250.00
21,149 sq. ft. at $0.13+ per sq. ft.	2,750.00
Amount to be paid owner - chrg to Right of Way	$4,000.00

THINGS TO BE DONE BY THE STATE:

Construct approach 30 ft. wide, the center of which will be opposite Station 37+93
State to pay one third of the current taxes $ 26.24

Amount to be charged to Right of Way	$ 26.24
GRAND TOTAL	$4,026.24

Confirmation of Phone - Approved January 3, 1951
By Chas. Reynolds

Access controlled -

EXHIBIT "A" (cont.)

MAHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

17017 - Ross, Howard V. (Benson)
Right of Way
Option expires July 9, 1951

6300 sq. ft. at $0.03+ per sq. ft.	$ 200.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

Access not controlled -

17020 - Bilyeu, Orval and Dorothy (Benson)
Right of Way
Option expires July 9, 1951

4900 sq. ft. at $0.03 per sq. ft.	$ 147.00	
19 rods of fence at $3.00 per rod	57.00	
Loss of dug well	96.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

Access not controlled -

17021 - Wagner, Gilbert G. and Betty M. (Benson)
Right of Way
Option expires July 7, 1951

5000 sq. ft. at $0.05 per sq. ft.	$ 250.00	
Building-including garage	960.00	
Trailer house with shed	290.00	
Amount to be paid owner - chrg to Right of Way		$1,500.00

Access not controlled -

17019 - Stayton School Dist. #77CJ (Benson)
Right of Way
Option expires July 1951

6300 sq. ft. at $0.03 per sq. ft.	$ 189.00	
Amount to be paid owner - chrg to Right of Way		$ 189.00

THINGS TO BE DONE BY THE STATE:

Construct connection to existing school road Station 3+90

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

17023 - Kelly, K. L. and Doris L.; Odgers, F. T. and Mildred (Benson)
Right of Way
Option expires July 12, 1951

1200 sq. ft.	Lump sum	$ 100.00
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access not controlled -

CITY OF SPRINGFIELD SECTION - McKENZIE HIGHWAY

16302 - Fleck, James H. and Dorothy E. (Reeder)
Gravel and Plant Site
Option expires February 26, 1951

66,000 sq. ft. at approx. $0.036 per sq. ft.		$2,400.00
Amount to be paid owner - chrg to Gravel Pits		$2,400.00

NORTH ROSEBURG SECTION - PACIFIC HIGHWAY

16515 - Gomes, Mike M. and Nanette (Correction Report) (Haskin)
Slope easement and Right of Way
Option expires March 12, 1951

650 sq. ft. at $1.00 per sq. ft.		$ 650.00
+ 15' slope easement		
Low bid for moving building		3,074.15
Allowance-loss of business		
$25.00 for each day closed due to moving (Final Amount)		425.00
Amount to be paid owner - chrg to Right of Way		$4,149.15

THINGS TO BE DONE BY THE STATE:

Construct driveway at Station 2500+80

All items above, except loss of business paid on 9-28-50 approval.
Loss of business approved 9-28-50 for estimated 10 days $250.00

Access not controlled -

EXHIBIT "A" (cont.)

NORTH ROSEBURG SECTION - PACIFIC HIGHWAY

16438 -Moore, Walter A. and Helen M. (Corrected Report) (Norlin)
Right of Way
Option expires February 1, 1951

Two 50 x 120' Lots; and house $8,000.00

Amount to be paid owner - chrg to Right of Way $8,000.00

Previously approved Sept. 28, 1950

1250 sq. ft. and damages in lieu of moving - (Est.) $2,050.00

Things to be done by the State:

Construct approach and retaining wall - 3,700.00

Grand Total (Estimate) $5,750.00

House and owners 2 lots now being acquired due to settling and slide conditions

Access not controlled -

REEDSPORT -COOS COUNTY LINE SECTION - OREGON COAST HIGHWAY

14369 - Menasha Wooden Ware Corporation (Byrum)
Right of Way
Option expires June 11, 1951

42.02 acres at #35.00 per acre $1,470.00

Amount to be paid owner - chrg to Right of Way $1,470.00

THINGS TO BE DONE BY THE STATE:

Construct six points of access, to be agreed upon at time of construction.

Confirmation: Amount same as approved on unfinished business Agenda, December 20, 1950.

Access controlled -

14369-A-Menasha Wooden Ware Corporation (Byrum)
Park
Option expires June 11, 1951

111.81 acres. Gratis

Confirmation: Amount same as approved on unfinished business Agenda, December 20, 1950.

(cont.)

EXHIBIT "A" (cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

15205 - Buckles, Raymond Alex and Opal T. (Byrum)
Right of Way
Option expires May 15, 1951

0.50 acres at $500 per acre	$ 250.00
Amount to be paid owner - chrg to Right of Way	$ 250.00

THINGS TO BE DONE BY THE STATE:

Construct road approach at Station 196+10

Access controlled -

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16869 - Zeigler, George S. and Anna R., et al (Reeder)
Right of Way
Option expires June 1, 1951

871 sq. ft. at $0.05 per sq. ft.	$ 43.55
0.02 acres at $250.00 per acre	5.00
4 rods fence and 1 gate	34.00
Allowance-Loss graveled parking area	42.45
Amount to be paid owner - chrg to Right of Way	$ 125.00

THINGS TO BE DONE BY THE STATE:

Construct private approach Station 829+70 South side,
Gravel 30 feet beyond right of way line.

Access controlled -

16879 - White, Adren and Ruth L. (Boone)
Right of Way
Option expires July 3, 1951

2613 sq. ft. at $0.04 per sq. ft.	$ 104.52
Amount to be paid owner - chrg to Right of Way	$ 104.52

THINGS TO BE DONE BY THE STATE:

Re-establish grantor's driveway Station 854+30

Access controlled -

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16495 - Baguley, George T. and Ledora H. (Haskin)
Right of Way
Option expires June 18, 1951

11,761 sq. ft. at $0.25+ per sq. ft.	$2,964.00	
Office and living quarters, 20 x 30 ft.	3,000.00	
Shop bldg., 512 sq. ft. at $3.00 per sq. ft.	1,536.00	
Amount to be paid owner - chrg to Right of Way		$7,500.00

Takes All -

16880 - Knowles, Robert Silas (Reeder)
Right of Way
Option expires June 12, 1951

500 sq. ft. of lawn at $0.10 per sq. ft.	$ 50.00	
0.17 acres of pasture land at $400.00 per acre	68.00	
Fencing-18 rods at $3.50 per rod	63.00	
Allowance-Several shrubs and small trees	24.00	
General damage and controlled access	20.00	
Amount to be paid owner - chrg to Right of Way		$ 225.00

THINGS TO BE DONE BY THE STATE:

Construct private road approach, approximately at Station 854+90, South side of Highway.

Access controlled -

16881 - Hervey, John L. and Irma M. (Reeder)
Right of Way
Option expires June 18, 1951

0.20 acres at $500.00 per acre	$ 100.00	
Allowance-Fencing, 18 rods at $3.50 per rod	63.00	
1 gate at $20.00	20.00	
Fruit trees, 4 at $10.00 each	40.00	
General damage and controlled access	18.00	
Amount to be paid owner - chrg to Right of Way		$ 241.00

(cont.)

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16881 - Hervey, John L. and Irma M. (cont.)

THINGS TO BE DONE BY THE STATE:

Reconstruct private road approaches at Stations 858+50 and 860+73, North side of Highway.

Access controlled -

16882 - Brockman, C. L. and Josephine T. (Reeder)
Right of Way
Option expires June 19, 1951

0.16 acres at $800.00 per acre	$ 128.00	
0.31 acres at $400.00 per acre	124.00	
Allowance -Fencing, 18 rods @$3.50 per rod	63.00	
General Damage and controlled access	10.00	
Amount to be paid owner - chrg to Right of Way		$ 325.00

THINGS TO BE DONE BY THE STATE:

Reconstruct Commercial Road approaches at Stations 859+40 and 863+36, South side of Highway.

Access controlled -

16883 - Brockman, C. L. and Josephine T. (Reeder)
Right of Way
Option expires June 19, 1951

360 sq. ft. of roadway Gratis

THINGS TO BE DONE BY THE STATE:

Reconstruct Commercial Road approach at Station 863+36, South side of Highway.

Access controlled -

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16884 - Hervey, John L. and Irma M. (Reeder)
Right of Way
Option expires July 3, 1951

0.01 acres — Gratis

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach Station 860+73 North side. (approach same as Option #16881)

Access controlled -

16878 - Jensen, E. R. and Edna (Boone)
Right of Way
Option expires June 13, 1951

3680 sq. ft. at $0.04 per sq. ft. $ 147.20

Amount to be paid owner - chrg to Right of Way $ 147.20

Access controlled - No access allowed -

16907 - Enlund, Walter J. and Inez E. (Boone)
Right of Way
Option expires July 10, 1951

6,000 sq. ft. (Slope easement) at $0.05 per sq. ft. $ 300.00
Remove old building 100.00

Amount to be paid owner - chrg to Right of Way $ 400.00

Access not controlled -

16888 - School Dist. #8, Coquille (Norlin)
Right of Way
Option expires June 13, 1951

0.81 acres at $1000.00 per acre $ 810.00
14,000 sq. ft. at $0.50 per sq. ft. 7,000.00

Amount to be paid owner - chrg to Right of Way $ 7,810.00

THINGS TO BE DONE BY THE STATE:

Construct 4 ft. high chain link fence across school property. (Estimated Cost) $ 450.00

(cont.)

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16888 - School Dist. #8, Coquille (cont.)

Amount chargeable to Right of Way		$ 450.00
GRAND TOTAL		$ 8,260.00

Access not controlled -

16889 - Rice, LeRoy (Reeder)
Right of Way
Option expires June 17, 1951

0.25 acres at $800.00 per acre	$ 200.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private road approach at Station 872+50, North side of Highway

Access controlled -

16893 - Henderson, Thomas, A. and Gertie O. (Haskin)
Right of Way
Option expires June 12, 1951

.0227 acres at $2000 per acre	$ 45.40	
Amount to be paid owner - chrg to Right of Way		$ 45.40

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach at 885+20

Access not controlled -

16894 - Hartley, Josephine (Haskin)
Right of Way
Option expires June 12, 1951

0.064 acre at a lump sum	$ 100.00	
Allowance-Garage, 16 x 24', 384 sq. ft. at $0.60—per sq. ft.	225.00	
Amount to be paid owner - chrg to Right of Way		$ 325.00

(cont.)

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16894 - Hartley, Josephine (cont.) (Haskin)

THINGS TO BE DONE BY STATE:

Reconstruct approach at Station 884+70

Access not controlled -

16911 - Chase, Inez R. (Boone)
Right of Way
Option expires June 4, 1951

Easement - 350 sq. ft. Gratis

Access not controlled -

16920 - Rooney, Anna M.; W. H. and A. H. Petre, Lessee (Reeder)
Right of Way
Option expires June 11, 1951

697 sq. ft. at $0.15 per sq. ft.	$ 103.85	
Allowance-For graveling 25' x 35' parking area	80.00	
Removal of 8" apple tree	10.00	
General damage and controlled access	16.15	
Amount to be paid Rooney - chrg to Right of Way		$ 210.00
Allowance -for breaking lease, and removal of gas pump and 1000 gal. tank from property.	$ 250.00	
Amount to be paid W. H. and A. H. Petre, Lessee		$ 250.00

THINGS TO BE DONE BY THE STATE:

Construct Comm. approach, approx. Station 847+60, Northerly side of Highway, not to exceed 25' in width. Private road approach at Station 846+67, Northerly side of Highway.

Access controlled -

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16899 - Brodie, E. Darrell and Margarita (Haskin)
Right of Way
Option expires June 20, 1951

1800 sq. ft. at $0.30 per sq. ft.	$ 540.00	
+ 30 ft. slope easement		
Amount to be paid to owner - chrg to Right of Way		$ 540.00

Access not controlled -

16901 - Johansen, Swend and Theresa (Haskin)
Right of Way
Option expires June 26, 1951

Lot, 100x145 ft. at $0.13 per sq. ft.	$ 1,900.00	
House, 20x30 ft. at $6.00 per sq. ft.	3,600.00	
Amount to be paid owner - chrg to Right of Way		$ 5,500.00

Takes All -

16902 - Sibold, Mae M. (Haskin)
Right of Way
Option expires July 2, 1951

Lot, 50x145, at $0.16+ per sq. ft.	$ 1,250.00	
House, 30x30 ft. at $5.00 per sq. ft.	4,500.00	
Amount to be paid owner - chrg to Right of Way		$ 5,750.00

Takes All

16903 - Folsom, R. E. and Vergie (Haskin)
Right of Way
Option expires June 18, 1951

20,300 sq. ft. at $0.12 per sq. ft.	$ 2,450.00	
House, 22x30 ft. at $5.00 per sq. ft.	3,300.00	
Amount to be paid owner - chrg to Right of Way		$ 5,750.00

Takes All -

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

15619 - Haddix, Scott A. and Myrna (Corrected Report) (Byrum)
Right of Way
Option expires May 27, 1951

.25 acre at $1000.00 per acre (Front Yard)	$ 250.00	
1.65 acre at $350.00 per acre	575.00	
Allowance-slope easement .16 acre	25.00	
-160 rods of fence at $3.00 per rod	480.00	
-Removal of Garage, wind break, steps and damage	670.00	
Amount to be paid owner - chrg to Right of Way		$2,000.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approaches, Station 809+40 and 811+45
Construct water line conduit below pavement.

Amount previously approved April 24, 1950

0.92 acres at $200.00 per acre	$184.00
Fencing and restricted access	116.00
	$300.00

Access controlled -

16876 - Allen, Nora E. (Reeder)
Right of Way
Option expires June 6, 1951

0.23 acres at $200.00 per acre	$ 46.00	
30 rods of fencing at $3.50 per rod	105.00	
Fir trees and controlled access	25.00	
Amount to be paid owner - chrg to Right of Way		$ 176.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach at approximately Station 841+50, South side.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16900 - Wilson, Frank G. and Emma F. (Haskin)
Right of Way
Option expires July 14, 1951

4 Lots, 32,200 sq. ft. at $0.10 per sq. ft.	$3,220.00	
House - 864 sq. ft.	5,616.00	
Two garages - 480 sq. ft.	120.00	
Chicken shed and fence	44.00	
Amount to be paid owner - chrg to Right of Way		$9,000.00

Entire taking -

16981 - Faith Lutheran Church (Haskin)
Right of Way
Option expires June 20, 1951

2600 sq. ft. at $.75 per sq. ft.	$1,950.00	
Low bid for moving George Oerding billboard sign	300.00	
Amount to be paid owner - chrg to Right of Way		$2,250.00

THINGS TO BE DONE BY THE STATE:

Construct 18 ft. driveway at Station 892+48

Access not controlled -

17028 - Sayre, J. W. and Doris (Haskin)
Right of Way
Option expires July 2, 1951

765 sq. ft. at $0.30 per sq. ft.	$ 229.50	
Amount to be paid owner - chrg to Right of Way		$ 229.50

THINGS TO BE DONE BY THE STATE:

Reconstruct driveway at Station 901+00

Access not controlled -

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16866 - King, Dal M. and Eleanor S. (Reeder)
Right of Way
Option expires July 1, 1951

0.24 acres at $450.00 per acre	$ 108.00	
0.90 acres at $306.00+ per acre	276.00	
Fencing-92.5 rods at $6.00 per rod	556.00	
3 gates at $20.00 each	60.00	
Amount to be paid to owner - chrg to Right of Way		$1,000.00
THINGS TO BE DONE BY THE STATE:		
Construct Private road approach Station 812+00 South side (Est. Cost)	100.00	
Re-construct private road approach Station 809+60 South side (Est. Cost)	100.00	
Re-construct private road approach Station 817+00 South side (Est. Cost)	100.00	
Amount chargeable to construction		$ 300.00
GRAND TOTAL		$1,300.00

Access controlled -

CATCHING SLOUGH-ENEGREN FERRY SECTION-COOS RIVER SECDY. HWY.

16657 - Smith, Norman and Greta, et al (Byrum)
Right of Way
Option expires May 31, 1951

3 acres at $150.00 per acre	$ 450.00	
6.49 acres at $75.00 per acre	476.75	
Allowance for fence-128 rods at $3.00 per rod	384.00	
Amount to be paid owner - chrg to Right of Way		$1,310.75

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

CATCHING SLOUGH-ENEGREN FERRY SECTION - COOS RIVER SECDY. HWY.

16663 - Elliott, Keith Roger and Elain Joan (Byrum)
Right of Way
Option expires June 27, 1951

1.55 acres at $300. plus per acre	$ 475.00	
Allowance for fence - 36 rods at $3.00 per rod	108.00	
Amount to be paid owner - chrg to Right of Way		$ 583.00

Access not controlled -

16658 - Savage, Norman and Ellen (Byrum)
Right of Way
Option expires June 13, 1951

2.12 acres bottom land at $150.00 per acre	$ 318.00	
1.26 acres hill land at $75.00 per acre	95.00	
Allowance for fence - 79 rods fence at $3.00 per rod	237.00	
Amount to be paid owner - chrg to Right of Way		$ 650.00

Access not controlled -

16664 - Orser, Jerry and Cora (Byrum)
Right of Way
Option expires July 3, 1951

.56 acre at $750.00 per acre	$ 420.00	
.83 acre at $490+ per acre	415.00	
39 rods fence at $3.00 per rod	117.00	
Amount to be paid owner - chrg to Right of Way		$ 952.00

THINGS TO BE DONE BY THE STATE:

Replace existing tide boxes: Grantor to keep clean.
Construct approach, Station 133+80

Access not controlled -

EXHIBIT "A" (cont.)

CATCHING SLOUGH-ENEGREN FERRY - COOS RIVER SECDY. HWY.

14661 - Wallman, Albina; Contract buyer, Glen W. and Igna B. Cusic (Byrum)
Right of Way
Option expires June 18, 1951

.94 acre at $150.00- per acre	$ 131.00	
2.32 acres at $65.00 per acre	150.00	
88 rods of fence at $3.00 per rod	264.00	
Amount to be paid owner - chrg to Right of Way		$ 545.00

Access not controlled -

14665 - Morin, Lemuel and Velma (Byrum)
Right of Way
Option expires July 3, 1951

.87 acre at $750.00 per acre	$ 652.50	
2.84 acres at $500.00 per acre	1,420.00	
131 rods of fence at $3.00 per rod	393.00	
Amount to be paid owner - chrg to Right of Way		$ 2,465.50

THINGS TO BE DONE BY THE STATE:

Construct and maintain 4, 18" tide boxes (on construction plans)
Provide grantor suitable road between Station 148+30 and 160+43, if existing road blocked due to construction
Construct two approaches, one at Station 148+30 and at Station 153+25, to be 25 feet wide.
Grantor to keep tide boxes clean.

Access not controlled -

14666 - Enegren, Johanna (Byrum)
Right of Way
Option expires June 26, 1951

1.01 acres at $725.00 per acre	$ 725.00	
26 rods of fencing at $3.00 per rod	78.00	
Amount to be paid owner - chrg to Right of Way		$ 803.00

(cont.)

EXHIBIT "A" (cont.)

CATCHING SLOUGH-ENEGREN FERRY - COOS RIVER SECDY. HWY. (cont.)

16666 - Enegren, Johanna (cont.)

Less .072 acre to be conveyed by State Credit $ 53.00

Amount to be paid owner - chrg to Right of Way $ 750.00

The State shall Convey to the Grantor .072 acres North of the Right of Way, Station 165+25 to 167+25, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

THINGS TO BE DONE BY THE STATE:

Construct and maintain two 18" tide boxes.
Construct a 12" conduit at Engineer Station 160+79

Riparian rights reserved by grantor.

Access not controlled -

16659 - Matthews, Morris and Doris (Byrum)
Right of Way
Option expires April 11, 1951

5 acres bottom land at $150.00 per acre	$ 750.00
3.04 acres hill land at $75.00 per acre	220.00
160 rods fence at $3.00 per rod	480.00
Allowance to grantor for moving shed and barn	1,500.00

Amount to be paid owner - chrg to Right of Way $ 2,950.00

Access not controlled -

GOLD HILL-SAMS CREEK SECTION - SAMS VALLEY HIGHWAY

16726 - Lanham, Ivan W. and Belle (Norlin)
Gravel Bar - Perpetual easement Holt
Option expires June 20, 1951

11 acres at $150.00 per acre $1,650.00

Amount to be paid owner - chrg to Gravel Pit $ 1,650.00

Confirmation of Phone approval by Ben R. Chandler - January 17, 1951

(cont.)

EXHIBIT "A" (cont.)

GOLD HILL-SAMS CREEK SECTION - SAMS VALLEY HIGHWAY

17101 - Gold-Ray Realty Company (Reeder)
Haul Road and Gravel Site
Option expires July 9, 1951

1.46 acres at approximately $342.46 per acre	$ 500.00	
Amount to be paid Gold-Ray Realty Company		$ 500.00
Quit Claim Deed from S. P. Co. to eliminate their R/W		25.00
Amount chargeable to Gravel Pit		$ 525.00

Confirmation of Phone approval by Ben R. Chandler - January 17, 1951.

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

16862 - Hood River County (Witt)
Right of Way
Deed signed

5.14 acres river frontage	Gratis
25 foot easement along North and South line of above grant	Gratis

Access controlled - No access allowed

PRINEVILLE SECTION - CROOKED RIVER HIGHWAY

17030 - Hudspeth, Claude and Ruth (Massee)
Easement for Drainage Ditch
Permanent easement

Permanent easement covering 0.201 acres (Drainage ditch to be constructed)	Gratis

Access not controlled -

MITCHELL-JOHN DAY RIVER SECTION - OCHOCO HIGHWAY

17027 - Krupke, E. E. (Massee)
Quarry and Stockpile Site
Option expires July 2, 1951

7.77 acres at minus $20.00 per acre	$ 150.00

(cont.)

EXHIBIT "A" (cont.)

MITCHELL-JOHN DAY RIVER SECTION - OCHOCO HIGHWAY (cont.)

17027 - Krupke, E. E. (cont.)

Amount to be paid owner - chrg to Quarry Site		$ 150.00
THINGS TO BE DONE BY THE STATE:		
Construct and maintain fence along Right of Way line. 97.0 rods fence at $3.50 per rod - Estimated Cost	$ 339.50	
Amount to be charged to Quarry Site		$ 339.50
GRAND TOTAL		$ 489.50

Access not controlled -

ESPLANADE STREET-SOUTH 6TH SECTION - KLAMATH FALLS-MALIN HWY.

16068 - Hill, Blanche Dickson (Cozad)
Right of Way
Option expires July 9, 1951

21780 sq. ft. at $0.02 per sq. ft.	$ 435.00	
House: 24'x28', 870 sq. ft. at $4.50 per sq. ft.	3,915.00	
Four-room cottage-480 sq. ft. at $1.00 per sq. ft.	480.00	
Double garage - 20' x 30'	1,200.00	
Two poultry houses, 960 sq. ft.	960.00	
Lawn, shade trees and garden fence	377.00	
200 ft. picket fence	200.00	
2 small wood sheds, and wire poultry pens	100.00	
Amount to be paid owner - chrg to Right of Way		$ 7,667.00

Takes All -

DREWS GAP-LAKEVIEW SECTION - KLAMATH FALLS-LAKEVIEW HIGHWAY

16643 - Curtis, Tekla (Cozad)
Stock Pile Site
Option expires June 17, 1951

3,240 sq. ft.	$ 25.00	
Amount to be paid owner - chrg to Stock Pile Site		$ 25.00

Takes All -

(cont.)

EXHIBIT "A" (cont.)

DREWS GAP-LAKEVIEW SECTION - KLAMATH FALLS-LAKEVIEW HWY.

16645 - Evans, Mary Virginia (Cozad)
Stockpile Site
Deed

3,240 sq. ft.	$ 25.00	
Amount to be paid owner - chrg to Stockpile Site		$ 25.00

Takes All -

HEPPNER JUNCTION-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY

16626 - Anderson, O. M., et al (Cozad)
Park Site
Option expires July 5, 1951

5.52 acres at $100 per acre This $552.00 over and above $50.00 paid for 0.50 acre channel change easement hereon	$ 552.00	
Amount to be paid owner - chrg to Right of Way		$ 552.00

Access controlled - No access allowed

LADD CANYON - NORTH UNIT SECTION - OLD OREGON TRAIL

16123 - LaGrande Gun Club (Benfield)
Right of Way
Option expires June 5, 1951

0.02 acre at $250.00 per acre	$ 5.00	
Allowance-Moving fence and men's restroom	100.00	
Amount to be paid owner - chrg to Right of Way		$ 105.00
THINGS TO BE DONE BY THE STATE:		
Construct 6 rods of fence at $3.50 per rod. (Est)	21.00	
Amount chargeable to Right of Way (Est)		$ 21.00
GRAND TOTAL		$ 126.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

LADD CANYON - NORTH UNIT SECTION - OLD OREGON TRAIL (cont.)

16116 - Gekeler, Charles R. and Linnea C. (Benfield)
Right of Way
Option expires June 21, 1951

3.85 acres at $400.00 per acre	$1,540.00	
Amount to be paid owner - chrg to Right of Way		$ 1,540.00

THINGS TO BE DONE BY THE STATE:

Construct 92 rods fence at $3.50 per rod (Est)	322.00	
Construct access East and West, Station 19+70 and Station 55+50, West side only		
Amount chargeable to Right of Way (Est)		$ 322.00
GRAND TOTAL (Estimate)		$ 1,862.00

Access controlled -

15707 - Counsell, Edward U. and Lillian (Benfield)
Right of Way
Option expires July 7, 1951

5.98 acres at $25.00 per acre	$ 149.50	
In addition the State will convey to the Grantors 2.0 acres more or less, acquired under Option 15709, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.		
436 rods fence at $3.00 per rod	$1,308.00	
2 Steel gates at $50.00 per gate	100.00	
Amount to be paid owner - chrg to Right of Way		$ 1,557.50

THINGS TO BE DONE BY THE STATE:

Construct private access, west side, Station 365+00 and 420+50
If construction interferes with spring water, pipe water from Ladd Creek to Grantors field.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

LADD CANYON - NORTH UNIT SECTION - OLD OREGON TRAIL (cont.)

16132 - Counsell, Mary L. (Benfield)
Right of Way

16.64 acres pasture at $50.00 per acre	$ 832.00	
0.38 acres cultivated land at $200.00 per acre	76.00	
239 rods barbed wire fence at $3 per rod	717.00	
240 rods woven wire fence at $4 per rod	960.00	
4 steel gates at $50.00 per gate	200.00	
Severance damages: 6.9 acres	172.50	
Allowance: Building one cattle guard	250.00	
Building bridge	600.00	
Amount to be paid owner - chrg to Right of Way		$ 3,807.50

THINGS TO BE DONE BY THE STATE:

Bring Ladd Creek under highway so as to provide running water for stock, Station 288+36		
Install cattle underpass at Station 302+80. (Est)	$3,200.00	
Construct farm crossing and private access, East & West, Station 302+30		
Amount to be chargeable to construction		$ 3,200.00
GRAND TOTAL		$ 7,007.50

Access controlled -

15710 - Temple, Eleanor: Traverso Bros.-Contract purchasers (Benfield)
Right of Way

7.9 acres at $25.00 per acre	$ 197.50	
Amount to be paid owner - chrg to Right of Way		$ 197.50

THINGS TO BE DONE BY THE STATE:

Construct 82 rods fence at $3.50 per rod	$ 227.00	
Construct private access west side, Station 422+00		
Amount chargeable to Right of Way		$ 227.00
GRAND TOTAL		$ 424.50

Access controlled -

EXHIBIT "A" (cont.)

LADD CANYON-NORTH UNIT SECTION - OLD OREGON TRAIL HIGHWAY (cont.)

16120 - Tyler, Royal F. and Fausta A. (Benfield)
Right of Way
Option expires June 18, 1951

4.95 acres at $400.00 per acre	$1,980.00	
Amount to be paid owner - chrg to Right of Way		$ 1,980.00

THINGS TO BE DONE BY THE STATE:

Construct 54.5 rods of woven wire fence at $4.00 per rod.	$ 218.00	
Construct 120.0 rods barbed wire fence at $3.50 per rod	420.00	
Construct private access, West side, Station 53+40		
Amount chargeable to Right of Way (Estimate)		$ 638.00
GRAND TOTAL (Estimate)		$ 2,618.00

Access controlled -

17038 - Griggs, E. R. and Ruth (Benfield)
Right of Way
Option expires June 4, 1951

1.9 acres at $25.00 per acre	$ 47.50	
Amount to be paid owner - chrg to Right of Way		$ 47.50

Access controlled - No access allowed

16122 - Phy, Ada B., et al (Benfield)
Right of Way
Option expires May 31, 1951

26.48 acres at $400.00 per acre	$10,572.00	
Amount to be paid owner - chrg to Right of Way		$10,572.00

THINGS TO BE DONE BY THE STATE:

Fence southwest side of right of way; 200 rods of fence at $3.50 per rod(Est)	$ 700.00	
25' private access west side of highway at approximate Station 115+00		

(cont.)

EXHIBIT "A" (cont.)

LADD CANYON - NORTH UNIT SECTION - OLD OREGON TRAIL HWY. (cont.)

16122 - Phy, Ada B., et al (cont.)

Amount to be charged to Right of Way		$ 700.00
GRAND TOTAL		$11,272.00

Access controlled -

16127 - Grandy, Charles F. and Mabel V. (Benfield)
Right of Way
Option expires June 4, 1951

7.87 acres at $200.00 per acre	$1,574.00	
Severance damage: 26.07 acres	1,564.20	
Amount to be paid owner - chrg to Right of Way		$ 3,138.20

THINGS TO BE DONE BY THE STATE:

Construct 167 rods of fence at $4.00 per rod and 1 gate	$ 718.00	
30 foot farm crossing and private access East and West, Station 213+00		
Amount chargeable to Right of Way		$ 718.00

Access controlled -

16134 - Fager, Marvin J. and Viola D. (Benfield)
Right of Way
Option expires July 8, 1951

1.44 acres pasture at $25.00 per acre (Hillside)	$ 36.00	
1.53 acres level pasture at $50.00	76.50	
7.00 acres river bottom at $100 per acre	700.00	
8.00 acres cultivated grain land at $200	1,600.00	
Allowance: 418 rods of fence at $3.00 per rod	1,254.00	
3 gates at $25.00 per gate	75.00	
Severance: 18 acres level pasture at 50%	450.00	
Allowance: Moving feed yard derrick, feed racks and fence	150.00	
Moving private telephone lines	90.00	
Amount to be paid owner - chrg to Right of Way		$ 4,431.50

(cont.)

LADD CANYON-NORTH UNIT SECTION - OLD OREGON TRAIL HIGHWAY (cont.)

16134 - Fager, Marvin J. and Viola D. (cont.)

THINGS TO BE DONE BY THE STATE:

Allow for supply water for stock in present creek channel at approximately Station 344+00
Construct farm crossing at Station 335+00
Construct private access at Stations 335+00 West and 341+60 and 346+00 East.

Access controlled -

17104 - Lindsay, Lionel and Bertha Helen
Gravel Pit and Haul Road easement
Option expires July 16, 1951

13.47 acres at $250.00 per acre	$3,367.50	
0.23 acre Haul Road Easement	Gratis	
Amount to be paid owner - chrg to Right of Way		$ 3,367.50

THINGS TO BE DONE BY THE STATE:

Construct 174 rods fence at $3.50 (Est)	$ 609.00	
Construct 3 gates at $25.00 (Est)	75.00	
Construct 3 culverts, (Est)	350.00	
Construct 700 ft. irrigation ditch. (Est)	90.00	
Amount chargeable to Gravel Pit (Est)		$ 1,124.00
GRAND TOTAL (Estimate)		$ 4,489.50

16126 - Smuts, D. and Doris L. (Benfield)
Right of Way
Option expires May 31, 1951

7.8 acres at $300.00 per acre	$2,340.00	
Severance: 16 acres at 50% of value	2,400.00	
Crop loss: 7.8 acres wheat, $50 per acre	390.00	
Amount to be paid owner - chrg to Right of Way		$ 5,130.00

(Appraisal by Philo Anderson - $5,500)

THINGS TO BE DONE BY THE STATE:

Construct 170 rods of fence at $3.50 per rod. (Est)	$ 595.00	
4 - 12' panel gates, at $25.00 each	100.00	

(cont.)

EXHIBIT "A" (cont.)

LADD CANYON-NORTH UNIT SECTION - OLD OREGON TRAIL HWY. (cont.)

16+26 - Smutz, D. and Doris L. (cont.)

Amount to be charged to Right of Way		$ 695.00
Raise culvert height Station 206/08 to 5-1/2 ft. for cattle pass. Estimate	$ 500.00	
Amount chargeable to Construction		$ 500.00
GRAND TOTAL (Estimate)		$ 6,325.00

Construct private access, East and West side.
Construct farm crossing at Station 194/00.

Access controlled -

16+25 - Smutz, Charles F. and Reba L. (Benfield)
Right of Way
Option expires May 31, 1951

23.42 acres at $300.00 per acre	$7,026.00	
Severance: 340 acres at 5%	5,100.00	
Crop Loss: 14 acres wheat at $50.00 per acre	700.00	
Amount to be paid owner - chrg to Right of Way		$12,826.00

(Appraisal by Philo Anderson - $14,000)

THINGS TO BE DONE BY THE STATE:

Construct 508 rods fence at $3.50 per rod (Est)	$1,778.00	
4 - 18' panel gates at $30.00 each (Est)	120.00	
Amount chargeable to Right of Way		$ 1,898.00
Construct 5 x 6 cattle pass, Station 163/00 (Est)	$3,200.00	
Construct drainage ditch under highway, from West to East at Station 152/02. (Est)	400.00	
Amount chargeable to Construction		$ 3,600.00

(cont.)

EXHIBIT "A" (cont.)

LADD CANYON-NORTH UNIT SECTION - OLD OREGON TRAIL HIGHWAY (cont.)

16125 - Smutz, Charles F. and Reba L. (cont.)

GRAND TOTAL (Estimate)		$18,324.00
Construct farm crossing 36 ft. in width		
Construct private access, east and west, Station 164/00.		

Access controlled -

16128 - Peebler, Mollie
Right of Way
Option expires June 7, 1951

10.00 acres grain land at $300.00 per acre	$3,000.00	
16.00 acres of hay land at $225.00 per acre	3,600.00	
4.88 acres feed lot at $200.00 per acre	1,098.00	
Severance damages: 77.0 acres at 15%	3,240.00	
Crop loss: 4.0 acres grain at $50.00 per acre	200.00	
8.0 acres hay at $30.00 per acre	240.00	
Plus low bid for moving barn	1,500.00	
Amount to be paid owner - chrg to Right of Way		$12,878.00
(Appraisal by Philo Anderson - $12,500)		
THINGS TO BE DONE BY THE STATE:		
631 rods of fence at $3.50 per rod(Est)	$2,208.00	
Nine gates at $23.00 per gate	207.00	
Construct four wooden cattle guards(Est)	1,000.00	
Drill well - 100' at $7.50 per ft. (Est)	750.00	
Amount chargeable to Right of Way		$ 4,165.00
Construct concrete cattle pass (Est)	$3,200.00	
Amount chargeable to construction		$ 3,200.00
GRAND TOTAL		$20,243.00
Construct farm crossing at Stations 227/50 and 260/00		
Private access, West side only, Station 273/00		

Access controlled -

EXHIBIT "A" (cont.)

LADD CANYON-NORTH UNIT SECTION - OLD OREGON TRAIL HWY. (cont.)

16124 - McCall, Arthur J. and Audrey
Right of Way
Option expires May 26, 1951

15.98 acres at $300.00 per acre	$4,794.00	
Severance damages-100 acres, 20% of value	4,840.00	
Amount to be paid owner - chrg to Right of Way		$ 9,634.00

THINGS TO BE DONE BY THE STATE:

Construct 340 rods fence at $3.50 per rod (Est)	$1,190.00	
Construct 4 panel gates at $25.00 each	100.00	
Amount chargeable to Right of Way		$ 1,290.00
Install 5x6 concrete cattle pass. (Est)	3,200.00	
Amount chargeable to Construction		$ 3,200.00
GRAND TOTAL (Estimate)		$14,124.00

Construct private access, 30 feet in width East and West side - 126/50

Access controlled -

PRINCETON-MALHEUR CAVE SECTION - ROME-PRINCETON HIGHWAY

16580 - Dunn, J. E. (Massee)
Right of Way
Option expires June 6, 1951

7.85 acres at $10.00 per acre	$ 78.50	
Amount to be paid owner - chrg to Right of Way		$ 78.50

THINGS TO BE DONE BY THE STATE:

Construct private road approach east, west, at Engineer's Stations 535+00 and 556+00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

PRINCETON-MALHEUR CAVE SECTION - ROME-PRINCETON HIGHWAY (cont.)

15580-A-Dunn, James E. (Massee)
Right of Way
Option expires June 6, 1951

5.21 acres at $10.00 per acre $ 52.10

Amount to be paid owner - chrg to Right of Way $ 52.10

THINGS TO BE DONE BY THE STATE:

Construct private road approach West at Engineer's Station 437+00

Access controlled -

15585 - Davies, Jack S. and Emma M. (Massee)
Right of Way
Option expires June 5, 1951

5.56 acres at $10.00 per acre $ 55.60
Fence: 290.89 rods at $3.00 per rod. 872.67

Amount to be paid owner - chrg to Right of Way $ 928.27

THINGS TO BE DONE BY THE STATE:

Construct private road approach East and West at Station 327+00

Access controlled -

15587 - Saunders, Harold D. (Massee)
Right of Way
Option expires June 19, 1951

6.44 acres at $10.00 per acre $ 64.40

Amount to be paid owner - chrg to Right of Way $ 64.40

THINGS TO BE DONE BY THE STATE:

Construct a private access East and West at Engineer's Station 365+00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

PRINCETON-MALHEUR CAVE - ROME-PRINCETON HIGHWAY (cont.)

15590 - Cochran, Price (Massee)
Right of Way
Option expires June 6, 1951

0.15 acres Gratis

THINGS TO BE DONE BY THE STATE:

Fence Right of way.
12 rods of fence at $4.50 per rod $ 54.00

Amount to be charged to Right of Way $ 54.00

Access controlled -

15591 - Harris, Coral R. and Eugene R. (Massee)
Right of Way
Option expires June 17, 1951

14.68 acres of land at $10.00 per acre $ 146.80

Amount to be paid owner - chrg to Right of Way $ 146.80

THINGS TO BE DONE BY THE STATE:

Construct private approach at Engineer's Station 538+00 both North and South, and at Station 570+50 on South side only

Access controlled -

15592 - Cochran, Price (Massee)
Right of Way
Option expires June 6, 1951

18.14 acres at $10.00 per acre $ 181.40

Amount to be paid owner - chrg to Right of Way $ 181.40

THINGS TO BE DONE BY THE STATE:

In the event that the State should fence the land under this option, they are to construct a cattle underpass at approximately Stations 808+00, 809+50 North, and 772+00 South. (No fence contemplated)

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

PRINCETON-MALHEUR CAVE SECTION - ROME-PRINCETON HIGHWAY (cont.)

15593 - Davies, J. S., M. M., T. C., and K. M. (Massee)
Right of Way
Option expires June 5, 1951

1.96 acres at $10.00 per acre	$ 19.60	
Fence allowance: 45.45 rods at $3.00 per rod	136.35	
Amount to be paid owner - chrg to Right of Way		$ 155.95

THINGS TO BE DONE BY THE STATE:

Construct private road approach at Station 636+00

Access controlled -

15588 - Gerard, W. R. (Massee)
Right of Way
Option expires June 28, 1951

6.78 acres at $10.00 per acre	$ 67.80	
Amount to be paid owner - chrg to Right of Way		$ 67.80

THINGS TO BE DONE BY THE STATE:

Construct private approach, both sides Station 460+00

Access controlled -

15582 - Stevens, Chancey G. (Massee)
Right of Way
Option expires July 9, 1951

6.09 acres at $10.00 per acre	$ 60.90	
Amount to be paid owner - chrg to Right of Way		$ 60.90

THINGS TO BE DONE BY THE STATE:

Construct private approach, both sides Station 586/00

Access controlled -

EXHIBIT "A" (cont.)

PRINCETON-MALHEUR CAVE SECTION - ROME - PRINCETON HWY. (cont.)

15583 - State of Oregon, Office of the State Land Board (Massee)
Right of Way
Letter

19.13 acres at $10.00 per acre $ 191.30

Amount to be paid State Land Board - Chrg to Right of Way $ 191.30

Access not controlled -

CRANE-PRINCETON SECTION - DIAMOND VALLEY SECONDARY HIGHWAY

15578 - Kobler, Barney and Edith L. (Massee)
Right of way
Option expires June 13, 1951

0.6 acre of land at $10.00 per acre $ 6.00

Amount to be paid owner - chrg to Right of Way $ 6.00

THINGS TO BE DONE BY THE STATE:

Construct approaches West at Engineer's Station 447+00, 469+50

Access controlled -

PRINCETON-MALHEUR CAVE SECTION - ROME - PRINCETON HIGHWAY

15589 - Launer et al, L. A.
Right of Way
Option expires June 14, 1951

5.74 acres at $20.00 per acre $ 114.80
6.44 acres at $10.00 per acre 64.40
Allow 269.94 rods fence at $3.00 per rod 890.82

Amount to be paid owner - chrg to Right of Way $ 1,070.02

THINGS TO BE DONE BY THE STATE:

Construct private approaches east and west Stations 510/20 and 480/00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

PRINCETON-MALHEUR CAVE SECTION - ROME - PRINCETON HIGHWAY (cont.)

15581 - Hudspeth, J. D. and Minerva
Right of Way
Option expires June 17, 1951

1.55 acres lump sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

Construct private approach East, West
Station 566/00

Access controlled -

HORSE RIDGE-MILLICAN SECTION - CENTRAL OREGON HIGHWAY

16641 - State Land Board
Quarry Site
Letter

Ten year lease - 40 acres
for removal of meterials $1,000.00

Amount to be paid State Land Board -
Chrg to Quarry Site $ 1,000.00

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16908 - Hunt, S. R. (Norlin)
Easement Only
Right of Way

3,000 sq. ft. at $0.08/ $ 250.00

Amount to be paid owner - chrg to Right of Way $ 250.00

Access not controlled -

16908A - Hunt, S. R. and Byers, Mary (Norlin)
Easement only
Right of Way

1050 sq. ft. at $0.08/ $ 84.00

Amount to be paid owner - chrg to Right of Way $ 84.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

CEDAR POINT - COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16906 - Ashton, Rose M. (Haskin)
Right of Way
Option expires July 3, 1951

35 sq. ft.	Lump Sum	$ 35.00	
Amount to be paid owner - chrg to Right of Way			$ 35.00

Access not controlled -

CATCHING SLOUGH-ENEGREN FERRY - COOS RIVER SECONDARY HWY.

16656 - Noah, William W. and Myrtle (Byrum)
Right of Way
Option expires July 3, 1951

.29 acre at $1,000 per acre	$ 290.00	
35 rods of fence at $3 per rod	105.00	
Low bid for moving garage	340.00	
Amount to be paid owner - chrg to Right of Way		$ 735.00

Access not controlled -

16203 - Brunell, Fred, Del and Clifford
Right of Way
Option expires June 30, 1951

2.10 acres bottom land at $1,000 per acre	$2,100.00	
.20 saw mill area at $2,500 per acre	500.00	
Damage to saw mill area	3,150.00	
Amount to be paid owner - chrg to Right of Way		$ 5,750.00

THINGS TO BE DONE BY THE STATE:

Relocate grantors' existing roadway 30/90 to right angle crossing of right of way under bridge.
Grantors reserve right to cross under bridge 30/90 to 32/90 with 17 ft. clearance.

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

ONTARIO-NYSSA SECTION - OLD OREGON TRAIL

16689 - State Land Board
Materials Source
Letter

Island fronting on Section 4, Township 19 South, Range 47 E
35,000 cubic yards at 10 cents per cu.yd. $3,500.00

Amount to be paid owner - chrg to Quarry Site $ 3,500.00

MITCHELL-JOHN DAY RIVER SECTION - OCHOCO HIGHWAY

17188 - Krupke, E. E., et ux (Massee)
Stockpile Site
Option expires July 17, 1951

0.63 acres Lump Sum $ 25.00

Amount to be paid owner - chrg to Stockpile Site $ 25.00

THINGS TO BE DONE BY THE STATE:

Construct fence along boundary line.
23 rods fence at $3.50 per rod (Est.) $ 70.50

Amount chargeable to Stockpile Site $ 70.50

GRAND TOTAL (Estimate) $ 95.50

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16896 - Menning, Albert M. and Elizabeth; Iva M. Clarke, contract purchaser (Haskin)
Right of Way
Option expires June 26, 1951

1742 sq. ft. at $0.14- per sq.ft. $ 250.00

Amount to be paid owner + chrg to Right of Way $ 250.00

Access not controlled -

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16905 - Brudos, Tollef and Garnette O. (Haskin)
Right of Way
Option expires July 18, 1951

2,500 sq. ft. at $0.50 per sq. ft.	$1,250.00	
2,400 sq. ft. at $0.25 per sq. ft.	600.00	
Allowance - Replace double garage, 484 sq. ft.	1,452.00	
Grade and gravel driveway	250.00	
Rebuild walk, steps and retaining wall	448.00	
Damages - restriction of area	500.00	
Amount to be paid owner - chrg to Right of Way		$4,500.00

THINGS TO BE DONE BY THE STATE:

Reconstruct driveways at 901+10 and 902+30

Access not controlled -

16887 - Chadwick Lodge #68, A. F. & A. M. (Haskin)
Right of Way
Option expires July 17, 1951

182 burial lots, at $25. each	$4,550.00	
30 rods of fence and 1 gate	200.00	
Amount to be paid owner - chrg to Right of Way		$4,750.00

THINGS TO BE DONE BY THE STATE:

Reconstruct driveway at 867+00
40 ft. to 25 ft. wide.

Access not controlled -

WESTON-WESTON MOUNTAIN SECTION - WESTON-ELGIN HIGHWAY

17047 - Kirk, Olive Key (Benfield)
Quarry and Stockpile Site
Option expires July 22, 1951

1.70 acres at $300.00 per acre	$ 510.00
4.82 acres at $100.00 per acre	482.00
Amount to be paid owner -	$ 992.00

(cont.)

WESTON-WESTON MOUNTAIN SECTION - WESTON-ELGIN HIGHWAY (cont.)

17047 - Kirk, Olive Key (cont.)

Amount charged to Stockpile Site		$ 510.00
Amount charged to Quarry site		482.00

THINGS TO BE DONE BY THE STATE:

Fence Quarry and Stockpile site 55.8 rods fence at $5.00 per rod 2 gates at $25.00 per gate. (Est)	$ 329.00	
Amount to be charged to Stockpile Site (Est)		$ 129.00
Amount to be charged to Quarry Site (Est)		200.00

Property to revert to Grantor, when no longer needed by State.

GRAND TOTAL (Estimated) $ 1,321.00

Access not controlled -

EXHIBIT "B"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

> WILSON RIVER HIGHWAY between the hamlet of Washburn and its junction with the Sunset Highway in North Plains, Washington County, a distance of approximately 13.21 miles,

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members being present and voting affirmatively as follows:

1. That the survey of the above mentioned section of state highway, particularly between Engineer's Station 2192/00 at Washburn and Engineer's Station 2870/58.14 in North Plains, together with a map, which for identification purposes bears Map File Nos. 7B-4-16, 7B-4-17 and 7B-4-18, field notes and other engineering data submitted by the Engineer, hereby is approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon; and

2. It is further ordered that the said route and the survey of the same hereby are adopted as the route and location of the WILSON RIVER HIGHWAY between the above described points.

(cont.)

3. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

4. That this resolution be entered in the minutes and records of the Commission as of the 23rd day of January 1951.

EXHIBIT "C-1"

Minutes of January 23 and 24, 1951

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Antelope	$ 277.68	Lonerock	$ 141.92
Athena	2,326.31	Long Creek	734.30
Boardman	339.38	Lostine	629.40
Bonanza	718.87	Madras	2,452.80
Canyon City	962.91	Manzanita	675.68
Dayton	1,959.16	Merrill	1,999.27
Dayville	419.60	Mosier	666.42
Echo	1,400.72	Myrtle Creek	2,202.89
Falls City	2,205.98	Nehalem	897.82
Glendale	1,718.50	Oakland	1,829.57
Gold Beach	1,755.53	Philomath	2,702.71
Gold Hill	1,968.41	Port Orford	2,329.39
Grass Valley	629.40	Powers	2,350.99
Haines	1,163.15	Scotts Mill	700.36
Halfway	1,283.48	Shaniko	169.69
Halsey	941.01	Siletz	1,795.64
Hammond	1,301.99	St. Paul	564.61
Harrisburg	2,653.35	Sumpter	1,295.82
John Day	2,968.05	Talent	2,209.06
Joseph	1,829.57	Weston	2,175.13
Juntura	515.24	Willamina	2,733.56
Lexington	688.02		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

(cont.)

EXHIBIT "C-1" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them approtioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 23rd day of January, 1951.

EXHIBIT "C-2"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Hammond	$1,192.21
John Day	2,717.79
Juntura	471.80

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or

(cont.)

resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 23rd day of January, 1951.

EXHIBIT "D"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 2953 with F. A. Dussault for furnishing crushed material in stockpiles on the Pilot Rock-Ukiah Section of the Pendleton-John Day Highway in Umatilla County, completed January 5, 1949.

Contract No. 3104 with Edwin C. Gerber for grading, paving and structures on the Tillamook-Pleasant Valley Section of the Oregon Coast Highway in Tillamook County, completed October 20, 1950.

Contract No. 3208 with C. S. Whitcomb Co., Inc., for roadside improvement on the Klamath Falls (First Avenue-Esplanade Street) Section of the Klamath Falls-Malin Highway in Klamath County, completed November 14, 1950.

Contract No. 3223 with Newport Construction Co. and Kern & Kibbe for grading and oil mat surfacing on the Holdman Junction-Campbell Ranch Section of the Athena-Holdman and Pendleton-Cold Springs Highways in Umatilla County, completed August 8, 1950.

Contract No. 3288 with Porter W. Yett for pavement resurfacing on the Halsey-Crawfordsville Section of the Halsey-Sweet Home Highway in Linn County, completed November 13, 1950.

Contract No. 3308 with R & M Construction Co. for roadside improvement on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County, completed December 14, 1950.

Contract No. 3330 with Rogers Construction Company for grading, oil mat surfacing and rock production on the Wasco County Line-Madras Section of three highways in Jefferson County, completed September 14, 1950.

(cont.)

EXHIBIT "D" (cont.)

Contract No. 3425 with Rogers Construction Company for furnishing crushed material in stockpiles on the Prineville Section of the Madras-Prineville and Ochoco Highways in Jefferson and Crook Counties, completed December 23, 1950.

Contract No. 3410 with Enoch I. Maerz for constructing latrine at Cascadia State Park in Linn County, completed January 6, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "E"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, the Sunset Highway is one of the major state highways of the State, is likewise a part of the Federal Highway system, and is under the control and jurisdiction of the State Highway Commission and which highway, throughout its entire length, carries a large volume of traffic; and

WHEREAS, it appears that in the vicinity of Sylvan, a short distance west of Portland, Multnomah County, a hazardous condition prevails upon a section of said highway by reason of buses having to stop in the travel lanes in loading and unloading passengers; and

WHEREAS, the stopping of buses in the travel lanes of said highway tends to restrict and impair the safety of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created, not only to through traffic, but to bus passengers entering and leaving the buses; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the buses park off the main traveled lanes of said highway and that to accomplish this end, the parking of vehicles along the highway should be prohibited and that the area in which said parking is prohibited be used as bus stops.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations made by and under the supervision of the State Highway Engineer, that the parking of vehicles along the northerly side of the Sunset Highway (Oregon 2 and 6) between Skyline Boulevard and Southwest 58th Avenue (Hwy. Engrs. Sta. 155/26 and Hw. Engrs. Sta. 156/10, respectively) and along the southerly side of said highway between Southwest Hewitt Boulevard and a point 80 feet westerly thereof (Hwy. Engrs. Sta. 156/48 and Hwy. Engrs. Sta. 157/28, respectively) in the vicinity of Sylvan, creates a hazard not only to through traffic but to persons entering and leaving the buses.

(cont.)

2. That in the opinion of this Commission the right of way of said highway at said locations is not of sufficient width to permit parking facilities for vehicles and, at the same time, provide space for bus stops, and to provide the degree of safety and convenience which, in the opinion of this Commission, should be provided bus patrons and the motoring public.

3. That this Commission does further find and declare that the parking of vehicles for long periods of time on the northerly side of said highway between Highway Engineer's Stations 155/26 and 156/10, and on the southerly side of said highway between Highway Engineer's Stations 156/48 and 157/28 should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "No Parking - Bus Stop" signs at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to each bus company that operates over this highway, and that a like copy be mailed to the superintendent of State Police for his information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 23rd day of January, 1951.

EXHIBIT "F"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, the Redwood Highway is one of the major state highways of the state, is likewise a part of the Federal Highway System, and is under the jurisdiction and control of the State Highway Commission, and which high way throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that on a section of said highway situated a short distance west of the City of Grants Pass in Josephine County, there is located on property adjacent to the said highway, two auction marts, the county fairgrounds and other business establishments, and that patrons of said establishments park their cars within the right of way limit of said highway at such location and leave said cars so parked for extended periods of time, and

WHEREAS, the parking of said cars on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and occupants of said parked cars; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of cars should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation made by and under supervision of the State Highway Engineer, that the parking of motor vehicles along the Redwood Highway (US199) between Mile Post 41.25 (Engineer's Station 2252/50), approximately 0.27 mile west of Allen Creek, and Mile Post 41.97 (Engineer's Station 2289/00), approximately 0.54 mile west of a junction with the Pacific Highway (US99), a distance of 0.72 mile in Josephine County, creates a hazard not only to through traffic on said highway but also to persons owning and using said parked cars.

(cont.)

EXHIBIT "F" (cont.)

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit the parking of cars thereon and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the parking of cars for long periods of time on the right of way of said highway between said Mile Post 41 25 and said Mile Post 41.97 should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "No Parking on Highway Shoulders" signs at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5 That a certified copy of this resolution be sent to the owner and operator of "Grants Pass Livestock Auction Mart" and to the owner and operator of "Redwood Auction Company", and that a like copy be mailed to the Superintendent of State Police and to the Sheriff of Josephine County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the twenty-third day of January, 1951.

EXHIBIT "G"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway East

Highway number: 1-E Route number: US99E

(cont.)

EXHIBIT "G" (cont.)

Location of Termini			Established Speed
M. P. 90.35 ("W" Street in the town of Shedd, Linn, Co.)	to	M. P. 91.15 (Approx. 200 ft. south of "H" Street in the town of Shedd.	45 miles per hour.
M. P. 84.35 (Approx. 0.59 mi. north of road to Lebanon in town of Tangent, Linn County.	to	M. P. 85.45 (Approx. 0.51 mi. south of road to Lebanon in town of Tangent, Linn County.	45 miles per hour.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the twenty-third day of January, 1951.

EXHIBIT "H"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, caused an engineering and traffic investigation to be made with respect to that certain section of the Oregon Coast Highway which begins at Mile Post 24.00, at Cannon Beach Junction, and ends at Mile Post 36.00, approximately seven miles south of the town of Cannon Beach, Clatsop County; and

WHEREAS, based upon the data, facts and information obtained in connection with said investigation, the Commission did, on the 27th day of June, 1946, adopt a resolution specifiying a maximum speed for traffic along said section of highway which was less than the fixed and designated speeds prescribed by the provisions of sub-section (b) of said Section 115-320, O. C. L. A., as amended; and

WHEREAS, that portion of the said highway extending from Mile Post 24.89, which is approximately 0.23 mile south of Cannon Beach Junction, to Mile Post 27.86, which is about 1.0 mile north of the town of Cannon Beach, has been rebuilt to modern highway standards so that it no longer is necessary for traffic using said section to be restricted to a maximum speed less than that fixed and designated by the provisions of said sub-section (b) of said Section 115-320, O. C. L. A.

NOW, THEREFORE, the facts being as hereinabove stated and as determined by subsequent investigation, the Commission does hereby determine that the reduced speed heretofore ordered by its said resolution of June 27, 1946, insofar as it pertains to that portion of the said Oregon Coast Highway between Mile Post 24.89 and Mile Post 27.86 no longer is required, and the Commission does hereby vacate and annul the speed restriction for said section of the Oregon Coast Highway as contained in said resolution dated June 27, 1946; the speed restriction for traffic on said highway between Mile Post 27.86 and Mile Post 36.00 as specified in said resolution, shall remain in full force and effect until rescinded or annulled by formal order of this Commission; and

BE IT FURTHER ORDERED, that hereafter the maximum speed for traffic along the Oregon Coast Highway between Mile Post 24.89 and Mile Post 27.86 shall be the maximum speed fixed and designated by law, and the State Highway Engineer is hereby ordered to remove from said section of highway all signs containing a lesser speed designation.

BE IT FURTHER ORDERED, that this resolution be entered in the minutes and records of this Commission as of the 23rd day of January, 1951.

EXHIBIT "I"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, that highway designated as the Alsea-Deadwood Secondary Highway, otherwise known and designated as State Highway No. 201, leading south from the Town of Alsea and southwesterly through Alsea Valley and Lobster Valley to the Lincoln County road connecting with the road in Lincoln County at said county line a distance of approximately seven miles, is a state highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, that highway designated as the Tampico-Lewisville Secondary Highway, otherwise known and designated as State Highway No. 202, beginning at the West Side Pacific Highway at a point approximately 3.2 miles south of the Polk County-Benton County Line, thence in a northwesterly direction along the Tampico-Market Road No. 9 to the Polk County-Benton County Line, is a state highway under the control and jurisdiction of the State Highway Commission; and

WHEREAS, the County Court of Benton County, by Resolution dated December 30, 1949, petitioned the State Highway Commission to extend the Alsea-Deadwood Secondary Highway, and proposed that in exchange for such extension the said County would assume jurisdiction and control over the Tampico-Lewisville Secondary Highway; and

WHEREAS, the State Highway Commission has given due and careful consideration to the matter, based upon the reports and recommendations of the Chief Highway Engineer, and based also upon knowledge of the needs of the traveling public and the state as a whole;

NOW, THEREFORE, based upon the foregoing recitals of existing facts, it is hereby resolved by this Commission, two members being present and affirmatively voting, as follows:

1. That the welfare of the State and the traveling public will be best served by the elimination of the Tampico-Lewisville Secondary Highway from the state system of secondary highways and by the extension of the Alsea-Deadwood Secondary Highway, as hereinafter provided.

EXHIBIT "I" (cont.)

2. That the Alsea-Deadwood Secondary Highway be and hereby is extended for a distance of approximately 2.39 miles, so that the said highway will be located as follows:

Beginning at a junction with the Alsea State Primary Highway (State Highway No. 27) at Mile Post 40.45 in the Town of Alsea; thence southerly and southwesterly through the Alsea Valley to a junction with the county road in Section 4, Township 15 South, Range 8 West, Willamette Meridian, in Lobster Valley, Benton County, Oregon, a distance of approximately 9.69 miles.

3. That from and after the date upon which the said extended route of the Alsea-Deadwood Secondary Highway is constructed and opened for travel, the Tampico-Lewisville Secondary Highway shall be and hereby is eliminated from the state system of secondary highways, and from and after the effective date of said elimination the Tampico-Lewisville Highway shall be under the jurisdiction and control of the County Court of Benton County, and the responsibility and obligation of constructing, repairing, maintaining and improving said highway shall rest upon and be borne by the said County Court.

4. That the Secretary be and he hereby is instructed to furnish the County Court of Benton County with a duly certified copy of this resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 23rd day of January, 1951.

EXHIBIT "J-1"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compile Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Willamette Highway, The Dalles-California Highway, and the East Diamond Lake Highway are under the jurisdiction and control of the State; and

WHEREAS, for the purpose of maintaining said highways, roadbuilding materials are needed and required, and for such purposes and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for the acquisition of road-building materials and hauling road and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required as a source of road-building materials and for a hauling road for the removal of said road-building materials for use in connection with the maintenance of the Willamette Highway, The Dalles-California Highway, and the East Diamond Lake Highway real property located in Klamath County, Oregon, and described as follows, to-wit:

A parcel of land lying in the East half (E 1/2) of Section 2, Township 29 South, Range 7 East, W. M., Klamath County, Oregon, the said parcel being described as follows:

(cont.)

EXHIBIT "J-1" (cont.)

All of the east half (E 1/2) of the East half (E 1/2) of the Southwest quarter (SW 1/4) of the Northeast quarter (NE 1/4) and the West half (W 1/2) of the West half (W 1/2) of the Southeast quarter (SE 1/4) of the Northeast quarter (NE 1/4) of Section 2, Township 29 South, Range 7 East, W. M. Also a strip of land 30 feet in width, 15 feet on each side of a center line which begins on the south line of the Southeast quarter (SE 1/4) of the Northeast quarter (NE 1/4) of said Section 2 at a point 125 feet east of the southwest corner of said Southeast quarter (SE 1/4) of the Northeast quarter (NE 1/4) and runs thence southerly to the north line of the East Diamond Lake Highway at a point 1220 feet west of the east line of said Section 2.

The parcel of land to which this description applies contains 21.52 acres, more or less.

2. That the highway facilities for which the aforesaid property is required and is being taken has been located, planned and will be used in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-third day of January, 1951.

EXHIBIT "J-2"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compile Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

EXHIBIT "J-2" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the T. H Banfield Expressway, for the purpose of establishing, constructing and maintaining a throughway, the following-described parcel of real property, to-wit:

A parcel of land lying in the Northwest quarter (NW 1/4) of Section 33, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon, and being a portion of the following-described property: That tract of land known as Tax Lot 37 which was conveyed by that certain deed to Charles D. Harter and Leota M. Harter, his wife, recorded in Book 288, Page 583 of Multnomah County Record of Deeds; the said parcel being described as follows:

Beginning at a point in the eastern boundary of said tract 103.5 feet north of the southeast corner of said tract; said southeast corner being described as the intersection of the center line of Railway Street (now N. E. 91st Avenue) with the center line of a 50-foot road (N. E. Hassalo Street); thence northwesterly across said tract to a point in the west boundary thereof 123.0 feet north of the center line of said N. E. Hassalo Street; thence north along said west boundary of said tract to a point in the south line of the right of way of the Oregon Railway and Navigation Company; thence easterly along the south line of said right of way to the intersection with the center line of Railway Street; thence south along the center line of Railway Street to the place of beginning; excepting, however, the rights of the public in and to so much thereof as may be contained in N. E. 91st Avenue.

The parcel of land to which this description applies contains 1.00 acre, of which 0.12 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.88 acre lies outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the T. H. Banfield Expressway, when constructed upon the aforesaid-described real property, to the remaining abutting lands of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited.

(cont.)

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-third day of January, 1951.

EXHIBIT "J-3"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and improve the Cedar Point-Coquille Section of the Oregon Coast Highway, and for such purpose and in connection therewith the real property and interests in the real property hereinafter described are necessary; and

WHEREAS, said Commission is authorized to take fee title to or any interest in said real property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening and improvement of the Cedar Point-Coquille Section of the Oregon Coast Highway the following-described real property, in fee simple, located in Coos County, Oregon, and described as follows:

R 16921
James P. Weter

A parcel of land lying in Section 1, Township 28 South, Range 13 West, W.M., Coos County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to James P. Weter, recorded in Book 161, Page 183, of Coos County Record of Deeds; the said parcel being described as follows:

(cont.)

Beginning at the southeast corner of said property; said point being the intersection of the westerly line of Willard Street and the northerly line of Front Street in the City of Coquille; thence northerly on said westerly line of Willard Street 67.21 feet; thence southwesterly on a 90 foot radius curve right 115.45 feet to a point on the northerly line of Front Street which is 67.21 feet westerly from the point of beginning; thence easterly along said northerly line 67.21 feet to the point of beginning, containing 853 square feet.

2. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening and improvement of the Cedar Point-Coquille Section of the Oregon Coast Highway a perpetual right and easement to construct, maintain and repair slopes of cuts or fills of said highway upon real property located in Coos County, Oregon, and described as follows, to-wit:

R 16914
B. Folsom

A parcel of land lying in Lots 8 and 9, Block 7, Elliott's Addition to the City of Coquille, situated in Section 1, Township 28 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being the East 50 feet of said Lot 9, and the East 50 feet of the North 5 feet of said Lot 8.

The parcel of land to which this description applies contains 2,750 square feet.

Subject to a superior right of lateral support, the owners of fee simple title to said property shall have the right to use the same for all lawful purposes, including the right to place and maintain buildings or other improvements thereon.

3. That the highway facility for which the aforesaid real property and interests therein are required and are being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the 23rd day of January, 1951.

EXHIBIT "J-4"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a relocation of the Cascade Locks-Herman Creek Section of the Columbia River Highway, and has ordered and declared that said relocated section shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purposes of establishing, constructing and maintaining the said relocated Cascade Locks-Herman Creek Section of the Columbia River Highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

EXHIBIT "J-4" (cont.)

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way of the relocated Cascade Locks-Herman Creek Section of the Columbia River Highway for the purpose of constructing and maintaining a throughway the following-described real property, to-wit:

A parcel of land lying in the Mountainview Addition to Cascade Locks, situated in Section 7, Township 2 North, Range 8 East, W. M., Hood River County, Oregon; the said parcel being that portion of said Mountainview Addition lying south of a line which is parallel to and 100 feet northerly of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 165/00, said Station being approximately 108 feet west and 140 feet south of the northeast corner of the John Chipman D. L. C., which corner is the initial point of said Mountainview Addition; thence North 74° 39' 30" East 1,000 feet to Station 175/00, said center line crossing the west line of Lot 2, Block 2, and the east line of Lot 23, Block 1, of said Addition, approximately at Stations 166/13 and 172/40, respectively.

The parcel of land to which this description applies contains 6.675 acres, of which 1.613 acres lie within the platted streets and alleys, title to which hereby is acknowledged to be in the public, and 5.062 acres lie outside of said streets and alleys.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the relocated Cascade Locks-Herman Creek Section of the Columbia River Highway, when constructed upon the aforesaid-described real property, to the remaining abutting lands of the larger tract or parcels, of which said larger tract or parcels the aforesaid-described real property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-third day of January, 1951.

EXHIBIT "K"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, by the enactment of Chapter 149, Oregon Laws 1949, it is provided as follows:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all monies credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15 chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

AND, WHEREAS, by said law it is further provided that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the State Highway Commission. Such account shall be spent each year by such Commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such Commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, by section 3 of said act it is provided that:

"Funds accrued and payable to cities under this act shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated by this act shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the State Highway Commissio who shall certify such apportionment to the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

(cont.)

EXHIBIT "K" (cont.)

AND, WHEREAS, the monies which have been credited to the state highway fund by the State Treasurer covering the period of July 1 to December 31, inclusive, of the year 1950, which funds have accrued from sources designated in said legislative act, amount to $23,651,760.91 and are derived from funds accruing from the following sources:

Section 115-135, O.C.L.A. (motor vehicle license fees)	$ 4,073,648.61
Section 15, Chapter 413, Oregon Laws 1945, as amended by Section 4, Chapter 114, Oregon Laws 1947 (gasoline tax)	16,376,914.89
Section 29, Chapter 467, Oregon Laws 1947 (motor carrier fees)	3,040,294.27
From fines and penalties collected for violations of the motor vehicle and transportation laws	160,903.14
	$23,651,760.91

AND, WHEREAS, the ten percent of the $23,651,760.91 which is available for distribution among the cities amounts to $2,365,176.09: and

WHEREAS, after withdrawing the sum of $125,000 (one-half of $250,000) as provided in said act, which sum is to be administered by the State Highway Commission within the meaning of Section 2 of said chapter 149, Oregon Laws 1949, there remains a balance of $2,240,176.09, which balance is, in response to the command of said statute, to be distributed amond the cities of the state, each city being entitled to receive such share of said balance as its population bears to the total population of the cities;

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 149, Oregon Laws 1949, the State Highway Commission has determined upon an apportionment of said balance among the cities the state as shown in the tabulation given below;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, two members being present and affirmatively voting, as follows:

(cont.)

EXHIBIT "K" (cont.)

1. That the Commission does hereby find and declare that the funds made available for distribution among the cities of the state pursuant to said law should be and are allocated and apportioned to the cities named below in the amounts set opposite the names of the respective cities:

I. Cities of Populations 1,000 or More

City	Population	Amount	City	Population	Amount
Albany	5,654	$22,215.28	Hillsboro	3,747	$14,722.4
Ashland	4,744	18,639.78	Hood River	3,280	12,887.5
Astoria	10,389	40,819.70	Independence	1,608*	6,318.0
Baker	9,342	36,705.90	Jacksonville	1,011*	3,972.3
Bandon	1,004	3,944.84	Junction City	1,415*	5,559.7
Beaverton	1,492*	5,862.26	Klamath Falls	16,497	64,818.8
Bend	10,021	39,373.78	La Grande	7,747	30,438.9
Burns	2,566	10,082.14	Lakeview	2,466	9,689.2
Canby	1,236*	4,856.40	Lebanon	2,729	10,722.5
Central Point	1,156*	4,542.07	McMinnville	3,706	14,561.3
Coos Bay	5,259	20,663.28	Medford	11,281	44,324.4
Coquille	3,327	13,072.21	Mill City	1,223*	4,805.3
Corvallis	8,392	32,973.23	Milton	1,849*	7,264.9
Cottage Grove	2,626	10,317.89	Milwaukie	5,146*	20,219.7
Dallas	3,579	14,062.35	Molalla	1,236*	4,856.4
Elgin	1,175*	4,616.72	Monmouth	1,072*	4,212.0
Enterprise	1,787*	7,021.35	Mount Angel	1,279*	5,025.3
Eugene	20,838	81,875.15	Myrtle Point	1,613*	6,337.0
Forest Grove	2,449	9,622.43	Newberg	2,960	11,630.
Freewater	1,041*	4,090.22	Newport	2,019	7,932.9
Gladstone	1,910*	7,504.63	North Bend	4,262	16,745.
Grants Pass	6,028	23,684.78	Nyssa	2,448*	9,618.
Gresham	2,724*	10,702.94	Ontario	3,551	13,952.
Heppner	1,419*	5,575.43	Oregon City	6,124	24,061.
Hermiston	2,107*	8,278.67	Oswego	2,445*	9,606.

(cont.)

EXHIBIT "K" (cont.)

City	Population	Amount
Pendleton	8,847	$34,760.99
Portland	203,596**	799,954.54
Prineville	2,358	9,264.88
Rainier	1,183	4,648.16
Redmond	2,164*	8,502.63
Reedsport	1,979*	7,775.74
Roseburg	4,924	19,347.02
St. Helens	4,304	16,910.96
Salem	30,908	121,441.46
Seaside	2,902	11,402.33
Sheridan	1,504*	5,909.41
Silverton	2,925	11,492.70
Springfield	3,805	14,950.33
Stayton	1,353*	5,316.11
Sutherlin	1,300*	5,107.87
Sweet Home	2,141*	8,412.26
The Dalles	6,266	24,619.91
Tillamook	2,751	10,809.03
Toledo	2,288	8,989.84
Union	1,398	5,492.92
Vale	1,374*	5,398.62
Vernonia	1,420*	5,579.36
Warrenton	1,916*	7,528.21
West Linn	2,165	8,506.56
West Salem	2,005*	7,877.90
Woodburn	2,200*	8,644.08
TOTALS:	504,955	$1,984,032.35

*Population as determined by actual count made under supervision of Secretary of State

** 2/3 of 1940 census, as provided in Chapter 425, Oregon Laws 1947

(cont.)

EXHIBIT "K" (cont.)

II. Cities of Populations Less than 1,000

City	Population	Amount	City	Population	Amount
Adams	169	$ 664.02	Delake	638*	$ 2,506.7
Amity	709*	2,785.75	Donald	186*	730.8
Antelope	90	353.62	Drain	986*	3,874.1
Arlington	609	2,392.84	Dufur	392	1,540.2
Athena	754*	2,962.56	Dundee	209	821.1
Aumsville	244*	958.71	Eagle Point	451*	1,772.0
Aurora	243*	954.78	Eastside	887*	3,485.1
Banks	336*	1,320.19	Echo	454*	1,783.8
Barlow	52	204.32	Elkton	214*	840.8
Bay City	538*	2,113.87	Empire	707*	2,777.8
Boardman	110	432.20	Estacada	673*	2,644.3
Bonanza	233	915.49	Fairview	463*	1,819.1
Brownsville	960*	3,771.96	Falls City	715	2,809.3
Butte Falls	339	1,331.98	Florence	605*	2,377.1
Canyon City	312	1,225.89	Fossil	619*	2,432.1
Canyonville	787*	3,092.22	Garibaldi	899*	3,532.2
Carlton	964*	3,787.68	Gaston	333	1,308.4
Cascade Locks	703	2,762.18	Gates	422*	1,658.0
Cave Junction	243*	954.78	Gearhart	614*	2,412.4
Chiloquin	741	2,911.48	Gervais	442*	1,736.6
Clatskanie	913*	3,587.29	Glendale	557	2,188.5
Coburg	654*	2,569.65	Gold Beach	569*	2,235.6
Columbia City	327	1,284.83	Gold Hill	638*	2,506.7
Condon	918	3,606.94	Granite	86	337.9
Cornelius	781	3,068.65	Grass Valley	204	801.5
Cove	321	1,261.25	Haines	377	1,481.2
Creswell	622*	2,443.92	Halfway	416	1,634.5
Culver	181*	711.17	Halsey	305	1,198.3
Dayton	635*	2,495.00	Hammond	422	1,658.0
Dayville	136	534.36	Harrisburg	860*	3,379.0

(cont.)

EXHIBIT "K" (cont.)

City	Population	Amount	City	Population	Amount
Helix	183*	$ 719.03	Oceanlake	557*	$ 2,188.52
Hines	677	2,660.02	Paisley	237	931.20
Hubbard	501*	1,968.49	Philomath	876*	3,441.92
Huntington	949*	3,728.74	Phoenix	641*	2,518.57
Idanha	444*	1,744.53	Pilot Rock	478*	1,878.12
Imbler	182	715.13	Port Orford	755	2,966.49
Ione	262	1,029.43	Powers	762*	2,993.99
Island City	177	695.46	Prairie City	701*	2,754.32
Jefferson	691*	2,715.03	Prescott	153*	601.16
John Day	962*	3,779.82	Richland	254	998.00
Jordan Valley	274	1,076.58	Riddle	622*	2,443.92
Joseph	593	2,329.97	Rockaway	952*	3,740.53
Juntura	167	656.16	Rogue River	474*	1,862.41
Lafayette	560*	2,200.31	St. Paul	183	719.03
Lexington	223	876.20	Sandy	660*	2,593.22
Lonerock	46	180.74	Scappoose	502*	1,972.42
Long Creek	238	935.13	Scio	438*	1,720.96
Lostine	204	801.54	Scotts Mills	227	891.91
Madras	795*	3,123.66	Shaniko	55	216.10
Malin	535	2,102.08	Sherwood	563*	2,212.10
Manzanita	219*	860.48	Siletz	582*	2,286.75
Maupin	267	1,049.08	Sisters	656*	2,577.51
Merrill	648	2,546.07	Sodaville	99	388.98
Metolius	40	157.17	Stanfield	566*	2,223.89
Mitchell	219	860.48	Sublimity	280	1,100.16
Monroe	311	1,221.96	Summerville	80	314.33
Monument	118	463.64	Sumpter	420	1,650.23
Moro	309	1,214.10	Taft	489*	1,921.34
Mosier	216	848.69	Talent	716*	2,813.26
Mount Vernon	447*	1,756.32	Troutdale	538*	2,113.87
Myrtle Creek	714*	2,805.40	Tualatin	238*	935.13
Nehalem	291*	1,143.38	Turner	554*	2,176.74
North Powder	376	1,477.35	Umatilla	743*	2,919.34
Oakland	593*	2,329.97	Waldport	630	2,475.35
Oakridge	991*	3,893.76	Wallowa	992*	3,897.69

(cont.)

EXHIBIT "K" (cont.)

City	Population	Amount
Waterloo	180*	$ 707.24
Wasco	303	1,190.53
Weston	705*	2,770.03
Wheeler	259	1,017.64
Willamina	886*	3,481.21
Yamhill	418	1,642.38
Yoncalla	378*	1,485.21
TOTALS:	65,191	$256,143.74

*Population as determined by actual count made under supervision of Secretary of State

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 24, 1951.

EXHIBIT "L"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, the Siuslaw Highway, extending from a junction with the Oregon Coast Highway north of Florence, easterly via Mapleton and Blachly to a junction with the Pacific Highway south of Junction City, is a primary state highway under the jurisdiction and control of the State Highway Commission, and

WHEREAS, The Pacific Telephone and Telegraph Company, a California corporation, authorized to do business in the State of Oregon, has made application to this Commission for authority to construct, maintain, and operate a telephone line, with appropriate wires and fixtures, on and along the right of way of the said Siuslaw Highway between mile point 50.84, at or near the crossing of the Long Tom River, and mile point 65.50, at or near the crossing of Dorsey Lane, approximately two (2) miles westerly from the intersection of the Siuslaw Highway and the Pacific Highway, and

WHEREAS, the northerly side of the said section of the said Siuslaw Highway is now occupied by a single line of telephone poles, wires, and fixtures under permits heretofore issued to Low Pass Telephone Company and Blachly-Deadwood Telephone Company, and

WHEREAS, the southerly side of the said section of the said Siuslaw Highway is now occupied by a single line of power poles, wires, and fixtures for the purpose of conveying electric power or electricity under permits heretofore issued to Blachly-Lane County Cooperative Electric Association, and

WHEREAS, the matter has been considered and it is the opinion of this Commission that the public interest, safety, and convenience will be best served by requiring that poles, wires, and fixtures, for the purpose of conveying electric power and electricity, be located on and along the southerly side of the said section of the said Siuslaw Highway and wires and fixtures, for the purpose of telephone service and communication, be located on and along the northerly side of the said section of the said Siuslaw Highway, and that the said telephone wires and fixtures be constructed, located, and situated on a single line of poles, and

WHEREAS, this Commission has been advised and informed that The Pacific Telephone and Telegraph Company, the Low Pass Telephone Company and Blachly-Deadwood Telephone Company have been unable to agree on the terms and conditions of joint occupancy of a single line of poles on the said northerly side of the said section of the said Siuslaw Highway, and

(cont.)

WHEREAS, this Commission is of the opinion that the application of the said The Pacific Telephone and Telegraph Company is meritorious and should be granted.

NOW, THEREFORE, BE IT RESOLVED by this Commission:

1. That the application of the said The Pacific Telephone and Telegraph Company for authority to construct, maintain, and operate a telephone line, with appropriate wires and fixtures, on and along the right of way of the said Siuslaw Highway between Mile point 50.84, at or near the crossing of the Long Tom River, and mile point 65.50, at or near the crossing of Dorsey Lane, approximately two (2) miles westerly from the intersection of the Siuslaw Highway and the Pacific Highway, is meritorious and should be granted.

2. That the said wires and fixtures of The Pacific Telephone and Telegraph Company and the wires and fixtures of the Low Pass Telephone Company and Blachly-Deadwood Telephone Company should be constructed, located, and situated on a single line of poles on the northerly side of the said Siuslaw Highway between the mile points hereinabove stated.

3. That copies of this resolution, duly certified by the Secretary of this Commission, be mailed to The Pacific Telephone and Telegraph Company, Low Pass Telephone Company, and Blachly-Deadwood Telephone Company, at their respective mail addresses, and in the event that the said Companies, or any of them are unable to agree on the terms and conditions of joint occupancy of a single line of poles, on the northerly side of said highway, within thirty (30) days of the date of the mailing of such copies of this resolution, or fail to advise the Chief Counsel of this Commission, within such time, that such an agreement has been reached, the Chief Counsel of this Commission is hereby authorized and directed to request the Commissioner of Public Utilities to determine the practicability of such joint occupancy and the effect thereof upon adequate and safe service by the proposed joint occupanc the location of the line of poles to be used, and, if found to be practicable, to fix an prescribe the terms and conditions pursuant to which such joint occupancy shall be accomplished.

EXHIBIT "M"

Minutes of January 23 and 24, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O.C.L.A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O.C.L.A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O.C.L.A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway

Highway number: 1 Route number: US99

(cont.)

EXHIBIT "M" (cont.)

Location of Termini			Established Speed
M. P. 288.39 (approx. 0.25 of a mile northwesterly from the approach to the new Rogue River Bridge at the town of Rogue River)	to	M. P. 288.89 (approx. 0.25 of a mile southeasterly from the approach to the new Rogue River Bridge at the town of Rogue River)	40 miles per hour.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Oregon State Highway Commission as of the 23rd day of January, 1951.

Portland, Oregon
February 26, 1951

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
M. H. Hawke, Auditor
H. B. Glaisyer, Secretary

Commissioner M. K. McIver was excused from attending this meeting.

The State Parks Superintendent reported on the following state parks matters:

1. Inspection of state parks in the state of Washington, with particular reference to overnight camping: The Parks Superintendent submitted a written report on this subject dated February 13, 1951 (see copy of report in general files for details). The report covers, briefly, inspection of nine parks in the western part of the state of Washington and reveals that development of overnight camping facilities in these parks has not as yet progressed to any great extent. However, it was learned that the Washington plan is very similar to the plan proposed for the state of Oregon. The report also discloses that 75¢ per night, including fuel and electricity, is to be charged for the use of these facilities, regardless of the number of people that will be accommodated. The Commission took no action on the report.

2. Sale of timber on Wilson River Highway: The Parks Superintendent advised that pursuant to authority previously granted by the Commission, the sale of certain timber along this highway was advertised for bids to be received in Salem on February 5, and that five bids were received in response thereto, that of Leonard Fowles of Hillsboro being the high one, at $12.80 per thousand. He recommended acceptance of this offer. The Commission adopted the recommendation.

3. Request of James E. Quigley, Sixes, Oregon, to purchase standing dead timber and down timber on state-owned property in the NW 1/4 of the SE 1/4 of Section 33, Township 31 South, Range 15 West, three miles north of Sixes River, Curry County: The Parks Superintendent advised that the timber referred to is mostly Port Orford cedar with some fir, all of which has been killed by fire and is of no value to this wayside area. He recommended sale of the timber as the result of competitive bidding therefor. The Commission approved the recommendation.

4. Sale of "danger" trees on the Crater Lake Highway and at Mile Point 10 on the Salmon River Highway: The Parks Superintendent advised that there are two trees on the Crater Lake Highway and one on the Salmon River Highway that constitute a hazard to highway traffic and should be removed. He requested authority to negotiate the private sale of these trees. The Commission approved the request.

5. Gift of Louis W. Hill, Jr. of 180 acres of land for park purposes at Netarts Bay: The Parks Superintendent advised that Mr. Hill is the administrator of the estate of his father, Louis W. Hill, son of Jim Hill, the railroad magnate, and that he has offered to present this property to the state as a gift for park purposes on the condition that the state will stabilize some sand blows on the property, will construct about one-quarter mile of fence to restrain his stock, will prohibit automobiles from going on the beach, and will erect a marker naming the park the "Louis W. Hill State Park". He also advised that the area is a wonderful camping place, with a good beach frontage, and that it adjoins the present Cape Lookout State Park. He estimated the cost to stabilize the sand blows, which consist of about twelve acres of land, at $4,800, and the fencing and marker at $1200, making a total of $6,000. He pointed out, however, that one of the sand blow areas is on the Hill property and that Mr. Hill will reimburse the state for stabilizing that particular area. The Parks Superintendent also mentioned that there is no roadway leading into the area at the present time, so at some future time it will perhaps be necessary to extend the existing county road about two miles, but there is no obligation on the part of the state to do that now. He recommended acceptance of the gift. The Commission approved the recommendation unanimously, and authorized the expenditure to stabilize the sand blow areas. The Parks Superintendent was instructed to notify Mr. Hill of the action taken by appropriate letter of thanks.

6. Proposal of Ken-Nard Timber Company for exchange of timberland in Lincoln and Tillamook counties: The Parks Superintendent advised that the Highway Department owns a tract of land in the SW 1/4 of the NE 1/4 of Section 20, Township 11 South, Range 11 West, W. M., Lincoln County, south of Yaquina Bay, and that the Ken-Nard Timber Company wants to ac-

quire the timber located thereon and as consideration has offered to deed to the state a tract, owned by one of the members of their firm, that is in the SW 1/4 of Section 30, Township 2 South, Range 10 West, at the south end of Netarts Bay in Tillamook County, adjoining the tract that is being given to the state by Mr. Louis W. Hill, Jr. A cruise of the timber on the state's property, he said, reveals about 1,145,000 F. B. M., whereas the timber on the company property has been cruised at 261,000 F. B. M. The state's property, he said, is of no particular value for highway purposes, whereas the company land would make a fine addition to Cape Lookout State Park. He recommended, in view thereof, that he be authorized to negotiate with the company for an exchange of properties on the basis of actual value of each. The Commission authorized the negotiations on such basis and instructed the Parks Superintendent to report the results thereof.

7. Proposal of the Daughters of the American Revolution to construct and maintain a caretaker's cottage and tearoom in Champoeg State Park: The Parks Superintendent stated that according to Mrs. John Y. Richardson of Portland, Chairman of the Memorials Committee of the D. A. R., the State Board of Control in 1932 gave the D. A. R. a perpetual grant to land in this park on which to erect a museum to house pioneer relics, and that the Society did erect and now maintains a log building for this purpose which is currently estimated to have a value of $30,000. It appears, he said, that there is no place in the building to accommodate a caretaker, and the Society wants to erect a cottage in the park for the caretaker's use and to serve as a tearoom for the members of the Society and as an accommodation to other visitors to this place. He further said that the Society proposes to finance the building partially by a state appropriation of $15,000 and partially with funds derived from other sources, and they are now asking the State Highway Commission to endorse their project and their request for state funds which is now before the legislature. The Parks Superintendent advised that there would be no objections to the construction of the caretaker's cottage in the park if it were located near the present building, and he recommended approval of such project on the condition that it will not be necessary to contribute state highway funds to help finance it. Chairman Chandler stated his approval of the recommendation on such basis, as did also Commissioner Reynolds. The Commission ordered the matter covered by a written agreement between the State D. A. R. and the Commission, which agreement among other things, shall provide that no state highway funds whatsoever shall be used to finance the project.

8. Trespass by Gerald Johansen on state property on Sunset Highway: The Parks Superintendent advised that the Commission some time ago sold to Mr. F. C. Hathaway, as a result of competitive bidding, timber located on the Sunset Camp-Summit Section of the Sunset Highway, opposite Sunset Springs. Mr. Hathaway, he said, arranged with Mr. Gerald Johansen to remove the timber, and the limits of the project were pointed out to him, but it seems that Mr. Johansen did not clearly understand the limits; anyway, before he was stopped, he had cut timber located on land that the Commission heretofore agreed to deed to the State Forestry Department. He suggested, in view of the circumstances, that it might be advisable to turn the matter entirely over to the State Forestry Department to iron out, and to prosecute Mr. Johansen, if necessary. The Commission approved the recommendation unanimously.

9. Status report on proposed state park at McNary Dam: The State Parks Superintendent advised that the Right of Way Department, which has been negotiating with Mr Charles Kik, owner of the property that is needed for the park, is not having much success, Mr. Kik having demanded the sum of $12,000 for the 195-acre tract that he owns north of the present railroad, exclusive of a strip along the north edge that eventually will front on the shore of McNary Lake. Commissioner Reynolds stated that Mr. Kik was offered the sum of $5,000 for his property, which was considered very liberal, and he suggested, in view of the fact that it does not appear that the state can acquire the property without resorting to condemnation, that the matter be referred back to the Umatilla County Court to handle further negotiations with Mr. Kik, it being his thought that the County Court might be able to get a better deal, and that if the Court cannot get Mr. Kik to lower his price, then the state can still go ahead with the condemnation proceedings. Chairman Chandler stated his concurrence with the suggestion, and it was so ordered, with the understanding that if the County Court is able to obtain an option from Mr. Kik on the basis of the payment of $5,000, it will be accepted by the Commission.

10. Overnight camping development in state parks: Pursuant to instructions previously given him by the Commission, the State Parks Superintendent presented plans for proposed overnight camping areas in the state parks at Wallowa Lake and Silver Creek Falls, together with the estimated cost to provide such facilities in both places, and he explained details. He estimated the cost to provide the facilities in Wallowa Lake State Park at $40,800, and in Silver Falls State Park at $41,100. After considerable discussion the Commission approved both projects and authorized the Engineer to advertise them for bids to be received at the earliest possible time. In this connection the Commission also discussed the matter of providing similar facilities in Sunset Bay State Park, Coos County, but deferred definite

action thereon pending consummation of negotiations with Mr. George J. Landrith for the acquisition of additional land that is needed at this location.

11. Proposal of the U. S. Army Engineers that the State Highway Department participate in the management and maintenance of recreational development at Fern Ridge Reservoir, Lane County: The Parks Superintendent advised that he has received plans from the Army Engineers for a master recreational development at this place, particularly for the establishment of such facilities at Point Richardson and at the existing boat basin of the Eugene Yacht Club and the Boy Scouts of America, and that they wish to know whether the State Highway Commission is interested in participating in this recreational development under a cooperative plan with the Department of the Army. He was instructed by the Commission to investigate the matter and report his findings, at which time the decision will be reached.

12. Proposed sale of dead and down timber along Short Sand Creek in Clatsop County: The Parks Superintendent reported a request from Baty and Brown, Seaside, to purchase the dead and down timber in this district, including the "danger" trees. He estimated that there are about 75,000 to 100,000 feet of timber in this category and gave as his feeling that it would be a fine thing to get rid of it if possible. He requested authority to advertise for bids for the purchase of the timber. The Commission approved the request.

13. Proposed sale of timber on a quarry site in the vicinity of Waterloo adjacent to the South Santiam Highway in Linn County: The State Highway Engineer reported receipt of informal requests from two loggers to purchase the merchantable timber on this tract, which consists of 37.07 acres and which is situate on the southerly side of the Santiam Highway about four miles east of Lebanon. A cruise, he said, indicates approximately 85 M-FBM of timber, of which about 900 FBM is Ponderosa pine and the balance second growth Douglas fir, the value of which, as appraised by the State Forester, is between $8.00 and $10.00 per thousand. He requested authority to advertise for bids for the purchase of this timber. The Commission deferred a decision in the matter until its next meeting and instructed the Engineer in the meantime to ascertain what effect the cutting of the timber will have on the scenic aspect of the highway.

14. Results of receiving of bids in Salem on February 16 for the purchase of merchantable dead timber along the Salmon River Highway in Lincoln and Tillamook Counties: The Parks Superintendent advised

that pursuant to the Commission's instructions this timber was advertised for sale but no bids were received.

15. Proposed sale of salvageable snags and down logs on state-owned property adjacent to Necanicum Highway in Clatsop County: The State Highway Engineer reported receipt of requests from a number of people residing in the vicinity of Seaside to purchase salvageable snags and down logs on a 120-acre tract of state-owned land adjacent to the Necanicum Highway about one-half mile south of its junction with the Sunset Highway. The property in question, he said, was acquired by a former Highway Commission in 1937 as a site for a section maintenance headquarters, and the timber standing thereon has been cruised at 60,000 FBM spruce and 100,000 FBM Douglas fir. He also said that the State Forestry Department has appraised the timber at from $6.00 to $8.00 per thousand. He recommended that the timber be advertised for sale. The Commission approved the recommendation.

16. Proposed revision of plans for the caretaker's building in Yaquina Bay State Park: The Parks Superintendent recalled that the Commission at its meeting on January 23, 1951, awarded to T. J. Patzer, Salem, the contract for construction of this building, the plans for which included a basement. In excavating for the basement, he said, the contractor encountered quicksand, to drain which is estimated to cost an extra $1,000. To avoid this extra expense the building was redesigned without a basement, but with a utility room, and the contractor has agreed to construct the building in conformity with the new design at no extra cost. Moreover, he will waive any claim for reimbursement for expense already incurred in construction of the basement. The Parks Superintendent also said that were the Commission to re-advertise the project, it would be necessary to reimburse the contractor for his expense on the basement, which amounted to about $700. He recommended acceptance of the contractor's offer to construct a building without basement but with the utility room at no extra expense. The Engineer concurred. The Commission approved the recommendation unanimously and ordered the arrangement covered by a written agreement between contractor Patzer and the state.

The Right of Way Engineer presented for the Commission's consideration options that have been obtained for acquisition of real property that is needed for various highway improvements throughout the state, and he explained details. After careful consideration of the terms of the individual options the Commission authorized the Right of Way Engineer to close them at the amounts stated therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the unanimous vote of the members present.

The Assistant Counsel, Mr. C. W. Enfield, reported the need to condemn certain properties that are necessary as right of way for Unit No. 5 of the T. H. Banfield Expressway in Portland. He presented a list of the properties, together with the amounts of the proposed offers for them, as follows:

Unit #5, T. H. Banfield Expressway		Recommended Offer
R 16777 Harrison W. Jensen (Multnomah County) (Right of Way)		
0.232 acres at $2800 per acre	$ 649.60	$ 650.00
R 16863 Arthur R. L. Chase (Multnomah County) (Right of Way)		
2.4 acres of land	$1,875.00	
46 rods of fence at $5.00	230.00	
	$2,105.00	2,125.00
R 15533 Sylvester B. Hall (Multnomah County) (Right of Way)		
6.50 acres of land at $900	$5,850.00	
Fencing, 67 rods at $5.00	335.00	
	$6,185 00	6,200.00
R 15516 Ralph Garbarino (Multnomah County) (Right of Way)		
3.12 acres at $1,300	$4,056.00	4,075.00
R 15476 J. Bardell Purcell (Multnomah County) (Right of Way)		
Land: 7,350 sq. ft. at $0.20	$1,470.00	
House: 806 sq. ft. at $8.15	6,568.90	
	$8,038.90	8,050.00
R 15478 Ernest W. Buck (Multnomah County) (Right of Way)		
Land: 6,500 sq. ft. at $0.20	$1,300.00	
House: 806 sq. ft. at $8.50	6,851.00	
	8,151.00	8,175.00

After careful consideration the Commission approved the offers and authorized the Chief Counsel to proceed with the condemnation proceedings. The attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though ex-

tended in full herein, was thereupon adopted by the Commission unanimously upon motion of Commissioner Reynolds.

In this connection, the Assistant Chief Counsel also mentioned the necessity to condemn property needed for wayside purposes along the Sunset Camp-Manning Section of the Sunset Highway in Washington County, particularly the holdings of Ray A. Thorensen. He recommended an offer of $15,500 in connection with the proceedings. The Commission deferred a decision in the matter pending study and ordered the records searched to ascertain whether or not the Commission is definitely committed to acquisition of the property. The Chief Counsel was instructed to report on the matter at the next meeting and to have on hand a map showing the location of the property.

The Engineer brought up for discussion the matter of acquiring additional right of way for a proposed improvement of the Columbia River Highway where it connects with the road that leads to the interstate bridge which is now under construction near the town of Seufert He said that the present right of way along this section is only 20 feet wide and will have to be widened when the highway is improved. The matter comes up now, he said, because the contractor for the bridge construction wants to build the roadway approach and he has agreed to construct the highway to state standards at his own expense if the state will procure right of way as may be needed. He pointed out that the property is owned by Seufert Brothers, who are demanding a high price for their land, and it appears likely that the right of way will have to be condemned. He also pointed out that additional property eventually will have to be acquired from the Seuferts and he suggested that if the Commission approves acquisition of the right of way, the additional land be included in the negotiations. He exhibited a map showing the proposed plan. The matter was discussed at some length but the Commission deferred a decision until its next meeting. The Engineer was instructed to render a complete report at that time.

The following sales of miscellaneous properties were reported by the Right of Way Engineer and confirmed by the Commission:

Item	Former Owner and Location	Purchaser	Sale Price
Old building	Olaf Ohlsen Necanicum Junction Oregon Coast Hwy.	G. Harms Hamlet Route Seaside, Oregon	$ 35.00
Building	Ralph K. Goodell Canyonville Section Pacific Hwy.	Roy L. Houck & Son Contractors Salem, Oregon	25.00

Item	Former Owner and Location	Purchaser	Sale Price
Building	S. G. Garriott Canyonville Section Pacific Highway	Roy L. Houck & Son Contractor Salem, Oregon	$ 85.00
Building	L. T. Boyle Canyonville Section Pacific Highway	Roy L. Houck & Son Contractor Salem, Oregon	$100.00
Building	Sisson Grocery Cascade Locks-Viento Section - Columbia River Highway	Ted Jennings & R. T. Cobia Route 4, Box 539 Hood River, Ore.	$126.00
Building	Sunnyvale Grocery Bay Park-Delmar Section, Oregon Coast Highway	Ernest Pemberton 210 Schroeder St. Coquille, Oregon	$150.90
2x6 wooden door	D. L. Sisson Cascade Lock-Viento Section - Columbia River Highway	R. W. Carpenter c/o Shops Salem, Oregon	$ 4.50
6-room house, and garage	Glenn Perry Matteson Judkins Point-Goshen Section - Pacific High- way	Lyle E. Lowman Route 4, Box 45 Eugene, Oregon	$661.00
6-room house	Rose Kehrli Front Avenue Section Pacific Highway West	L. A. Ware 7126 N. Amherst Portland, Oregon	$102.00

In this connection the Right of Way Engineer reported that as previously authorized by the Commission, bids were received in Salem on February 23, 1951, for the purchase of certain property in Portland described as the western 75 5 feet of Lot 5, Block 56, Caruthers Addition to the City of Portland, containing 3,777 square feet of land. This sale, he said, was advertised pursuant to the provisions of the statutes which require publication of the notice four weeks before the sale, and the specifying of a minimum

sum that will be considered for the property, such minimum sum in this instance being $2,500. Only one bid was received for this property, he said, being that of Sidney Wallace, Portland, at $2,650. He recommended acceptance of the offer The Commission approved the recommendation unanimously upon motion of Commissioner Reynolds that the property be conveyed to Mr. Wallace by bargain and sale deed because it no longer is needed, required or useful for highway purposes.

The Right of Way Engineer brought up for discussion the matter of quit-claiming to J. L. and Ada Stuart, Albany, certain property consisting of an abandoned street in Albany, which was vacated at the time the overpass was constructed at this place. He said that when the streets were vacated for the accommodation of the overpass, it was thought that one-half of the street in front of Lot 8, Block 9, Eastern Addition to Albany, would revert to the Stuarts, who were the abutting property owners, but through a technicality of the original platting, all of the street reverted to the state, and the Stuarts are now asking that they be given one-half of the street along their frontage on the north side of the center line. He recommended approval of the request. The Commission approved the recommendation on motion of Commissioner Reynolds. (A quitclaim deed conveying the property to the Stuarts was signed later in the session)

The Right of Way Engineer reported that when the right of way for the Pleasant Hill-Lost Creek Section of the Willamette Highway was acquired, the state also acquired a small triangular tract for the sole purpose of providing access to the Pleasant Hill Cemetery from the new highway. This small tract, he said, is still in the name of the state, but the Cemetery Association wants to acquire it and has offered to pay the sum of $400 for the same. He recommended acceptance of the offer. The Commission approved the recommendation on motion of Commissioner Reynolds that the property be conveyed by bargain and sale deed to the Cemetery Association because it is no longer needed, required, nor useful for highway purposes. (The deed conveying the property to the Association was signed later in the session.)

In the discussion of this matter the question arose whether or not conveyances of this kind must be approved by the Commission by formal resolution. The Chief Counsel advised that a formal resolution is not essential, that a short entry in the Commission's minutes is all that is required. In view of this information the Commission instructed the Secretary hereafter to cover such matters by minute entry only.

The Right of Way Engineer presented an offer from Mr. Dan F. Clare to purchase for the sum of $325. a small parcel of ground which was acquired by the state in connection with negotiations for the Glendale-Johns Section of the Pacific Highway He explained that the tract adjoins Mr. Clare's land --

in fact, it lies between his land and the highway, and Mr. Clare wants to acquire it in order to fill out his holdings. He recommended acceptance of the offer because the property is of no value for highway purposes. As a result of discussion, motion was made by Commissioner Reynolds that this property be conveyed by bargain and sale deed to Mr. Clare for the amount of his offer in view of the fact that it no longer is needed, required, or useful for highway purposes, with the understanding that right of access to the highway from the property shall be denied. The motion was seconded by Chairman Chandler and carried. (The deed conveying the property to Mr. Clare was signed later in the session.)

The Right of Way Engineer brought to the Commission's attention the claims of Kluver's Radio Store and Western Realty Company, Roseburg, for compensation for loss of business during the time that their building was being moved to accommodate highway construction. He said that at the time settlement was made with these people for right of way, they did not realize that they could not conduct their business in the usual manner, and they have now submitted claims for loss of business during the time that their building was being re-established. The original claims, he said, were quite severe, but as a result of negotiations, the amounts thereof have been reduced to $200 each, upon payment of which both parties will waive all claims for further damage. He gave as his feeling that the settlements are fair and that the state is morally obligated to pay the claims, and he so recommended. The Commission approved the recommendation upon motion of Commissioner Reynolds

The Right of Way Engineer also presented a claim from Edwin D. and Jennie V. Smith for the loss of a fruit tree on the Mehama-Mill City Section of the North Santiam Highway. He said that the tree was growing partly on the highway right of way and partly on the property of the Smiths, who were not allowed any compensation for it in the right of way settlement, but who now claim $35 damages because the tree was destroyed by the contractor in his clearing operations He recommended payment of the claim. The Commission approved the recommendation on motion of Commissioner Reynolds.

The Engineer reported that the state owns a quarry site along the Pacific Highway south of Roseburg, at a place known as Kelley's Corner, that has been used for some time past by employees of the E. K. Wood Lumber Company, which operates a mill nearby, as a parking place for their cars. He said that such use of the quarry is not objectionable, but in his estimation, these people should be required to pay for the privilege; moreover, they have agreed to do so. He suggested the payment of $75 per year, with the provision that the renters shall construct fencing so

cars cannot park nearer than fifteen feet from the highway pavement, and shall vacate the premises when the quarry is needed for state purposes. The Commission approved the suggestion unanimously. (A lease agreement covering the matter was signed by the Commission on the following day.)

The Right of Way Engineer presented a request from Orlie and Dorothy Lapping, North Bend, to lease certain state-owned property along the Oregon Coast Highway in the southern part of North Bend that they need to provide off-street parking for patrons of their grocery store. He said that the area is of variable width and that its nearest edge is 44 feet from the center of the highway, whereas the concrete curb has been constructed 32 feet from the center line of the highway, which leaves a strip 12 feet wide for sidewalk and for use by utilities. He gave as his opinion that such use of the property on a revocable basis would not be objectionable, and he recommended the granting of the lease on the condition that the Lappings will pay $125 annually for the use of the property and will construct a concrete curb along the 44-foot line to prohibit cars from parking nearer than that to the highway pavement. The Commission approved the arrangement unanimously. (A lease agreement covering the matter was signed by the Commission on the following day.)

The meeting recessed at 12:00 noon and reconvened at 2:00 p. m., the same persons being present and participating.

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which Commissioner Reynolds announced that awards of contracts would be made at 4:30 p. m.

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

HORSE RIDGE-HAMPTON ROCK PRODUCTION PROJECT

Barney B. Helser, Vale	$ 49,275.00
N. A. Toole Construction Company, Ontario	52,312.50
E. H. Itschner, Molalla	54,000.00
Rogers Construction Company, Portland	59,512.00
C. E. Leseberg, Nyssa	72,000.00
E. C. Hall Company, Portland	75,937.50

PACIFIC HIGHWAY IN LANE COUNTY

GOSHEN OVERCROSSING OVER S. P. SISKIYOU LINE TRACKS

Hamilton and Thoms, Eugene	$136,502.50 *
Birkemeier and Saremal, Portland	154,370.00

* Reduction of $1000.00 if also awarded Riverview Street Viaduct.

Goshen Overcrossing, Pacific Highway (cont)

Tom Lillebo, Reedsport	$157,210.00
C. J. Eldon, Portland	157,785.00
Lindstrom Brothers, Inc., Portland	158,160.00
Valley Construction Company, Portland	162,440.00
Guy F. Atkinson Company, Portland	179,483.50

PACIFIC HIGHWAY IN LANE COUNTY

RIVERVIEW STREET VIADUCT PROJECT IN EUGENE

Hamilton and Thoms, Eugene	$ 20,540.00
VaDare Construction Company, Portland	22,590.00
Birkemeier and Saremal, Portland	22,650.00
Tom Lellebo, Reedsport	23,165.00
Lindstrom Brothers, Inc., Portland	23,275.00
R. A. Schrader, Portland	23,980.00
Erick Enquist, Troutdale	25,530.00
Valley Construction Company, Portland	25,750.00
C. J. Eldon, Portland	26,985.00
Guy F. Atkinson, Portland	28,395.00

OREGON COAST AND THREE RIVERS HWYS., TILLAMOOK COUNTY

HEBO ROCK PRODUCTION PROJECT

A. H. Saxton and Sons, Corvallis	$ 32,650.00
E. C. Hall Company, Portland	33,960.00

WAPINITIA HIGHWAY IN WASCO COUNTY

CLEAR CREEK-WHITE SCHOOL SECTION

Asphalt Paving Company, Klamath Falls	$ 53,910.00
D. F. McKenzie Company, Salem	57,910.00
Oregon Asphaltic Paving Company, Portland	60,232.75
Babler Brothers, Portland	61,475.00
J. C. Compton Company, McMinnville	63,686.00
Harr and Horton, Portland	64,004.00
J. N. Conley, Portland	64,495.50
Morrison and Fisher, Walla Walla, Washington	71,220.00

COLUMBIA RIVER HIGHWAY IN WASCO AND HOOD RIVER COUNTIES

E. UNIT, HOOD RIVER-MOSIER SECTION

Kuckenberg Construction Company, Portland	$661,190.00
McNutt Brothers, Eugene	708,020.00
J. N. Conley, Portland	735,190.00
Peter Kiewit Sons' Company, Longview, Washington	741,980.00
White Brothers Company, Walla Walla, Washington	747,550.00
Morrison-Knudsen Company, Boise, Idaho	753,370.00
Carl M. Halvorson Company, Inc., Portland	827,220.00
Guy F. Atkinson Company, Portland	846,930.00

The Engineer reported that information has been received from the contractors who are grading and paving the Ontario-Nyssa Section of the Old Oregon Trail that the supply of material in the gravel pit they have been using is exhauste and unless they are allowed to move back to the source of materials originally contemplated, on an island in the Snake River, they will have to close down their operation. He recalled that the island site is a matter of controversy with Mr. F J. Strasbaugh, and he requested instructions. The Chief Counsel gave as his fee ing that the Commission has nothing to fear by letting the contractor resume operations on this island because, in the first place, evidence that he has gathered points to the state's ownership of the site from which the gravel was taken, and, in the second place, engineers who have examined the premises state that no material whatsoever was taken from the location described in Mr. Strasbaugh's complaint; however, he cautioned that if the contractor is allowed to resume operations on the island, he should be told to stay strictly off the property belonging to Mr. Strasbaugh. The Engineer advised that "by no concept of the imagination' can it be said that materials have been taken from Mr. Strasbaugh's land. This fact, he said, has been determined not only by engineers and experts of the State Highway Department, but it has been substantiated by another engineer, who conducts a private practice and is associated with the County Engineer of Malheu County, and who was hired to make a survey of the land that Mr. Strasbaugh own In fact, the material to be taken from now on will be from a point farther remove from the Strasbaugh property than the original location. This matter was discus at some length, and in view of the statements of the Engineer and Chief Counsel, the Commission unanimously authorized the Engineer to allow the contractor to resume operations at the island site.

The Commission had under discussion a letter from the City of Springfield requesting clarification of its agreement with the State Highway Commissio with respect to the acquisition of right of way for the proposed South "A" Street

project in that city. In the City's letter, which was signed by the Mayor and four councilmen, it is alleged that the City in reaching its agreement with the Commission, was of the understanding that the arrangement covered acquisition of right of way not only for along South "A" Street but also right of way that is needed for the connecting streets, and that this is contrary to information recently received by the City from the State Highway Engineer which indicates that the right of way for the connecting streets was not included in the arrangement and that the City must acquire it as a separate proposition The letter referred to a resolution adopted by the City Council on or about the second day of February, 1950. The Engineer advised that the resolution referred to by the city contains provision that the state shall construct certain connecting streets but does not provide that the state shall acquire the right of way for such streets. Moreover, the estimates for construction of the South "A" Street project do not include expense for right of way on the connecting streets, which will cost about $40,000. The Commission decided unanimously to proceed with the improvement on the basis of the original arrangement, which, in the Commission's estimation does not include acquisition of right of way for the connecting streets,and ordered that the city be so informed.

The Engineer brought up for discussion a request from Mr. Andrew Stambuck, former operator of the Enegren Ferry, through his attorney, Mr. George Neuner, Roseburg, to acquire a section of the Pacific Highway (old route) on the south side of Turkey Hill, Douglas County. He said that the highway has been reconstructed on revised alignment at this location, but the Highway Commission has never abandoned the old road -- in fact, it has consistently refused to release the old right of way because portions of it are suitable for roadside picnic area development, other portions are valuable as stockpile sites, and still other portions can be used to advantage as a hauling road to a state-owned quarry. He exhibited a map showing the old highway section, and questioned the advisability of relinquishing any portion of the old road at this time. The Commission deferred a decision in the matter pending a further report from the Engineer, who was instructed to discuss it with Mr. Neuner and report his findings at the next meeting.

The Commission discussed briefly a written report from the Chief Counsel dated February 9, 1951, concerning the claim of Mrs. William Fairweather of Burbank, California, for injuries which she alleges she suffered while visiting in Silver Falls State Park. Mrs. Fairweather alleges, through her attorney, Mr. Wende of Glendale, California, that while she was bending over one of the sinks in the kitchen section of this park, a large board at least two feet wide, which covered a hot water tank, fell, hitting her on the spine between the shoulders, causing injuries which prevented her return to California for two months. Mrs. Fairweather asks for reimbursement in the amount of $14 for physician's services. The Chief Counsel advised

that he cannot point to a definite piece of law that would justify payment of this claim by the state, and that such justification, if any, could be by implication only. The claim, he said, is small, but it might be that Mrs. Fairweather intends to use it as a foundation for a greater claim. Because of the uncertainty, he suggested that it would be advisable to deny the claim. The Commission concurred in the viewpoint of the Chief Counsel and ordered that nothing further be done about the case unless and until Mrs. Fairweather brings suit.

The Chief Counsel reported complaints from the State Land Board that certain parties are taking large quantities of sand from the ocean beach in Lincoln County without paying for it, and without even reporting it to the Board. Such matter, he said, has been discussed by Highway Commission on numerous occasions in the past but no definite policy has as yet been formulated because of the uncertainty as to who has jurisdiction over the beach area He pointed out that there is now pending in the legislature a bill which provides that the State Land Board shall have jurisdiction over the taking of sand from the ocean shore, and he suggested in view thereof that, if he can obtain from the Land Board the names of the parties who are removing the sand, these parties be notified to take no more material from such source until the legislature has taken final action on the bill. The Commission approved the suggestion.

The Chief Counsel requested instructions whether or not to ask the legislature to enact legislation to impose a heavier motor vehicle fuel tax on Diesel-powered equipment than is imposed on gasoline-driven vehicles. He was informed that such matter had been taken care of in another bill that is now before the legislative assembly.

The Chief Counsel brought up for discussion a controversy with Mr. Salway, from whom several years ago the Commission secured an option to acquire some right of way that was needed for improvement on the Corvallis-Newport Highway. He said that the option was obtained in good faith and was accepted by the Commission. Moreover, the highway has been constructed across the property, but Mr. Salway refuses to complete the arrangement for the right of way and to sign the deed. He requested instructions, suggesting, however, that there are two things that can be done: condemn the property, or sue for specific performance of the terms of the option. He gave as his opinion that it would be unwise to proceed along either of these lines at the present time because of the increased value of the property since the road has been built. The Commission decided unanimously that it would be best to let the matter rest until Mr. Salway takes action of some sort.

The Commission had under discussion the claim of Mr. and Mrs. Clifford Price, Weston, Oregon, for damage to several pieces of their farm machinery resulting from a grass and weed fire which originated on the right of way

of the Oregon-Washington Highway about two miles north of Weston. The Engineer explained that a highway section crew under Foreman W. F. Teague was engaged in the forenoon on Saturday, September 16, 1950, in the burning of weeds both on and off the highway right of way adjacent to the Price farm, and every precaution was taken to keep the fire from spreading. When the crew left the job at 11:30 a.m., he said, there was no evidence of live fire and each member of the crew was of the firm belief that the fire had been extinguished, but it appears that sufficient sparks remained to re-kindle the fire later, and despite the efforts of several people, including members of the State Police, the fire got beyond control and damaged Mr. Price's equipment to the extent of $1,045, which sum he is now requesting though his attorney, Mr. Fred E. Abraham of Athena. The Engineer stated further that the matter has been investigated very thoroughly and it has been determined that the state is liable and is obligated to pay the full amount of the claim. He so recommended. The Chief Counsel concurred. The Commission approved the recommendation on motion by Commissioner Reynolds and so ordered.

The Chief Counsel reported briefly on the claim of Mr. H. L. Alger for damages to his car which he alleges occurred by reason of a defect in the Sandy River Bridge on the old route of the Columbia River Highway near Troutdale. He said that according to the complaint, Mr. Alger was driving his car across this bridge and ran into a railing that had come loose and was sticking out into the roadway. The matter has been investigated, he said, and up to the present time no evidence has been presented to indicate that the state is liable. In the consideration of this matter the Commission had the benefit of a written report from the Engineer dated February 5, 1951, in which the Engineer states that investigation reveals that it would have been impossible for the accident to have occurred as alleged, and that indications are that the railing was loosened by the impact of the car against the end post to which it was spiked. He recommended that the claim be denied. The Commission deferred a decision in the matter pending discussion with Mr. Alger's attorneys on the following day. (See general files for copy of Engineer's report.)

The Chief Counsel reported about $25,000 damage incurred by reason of a fire in the building that was acquired from Margaret F. Spencer near the east end of the Steel Bridge in Portland. He recalled that this building, known locally as the Mack Truck Building, was leased to C. J. Montag, contractor for highway work in this vicinity. The contractor, he said, carried insurance on the structure, and inquiry reveals that he has turned the matter over to the insurance company, which is going to call for bids for necessary repairs. He estimated the value of the building at about $50,000 and pointed out that it had been the intention to sell the structure because it is of no particular value for state highway

purposes. In the discussion of this matter the question arose of whether it would be advisable to have the repair work done and then sell the building, or to collect in cash the amount that it would cost to repair it and sell the building as is. As a result of the discussion the Commission decided unanimously to accept cash in the amount of the estimated cost of the repairs and to sell the building in its present damaged condition.

The Chief Counsel also reported the status of settlement with the Central Heating Company, Eugene, for damaging the Dodge Bridge over the Rogue River on the Sams Valley Secondary Highway, Jackson County. He said that the company has turned the state's claim over to its insurance company, with whose representatives he was to have a conference within the next day or two. In the discussion of this matter it was pointed out that the Commission is about ready to construct a new bridge at this location so it is not essential that the old bridge be repaired. Accordingly, the Commission decided to collect from the Central Heating Company the depreciated value of the old structure, which amounts to $6,600, and not to make the repairs.

Chairman Chandler inquired as to the status of the Commission's claim against State Construction Company arising out of the company's refusal to accept the contract for construction of piers for the Marion Street Bridge in Salem. The Chief Counsel advised that he has been endeavoring to settle this matter out of court and expects to confer with company officials again immediately.

The Commission had under discussion the question whether or not to allow White Brothers, contractors, of Walla Walla, Washington, to bid on future highway work in Oregon in view of the company's refusal to accept award of the contract for the Oneonta Slide Project on the Upper Columbia River Highway in May, 1946. It was the feeling of the Commission that this contractor should be disqualified, and that hereafter the company should be refused bidding blanks when it requests them. Accordingly the Secretary was instructed to so inform the White Brothers the next time they request bidding plans for Oregon highway work.

The Engineer reported the results of the taking of bids in Salem on February 15, 1951 for the purchase of used equipment stored at Salem, consisting of an assortment of used cars, dump trucks, mowers, compressors and patrol graders. He presented a tabulation of the high bids received for the various items and pointed out that the aggregate amount of the bids is $26,264.63 as compared with the estimated value of $14,175.00. He recommended acceptance of the high bid in each instance. The Commission approved the recommendation unanimously upon motion of Commissioner Reynolds. (For list of equipment and the high bids received, see copy of tabulation in general files.)

The Commission had under discussion the feasibility of constructing the Antelope-Clarno Section of the Shaniko-Fossil State Secondary Highway in Wasco County, provision for which previously was made in the 1950 1951 Construction Program. In this connection the Commission had the benefit of two written reports from the Engineer, one dated February 12, 1951, the other February 22, 1951, in both of which the justification of the improvement is analyzed. After careful consideration of the facts involved, motion was made by Commissioner Reynolds that, because of the international situation now existing, construction of this project be deferred pending further study by the Commission. Chairman Chandler approved the motion and declared it carried.

In this connection the Commission also discussed the advisability of proceeding with further improvements on the Klamath Lake State Secondary Highway northwest of Klamath Falls, particularly the improvement heretofore contemplated between Rocky Creek and Wocus Marsh. Motion was made by Commissioner Reynolds that further improvement of this highway also be deferred for further study because of the international situation. Chairman Chandler expressed his concurrence and declared the motion carried. (For further details see copy of both reports of the Engineer in the general files.)

Pursuant to previous instructions from the Commission the Engineer reported on traffic volume at the east end of the old Sandy River Bridge at Troutdale, where a number of people have applied for permits to conduct concessions, including the renting of dip nets and the sale of food and light drinks, during the time that smelt are running in the Sandy River. He said that a count by the Traffic Engineer reveals an average daily traffic volume during 1950 of 950 vehicles. The right of way at this location, he said, is rather narrow and he advised that because of the hazards that would be created, he could not recommend that a permit be granted for the use of any portion of the state's property other than for the movement of vehicles and the occasional parking of cars on the highway shoulders. He mentioned receipt of a communication from Mr. S. H. Boardman, State Parks Consultant, who, he said, is very strongly opposed to the granting of any concession such as has been requested, and he also stated that the State Parks Superintendent, Mr. C. H. Armstrong, is opposed to the granting of any concessions at this place. He recommended that the applications be denied. The Commission approved the recommendation unanimously.

The Commission discussed briefly and ordered filed a written report from the Engineer dated February 15, 1951, clarifying the Auditor's financial statement of December 31, 1950, wherein it is indicated that two construction projects have cost more than the amount that was originally

authorized for them. One of these projects was signal installation in the city of Grants Pass and the other was a rock production project on the Dad's Creek-Dixie Summit Section of the John Day Highway. The facts disclosed in the Engineer's report indicate that the signal installation contract actually was completed at a cost of $3,198.98 under the amount authorized for it. As to the rock production project, the report reveals that this is a matter of an agreement between the Highway Commission and the Bureau of Public Roads whereby the state was to pay a flat sum of $18,000. Such agreement was authorized by the Commission and was not exceeded.

The Commission also discussed and ordered filed a written report from the Engineer dated February 20, 1951, relative to the difficulties he is experiencing in maintaining adequate engineering personnel. (See copy of report in general files.)

The Commission also discussed briefly and ordered filed a written report from the Engineer dated February 20, 1951, giving a comparison of the maintenance cost per mile and the maintenance cost per million-ton-mile in each of the five divisions of the state for the year 1949. (For details see copy of report in general files.)

The Engineer presented a tabulation showing the status of construction of Special City Allotment Projects heretofore authorized for 1948, 1949 and 1950 funds. He pointed out that the 1948 and 1949 programs were closed out at exactly $250,000 each, and that balances were carried over to the following year. He also pointed out that the total estimated cost to the state for the 1950 program is $279,552.82. However, he said, the program for that year will be closed out at exactly $250,000 and the excess carried over and charged to the 1951 fund accoun The Commission approved the report.

The Engineer presented for the Commission's consideration applications of cities and towns of under 5,000 population for city street improvement projects in the 1951 Special State Tax Street Fund Program. He recommended approval of the applications of the following cities and towns for the funds available and in the amounts shown:

Application No.	City	Div.	Estimated Cost		
			State	City	Total
No Previous Projects					
7	Halsey	II	$14,000	$ --	$14,000
10	Mill City	II	15,000	3,000	18,000
15	Stanfield	V	15,000	3,500	18,500
16	Madras	IV	14,800	--	14,800
19	Wallowa	V	15,000	1,900	16,900

Applications for Special State Tax Street Fund Program (cont.)

Application No.	City	Div.	Estimated Cost State	City	Total
No Previous Projects (cont.)					
25	Umatilla	V	$ 12,500	$ --	$ 12,500
26	Turner	II	15,000	--	15,000
42	Bay City	II	15,000	950	15,950
	Total		$ 116,300	$ 9,350	$ 125,650
One Previous Project					
2	Oakridge	III	$ 15,000	$ 3,500	$ 18,500
4	Prairie City	V	15,000	--	15,000
5	Dufur	IV	13,400	--	13,400
14	Rogue River	III	15,000	300	15,300
20	Reedsport	III	15,000	3,200	18,200
36	Ontario	V	14,500	--	14,500
	Total		$ 87,900	$ 7,000	$ 94,900
Two Previous Projects					
6	Sweet Home	II	$ 15,000	$12,500	$ 27,500
18	Dallas	II	14,400	--	14,400
38	Brownsville	II	15,000	600	15,600
	Total		$ 44,400	$13,100	$ 57,500
Total Recommended for Approval			$ 248,600	$ 29,450	$ 278,050
Est. Carry-over from 1950 Fund Program . .			30,000		
Est. Total 1951 Fund			$ 278,600 *		

* After actual costs have been determined, all state costs in excess of $250,000 will be transferred against the 1952 fund.

The Engineer pointed out that the work involved in this program is estimated to cost a total of $278,600 including an estimated carry-over from the 1950 Program of $30,000; however, he said, when the actual costs have been determined, any amount in excess of $250,000 will be charged against the 1952 fund. After careful consideration the Commission unanimously approved the projects as recommended by the Engineer, with the understanding that no city or town shall be allocated more than $15,000 and should a project cost

more than such amount, then the excess shall be paid by the city with city funds. (For full details with respect to this matter see copy of Engineer's report filed in the office of the Secretary under the heading of "Special State Tax Street Funds

The Engineer reported that the survey for the ultimate location of the Pacific Highway between Goshen and a point about two miles southerly therefrom has been completed. He exhibited a map showing the proposed location and explained details in connection therewith. He asked the Commission to approve the survey and to authorize the Right of Way Department to negotiate for needed right of way After careful consideration the Commission approved the request and by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Chief Counsel was authorized to proceed with the right of way negotiations along this section.

The Commission had under discussion the distribution to the cities and towns of the state the 10% of highway revenues that accrued to them during the last half of the year 1950, by virtue of the provisions of Chapter 149, Oregon Laws 1949, amounting to $2,365,176.09. It was recalled that the Commission at its previous meeting approved distribution of the funds on the basis of the 1940 federal census. However, since then and prior to the actual distribution of the funds by the Secretary of State, the 1951 Legislature enacted into law House Bill No. 156 which provides that the distribution shall be based on the temporary totals of the census taken by the Federal Government in 1950, in view of which it now is necessary to adopt another resolution revising the amount to be distributed so as to conform with the 1950 census. The Chief Counsel explained details and read aloud a form of resolution to effect the distribution in that manner. This matter was discussed at some length and as a result thereof the Commission unanimously adopted the new resolution as prepared, a copy of which is attached hereto, marked EXHIBIT "C", and by this reference is made a part hereof with like effect as though extended in full herein. Motion was made by Commissioner Reynolds that this resolution as prepared and adopted by the Commission, distributing the funds to the cities in accordance with the 1950 census and House Bill No. 156 as enacted by the 1951 Legislature, be submitted to the Secretary of State, in addition to the previous resolution based on the 1940 census, which was adopted by the Commission at its meeting on January 24, 1950. Chairman Chandler seconded the motion and declared it carried

The Engineer reported that the town of Scio, Linn County, has fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds which accrued to it during the last half of the year 1949, and that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "D", which

resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following seven cities likewise have fulfilled the legal requirements with respect to expenditure of State Tax Street Funds that accrued to them during the first half of 1950, and that the plans of the projects proposed to be financed with such sums have been examined and found satisfactory.

Banks	Jordan Valley
Canyonville	Scappoose
Cascade Locks	Scio
Columbia City	

He recommended approval of the plans by the Commission. The Commission unanimously approved the recommendation by the adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from the City of Albany requesting state aid in the proposed improvement of 6th Avenue between Geary and Burkhart Streets in that city insofar as it fronts on State Highway Department property at such location. The Engineer advised that the property owners along that street have petitioned the city for a full width pavement for which the highway department's share, 376 feet frontage, is estimated to cost $804.00. He recommended approval of the expenditure as being in conformity with the Commission's past practice. The Commission approved the recommendation unanimously.

The Commission discussed briefly but deferred action until its next meeting, the proposal of the Engineer to substitute a maintenance headquarters building in Huntington for the proposed building at Harper, for which an amount of $15,000 was provided in the 1951 Budget. It was understood that Commissioner Reynolds and the Engineer will inspect the Huntington site in the meantime.

The Engineer presented a plan drawn up by the Landscape Engineer for the landscaping of a triangular plot of land owned by the Highway Department immediately adjacent to the Secretary of State's field office in Oregon City. He estimated the cost of the work involved at $1,800, such work to consist of leveling off the property to proper grade, planting grass and a hedge, constructing curbs and a graveled footpath, and installing a simple water system so that the planted area can be properly maintained. The Commission disapproved the plan as presented, but instructed the

Engineer to give the project further thought and report at the next meeting with a plan that would be less costly.

The Engineer reported the need to increase the project authorization for the Big Creek Section of the Oregon Coast Highway between Agate Beach and Newport from $214,000 to $264,000, an increase of 23% which, he said, was caused principally by the rise in prices. He also reported a need to increase the authorization for the Cascade Locks-Herman Road Section of Columbia River Highway from $350,000 to $537,000. He said that this very material increase in cost is partially due to rise in prices, and partially to an error in the original computation for this project. He requested approval of both increases. The Commission approved the request unanimously upon motion of Commissioner Reynolds.

The Engineer requested confirmation of the oral approval previously given him by the Commission to expend about $13,500 to raise the grade of the Oregon Coast Highway for a distance of about 1,500 feet near Riverton, six miles south of Coquille. He explained that this section is subject to high water and flash floods, and during certain times of the year traffic is held up at this point even after other sections of the highway between Coquille and Bandon are passable. He suggested that the work be done as a minor betterment project and that it be financed with funds from the 1951 Minor Betterment Reserve Account. The Commission approved the project unanimously upon motion of Commissioner Reynolds.

The Commission had under discussion a request from the Engineer for an additional appropriation of $10,000 to finance improvements at the Bybee Boulevard approach to McLoughlin Boulevard (Pacific Highway East) in Portland. The Engineer recalled that several months ago the Commission, at the urgent request of delegations from both East Moreland and West Moreland, and from the Sellwood District, authorized an expenditure of $20,000 of state highway funds in conjunction with a like contribution by the city of Portland to eliminate the hazard at this intersection. Since then, he said, the city officials of Portland have expressed a preference for a partial cloverleaf traffic interchange, which matter was discussed recently at a meeting at which were present the following: W. C. Williams, Assistant State Highway Engineer, City Commissioners William A. Bowes and Ormond R. Bean, City Engineer L. G. Apperson, Fred Fowler, Traffic Engineer of the City of Portland, and a representative of the Portland Planning Commission. All present, he said, expressed a preference for the modified clover leaf design in lieu of the channelization at grade heretofore proposed, notwithstanding that it is more costly than the original plan. He pointed out that the revised plan requires acquisition of right of way from the Southern Pacific Company, which the City of Portland will attempt to get if the state will share half of the estimated total cost of $60,000, including the cost of the right of way. The Engineer gave as his feeling that the revised plan without

question is the best answer to this traffic problem and he recommended its approval by the Commission and that an expenditure of state highway funds equal to 50% of the actual cost of the construction, up to a maximum of $30,000, be authorized to help pay for the work, on the condition that the city is able to obtain the right of way and will agree to pay all remaining costs. As a result of discussion the Commission unanimously approved the recommendation, it being understood that the state's share shall be not more than 50% of the actual cost of the work, with a maximum of $30,000. The Commission's action was taken upon motion by Commissioner Reynolds, seconded by Chairman Chandler. The Commission ordered the arrangement covered by written agreement between the city and the state.

The Engineer reported a hazardous condition existing on the Pacific Highway West just west of the railroad crossing in the town of Tigard. He said that when the new highway was constructed at this place, the connection with the old highway, which passes through the business district of Tigard, was left at a very acute angle, which makes it quite difficult to turn onto or off of the new highway. Because of complaints about this condition, he said, investigations have been made and it has been determined that the condition can be corrected by construction of a new connection between the old and new highways, augmented by installation of two mercury vapor luminaire units. He estimated the cost of the work involved at $2,000, and recommended approval of the expenditure in the interests of safety. The Commission approved the recommendation unanimously upon motion of Commissioner Reynolds. In this connection the Engineer reported a request from the Tigard School Board for permission to utilize the small area of state-owned land situate between the new and old highways near the high school in Tigard for off-street parking of cars. He recommended approval of the request, and that the matter be covered by a revocable permit. The Commission approved the recommendation.

The Commission discussed a request from the city of Warrenton for the elimination of two dangerous sections of the Oregon Coast Highway, one of which is located near the Astoria Golf Course where there a number of second-growth spruce trees, and the other being a curve about half way between the intersections of Secondary Highways Nos. 104 and 105 with the Oregon Coast Highway. The Engineer advised that the first-mentioned section is one and one-half miles in length and is located twelve miles south of Astoria, where there are sixty spruce trees from 12" to 30" in diameter that are in a badly decayed condition. Twenty of the trees, he said, are located on the highway right of way and forty are on private property. He recommended that the twenty trees on the highway right of way be removed, at an estimated cost of $30 each, or a total of $600, and that the owners of the private property on which the remaining trees stand be notified that the

trees are defective and a traffic hazard. The Commission approved the recommendation. As to the other condition, the Engineer advised that the curve referred to is a 20° curve located five blocks southerly from the junction of the Warrenton Secondary Highway with the Oregon Coast Highway, about eight and one-half miles south of Astoria. The highway at this point, he said, is paved with asphaltic concrete pavement 25 feet wide with a very good non-skid topping. He also said that the curve is well signed, but some additional safety can be provided by installation of thirty sight posts at 20-foot intervals, each of which would be equipped with reflector buttons, and by placing a 12" drainage pipe on the inside of the curve so as to allow a small amount of widening within the present roadbed to provide a four-foot shoulder. He estimated the cost to provide such safety factors at $700, and he recommended the expenditure. The Commission approved the recommendation unanimously.

The Commission discussed briefly and denied, because of lack of funds, and because the project is not feasible, a request from the Deschutes County Farm Bureau for construction of a new highway around Government Camp to eliminate present winter hazards caused by winter sports enthusiasts. The action of the Commission was taken upon motion by Commissioner Reynolds, seconded by Chairman Chandler.

The Commission had under consideration requests as follows for traffic signal installations:

1. Petition from residents of the town of Clackamas for installation of a traffic signal on Cascade Secondary Highway (82nd Street) at its intersection with Clackamas Avenue in the town of Clackamas. The Engineer advised that an investigation has been made of this intersection by the Traffic Engineer, who reports that the conditions existing are below the standard requirements for signal warrant at rural intersections, and who recommends that the request be denied. He stated his concurrence in the recommendation. The Commission unanimously approved the recommendation upon motion by Commissioner Reynolds.

2. Request of the City of Tillamook for installation of traffic signals at certain key intersections within the city. The city offered to pay 50% of the costs involved. The Engineer advised that this matter has been investigated by the Traffic Engineer, who points out that the "key" intersections referred to are highway intersections formed by the junction of the Oregon Coast Highway and the Wilson River Highway, one being on Third Avenue East, which is the designated route for northbound Coast Highway travel; and the other being on Second Avenue East, which is the route for southbound Coast Highway travel. Both of these intersections, he said, are in the business district and investigation reveals that conditions existing at both intersections warrant signalization. He recommended

approval of signals at both points, which he estimated to cost $6,000, on the condition that the city will pay one-half of the installation cost and 100% of the costs incident to maintenance and operation of the signals. The recommendation was approved by the Commission by unanimous vote upon motion by Commissioner Reynolds.

3. Request of E. A. Burke, Chairman, Governor's Regional Safety Committee, Tillamook, for signalization of the Southern Pacific Railroad's spur track crossing of US101 in Tillamook. The Engineer advised that this crossing has been investigated by the Traffic Engineer, who advises that the present system of lighting at the crossing is unsatisfactory, and who recommends the installation of two mercury vapor luminaire units at a cost of $250 each, or a total of $500. He stated his concurrence in the recommendation, subject to the condition that the city will agree to maintain the lights and to furnish electrical energy to operate them at no cost to the state. The Commission approved the recommendation upon motion of Commissioner Reynolds.

The Commission discussed a request from the County Court of Clatsop County for the widening, straightening and resurfacing of County Market Road No. 7 on the Lewis & Clark River, Clatsop County. The Engineer advised that this road is a Federal Aid Secondary Highway, being designated as Highway No. 608, and that it is tentatively scheduled for improvement in the third year of the presently proposed three-year secondary highway program, an amount of $46,000 having been set up therefor. The Commission took the request under advisement for consideration in a future highway program.

A letter was presented from the Depoe Bay Chamber of Commerce requesting construction of a footpath along both sides of a 700-foot section of US101 in the north part of Depoe Bay. The Engineer advised that a traffic count during a 16-hour period on a week-day in January reveals that about 120 pedestrians walk along this daily, a considerable number of them being school children, and he gave as his feeling that during the summer season, the pedestrian count would be higher. He recommended construction of a footpath on the westerly side of the highway only, at an estimated cost of $1,500. The Commission deferred a decision on the matter pending further study.

A letter was presented from the McMinnville Chamber of Commerce requesting that immediate steps be taken toward the elimination of what is alleged to be a highly dangerous condition existing on US99W at the south entrance to the town of Whiteson. The Engineer advised that the Commission some time ago authorized a survey of this section and when complete data has been obtained, he will render a special report on the subject. The Commission took no action on the request.

The Commission discussed a petition submitted by residents of Yachats requesting improvement of the Oregon Coast Highway through this town, particularly the elimination of two curves. The Engineer advised that the alignment of the highway through Yachats should be improved at some future time. He suggested that he be authorized to make a location survey of the project with the idea in mind that if a change is found desirable, the Commission might authorize the Right of Way Department to negotiate options for such right of way as may be required. He estimated the cost of such a survey, approximately one mile in length, at about $2,000. The Commission decided against a location survey, but authorized the Engineer to make a reconnaissance study of the situation at an estimated cost of $500.

A petition was presented signed by 71 members of the Douglas County Pomona Grange No. 13 requesting that immediate steps be taken to rebuild and surface in its entirety with macadam, State Secondary Highway No. 225 (Elkton-Sutherlin Secondary Highway). The Engineer advised that to complete this highway to a medium-type oil standard, including bridges, would cost about $1,335,00 He also said that the average daily volume of traffic over the road is slightly in ex cess of 100 vehicles, although this increases somewhat near the terminal points, Elkton and Sutherlin. He pointed out that the Commission has allocated no funds for this highway in the tentative 1952-1953 Program, mainly because it was neces sary to allocate such a large amount of secondary funds to the Umpqua Highway, which is in the same county. The matter was discussed at some length and as a result thereof, the Commission unanimously denied the request upon motion of Commissioner Reynolds. It was agreed to transmit such information to a delegation representing this district scheduled to appear before the Commission on the following day. (See Delegation ahead.)

The Commission discussed a request from the Umpqua Valley Farm Bur eau and Umpqua Valley Grange for improvement of the Elkton-Sutherlin Highway, and for the lifting of restrictions on pole-line construction on highways, such as tree-trimming, etc. The Secretary was instructed to inform the petitioners of the action just taken by the Commission with respect to the Elkton-Sutherlin High way, and to tell the petitioners that the Commission must have standard requirements with respect to pole-line construction which cannot be waived, and that they will be expected to comply with these requirements as do all others in the same business.

The Commission discussed a letter from Dr. R. C. Story, Molalla, forwarded by the Honorable E. J. Ireland, State Representative, in which request is made for the improvement of the Woodburn-Sandy State Secondary Highway between Springwater and Estacada to facilitate the truck-hauling of logs from the Estacada area to Molalla. The Engineer advised that a survey of this section has been made, but the improvement has not as yet been scheduled and no funds set up in the program to finance it. He estimated the cost to construct

the section to a suitable standard for carrying log truck traffic at about $250,000. The Commission denied the request for immediate undertaking, but instructed the Engineer to render a complete report on the project for the information of the Commission when funds can be spared to finance the work.

The Engineer reported that pursuant to authority heretofore given him by the Commission, he has awarded certain contracts, conditions of the awards having been satisfied. Upon motion by Commissioner Reynolds, the Commission unanimously approved the awards as follows:

Grading, surfacing and bituminous macadam on the Heppner (May Street-Heppner School) Section of the Heppner Highway in Morrow County. Bids received December 19, 1950, contract awarded January 24, 1951, to G. D. Dennis & Sons, low bidders.

Weston Rock Production Project on five state highways, Umatilla County. Bids received January 23, 1951, contract awarded January 25, 1951, to Oscar E. Joelson, low bidder.

Construction of a reinforced concrete and structural steel bridge over the Coos River on the Coos River Secondary Highway in Coos County. Bids received January 24, 1951, contract awarded February 9, 1951, to Mr. Tom Lillebo, low bidder.

Rock Production on The Dalles-California, East Diamond Lake Secondary, and Willamette Highways near Chemult in Klamath County. Bids received December 19, 1950, contract awarded February 21, 1951, to M. C. Lininger & Sons, low bidder.

Paving and bridge construction on Cedar Point-Coquille Section of US101. Bids received December 20, 1950, contract awarded February 23, 1951, to Coos Bay Dredging Co., low bidder.

The Engineer requested authority to advertise for bids for construction of maintenance buildings at the following locations:

1. Maintenance building in Clatskanie, estimated total cost $15,000.
2. Two foremen's cottages at town of Prospect, estimated total cost $28,600.
3. Maintenance building at Taft, estimated total cost $16,000.
4. Sign storage building at Salem, estimated total cost $11,500.

He advised that provision for all of these buildings was included in the 1951 budget as approved by the Commission in principle pending specific

authorization, which he is now requesting. This matter was discussed by the Commission at considerable length during which the Engineer explained details as to the type and necessity for the buildings. As a result of this discussion, motion was made by Commissioner Reynolds that the Engineer be authorized to proceed with the construction of the buildings as requested, using the new type design. The motion was seconded by Chairman Chandler and carried.

A letter was presented from Mrs. Victor Dory, Albany, requesting the construction of a sidewalk along US99E in front of the State Highway Department property in that city. Mrs. Dory bases her request on the following: 1) that cars, buses and trucks traveling down the highway have no regard for pedestrians seeking shelter from their proximity; 2) that the city of Albany refuses to provide mail service except by car, until a sidewalk has been constructed. The Engineer advised that this matter has been investigated by the Traffic Engineer, who reports that the shoulder along the pavement in front of the Highway Department's property is ten feet wide, is in very good condition, and is suitable and adequate for the small volume of pedestrian traffic that uses the highway at this point. An existing concrete sidewalk, he said, terminates at the westerly portion of the state highway property, but easterly from this point, there are no sidewalks and pedestrians use the graveled shoulder. He further stated that the records reveal that no accidents have occurred to pedestrians in this vicinity for the past five years, and he recommended in view of the findings, that the request be denied until such time as the property owners in the two blocks east of the highway construct sidewalks along their property frontage. The Commission unanimously approved the recommendation, it being understood, however, that the matter will be reconsidered when the sidewalks have been constructed on both sides of the Highway Department's property.

The Commission had under discussion a form of agreement with the U. S. Army Engineers covering the dredging of approximately 230,000 cubic yards of embankment material from the Willamette River to be used in construction of an embankment along the relocated line of the Salem-Dallas Highway in West Salem. The Engineer recalled that the Commission at its meeting on September 28 and 29, 1950, authorized such an agreement, it being estimated at the time that the dredging would cost about 25¢ per cubic yard, or a total of $57,500. The Army Engineers, he said, state that they will be ready to commence the work on or about the 15th of March, and they have now agreed to furnish a dredge free of rental so that the total cost to the state on such a basis will be reduced to $39,600. The form of agreement that is now before the Commission for approval, he said, was prepared by the Army Engineers and it provides that the state must deposit with the Army Engineers the sum of $39,600 and it also provides that should the work cost less than the estimated amount, the overpayment will be refunded, and should the work cost more than the estimated amount, the state must pay the additional cost. He stated that by this arrange-

ment the state will save an estimated amount of $70,000 over what the same embankment would have cost were the materials to be transported by truck from outside borrow pits. In this connection the Engineer also mentioned that the operations of the Army will not place the materials in final position, so it will be necessary for the state to provide equipment, such as bulldozers, for that purpose. He estimated the cost to rent such equipment at approximately 15¢ per cubic yard, or a total of $34,500, making a grand total cost of approximately $74,100 for the embankment in place. He recommended approval of the agreement as prepared by the War Department, and requested authority to rent the equipment that is necessary to place the materials properly. As a result of discussion, motion was made by Commissioner Reynolds that the project as outlined by the Engineer be approved and that the Engineer be authorized to rent the equipment as is needed to place the materials in the embankment. Chairman Chandler seconded the motion and declared it carried. (The agreement was signed by the Commission on the following day.)

The Commission also discussed and approved an agreement with the Bureau of Public Roads covering winter maintenance on a 3.55-mile section of the Pendleton-John Day Forest Highway Project No. 34-B4, C. The Engineer explained that this section is twelve miles north of the town of Mt. Vernon, and that the maintenance period is of five months duration only, covering the winter months when construction work has been closed down; further, that the Bureau of Public Roads will reimburse the state for the cost of the work up to an amount of $5,000. (The agreement was signed the following day.)

The Commission had under discussion the following requests for the extensions of time within which to complete highway contracts:

1. H. G. Carl, Contract No. 3332 for construction of the James Avenue Bridge in Silverton, Marion County, requested an extension of time of 154 days from December 31, 1950 to June 1, 1951, within which to complete this job. He stated that all work on the project, except certain painting, has been completed and that the painting work has been postponed as directed by the Engineer, until favorable weather obtains in the spring. The Engineer advised that all work on the project, except painting the structural steel, was completed by the contractor within the specified time limit, and because of adverse weather conditions, he directed the contractor to postpone such work until spring. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

2. R. H. Jones, Contract No. 3302 for construction of the Brogan Maintenance Building, Malheur County, requested an extension of time of twelve days, from August 31 to September 12, 1950, within which to complete this job. He attributed his failure to complete the project within the specified time limit to labor difficulties and to slow delivery of materials. The Engineer advised that the building was practically completed within the specified time limit but final inspection disclosed a few items that needed adjustment and it took the contractor twelve days' time to take care of these items. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

3. R & M Construction Company, Contract No. 3408 for widening the bridge over Union Creek at Mile Point 57.29 on the Crater Lake Highway, Jackson County, requested an extension of time of 150 days, from January 31 to June 30, 1951, within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to extraordinarily heavy rains and shortage of steel. The Engineer advised that this project was placed under contract so late in the fall that the work could not be finished before inclement weather set in, it being impossible to get a good construction job during the winter months at such a high altitude, and for that reason, he directed the contractor to close down operations until spring. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

4. Rogers Construction Company, Contract No. 3335 for re-oiling and furnishing maintenance materials on the Forest Boundary-Jefferson County Line Section of the Warm Springs Highway, Wasco County, requested an extension of time of 61 days, from October 31 to December 31, 1950 within which to complete this job. They alleged that they overran the specified time limit because of the unavailability of the quarry which they were supposed to use as provided in the contract, it being necessary to secure rock aggregate from another source twenty miles distant. The Engineer advised that the oiling work was completed by the contractor within the specified time limit, but the stock-piling of maintenance materials was not completed for reasons stated by the contractor. The delay in completing the contract, he said, has not inconvenienced the public, neither has it caused the state any extra expense. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

5. N. A. Toole Construction Company, Contract No. 3304 for grading and oil mat surfacing on the Garrison Corner Section of the Nyssa-Adrian Secondary Highway, Malheur County, requested an extension of time of fifteen days, from August 31 to September 15, 1950, within which to complete

this job. They alleged that their failure to complete the project within the specified time limit was due to their inability to re-install a side drainage pipe until the adjacent property owner shut off the water entering the drainage ditch. The Engineer advised that this project was underway during the irrigation season and it was necessary that the farmer who owns the adjacent land be given priority in the use of the water, so the contractor was unable to reinstall the side drainage pipe until the water was shut off. He also said that the delay has involved no inconvenience to the public, nor additional expense to the state. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

6. E. C. Swaggart, Contract No. 3207 for grading and oil mat surfacing on the Forest Boundary-Unity Junction Section of the John Day Highway, Baker County, requested an additional extension of time of seven days, from August 31 to September 7, 1950, within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to the unavailability of trucks for hauling when the materials were ready to go on the road. The Engineer advised that this is the second extension of time Mr. Swaggart has requested, the first one granted on July 11, 1950, subject to the condition that the contractor would be assessed engineering charges from July 31, 1950 to the date of actual completion of the work. He recommended that this additional extension of time be granted on the same basis. The Commission approved the recommendation.

7. Barney B. Helser, Contract No. 3256 for rock production on the Dixie Summit-Baker County Line Section of the John Day Highway, Grant County, requested an additional extension of time of seventeen days, from September 30 to October 17, 1950, within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to early rains and the necessity to wash the rock during the last few days the work was underway. The Engineer advised that the reason given by the contractor for overrunning the previously extended time limit is correct. He recommended that the additional extension of time as requested be granted without penalty. The Commission approved the recommendation.

8. Central Heating Company, Contract No. 3328 for grading and paving the Cascade Gorge-Prospect Section of the Crater Lake Highway, Jackson County, requested an additional extension of time of thirty days, from November 15 to December 13, 1950, within which to complete this job. They gave no reason for their failure to complete the project within the previously extended time limit. The En-

gineer advised that the quarry specified in this contract proved unsatisfactory and it was necessary to locate and secure another quarry; this was done, but the contractor's operations were delayed by the move to the new site and by the additional haul which was not anticipated when the contract was awarded. He recommended in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

9. M. L. & C. R. O'Neil, Contract No. 3240 for grading, surfacing and oiling the South Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway, Malheur and Harney Counties, requested an extension of time of nineteen days, from August 31 to September 18, 1950, within which to complete this job. They gave no reason for overrunning the specified time limit. The Engineer advised that due to the large amount of work that is being handled by the subcontractor for the oiling work, the prime contractor was not able to move onto this job in sufficient time to complete it within the specified time limit. The traveling public, he said has not been inconvenienced by the delay, neither has the state incurred any extra expense because of the overrun. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

10. Sound Construction and Engineering Company, Contract No. 3250 for construction of the State Highway Office Building in Salem, requested an extension of time of 110 days, from February 8 to May 31, 1951, within which to complete this job. Their request was based on the following reasons: suspension of work for six weeks due to adverse weather conditions; and delays in delivery of metal products, bronze extrusions and hardware. The Engineer advised that the contract specified that the Highway Commission may extend the time limit for completion of this project on the condition that the contractor shall reimburse the state for all engineering costs incurred subsequent to the expiration of the specified time limit. He also said that the matter of reimbursement to the state for the cost of furnishing heat in the building after the expiration of the specified time limit has been discussed with the contractor who has agreed to assume payment of one-half of such expense. He recommended that the extension of time as requested be granted subject to these two conditions. The Commission approved the recommendation.

11 Valley Construction Company, Contract No. 3202 for construction of the Baker Undercrossing on the Baker-Unity Highway in the city of Baker, requested an extension of time of 22 days from November 30 to December 22, 1950, within which to complete this job. They said that

their failure to complete their contract within the specified time limit was due to adverse weather conditions. They point out, however, that the structure was open to traffic approximately on October 15, 1950. The Engineer advised that this project was essentially complete on the specified completion date and that the only work remaining to be done at that time was general clean-up of the site and some minor work in the finishing of concrete surfaces. Work on the project, he said, was far enough advanced that the structure was opened to traffic on November 8, 1950, at which time it was dedicated with appropriate ceremonies by the Baker Chamber of Commerce. He further stated that the state has incurred no additional expense for engineering because of the delay, and he recommended in view thereof that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

The Engineer reported that Contracts Nos. 3202, 3207, 3234, 3239, 3240, 3256, 3302, 3304, 3335 and 3420 have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration the Commission by unanimous vote accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and upon recommendation of the Engineer approved an agreement with Hood River County and the City of Cascade Locks covering disposition of the old route of the Columbia River Highway between Cascade Locks and Herman Creek on completion of the new highway between these points. (The agreement was signed on the following day.)

The Commission also discussed and approved an agreement with the U. S. Forest Service providing for maintenance by the U. S. Forest Service of a section of the Enterprise-Lewiston Highway (old route) in Wallowa County, which section is needed by the Forest Service as a connecting road between the new highway and Starvation Creek Forest Road. (The agreement was signed the following day.)

The Engineer requested authority to purchase office equipment as follows for the Construction Engineer and the Right of Way Engineer totaling $4,810, all of which, he said, was anticipated and provided for in the 1951 Budget as approved by the Commission in principle. The Commission approved the expenditure.

Construction Engineer

1 - Electric Adding Machine	at $350	$ 350
6 - Small Hand Calculators	at $240 each . . .	1,440
3 - Small Electric Calculators	at $340 each . . .	1,020
6 - Steel Map Filing Cabinets, 3' x 2' x 6'6"	at $250 each . . .	1,500
	Subtotal	$ 4,310

Right of Way Engineer

3 - Portable Typewriters	at $100 each . . .	$ 300
1 - Noiseless Typewriter	at $200 each . . .	200
	Subtotal	500
	Total	$ 4,810

The Engineer also requested authority for an expenditure of $12,000 to purchase twelve transits and twelve levels as replacements for similar engineering equipment now on hand. He advised that this item also has been provided for in the 1951 Budget as approved by the Commission in principle. The Commission approved the request.

The Secretary requested and the Commission approved the purchase of the following equipment, totaling $1,735, for use in the Secretarial Department.

2 Steel Files, 5-drawer (Library)	$ 210
4 Steel Files, 5-drawer with lock	460
2 2-drawer file card cabinets	30
12 Transfer cases	120
2 Typewriters	280
1 Electric Typewriter	575
1 Mail-delivery Cart	60
Total	$ 1,735

The Engineer brought up for discussion the purchase of furniture for the new Highway Department office building. He estimated the cost of furniture as previously discussed by the Commission at approximately $25,000, and he advised that practically all of the furniture that is to be replaced will be utilized by filling present demands, so there will be little, if any, surplus. The

question arose as to the kind of furniture which would best harmonize with the interior finish of the building. The Engineer was instructed to obtain suggestions from competent interior decorators in Salem and report them to the Commission at its next meeting, when further instructions will be given.

A letter was presented from Mr. William J. Minkiewitz, former employee of the Right of Way Department, in which inquiry is made as to possibilities of his securing a concession to operate a cigar stand and lunch counter in the new Highway Department Office Building The Commission deferred a decision in this matter until the building is completed.

The Engineer reported that on February 8 he authorized the posting of the Weston-Elgin Secondary Highway for reduced weight loads, and that on February 19 he authorized the posting of the Warner Secondary Highway in Lake County for reduced weight loads, in both instances the loads were reduced to a maximum of 11,000 pounds gross on any single axle, 20,000 pounds gross on any pair of tandem axles, and 36,000 pounds maximum gross load. These postings, he said, were required in order to preserve the highway surfaces when the frost is leaving the ground. He asked the Commission to confirm the postings. Upon motion by Commissioner Reynolds, the Commission approved the request unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that on February 6 he ordered the posting of the Rome-Princeton Highway between Princeton and Follyfarm for a maximum gross load of 36,000 pounds. This posting, he said, remained in effect for eleven days until February 17, at which time, because of improved conditions, the signs were taken down. The Commission unanimously approved the Engineer's action in this matter.

The Commission discussed briefly and ordered filed a resolution from the La Grande Chamber of Commerce endorsing the bill that is now before the Legislature allowing the Highway Commission to sell bonds for construction and reconstruction of state highways.

The Secretary reported receipt of a check in the amount of $8,000 from the County Court of Wasco County in repayment of the Highway Commission's advance of state highway funds to help finance preliminary studies in connection with the interstate bridge that is now under construction across the Columbia River near The Dalles. The Commission accepted the payment with thanks.

The Commission discussed a request from the Albany Timber Carnival Association for permission again to use Waverly Lake and Waverly Park in Albany in connection with its Timber Carnival which is to be held this year during July 2, 3, and 4. The Engineer recommended approval of the request subject to certain conditions and requirements. (For a list of the conditions and requirements, see copy of Engineer's letter directed to the Highway Commission dated February 16, 1951, in general files.) The Commission approved the recommendation unanimously.

A letter was presented from The Exchange Club of Ontario, Oregon, advising that as one of its projects for this year it has undertaken a safety program on highways, in connection with which they propose to paint a large white circle, eight feet in diameter with a white cross inscribed, on the highway pavement at each place where a death has occurred by reason of an automobile accident. The Club asks permission to paint such circles on highway surfaces in Malheur County. The Commission approved the request unanimously on the condition that the locations are checked and approved by the Engineering Department, and that the signs are painted in a neat manner.

The Commission had under discussion a letter from Mr. David Travis, Eugene, and a petition signed by 84 residents of Eugene and vicinity requesting approval of an approach road on the east side of the Judkins Point-Goshen Section of the Pacific Highway (new route) south of Eugene, particularly starting at a point just south of the overhead structure on the present highway about three-quarters of a mile south of Springfield Junction, and extending northwesterly to a connection with the new highway. The Engineer recommended that the request be denied. He pointed out that access rights along this section of highway are now being acquired by the Right of Way Department and that negotiations are underway to provide complete restriction of access to a trailer court that is owned by Mr. Travis. Were the Commission to grant Mr. Travis' request, he said, it would not only give him access to the highway but would also permit large scale development along the proposed road, and would give direct access without restriction to the new highway. The Commission approved the recommendation.

The Engineer reported that a dangerous condition exists along US99W south of Corvallis where there is an auction market on the east side of the highway and a cafe on the west side. The patrons of these two establishments, he said, park their cars on the highway shoulders, and as a result traffic congestion is created and hazards introduced. The average daily traffic along this section in 1949, he said, was 3,246 vehicles. He recommended in the interests of safety that the parking of vehicles on the highway shoulders be prohibited between Mile Point 87.11 and Mile Point 87.56. The Commission approved the recommendation. The attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like

effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote on the motion of Commissioner Reynolds.

A resolution was presented from Sumner Grange No. 865, Sumner, Oregon, requesting the establishment of a reduced speed zone on the Oregon Coast Highway between its junction with Sumner Road and the south city limits of Coos Bay. The Engineer advised that this matter has been investigated by the Traffic Engineer, whose report on the subject indicates that a reduced speed zone would be in order here were it not for the fact that the Bunker Hill-Delmar Section is to be contracted for reconstruction in the near future and that the application of the speed restriction would not be applicable or practicable when construction is under way. He recommended, in view thereof, that the request be denied. The Commission approved the recommendation.

A letter was presented from the Honorable Robert Y. Thornton, State Representative from Tillamook County, requesting the designation of a restricted speed zone along Wilson River Highway just east of the city limits of Tillamook. The Engineer advised that this matter has been investigated by the Traffic Engineer, whose report indicates a definite need for speed control along the two-mile section of this highway extending east from the city limits of Tillamook to a connection with the Trask River County Road. He recommended the designation of a 35-mile per hour speed zone from the city limits (Mile Point 0.48) to Evergreen Drive (Mile Point 0.77), and the designation of a 45-mile per hour speed zone between Evergreen Drive and Trask River Road Junction (Mile Point 2.52). The Commission approved the recommendation unanimously upon motion of Commissioner Reynolds, by adoption of the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to a request from the "Barbur Boulevard Boosters" for designation of a 40-mile per hour speed zone along Barbur Boulevard (US99W) from 19th Street, Portland, to the Multnomah-Washington County line, a distance of about three and one-half miles. The Engineer advised that an investigation by the Traffic Engineer reveals that there is warrant for speed control along this section; however, he pointed out that the Highway Commission has jurisdiction only outside the Portland city limits. He recommended in view thereof the designation of a 45-mile per hour speed zone between the southwest city limits of Portland, (Mile Point 5.34,) and a point about a mile westerly thereof (Mile Point 6.45). The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and approved out-of-state travel authorizations as follows:

1. G. S. Paxson, Bridge Engineer, to attend a meeting of the Federal Government's Committee on Steel Priorities, in Washington, D. C., January 12-15, at the request of T. H. McDonald, Commissioner of Public Roads the federal government to reimburse the state for expense involved, estimated at $317.40.

2. F. B. Crandall, Traffic Engineer, to attend a meeting of the Institute of Traffic Engineers in Kansas City during the first week in April, 1951, estimated cost $260.

3. Carl W. Jordan, Travel Department, to represent Oregon at the California Sports & Travel Show in San Francisco during March 2-11, inclusive, 1951, estimated cost $230.

4. Malcolm H. Hawke, Auditor, to go to Denver March 4-11, 1951, to assist the Colorado Highway Department in setting up an accounting system similar to the system in use by the Oregon Highway Department. Colorado Highway Department to reimburse for expense involved.

5 Forrest Cooper, Right of Way Engineer, to go to Denver, March 4-1 1951, to consult with Right of Way Department of Colorado Highway Department regarding methods, etc. Estimated cost $199.50.

6 J. M. Devers, Chief Counsel, and Lester Farnum, chauffeur, to go to Olympia, Washington, February 23, 1951, at the request of the Oregon Executive Department to attend meeting of Oregon Legislative Committee with Washington Legislative Committee, re Longview Bridge tax controversy

The Commission discussed with the Engineer the bids received earlier in the day for highway construction, and at 4:30 p.m. Commissioner Reynolds announced the Commission's decision with respect to each project as follows, the Commission's action in each instance being by unanimous vote:

"Horse Ridge-Hampton Rock Production Project on the Central Oregon Highway between Bend and Burns, Deschutes County. The Commission received six bids for this project, the low one being that of Barney B. Helser, Vale, at $49,275 The contract has been awarded to Mr. Helser at his bid price.

"Goshen Overcrossing on the Pacific Highway over Southern Pacific Company's tracks in Lane County. Hamilton and Thoms, Eugene, submitted the low bid for this job at $136,502.50. They offered to reduce

their bid in the amount of $1,000 if also awarded the contract for the construction of the Riverview Street Viaduct Project. There were six higher bids.

"Riverview Street Viaduct Project on the Pacific Highway in Eugene, Lane County. Hamilton and Thoms submitted the low bid for this job at $20,540. There were nine higher bids. The Commission has referred the bids for both projects to the Engineer with authority to award both contracts to the low bidder, Hamilton and Thoms at their bid prices, less $1,000 for being awarded both contracts, when certain conditions have been satisfied.

"Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways in Tillamook County. The Commission received two bids for this project, both of which have been rejected as being too high.

"Re-oiling and furnishing crushed rock in stockpiles on the Clear Creek-White School Section of the Wapinitia Highway in Wasco County. Asphalt Paving Company, Klamath Falls, was the low bidder of eight for this job at $53,910. The Commission has awarded the contract to the Asphalt Paving Company at its bid price.

"Rock fill embankment involving 0.33 mile roadbed construction on the East Unit, Hood River-Mosier Section of the Columbia River Highway in Wasco and Hood River Counties. Kuckenberg Construction Company, Portland, submitted the low bid for this job at $661,190. There were seven higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to Kuckenberg Company at its bid price when certain conditions have been satisfied."

The Commission discussed briefly matters to be presented by delegations on the following day but took no particular action thereon.

The meeting adjourned at 5:00 p.m., to reconvene the following morning at 9:00 a.m. in the same room.

Portland, Oregon
February 27, 1951

The meeting of the Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, the same persons being present and participating.

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which Chairman Chandler announced that the award of contracts would be made at 3:00 p. m.

COOS BAY-ROSEBURG AND POWERS SECONDARY HIGHWAYS IN COOS COUNTY --- MYRTLE POINT ROCK PRODUCTION PROJECT

Barney B. Helser, Vale	$53,462.50
Coos Bay Dredging Company, Coos Bay	56,588.00
Rogers and Kuni, Coos Bay	60,042.50

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY CASCADE LOCKS-HERMAN CREEK ROAD SECTION

Rogers Construction Co., and Babler Bros., Portland	$434,505.00
R. A. Heintz Construction Company, Portland	444,504.60
Berke Brothers, Portland	446,989.00
Peter Kiewit Sons' Company, Longview, Washington	448,740.90
Parker-Schram Company, Portland	457,589.50
McNutt Brothers, Eugene	459,281.35
Kuckenberg Construction Company, Portland	516,774.00
J. N. Conley, Portland	538,549.00

KLAMATH FALLS-LAKEVIEW HIGHWAY BLY SECTION

Jack R. Robinson, Bend	$ 17,997.00
Asphalt Paving Company, Klamath Falls	20,853.50

PACIFIC HIGHWAY IN LANE COUNTY JUDKINS POINT-GOSHEN SECTION

McNutt Brothers, Eugene	$493,914.40
Guy F. Atkinson Company, Portland	514,342.50
Peter Kiewit Sons' Company, Longview, Washington	521,777.00
M. L. and C. R. O'Neil, Creswell	544,814.50
E. C. Hall Company and Leonard and Slate, Oregon Ltd., Portland	554,023.50
R. A. Heintz Construction Company, Portland	596,906.50
Kuckenberg Construction Company, Portland	604,304.50
K L. Goulter Company, Seattle, Washington	668,853.00

OREGON COAST HIGHWAY IN LINCOLN COUNTY
BIG CREEK(AGATE BEACH-NEWPORT)SECTION

Durbin Brothers, Eugene	$240,932.20
M. L. and C. R. O'Neil, Creswell	242,974.20
R. A. Heintz, Portland	244,061.20
K. F. Jacobsen and Company, Inc., Portland	252,556.70
J. M. Arenz, Portland	252,990.70
Kuckenberg Construction Company, Portland	258,209.00
McNutt Brothers, Eugene	262,474.70
Stevenson Construction Company, Salem	264,948.20
Heavy Hauling Company and C. H. Grimstad and T. Vanderveldt, Astoria	282,177.20
John Havlik, Jr., Scappoose	284,532.20
C. J. Eldon, Portland	298,514.00
T. W. Thomas, Portland	321,647.50

I. O. N. HIGHWAY IN MALHEUR COUNTY
ROCK CREEK-McDERMITT ROCK PRODUCTION PROJECT

C. E. Leseberg, Nyssa	$ 59,080.40
Rush Construction Company, Enterprise	62,423.80
E. C. Hall Company, Portland	63,894.00
Barney B. Helser, Vale	76,758.00

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY
HERMISTON(RAILROAD TO HURLBURT AVENUE)SECTION

Morrison and Fisher, Walla Walla, Washington	5,400.00
Leslie Harris, Pendleton	6,469.00

THREE MILE LANE SECDY. HWY. IN YAMHILL COUNTY
W. UNIT, S. YAMHILL RIVER-DAYTON SECTION

O. C. Yocom Company and J. C. Compton Co., McMinnville	$ 98,745.00
Porter W. Yett, Portland	106,062 00
K. F. Jacobsen and Company, Portland	112,479.00
Warren Northwest Inc., Portland	114,356.00

Mr. Oliver Lewis, representing the U. S. Army Engineers, Walla Walla, Washington, came before the Commission regarding the lowering of the floor of the bridge over Catherine Creek in the town of Union, Union County. He said that the government has a $40,000 project underway at this place which involves lowering the channel of Catherine Creek, and in the course of the work they find that the footings of the highway bridge are somewhat higher than the new bed of the stream. He further stated that they at first planned to lower the bridge floor themselves but later ascertained that they did not have legal authority to do so, so they are now asking the state to do it. He pointed out that their project is sponsored by the City of Union, which will be responsible for any deficiency; also, there is considerable likelihood that the bridge will be damaged by flood water if something is not done soon to correct the situation. He estimated the cost of the work at about $4,000. The State Highway Engineer gave as his opinion that there is urgent need to do the work at once in order to avoid damage to the bridge structure, and he recommended approval of the project by the Commission, the work to be done by state forces. The Commission approved the recommendation.

The Commission discussed a letter from Mr. Claude H. Giles, attorney, Coos Bay, in behalf of clients who are demanding substitution of tidegates for a bridge in the plans of the Commission for the improvement of the Oregon Coast Highway at Shinglehouse Slough, south of the city of Coos Bay. Mr. Giles alleges that his clients were at one time promised tidegates, and he urges the Commission to do what is necessary to fulfill that obligation. The Engineer reported that advices have been received from the Army Engineers to the effect that Shinglehouse Slough is definitely a navigable body of water and such being the case a permit authorizing construction of a bridge over it must be secured from them, although it was very doubtful if they would grant such a permit for dike and tidegate construction. As a result of discussion the Commission decided unanimously to proceed on the basis of present plans for a bridge at this point rather than tidegates. Motion to that effect was offered by Commissioner Reynolds and seconded by Chairman Chandler, who declared it carried. The Secretary was instructed to inform Mr. Giles of the action taken.

The Chief Counsel reported receipt from the Union Pacific Railroad Company of a tentative draft of an agreement covering encroachment of the Columbia River Highway on railroad company property between Herman Creek Road and Corton Creek, in Hood River County. He recalled that the Commission at its meeting on January 24 received a satisfactory bid from Vernie Jarl, Gresham for construction of this project, but held up the award of the contract pending conclusion of arrangements with the railroad company with respect to the encroachment. Approval of the form of agreement submitted, he said, will allow the Commission to award the contract and will permit the contractor to occupy the railroad company property; however, he pointed out that the agreement as prepared, contains a number of provisions that neither he nor the Engi-

neer can recommend. He recited the provisions to which he referred and suggested that he be authorized to tell the company that the Commission will execute a form of agreement with certain changes. The Commission approved the suggestion and so ordered.

The Chief Counsel reported the results of a joint meeting of committees representing members of the Oregon Legislature and the Washington Legislature in Olympia, Washington, on February 23, for the purpose of attempting a solution of the tax problem involving the interstate bridge between Rainier, Oregon, and Longview, Washington. He said that during the discussion it was proposed that the State of Washington pay $75,000 to apply on the $118,000 taxes that have been levied by Columbia County, Oregon, but which have not been paid, and it was understood that the payment of any sum by the State of Washington was to be on the condition that the Oregon law by which the taxes are now assessed, levied and imposed would be repealed. It was also proposed that some relief in the way of toll charges would be worked out by the Toll Bridge Authority for the accommodation of people who live on the Oregon side of the river and work in Washington, and for the people who live on the Washington side of the river and work in Oregon. Before the meeting adjourned, he said, Governor Langlie suggested that the members of the Oregon committee return to Salem and submit an offer of settlement in writing, with the understanding that if the offer were fair, they would promptly pay it, and if it were too severe they would endeavor to pay it even though they might feel they were being unfairly treated. The Commission took no particular action on this report.

The County Court of Clackamas County, represented by County Judge Wallace Telford and Commissioners Robert Jones and Stan Skoko, was present and urged the Commission to designate and construct as a state secondary highway, the county road which extends northerly from a connection with the Clackamas State Secondary Highway No. 171, near a place known as Barton, to the town of Boring, to facilitate the transportation of logs from the Estacada district to the loading terminals of the railroad at Boring. Judge Telford advised that this road is used extensively by log and lumber haulers, but recently on account of the winter freeze and thaw, it was closed to such use, by the County Court, and the operators now are required to take a round-about route either through Carver or Sandy to get to their destination. He said that this road, which is heavily traveled, now is in fairly good conditions, but will not stand up under the pounding of logging and lumber trucks. He urged the Commission to take it over as a state secondary highway because the county does not have the funds necessary to maintain it. Chairman Chandler advised that it is contrary to the Commission's present policy to add any more roads to the state highway system until improvement of the roads now on that system is further advanced; however, the Commission occasionally makes substitutions and in the present instance will con-

sider such an exchange if the County Court is agreeable. Judge Telford stated his approval of such an exchange of roads, as did also Commissioners Jones and Skoko, whereupon the Commission instructed the Engineer to discuss the matter with the County Court on such basis and report back his recommendation.

A delegation consisting of Messrs. Robert J. Wilhelm and Monroe A. Jubitz, representing the Rudy Wilhelm Warehouse Company; Clarence D. Phillips, Attorney, and C. J. Scoville, representing the Portland General Electric Company, all of Portland, came before the Commission regarding the securing of permits allowing movements over state highways of loads which weigh considerably in excess of the weight limits specified by statute, particularly with reference to loads that cannot be dismantled, such as transformers. Mr. Wilhelm, who was principal speaker, stated that in the past his company has been able to secure permits for loads weighing 80,000 pounds gross weight, but occasionally they are called upon to move things of greater gross weight, and to take care of these movements, they have purchased a 16-wheel trailer which they believe can be used successfully without damaging highway surfaces. He explained their problem in considerable detail and asked the Commission to modify its requirements so as to permit use of this equipment on state highways. He presented a brief in support of his oral report. Chairman Chandler advised that the Highway Commission appreciates the problem, but does not have funds at its disposal to pay for construction of roads that will stand up under unlimited weights; however, the Commission will have the Engineer make a study of the equipment referred to by Mr. Wilhelm, for the purpose of determining just how heavy a load can be transported by it without damaging highway surfaces. Mr. Phillips mentioned that in 1947 the Portland General Electric Company moved a heavy transformer from Woodburn to its substation at St. Louis. The transformer, he said, has now burned out and the company wishes to send it back to the factory but is unable to obtain a permit to move it over the highway. He said the route over which they wish to take it has no bridges, and it is the only possible way to get it to the railroad. He asked the Commission to authorize the movement. The Commission indicated its approval subject to check by the Engineer. As a result of further discussion the Commission referred the entire matter to the Engineer for a thorough study.

The County Court of Tillamook County, represented by County Judge O. E. Effenberger, and Commissioners August Schollmeyer and Wesley Shulmerich, was present. They asked the Commission to construct two bridges, one across the Trask River on Federal Aid Secondary Highway No. 620 (locally known as the Wilson River Loop County Road), and the other across Dougherty Slough on what is known locally as the Brickyard Loop County Road. They said that the County has no money with which to finance either of these structures, its funds being available only for oiling purposes; hence they are asking the State's help. They alleged that the Brickyard Loop Road was at one time on

the Federal Aid Secondary System but was deleted therefrom when the present system was developed. In order that federal funds may be used for construction of the Dougherty Slough Bridge, they proposed an exchange of roads in the Federal Aid Secondary Highway System as follows: Elimination of that portion of Federal Aid Secondary Highway No. 620 southerly from its junction with Federal Aid Secondary Highway No. 619, and substitution therefor of the so-called Brickyard Loop Road. The Commission agreed to give the matter consideration and referred it to the Engineer for investigation and report at the next meeting.

Mr. John Epping, Western Vice President of the association known as the "Outdoors Writers of America," and Vice President of the Oregon Coast Association for Tillamook County, offered the following suggestion for installation of culverts through state highway embankments: That when the Highway Commission constructs new highways, particularly in the dry portion of the state, culverts be installed near the top of the embankments rather than at the bottom so as to impound water that could be used for irrigation or for recreational purposes. He said that such a system is being used in some of the eastern states, particularly in Pennsylvania, with good results because it conserves water in localities where the water table is being lowered. The Commission took the matter under advisement.

A delegation from Sheridan and McMinnville, consisting of the following, appeared before the Commission and urged improvement of the Salmon River Highway easterly from the city limits of Sheridan a distance of about two miles, to a place known locally as Turner Hill: Leland Sackett, Wayne Flynn, Otto Heider, George Mowery, Beryl Swails, all representing the Sheridan Chamber of Commerce; and R. I. Merryfield, O. C. Yocom, James Stannard, Gail Vinton, Phil Bladine, all representing the McMinnville Chamber of Commerce. Mr. Sackett headed the group. He urged the Commission to give favorable consideration to their request, alleging that this section of highway is about the oldest in the state, that it is narrow, rough, weak and not adequate for the heavy travel that it receives. He asked that it be improved at the earliest possible time. The Engineer advised that a survey of the section, which is about 2.3 miles long, has already been made and a cost estimate prepared, which indicates that to improve the section as requested will cost about $200,000, including pavement 24 feet wide with a six-foot shoulder on each side. Chairman Chandler advised that the Commission's present policy is to spend some money on this highway each year so that eventually it will be brought up to modern standards throughout. He mentioned that the Commission has in mind as its next project an improvement in the vicinity of St. Joe Underpass; and he indicated to the group that they may expect an expenditure of some money on this highway this year.

The following persons composed a delegation from the city of Corvallis which consulted the Commission regarding a proposed plan to re-route the Pacific Highway West (US99W) along First Street in this city: James O. Conville, City Manager, Jay Reynolds and Vance Taylor, representing the Chamber of Commerce, Sandy McHugh and Professor Glen Holcomb, representing the City Council. Mr. Conville headed the group. He requested clarification of the Commission's plan for the First Street route, because of the city's plans for sewer construction along this street this year, and the city's desire to start acquisition of right of way that may be needed. He stated that they appreciate the fact that the proposed improvement of the highway just north of the city has priority status, but they are very anxious to secure the Commission's approval of the First Street project so they can plan accordingly. Chairman Chandler advised that the Commission has this project in mind but cannot make a decision until it has received a report from the Engineer on his further study of the project. The Engineer was thereupon instructed to render such report at the next meeting of the Commission. In conclusion, Mr. Conville stated that his group will appear before the Commission again at such meeting for its answer.

The Commission discussed items of unfinished business as listed on the Secretary's summary dated January 24, 1951. Action as follows was taken thereon:

1. Matters to be presented to the 1951 Legislature: The Commission ordered this item retained on the list.

2. Request of Baker County Chamber of Commerce for improvement of the Haines-Anthony Lakes Secondary Highway: Commissioner Reynolds and the Engineer are to consult with the Baker County Court with respect to this project on the occasion of the Engineer's next trip into Eastern Oregon.

3. Collection of the amount of bid bond furnished by the State Construction Company in connection with its proposal to construct piers for the Marion Street Bridge in Salem. The Chief Counsel advised that he is working on this matter on a compromise basis with a view in mind to securing a settlement out of court.

4. Proposed acquisition of additional area for overnight camping purposes in Wallowa Lake State Park: The Right of Way Engineer reported that he is still working on this project and hopes to have a report for the Commission soon.

5. Request of the City of Nyssa for construction of full width pavement and curbs on US20 within the city: Action on this matter was deferred pending inspection of the project by Commissioner Reynolds and the Engine

on the Engineer's next trip into Eastern Oregon.

6. Request of the City of Corvallis for re-routing of US99W on First Street in Corvallis: Previously discussed with delegation. The Engineer was instructed to report on this matter at the next meeting of the Commission.

7. Proposed state park in Ladd Canyon, Union County: Action on this matter was deferred pending inspection of the site by Commissioner Reynolds and the Engineer.

8. Disposal of claim of Mrs. William Fairweather, Burbank, California, who alleges injuries received while visiting in Silver Falls State Park: This matter was reported by the Chief Counsel earlier in the session, at which time the Commission decided to let the matter rest until Mrs. Fairweather takes action of some sort.

9. Request of Tillamook County Court for construction of two bridges on the county market road system: This matter was discussed previously with members of the County Court, at which time the Engineer was instructed to investigate a proposed exchange of roads in the Federal Aid Secondary Highway System in Tillamook County, and to report his findings at the next meeting of the Commission.

10. Truck-hauling of logs during hours of darkness: The Chief Counsel advised that there is no particular statute covering this subject but it is left with the Public Utilities Commissioner to prescribe rules and regulations upon recommendation of the State Highway Commission. The Engineer was instructed to send a copy of the regulations to each member of the Commission for study.

11. Proposed change in form of real estate options: The Commission deferred action in this matter pending the return of Commissioner M. K. McIver from his trip to London.

12. Acquisition of property for off-street parking in Salem: The Chief Counsel advised that the Commission is without legal authority to spend highway money for such purposes. In view thereof, the Commission instructed the Engineer to proceed strictly in accordance with the provisions of the Commission's agreement with the City of Salem.

13. Request for elimination of the rough condition of the Central Oregon Highway between Juntura and Harper: The Engineer advised that he will report on this matter at the next meeting.

14. Proposed development of park area at McNary Dam site: The matter was discussed earlier in the session, at which time it was agreed to ask the County Court of Umatilla County to negotiate with the property owner. The Commission approved payment of $5,000 for property owned by Mr. Kik.

15. Request for concession privileges at Sandy River Bridge at Troutdale during the smelt run in the Sandy River: This matter was previously disposed of earlier in the session, at which time the Commission decided not to grant the concession.

16. Report on weighing activities on a sixteen-hour basis: The Engineer advised that there is nothing new to report, and he suggested that the item be deleted from the list. The Commission so ordered.

17. Furnishing building and grounds services for the new Highway Department office building in Salem: The Engineer advised that he met with the Ways and Means Committee of the State Legislature relative to rental to be charged on state office buildings and ascertained that it is the view of the Committee that ten cents per square foot per month should be charged for amortization of buildings and five cents per square foot per month for operation and maintenance of buildings, a total of fifteen cents per square foot per month; also, that with reference to the State Highway Building, the five-cent charge for operation and maintenance of the building should be paid by the Highway Department into the General Fund of the State, and the work should be done by the Secretary of State under agreement with the Highway Commission. The Commission deferred any action with reference to an agreement with the Secretary of State until the Ways and Means Committee makes its final decision with respect to the rental rates to be charged.

18. Adoption of Federal Aid Secondary Highway Program for the years 1952, 1953, and 1954: Projects for first year construction were selected by the Commission on January 23; selection of projects for second and third year undertaking was deferred until later.

19. Adoption of a program for 1951 Special State Tax Street Fund: The selection of projects was made by the Commission earlier in the session.

20. Claim of Crawford W. Smith for damages to his property at Port Orford due to highway improvement: The Right of Way Engineer advised that he has not had time yet to consult Mr. Smith but will do so in the near future.

21. Legislative bill allowing contractors to develop county roads for log hauling as recommended by Mr. J. C. Bedingfield, attorney, Coos Bay: The Commission ordered this item deleted from the list.

22. Report on economic study of proposed relocation of Tualatin Valley Highway along Baseline east of Hillsboro. It was pointed out that the Engineer's report on this matter was presented to the Commission at its January meeting. The Commission ordered the item deleted from the list.

23. Request of Union County Court for improvement of the "Valley" Section of the Alicel-Lower Cove Road (Federal Aid Secondary Highway No. 479): Action in this matter was deferred pending discussion of the matter with the County Court by Commissioner Reynolds and the Engineer.

24. Proposed improvement of US99 at Portland Stockyards: The Engineer advised that his report on this subject is not yet ready but he will render it at the next meeting of the Commission.

25. Request of Cascade Highway Association for designation and improvement, as a state secondary highway, of the county road between Scio and Stayton, Linn County: The Engineer advised that his report on this subject has not as yet been prepared.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

The following persons composed a group from the City of Hood River which appeared before the Commission and urged construction of a direct connection into their city along Second Street, from the new Columbia River Highway which is to be constructed north of the Union Pacific Railroad tracks through this city: Hon. Vernon Garrabrant, Mayor, and Carl Andresen, City Engineer, representing the City Council; Herbert Struck, County Commissioner, representing the County Court; Harold S. Keir, Commissioner, representing the Port of Hood River Commission; P. F. Buckl n, Chairman of the Highway Committee, and R. E. Steele, Secretary, representing the Hood River Chamber of Commerce; Charles T. Howe, representing the Lions Club; and J. L. Breckenridge, representing the Hood River Rotary Club. Commissioner Bucklin headed the group. He exhibited a map showing the proposed highway and the desired connection, and he presented a letter, signed by each of the organizations represented by the group, supporting in detail their request for such connection. This matter was discussed at considerable length, during which the Engineer stated that present plans provide access to the city on both east and west sides but no provision has been made for an entrance at Second Street, which involves a cloverleaf grade separation structure. As a result of the discussion the Commission agreed to give the matter careful study and to discuss it with the Engineer.

(For details of the City's request see copy of letter presented by Mr. Bucklin dated February 26, 1951, in general files.)

Following discussion of this matter, County Commissioner Struck inquired as to the Commission's plans for construction of a bridge over Hood River in the town of Dee. He was informed by Chairman Chandler that the Commission has tentatively approved the allocation of Federal Aid Secondary Highway funds to finance such project, and it is quite likely that the work will be done during the 1951 construction season.

The Right of Way Engineer reported a revised settlement with Mr. Arthur J. McCall for land that is needed as right of way across his property in Ladd Canyon, particularly at a location about two miles southeast of LaGrande. He said that the original settlement provided for construction of a cattle pass at an estimated cost of about $3,200, but since the option was secured, Mr. McCall acquired some additional land to which he plans to move all of his buildings so they all will be on the same side of the highway. Such arrangement, he said, will obviate the necessity for the cattle pass and Mr. McCall has agreed to release the state from construction of the same, if the state will pay for moving his buildings, which is estimated at about $2,722.82. He recommended approval of the arrangement. The Commission approved the recommendation unanimously on the condition that payment to Mr. McCall shall not be made until he has signed and delivered to the Commission a statement releasing the state from further obligation with respect to the cattle pass.

A delegation from Douglas County consisting of Hon. Tom Lillebo, Mayor of Reedsport, H. R. Morris, representing the Port of Umpqua Chamber of Commerce and the Umpqua River Navigation Company, Reedsport, Mr. and Mrs. L. M. Gulloch, farmer, Oakland, Mr. and Mrs. Howard Cracroft, rancher, Oakland, and Ross Hutchinson, ex-County Commissioner of Douglas County, appeared before the Commission and urged improvements to the Elkton-Sutherlin State Secondary Highway. They alleged that this highway throughout its entire length, except for a short section heretofore improved, is narrow, crooked, rough and a dangerous road to travel, particularly because of the large volume of heavy traffic, such as logging and lumber trucks, that uses it. They presented a map showing the location of saw mills and logging companies in Douglas County, and pointed out that there are 26 mills and 59 logging operations betweek Elkton and Sutherlin, and they declared that the present road is entirely inadequate to serve these industries. Speaking in behalf of their request were Messrs. Lillebo, Cracroft and Morris. They urged the improvement from the standpoint of safety, convenience, and the building up of their community and the lumber-shipping facilities at Reedsport. They said that they are not asking for the improvement of the entire highway at this time but would like to have the Sutherlin end improved first and a program arranged for an orderly improvement of the balance.

Chairman Chandler advised that the Commission in its allocation of available funds must be fair to all communities and must distribute the funds on an equitable basis; and, because the funds are insufficient to finance all of the improvements that are requested, the Commission must use its judgment in allocating them where they will do the most good for the largest number of people. He also said that because of the fact that Douglas County has received so much money recently, and because additional funds have been earmarked for expenditure in this district, the Commission cannot in fairness to other communities do what the group is asking. There are no monies available for the Elkton-Sutherlin Road now, he said, and the Commission is not in a position to make any definite promises as to the future, but it will give this highway fair consideration at the proper time. In replying to an inquiry from Mr. Cracoft as to what prospect there is for improvement of this road next year, Chairman Chandler advised that the Commission does not want to make a prediction that might result in a disappointment. Mr. Cracoft left with the Commission letters and petitions from numerous organizations and individuals urgently requesting the improvement of this highway.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's decision being by unanimous vote:

"Myrtle Point Rock Production Project on the Coos Bay-Roseburg and Powers Secondary Highways in Coos County. Barney B. Helser, Vale, submitted the low bid for this project at $53,462.50. There were two higher bids. The contract has been awarded to Mr Helser at his bid price.

"Cascade Locks-Herman Creek Road Section of the Columbia River Highway in Hood River County, grading, paving and bridge construction. The Commission received eight bids for this job, the low one being the joint bid of Rogers Construction Company and Babler Brothers, Portland, at $434,505.00. The bids have been referred to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading and oil mat surfacing on the Bly Section of the Klamath Falls-Lakeview Highway in Klamath County. Two bids for this work were received, the low one being that of Jack C. Robinson, Bend, at $17,997. The bids have been referred to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading and construction of reinforced concrete box culverts on the Judkins Point-Goshen Section of the Pacific Highway south of Eugene, Lane County. McNutt Brothers, Eugene, were the low bidders for this work at $493,914.40. There were seven higher bids. The bids have been referred to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Grading and bituminous macadam construction on the Big Creek (Agate Beach-Newport) Section of the Oregon Coast Highway in Lincoln County. Twelve bids were submitted for this work, that of Durbin Brothers, Eugene, being low at $240,932.20. The bids have been referred to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Rock Creek-McDermitt Rock Production Project on the I. O. N. Highway, Malheur County. The low bidder for this work was C. E. Leseberg, Nyssa, at $59,080.40. There were three higher bids. The Commission has awarded the contract to the low bidder at his bid price.

"Grading and oil mat surfacing on the Hermiston (Railroad to Hurlburt Avenue) Section of the Old Oregon Trail in Umatilla County. Morrison and Fisher, Walla Walla, Washington, with its bid of $5,100.00, was the low bidder of two on this work. The Commission has awarded the contract to Morrison and Fisher at its bid price.

"Grading and paving the West Unit of the South Yamhill River-Dayton Section of the Three Mile Lane Secondary Highway in Yamhill County. The joint bid submitted by O. C. Yocom Company and J. C. Compton Company, McMinnville, at $98,745.00 was the low bid of four for this work. The Commission has awarded the contract to this contractor at its bid price.

Messrs. Al Loucks and John Franzen, Mayor and City Manager respectively, of the City of Salem, were present and discussed with the Commission the matter of the state's providing off-street parking areas for cars in North Salem, in lieu of certain widening work on North Capitol Street heretofore proposed and provided for in the city's agreement with the State Highway Commission covering highway improvements within the city. They exhibited a map showing the sections of North Capitol Street which, according to present plans, are to be widened to facilitate the parking of cars along the curbline, and also outlining the areas that they have in mind for the state to acquire as parking areas in lieu of such widening work. They alleged that if the Commission will approve the plan they propose, a saving of several thousands of dollars will be realized. Moreover, in their estimation it will provide for a better highway improvement. They were informed by Chairman Chandler that according to an opinion given by the Commission's Chief Counsel, Mr. J.M. Dever

the Commission does not have legal authority to acquire land for off-street parking of cars, in view of which the Commission is precluded from doing what what they ask, and has ordered adherence to the original arrangement, notwithstanding that it may cost somewhat more than the proposed alternative. Mr. Franzen inquired whether or not the Commission will object to having the law amended to permit the Commission to acquire areas for the off-street parking of cars. Chairman Chandler replied that the Commission feels that it would be contrary to the state's best interests to embark upon such a program, because were such areas provided in one locality they would also have to be furnished in other localities throughout the state, which would result in the expenditure of highway funds to do something that was not originally intended, and in an amount which the Commission cannot afford; however, if the legislature should see fit to so amend the law, then the Commission will respond, although it considers that it would be bad practice to do so. This concluded the conference.

Messrs. J. L. McCulloch, Chairman of the Roads Committee of the Burns Chamber of Commerce, C. W. Craddock, County Judge of Harney County, and M E Cady, Manager of the Bend Chamber of Commerce, composed a delegation which appeared before the Commission and urged immediate construction of the remaining 22-mile section of the Rome-Princeton State Secondary Highway between Princeton and Follyfarm. Mr. McCulloch recited the history of this highway and urged early completion of this section as an entirely new port of entry into the state of Oregon. He also said that they prefer this project to the reconstruction of the Sage Hen Hill Section of the Central Oregon Highway, which he understood the Commission has in mind. Judge Craddock stated that if the Commission cannot see its way clear to improve the entire section this year, they will be satisfied with a portion of it, and he suggested improvement of the Princeton end. Chairman Chandler advised that the Commission realizes the State has a considerable investment in this road, and, that the Commission wants to complete it as soon as it can in order to realize on this investment, but cannot spend its primary highway monies on secondary roads, as this one is classed. He also said that the Commission will give the matter further study and see what can be done, if anything, to hurry the job along. Commissioner Reynolds pointed out that the original estimate of cost to build this 22-mile section was $520,000, and that with prices now about 20% higher than at that time, the estimate must be revised to about $600,000, which, he said is quite a sum for one section of secondary highway. He agreed with Chairman Chandler that the matter will be given further study.

Thomas M. Gatch, Attorney, Portland, was present in behalf of his client, Mr. E. S. Alger, also of Portland, regarding Mr Alger's claim against the state for damage which he alleges occurred to his car by reason of a faulty railing on the Sandy River Bridge on the Columbia River Highway

(old route) near Troutdale. Mr. Alger was also present. Mr. Gatch stated that the accident happened in the early morning hours on August 17, 1950, when the car, which was being driven by Mr. Alger's son, approached the bridge from the east at a speed of about 20 to 25 miles per hour. The approach, he said, is on a curve, the bridge narrow, and the car was driven into the end of a temporary railing at the bridge end which protruded into the roadway. This plank, he said, hit the extreme right edge of the windshield, impaled the car and came out on the right side of the rear, resulting in damage which cost $450 to repair. He asked the Commission to pay such sum and to allow rebate on Mr. Alger's car license. Chairman Chandler advised that this matter has been checked very thoroughly by the State Highway Engineer and the Commission's Chief Counsel, and their reports on the subject are to the effect that the state is in no way legally liable, wherefore the Commission definitely denies the claim.

Mr. Henry Hartje, attorney, Portland, was present in behalf of his clients, Hal Alger and Murrel Hibbard, who were involved in the same accident, Hal Alger being the driver of the car, Murrel Hibbard a passenger. Both of these men were also present. Mr. Hartje requested on behalf of Mr Hal Alger payment of $500 for personal injuries and doctor bills. He also said that Mr. Hibbard has accepted payment of his claim from his insurance company, so there is a question in view thereof whether or not he still has a claim against the state. He was informed by Chairman Chandler that the Commission definitely denies the claims for the same reason that it denied the claim of Mr. E. S. Alger.

Mr. Elmer Bankus, Brookings, Oregon, was present. He alleged that when the State Highway Commission acquired from him several years ago land that was needed as right of way for the Oregon Coast Highway north of the town of Brookings, it was understood that the land that was not actually needed for right of way purposes would be deeded back to him. He said that up to the present time the state has not deeded to him any excess property and that he would like to have that done soon because he plans to develop adjacent land which he owns but cannot do so except by encroachment upon state land which is low and will have to be filled in. Chairman Chandler advised that this matter was presented to the Highway Commission at the previous meeting, and from the evidence submitted at that time the Commission decided that it is not obligated to deed any of this property to Mr. Bankus. Moreover, according to the Engineer all of the property is needed for future highway purposes. Mr. Bankus repeated that he was given to understand by the Commission's Chief Counsel that the property that is not actually needed for highway purposes would be deeded back to him. The Chief Counsel advised that the understanding is substantially correct; however, it appears that the property is all needed for highway purposes so there is no excess to convey Mr. Bankus then explained that he merely wants a proper approach

to his property and that he is not asking for an additional access to the highway. He suggested, if the Commission feels that it cannot deed the property back to him, that the State fill in the low points to a level with the highway He will then fill in his property to a corresponding level so as to eliminate any low area between the highway and his property The Commission took the matter under advisement.

Mr. Bankus then brought up for discussion a proposed exchange of properties in the south part of the town of Brookings. He gave as his understanding that the state needs a strip of his land, 208 feet long, for widening the present highway, and he stated his willingness to deed such strip to the state if the state will deed to him a small area that it owns in the town of Brookings, which he understand the state does not need. The Commission referred this matter to the Engineer for investigation and report.

A delegation representing the Oregon Roadside Council and the Oregon Federation of Garden Clubs was present and urged the Commission to support Senate Bill No. 94, now before the state legislature, which bill provides for the creation of protective roadside strips where advertising signs may be permitted, regulated or prohibited. The group was headed by Mr Thornton T. Munger, Chairman, Roadside Protective Committee of the Oregon Roadside Council, and included the following: Mrs. Daniel Heffner, Portland, representing the National Council of State Garden Clubs, Mrs. C. R. Bushman, Scappoose, and from Portland, Mrs. H. C Ritter, Miss Julia Hobday, Mrs. W. H Hemphill, Mrs. C. C. Menefee, Mrs. Floyd Hallock Mr. Aubray R. Watzek, Admiral Tom Gatch, Messrs. George Ruby, C. B. Sherer, Ed Birkenbeul and C. P. Keiser, Mrs. Walter Gerke, representing the Oregon Society of Landscape Artists, and Don Parks, of the Oregon Chapter of the American Institute of Architects. In opening the discussion Mr. Munger stated that their bill was introduced in the legislature and was referred to the Committee on Roads and Highways, where it is being held up because of statements made by someone whom they understand represented the State Highway Commission He urged the Commission to reconsider its decision in the matter and to state its objections, so that they can provide amendments that will meet those objections. Others speaking in behalf of the bill were Mr Watsek, who stated that the members of the Oregon Roadside Council which appeared before the legislative committee represented a large portion of the population of the state which wants the billboards outlawed; Admiral Gatch, who said he understood "that the State of Oregon had reached a stage of civilization to dislike roadside signs"; Mrs Heffner, who stated that she represents 8,000 garden club members covering the entire state who believe that people who drive cars have a right to an unobstructed view of the scenery along highways; and Mr. Ruby, who stated that their cause is hopeless unless the Highway Commission will assume the responsibility for the things mentioned in the bill.

Chairman Chandler advised that the Highway Commission is in sympathy with the objectives of the bill, but is of the belief that the administration of the act should be under an independent agency, and if that can be arranged, the Highway Commission will endorse the bill and help secure its passage. He predicted that the administration of the act would involve much litigation and he pointed out that it is the duty and purpose of the Highway Commission to build and maintain highways. He assured the group that the Highway Commission will "back" them 100% in their endeavors if some other agency than the Highway Commission is designated to administer the act. At the request of Mr. Munger, the Secretary read aloud a prepared statement that was delivered to the Roads and Highways Committee when this bill was discussed. In conclusion, Mr. Ruby stated that it appears that the Committee does not clearly understand the position of the Highway Commission in this matter and he asked the Commission to do what is necessary to straighten it out. He suggested that the bill be rewritten by the Commission's Chief Counsel in a manner that would be acceptable to the Commission. Chairman Chandler advised that the only change necessary is to give the administration of the act to some agency other than the State Highway Commission.

The Commission discussed a request from the City of Beaverton that heavy truck traffic, particularly logging trucks, be removed from Broadway Street (Beaverton-Hillsdale Highway) and rerouted by way of the Tualatin Valley Highway, thence south to Broadway at the edge of Beaverton. In connection with this matter the Commission also discussed a request from the city of Vale for rerouting of truck traffic along Washington Street in Vale, between Main and Glenn Streets, so as to take such traffic off their main business street. Also discussed was a similar situation in the city of La Grande. The Chief Counsel advised that the only way that truck traffic can be rerouted legally is by mutual agreement between city and state to eliminate a hazard or a nuisance. If a city wants to reroute heavy truck traffic off a street that is a designated highway route, he said, that can be done if the Highway Commission concurs by entering into a mutual agreement with the city. But the simple fact that the city adopts an ordinance prohibiting trucks from using certain streets does not make it legal. The Commission took no definite action on either of the requests.

The Commission discussed the date for its next regular meeting, and decided to hold such meeting in Portland on Thursday and Friday, April 12 and 13, 1951. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

The Commission approved and signed agreements, etc. as follows:

Agreement with City of Eugene covering installation of traffic signal at intersection of Broadway and Mill Streets.

Agreements etc. (cont.)

Bargain and Sale Deed conveying to Johanna Enegren Parcel of land lying in Lot 7 of Section 27, Township 25 South, Range 12 West, W. M., Coos County, Oregon

Bargain and Sale Deed conveying to Herbert E. and Mabel Laib a strip of land containing approximately 325 sq. feet lying in Lot 27, Block 3, Woodland Park Addition to City of Portland.

Agreement with F. C. Hathaway covering sale of timber on the Sunset Highway about a mile west of Sunset Camp, Washington County.

Second Modification of Cooperative Agreement for maintenance on the John Day Burns National Forest Highway.

Deed conveying to Dan F. Clare a small tract abutting the Glendale-Johns Section of US99.

Deed conveying to Pleasant Hill Cemetery Association a small tract abutting Willamette Highway, Lane County.

Agreement with Bureau of Public Roads providing for state maintenance of Pendleton-John Day Forest Highway Project during winter season at federal expense.

Agreement with Hood River County and city of Cascade Locks covering disposition of Cascade Locks-Herman Creek Section of Columbia River Highway. (Old route)

Agreement with U. S. Forest Service re maintenance of section of old route of Enterprise-Lewiston Highway as a forest road connection

Lease Agreement conveying to Arlie Lapping and Dorothy Lapping a parcel of land lying in Block 33, Coos Bay Plat "B" Addition to North Bend, Coos Bay and a parcel of land lying in Lot 27, Block 33, Coos Bay Plat "B" Addition to North Bend.

Quitclaim Deed to J. L. and Ada Stuart for a parcel of land lying in Thomas Monteith D. L. C. No. 64, T. 11 South, R. 3 W., W. M., Linn County, Oregon.

Agreements etc. (cont.)

Lease for Land agreement with E. K. Wood Lumber Company for tract of land lying in W. R. Foster D. L. C. #45 Sec. 11, T. 28S, R. 6W, W. M. Douglas County, Oregon (Quarry floor for parking)

Agreement with Coastal Lumber Company covering sale of down and dead timber on property owned by State along the Salmon River Highway in Tillamook Co., known as Van Duzer Corridor.

Oregon Forest Highway Program for Fiscal Year 1952. (Approved January 23, 1951)

Agreement with U. S. Army Engineers covering dredging materials to be used on Salem-Dallas Highway in West Salem.

The meeting adjourned at 5:20 p. m.

R. H. Baldock
State Highway Engineer

Chairman

ATTEST:

H. B. Searing
Secretary

Chas. H. Reynolds
Commissioner

M. K. McLucas
Commissioner

February 27, 1951

EXHIBITS "A" THROUGH "K"

Minutes of February 26 and 27, 1951

EXHIBIT "A"

Minutes of February 26 and 27, 1951

R E S O L U T I O N

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

T. H. BANFIELD EXPRESSWAY - UNIT #4

14864 - Howden, Maurice A. and Bernadette (Johnson)
Right of Way
Option expires July 18, 1951

4,850 sq. ft. at $0.10 per sq. ft.	$ 485.00
6 room 1-1/2 story house, with 1/2 basement. 624 sq. ft. at $7.30 per sq. ft.	4,555.20

Amount to be paid owner - chrg to Right of Way $ 5,040.20

Access controlled - No access allowed -

(cont.)

EXHIBIT "A" (cont.)

T. H. BANFIELD EXPRESSWAY - UNIT #4 (cont.)

M872 - Jones, Samuel L. (Johnson)
Right of Way
Option expires July 9, 1951

90 sq. ft. Lump Sum	$ 54.00	
Amount to be paid owner - chrg to Right of way		$ 54.00

Access controlled - No access allowed

14861 - Milne, Arthur, and Catherine (Johnson)
Right of Way
Option expires July 23, 1951

29,100 sq. ft. at $0.25 per sq. ft.	$7,275.00	
Office and shop building, 1831 sq. ft. and 220 sq. ft. with upstairs office	12,903.00	
Oil storage and gas shed, 360 sq. ft. at $1.00	360.00	
Tool storage shed, 440 sq. ft. at $2.00	880.00	
20 - 10'x20' open storage bays, 4,000 sq. ft.	4,000.00	
Loading dock, 568 sq. ft.	568.00	
620' of board fence, 1x10 8 ft. high	620.00	
Amount to be paid owner - chrg to Right of Way		$26,606.00

Grantor to have free use of grounds and buildings until Jan. 31, 1952.

Takes all -

T. H. BANFIELD EXPRESSWAY - UNIT #5

14897 - Parkrose Water District (Johnson)
Right of Way
Option expires August 6, 1951

0.38 acres at $2,800 per acre	$1,064.00	
Allowance: For pipe line crossing permit.	5.00	
Amount to be paid to owner - chrg to Right of Way		$ 1,069.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

T. H. BANFIELD EXPRESSWAY - UNIT #5 (cont.)

14901 - Leighton, Leland H. and Naomi E. (Johnson)
Right of Way
Option expires August 4, 1951

0.232 acres at $2,500.00 per acre	$ 580.00	
Land improvements, cesspool, severance damages and tax allowance	1,870.00	
Amount to be paid to owner - chrg to Right of Way		$ 2,450.00

Access controlled - No access allowed

15518 - Morden and Miler, et al (Johnson)
Right of Way
Option expires August 6, 1951

2.32 acres at $1,100.00 per acre	$ 2,552.00	
Allowance: 91 rods of fence at $3.50 per rod	318.00	
Amount to be paid to owner - chrg to Right of Way		$ 2,870.00

Access controlled -

14895 - Golubes, Tom and Hannah (Johnson)
Right of Way
Option expires May 28, 1951

31,799 sq. ft. at $0.03 per sq. ft.	$ 953.97	
Severance damages	546.03	
Amount to be paid to owner - chrg to Right of Way		$ 1,500.00

Access controlled - No access allowed

15483 - DePrez, Robert N. and Alice S. (Johnson)
Right of Way
Option expires July 18, 1951

7,152 sq. ft. at $0.12 per sq. ft.	$ 858.24	
4 room, 1 story house with full basement 806 sq. ft. at $9.15 per sq. ft.	7,374.90	
Amount to be paid owner - chrg to Right of Way		$ 8,233.14

Access controlled - Takes all

(cont.)

EXHIBIT "A" (cont.)

T. H. BANFIELD EXPRESSWAY - UNIT #5 (cont.)

15484 - Wilks, George J. and Marjorie (Johnson)
Right of Way
Option expires July 21, 1951

6,900 sq. ft., more or less, at $0.10 per sq. ft.	$ 690.00	
1 story house: 806 sq. ft. at $9.15 per sq.ft.	7,294.00	
Allowances: Dry rock wall and terraced back yard	300.00	
Amount to be paid owner - chrg to Right of Way		$ 8,284.30

Access controlled - Takes All

ZIG-ZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY

12344 - Jenks, Charlotte Kraxberger (Witt)
Right of Way
Option expires July 25, 1951

6100 sq. ft. at $0.03-1/2- per sq. ft.	$ 200.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

Access controlled - via existing street

12371 - Sammons, L. H. (Witt)
Right of Way
Option expires July 25, 1951

5227 sq. ft. at $0.04- per sq. ft.	$ 210.00	
Allowance: Constructing ornamental iron fence	100.00	
Amount to be paid owner - chrg to Right of Way		$ 310.00

Access controlled - via existing street

15216 - Hobbs, Mabel E. (Witt)
Right of Way
Option expires July 22, 1951

4782 sq. ft. at $0.04-1/2 per sq. ft.	$ 200.00	

(cont.)

EXHIBIT "A" (cont.)

ZIG ZAG-ROHODODENDRON SECTION - MT. HOOD HIGHWAY (cont.)

15216 - Hobbs, Mabel E. (cont.)

Amount to be paid owner - chrg to Right of Way $ 200.00

Access controlled - via existing street

15217 - Partipilo, Sam and Rosa (Witt)
Right of Way
Option expires July 9, 1951

6100 sq. ft. at $0.0493 per sq. ft. $ 300.00

Amount to be paid owner - chrg to Right of Way $ 300.00

Access controlled - via existing street

15220 - Wick, George and Catherine (Witt)
Right of Way
Option expires July 23, 1951

5,227 sq. ft. at $0.05+ per sq. ft. $ 300.00

Amount to be paid owner - chrg to Right of Way $ 300.00

Access controlled - via existing street

15222 - Day, Anne G. (Witt)
Right of Way
Option expires July 9, 1951

0.04 acres $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access controlled - via existing street

15226 - Fuchs, Alice Mae and Ella J. (Witt)
Right of Way
Option expires July 22, 1951

5227 sq. ft. at $0.05 3/4 per sq. ft. $ 300.00

Amount to be paid owner - chrg to Right of Way $ 300.00

Access controlled - via existing street

(cont.)

EXHIBIT "A" (cont.)

ZIG ZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY (cont.)

15218 -Pargon, Mrs. Alvina (Witt)
Right of Way
Option expires July 25, 1951

6534 sq. ft. at $0. 04 per sq. ft. $ 250.00

Amount to be paid to owner - chrg to Right of Way $ 250.00

Access controlled - No access allowed

12345 -George, J. Otto and Virginia (Witt)
Right of Way
Option expires July 30, 1951

28,760 sq. ft. at $0. 03+ per sq. ft. $ 900.00
4,892 sq. ft. at $0 02+ per sq. ft. 100. 00

Amount to be paid to owner - chrg to Right of Way $ 1,000.00

Access controlled - No access allowed

15219 - Bisbee, W. A. and Della M. (Witt)
Right of Way
Option expires July 28, 1951

7405 sq. ft. at $0. 04-1/2+ per sq. ft. $ 350.00

Amount to be paid to owner - chrg to Right of Way $ 350.00

Access controlled - No access allowed

MIST-CLATSKANIE SECTION - MIST-CLATSKANIE HIGHWAY

17180 - Paulson, Sophia (Johnson)
Maintenance building site
Option expires August 8, 1951

0. 933 acres at $400. 00 per acre $ 397. 20

Amount to be paid owner - chrg to Maintenance sites $ 397. 20

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

TOLOVANNA PARK-ARCADIA SECTION - OREGON COAST HIGHWAY

17175 - Ostrum, Bert Jacob and Mary S. (Johnson)
Right of Way
Option expires May 13, 1951

0.70 acres at $150.00 per acre $ 105.00
+ 12 foot slope easement

Amount to be paid owner - chrg to Right of Way $ 105.00

THINGS TO BE DONE BY THE STATE:

Construct private access, east, and west, opposite Engineer's Station 395+61 and 395+00

Access controlled -

17176 - Mansur, Leonard A. and Caroline F. (Johnson)
Right of Way
Option expires August 12, 1951

1.348 acres at $150.00 per acre $ 202.20
+ an easement

Amount to be paid owner - chrg to Right of Way $ 202.20

Access controlled - No access allowed

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13859 - Gromely, G. R. (Trustee) (Landon)
Right of Way
Option expires June 14, 1951

1197 sq. ft. at $0.60 per sq. ft. $ 718.20

Amount to be paid to owner - chrg to Right of Way $ 718.20

THINGS TO BE DONE BY THE STATE:

Construct and pave commercial approaches, west side, 30 ft. wide at the relocated right of way line, opposite Engineer's Stations 16+25.55 and 17+11.19. Grantor, or Lessee, to remove, or cause to be removed, the "Trailer Park" sign, otherwise State to dispose of same.

Access controlled -

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13885 - Caspar, Nicholas and Hilda (Landon)
Right of Way
Option expires August 1, 1951

2000 sq. ft. at $0.40 per sq. ft.	$ 800.00	
Allowance-For moving wire fence & posts	100.00	
Amount to be paid to owner - chrg to Right of Way		$ 900.00

THINGS TO BE DONE BY THE STATE:

Construct and pave approach, west side, to relocated right of way line, with a 50-foot curb opening, opposite Engineer's Station 32+49. (Commercial)
Remove existing concrete block base, 3'x6', and other small concrete bases.

Access controlled -

13915 - Forkner, R. A. and Maude (Benson)
Right of Way
Option expires August 4, 1951

8407 sq. ft. at $0.05 per sq. ft.	$ 420.35	
Walnut trees	150.00	
Amount to be paid to owner - chrg to Right of Way		$ 570.35

THINGS TO BE DONE BY THE STATE:

Construct approach 30 ft. wide, center to be opposite Station 69+40
Grantor to have access right at additional Stations at 68+30, 71+08 and 72+68

Access controlled -

17057 - Van Cleave, Jack (Benson)
Right of Way
Option expires August 4, 1951

1525 sq. ft. at $0.05 per sq. ft.	$ 76.25	
Allowance-Board fence, shrubbery, and severance damages	270.00	
Amount to be paid to owner - chrg to Right of Way		$ 346.25

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

17057 - Van Cleave, Jack (cont.)

THINGS TO BE DONE BY THE STATE:

Construct approach 25 ft. wide, center opposite Station 69+86

Access controlled -

13856 - Mangus, Roy L. and Carol F. (Benson) (Landon)
Right of Way
Option expires August 7, 1951

606 sq. ft. at $0.60 per sq. ft.	$ 363.60
Move electric sign	35.00
Amount to be paid owner - chrg to Right of Way	$ 398.60

THINGS TO BE DONE BY THE STATE:

Construct approach 26 ft. wide, center opposite Station 14+46. (Commercial)

Access controlled -

SALEM BY-PASS - PACIFIC HIGHWAY EAST

17109 - SeRine, Lillian Evans (Benson)
Right of Way
Option expires August 12, 1951

17,119 sq. ft. at $0.05 per sq. ft.	$ 855.95
80 ft. well with electric pumping plant	1,250.00
2-story house, 2400 sq. ft. ground floor	10,000.00
Concrete septic tank, fruit trees, fir trees	394.05
Amount to be paid owner - chrg to Right of Way	$ 12,500.00

Access controlled - No access allowed

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

17022 - Longfellow, W. P. and Bernice (Benson)
Right of Way
Option expires July 28, 1951

(cont.)

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY (cont.)

17022 - Longfellow, W. P. and Bernice (cont.)

3300 sq. ft. at $0.03 per sq. ft. $ 99.00

Amount to be paid owner - chrg to Right of Way $ 99.00

THINGS TO BE DONE BY THE STATE:

Re-establish water pipeline if disturbed by State operations.

Access not controlled -

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

** 16982 - Loop, David A. and Eva Mae (Haskin)
Exchange property with Richfield Oil Co.
Option expires May 8, 1951

10,454 sq. ft. at $0.05+ per sq. ft. $ 550.00

Amount to be paid owner - chrg to Right of Way $ 550.00

Access not controlled -

** 16983 - Sanders, Floyd A. and Gladys J. (Haskin)
Exchange property with Richfield Oil Co.
Option expires May 8, 1951

9583 sq. ft. at $0.10+ per sq. ft. $ 1,000.00

Amount to be paid owner - chrg to Right of Way $ 1,000.00

Access not controlled -

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

17053- Loricke, Hiram W. and Mary C. (Landon)
Gravel Pit
Option expires August 14, 1951

5 acres at $150.00 per acre $ 750.00

Amount to be paid owner - chrg to Gravel Pit $ 750.00

POWERS SECONDARY HIGHWAY

17093 - Watson, Lila E. and Leonard (Holt)
Gravel bar
Option expires August 6, 1951

8.06 acres at $215.00 per acre	$ 1,733.00	
Amount to be paid owner - chrg to Gravel Pit		$ 1,733.00

Access not controlled -

17091 - Massey, Chester S. and Grace D. (Holt)
Haul Road
Option expires August 12, 1951

1.28 acres at $200.00 per acre	$ 256.00	
Amount to be paid owner - chrg to Gravel Pit		$ 256.00

Access not controlled -

17092 - Whobrey, John M. and Mary J.; and Harley Miller (Holt)
Plant and Stockpile site
Option expires August 14, 1951

5.76 acres at $347.00 + per acre	$ 2,000.00	
Quitclaim of lease to be paid to Harley Miller	150.00	
Amount to be paid owner - chrg to Gravel Pit		$ 2,000.00
Amount to be paid Lessee - chrg to Gravel Pit		150.00

THINGS TO BE DONE BY THE STATE:

Build 24 rods of fence at $4.00 per rod, along Northwesterly boundary of property State to protect Myrtle tree previously sold by Grantor.	100.00	
Amount chargeable to Gravel Pit		$ 100.00
GRAND TOTAL (Estimate)		$ 2,250.00

(cont.)

EXHIBIT "A" (cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

14928 - Rouse, L. R. and Dorothy E. (Byrum)
Right of Way
Option expires July 15, 1951

.73 acre	Lump sum	$ 600.00	

Entire taking -

14925 - Coos County (Byrum)
Right of Way
Deed signed 1-26-51

0.057 acre			
2,050 sq. ft.	Lump sum	$ 10.00	
Amount to be paid owner - chrg to Right of Way			$ 10.00

Entire taking -

14942 - Steckel, Ben W. and Goldie I. (Byrum)
Right of Way
Option expires August 7, 1951

5780 sq. ft. at $0.10+ per sq. ft.	$ 580.00	
House: 30'x25' at $6.00 per sq. ft.	4,500.00	
Water system	400.00	
Garage	520.00	
Amount to be paid owner - chrg to Right of Way		$ 6,000.00

Entire taking -

14940 - Bartels, Otis and Maude (Byrum)
Right of Way
Option expires August 8, 1951

15,000 sq. ft. at $0.10 per sq. ft.	$ 1,500.00	
48,900 sq. ft. at $0.025-per sq. ft.	1,200.00	
Allowance for well and pump	400.00	
Buildings: Four-car garage, chicken house, old house, apartment house.	11,900.00	
Amount to be paid owner - chrg to Right of Way		$ 15,000.00

EXHIBIT "A" (cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

14940 - Bartels, Otis and Maude (cont.)

Grantor to have right to buy back house now on property, at price named by State.

Entire taking -

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16868 - Paulson, Ole (Reeder)
Right of Way
Option expires May 28, 1951

1.46 acres at $250.00 per acre	$ 365.00	
34 rods of fence, at $3.50 per rod and 1 gate	140.00	
Allowance for garden area and controlled access	27.00	
Low bid for moving house and garage - C. B. Burt	685.00	
Amount to be paid owner - chrg to Right of Way		$ 1,217.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approaches at approximately Stations 828+10 and 829+60 Northerly side.

Access controlled -

16871 - Barton, J. S. and F. A. (Reeder)
Right of Way
Option expires June 13, 1951

0.11 acres	Gratis	
Low bid for moving house - C. B. Burt	$ 5,837.00	
Amount to be paid owner - chrg to Right of Way		$ 5,837.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach at Station 834+25, Northerly side.

Access controlled -

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16890 - Coos Bay Lumber Company (Reeder)
Right of Way
Option expires July 4, 1951

0.03 acres — Gratis

Access not controlled -

16898 - Finley, LaVina (Haskin)
Right of Way
Option expires June 19, 1951

2,000 sq. ft. at $0.50 per sq. ft.	$ 1,000.00	
Low bid for moving house	3,650.00	
Amount to be paid owner - chrg to Right of Way		$ 4,650.00

THINGS TO BE DONE BY THE STATE:

Reconstruct driveway at Station 894+30.

Access not controlled -

16917 - Oerding, Harry E. and Florence A. (Reeder)
Right of Way
Option expires July 15, 1951

3250 sq. ft. at $0.25 per sq. ft.	$ 812.50	
Allowance: To replace gravel roadway, shrubs and rock garden	212.50	
Low bid for moving house - Tom Deal	2,585.00	
Amount to be paid owner - chrg to Right of Way		$ 3,610.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approaches at Stations 849+85 and 850+65 North side.

Access controlled -

16919 - Russell, Ronald and Evelyn (Reeder)
Right of Way
Option expires July 15, 1951

43.6 sq. ft. at $0.05 per sq. ft.	$ 21.80
Allowance: For removal of 3' hedge and general damages	81.80

(cont.)

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16919 - Russell, Ronald and Evelyn (cont.)

Amount to be paid owner - chrg to Right of Way		$ 103.60

Access controlled - No access allowed

16886 - Oerding, Charles H. and Mary L (Reeder)
Right of Way
Option expires July 17, 1951

871 sq. ft. at $0.10 per sq. ft.	$ 87.10	
Allowance: Replace rock wall, hedge, steps and walk.	400.00	
Amount to be paid owner - chrg to Right of Way		$ 487.10

Access controlled - No access allowed

16877 - Watson, Fred C. and Thora H. (Reeder)
Right of Way
Option expires July 15, 1951

6098 sq. ft. at $0.05 per sq. ft.	$ 304 90	
.23 acres at $500. per acre	115.00	
36.3 rods of fence at $3.50 per rod and 2 gates	167.00	
Allowance: For wooden steps, 300' roadway and tree hedge	363.10	
Amount to be paid owner - chrg to Right of Way		$ 950.00

THINGS TO BE DONE BY THE STATE:

Construct commercial road approach at Station 852+50 and 854+40 North side.

Access controlled -

16892 - Evans, Lee (Haskin)
Right of Way
Option expires June 26, 1951

0.22 acres at $2591.00- per acre	$ 570.00
Allowance: For shrubs and walks	142.00

(cont.)

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16892 - Evans, Lee (cont.)

Move woodshed, chicken house and fence	$ 200.00	
22 rods of fence at $4.00 per rod	88.00	
Low bid for moving house - Olsen & Wyatt	1,900.00	
Amount to be paid owner - chrg to Right of Way		$ 2,900.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach and bridge at 888+30 south.
Maintain south side of creek dike, within right of way.

Access not controlled -

16885 - Oerding, Charles H. and Mary (Reeder)
Right of Way
Option expires July 17, 1951

0.25 acres at $500.00 per acre	$ 125.00	
Allowances: Building, 240 sq. ft.	240.00	
Remove: 30' hedge and shrubs	110.00	
Remove myrtle wood lumber	125.00	
Secure release for loss of business 30 days at $15. per day.	450.00	
Low bid for moving house C. B. Burt	7,693.00	
Amount to be paid owner - chrg to Right of Way		$ 8,743.00

THINGS TO BE DONE BY THE STATE:

Fill area on East and South sides of building in new location to present floor elevation. Gravel connecting road, north side from Stations 863+00 to 864+20.	$ 500.00	
Construct commercial approach, North Side, Station 861+60. (Est)	200.00	
Reconstruct Commercial approaches, North side, Stations 863+00 and 864+20.		
Amount to be chargeable to construction		700.00
GRAND TOTAL (Estimate)		$ 9,443.00

Access controlled -

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16915 - Standard Oil Co. of Calif. (Walker, E. A.) (Boone)
Right of Way
Option expires July 10, 1951

144 sq. ft. paved surface at $2.80 per sq. ft.	$ 403.20	
Allowance: For moving sign and flood light pole	146.80	
Amount to be paid owner - chrg to Right of Way		$ 550.00

Access not controlled -

16913 - Ireland, Belmont H. and Bernice E. (Boone)
Right of Way
Option expires August 16, 1951

5000 sq. ft. at $0.25 per sq. ft.	$ 1,250.00	
House, 672 sq. ft. at approx. $8.25	5,544.00	
Garage, 16'x20' with bridge driveway	706.00	
Amount to be paid owner - chrg to Right of Way		$ 7,500.00
1950-51 tax to be prorated - Estimate State share		50.00
GRAND TOTAL		$ 7,550.00

Entire taking -

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17044 - Fulton, James C. and Lucille M. (Witt)
Right of Way
Option expires August 15, 1951

0.07 acre at $500.00 per acre	$ 35.00	
Loss of 15 cherry trees	150.00	
Approx. 5 acres at $10.00 per acre	50.00	
Amount to be paid owner - chrg to Right of Way		$ 235.00

EXHIBIT "A" (cont.)

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17044 -Fulton, James C and Lucille M. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct access at Engineer's Station 1515+00 or present driveway. (Private Access)

Access controlled -

17045 - The U. S National Bank of Portland, Trustee of Drake C. O'Reilly Estate (Witt)
Right of Way
Option expires August 14, 1951

14.3 acres at $10.00+ per acre	$ 150.00	
Cost of filing records in Wasco Co.	25.00	
Amount to be paid owner - chrg to Right of Way		$ 175.00

Access controlled - No access allowed

17042 - Chauvin, Charles E. (Witt)
Right of Way
Option expires August 13, 1951

85.48 acres (more or less) Indian Allotment #21. at $17.50 per acre	$ 1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,500.00

Access controlled - No access allowed

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

17106 - Owens, Pansy (Massee)
Right of Way; Talus Pit and Haul Road
Option expires August 18, 1951

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY (cont.)

17106 - Owens, Pansy (cont.)

10.16 acres at $16.00 per acre	$ 163.00	
14.54 acres at $16.00 per acre	237.00	
	400.00	
Amount to be paid owner		$ 163.00
Amount to be charged to Right of Way		237.00
Amount to be charged to Talus Pit		

THINGS TO BE DONE BY THE STATE:

Grantor reserves a perpetual right to use haul road as private access.		
State to construct gates for haul road (Est)	50.00	
Amount to be charged to Talus Pit		50.00
GRAND TOTAL (Estimate)		450.00

Access controlled -

17105 - Lange, Robert and Grace (Massee)
Right of Way
Option expires August 4, 1951

2.0 acres at $250.00 per acre	$ 500.00	
2.13 acres at $10.00 per acre	21.30	
Allowance: 121 rods of fence at $3.00 per rod	363.00	
Amount to be paid owner - chrg to Right of Way		$ 884.30

THINGS TO BE DONE BY THE STATE:

Construct private access north, the center of to be opposite Engineer's Station 508+65.0
Reconstruct that portion of Grantor's irrigation system which the State disrupts.

Access controlled -

EXHIBIT "A" (cont.)

SOUTH SIXTH STREET SECTION - KLAMATH FALLS-LAKEVIEW HIGHWAY

15959 - Mayes, M. C. (Gozad)
Right of Way
Option expires July 11, 1951

2,687 sq. ft. at $0.50 per sq. ft.	$ 1,343.50	
Allowance: Removing and rebuilding high board fence at $1.50 per foot	300.00	
Removing wreckage	200.00	
Amount to be paid owner - chrg to Right of Way		$ 1,843.50

THINGS TO BE DONE BY THE STATE:

Construct commercial access, 35 feet wide at Station 47+75

Access controlled -

WILLOW CREEK-BOARDMAN SECTION - COLUMBIA RIVER HIGHWAY

16677-A-Ryan, A. A. (Massee)
Right of Way
Option expires July 31, 1951

0.31 acres at $200.00 per acre	$ 62.00	
Amount to be paid owner - chrg to Right of Way		$ 62.00

Access controlled - No access allowed

DEADMAN'S PASS-KAMELA SECTION - OLD OREGON TRAIL

17177 - Rutten, James S. and Grace (Benfield)
Quarry Site
Option expires August 1, 1951

36 acres at $11.11+ per acre	$ 400.00	
Amount to be paid to owner - chrg to Quarry Site		$ 400.00

EXHIBIT "A" (cont.)

LA GRANDE - LADD CANYON SECTION - OLD OREGON TRAIL HIGHWAY

17090 - Inland Radio Incorporated (Lee Jacobs, President) (Benfield)
Right of Way
Option expires July 31, 1951

0.34 acre at $600.00 per acre $ 204.00

Amount to be paid to owner - chrg to Right of Way $ 204.00

THINGS TO BE DONE BY THE STATE:

Construct private access west side Station 18+00

Access controlled -

BURNS-BUCHANAN SECTION - CENTRAL OREGON HIGHWAY

17050 - Peterson, Shelby (Massee)
Gravel Pit
Option expires July 24, 1951

14.82 acres Gratis

THINGS TO BE DONE BY THE STATE:

Access to water on State property reserved
Grantor to assume reponsibility for cattle.

Access not controlled -

17051 - Oregon and Western Colonization Co. (Massee)
Haul road Easement
Option expires July 28, 1951

3.56 acres at $50.00 per acre $ 178.00

Amount to be paid owner - chrg to Quarry Site $ 178.00

THINGS TO BE DONE BY THE STATE:

Construct wooden gate at North end of property (Est) 40.00
Furnish Grantor padlock for both gates, each end of haul road.

Amount chargeable to Quarry Site 40.00

GRAND TOTAL (Estimated) $ 218.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

PRINCETON-MALHEUR CAVE SECTION - ROME-PRINCETON HIGHWAY

15584 - Stocks, Joseph A et ux, - Steinman, J. et ux (Massee)
Right of Way and Quarry Site
Option expires July 5, 1951

23.5 acres at $20.00 per acre	$ 470.00	
12.76 acres at $10.00 per acre	127.60	
Allowance: 1,214.42 rods of fencing at $3.00 per rod.	3,643.27	
Amount to be paid owner	4,240.87	
Amount to be charged to Right of Way		$ 4,113.27
Amount to be charged to Quarry Site		127.60

THINGS TO BE DONE BY THE STATE:

Construct private road approaches east, west at Engineer's Station 249+00, 272+50, and West only at 310+50.

Access controlled -

15586- Walker, Carl and Ruth K. (Massee)
Right of Way
Option expires July 24, 1951

0 72 acres Lump sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE:

Construct private road approach at Engineer's Station 350+00 on east side only.

Access controlled -

PRINCETON-MALHEUR CAVE AND CRANE-PRINCETON - ROME-PRINCETON, DIAMOND VALLEY SECONDARY HIGHWAY

15576 - Kejr, Joseph (Massee)
Right of Way
Option expires July 18, 1951

4.73 acres at $10.00 per acre	$ 47.30	
Amount to be paid owner - chrg to Right of Way		$ 47.30

(cont.)

EXHIBIT "A" (cont.)

PRINCETON-MALHEUR CAVE AND CRANE-PRINCETON - ROME-PRINCETON, DIAMOND VALLEY SECONDARY HIGHWAY - (cont)

15576 - Kejr, Joseph (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private road approaches West at Stations 435+00, 480+00 and East only at Station 525+00

Access controlled -

BLY SECTION - KLAMATH FALLS-LAKEVIEW HIGHWAY

17285 - Morton, Pauline; Marion F. Miller, cont. pur. (Cozad)
Right of Way
Option expires August 6, 1951

90 sq. ft. of lawn at $1.00 per sq. ft.	$ 90.00	
Willow shade trees, concrete stairway, septic tank, and yard fence	375.00	
Amount to be paid owner - chrg to Right of Way		$ 465.00

Access controlled - No access allowed

T. H. BANFIELD EXPRESSWAY - UNIT #5

17098 - Zenner, Arnold (Johnson)
Right of Way
Option expires August 4, 1951

0.56 acres at $2,500 + per acre	$ 1,407.00	
Amount to be paid owner - chrg to Right of Way		$ 1,407.00

Access controlled - No access allowed

ZIG ZAG - RHODODENDRON SECTION - MT. HOOD HIGHWAY

12343 - Dielschneider, Luella (Witt)
Right of Way
Option expires August 19, 1951

2614 sq. ft. at $0.04- per sq. ft.	$ 100.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13920 - First Baptist Church of Salem (Benson)
Right of Way
Option expires August 19, 1951

5695 sq. ft. at $0.05 per sq. ft.	$ 284.75	
Damage in lieu of moving house	1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,784.75

THINGS TO BE DONE BY THE STATE:

Construct approaches each 25 ft. wide the centers of which are opposite stations 73+85, 74+90 and 75+80. (Commercial)

Access controlled -

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17043- Wineberg, Wm. J. and Janet R. (Witt)
Right of Way
Option expires August 19, 1951

0.15 acres	Lump sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way			$ 50.00

Access controlled - No access allowed

WEST SALEM SECTION - SALEM-DALLAS HIGHWAY

17288 - Salem Sand & Gravel Co. (Benson)
Right of Way
Option expires August 21, 1951

61,750 sq. ft.	Lump Sum	$ 10,000.00	
Amount to be paid owner chrg to Right of Way			$ 10,000.00

Entire taking -

(cont.)

EXHIBIT "A" (cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

14935 - Dyer, A. E. and Mabel M. (Byrum)
Right of Way
Option expires July 16, 1951

3,900 sq. ft. at $0.115+ per sq. ft.	$ 450.00	
Low bid for moving house - Tom Deal	3,431.00	
Amount to be paid owner - chrg to Right of Way		$ 3,881.00

THINGS TO BE DONE BY THE STATE:

If well 110' from 142+30 impaired or destroyed, State to provide equivalent new well or compensate owner upon terms to be mutually agreed upon.

Access controlled - No access allowed

14943 - Saas, Ed and Ethel (Byrum)
Right of Way
Option expires July 21, 1951

15,000 sq. ft. at $0.10+ per sq. ft.	$ 1,520.00	
One brick garage, 12' x 20'	480.00	
Low bid for moving house - C. B. Burt	6,987.00	
Amount to be paid owner - chrg to Right of Way		$ 8,987.00

THINGS TO BE DONE BY THE STATE:

Construct steps along north line of Lot 12. State to have alley along Westerly side of Lots 12 to 17, vacated for Grantor.

Access controlled - No access allowed

HOOD RIVER - MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17068 - Ginger, Frank and Inda (Witt)
Right of Way
Option expires August 20, 1951

1.25 acres at $500.00 per acre	$ 625.00
Frame house, 708 sq. ft., Frame wood shed and cellar house with conc. bsmt.	2,636.00

(cont.)

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17068 - Ginger, Frank and Inda (cont.)

Cow barn, chicken house, outhouse, and rabbit hutches	$ 614.00	
Fencing - garden and chick yard	125.00	
Amount to be paid owner - chrg to Right of Way		$ 4,000.00

Takes all -

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY

16897 - Peart, Katherine (Haskin)
Right of Way
Option expires August 20, 1951

1125 sq. ft. at $1.00 per sq. ft.	$ 1,125.00	
11475 sq. ft. at $0.75 per sq. ft.	1,106.00	
Allowance: For service station and store building	3,840.00	
For moving 2 gas pumps, tanks, etc.	325.00	
Damage to auto court, 10%	1,200.00	
Damage to service station lots, 16+%	654.00	
Low bid for moving house -	5,880.00	
Amount to be paid owner - chrg to Right of Way		$ 14,130.00

THINGS TO BE DONE BY THE STATE:

Reconstruct two 25' driveways at 892+75 and 893+25.

Access not controlled -

Owner may use store and service station until May 1, 1951
Owner has option to purchase old doors and windows.

EXHIBIT "A" (cont.)

YAMHILL RIVER BRIDGE-DAYTON SECTION - THREE LANE HIGHWAY

17183 - Fruit, Martha J. (Benson)
Right of Way
Option expires August 25, 1951

2.256 acres at $300.00 per acre	$ 676.80	
180 rods of fence at $3.00 per rod	540.00	
Severance damages	283.20	
Amount to be paid owner - chrg to Right of Way		$ 1,500.00

Access not controlled -

BLY SECTION - KLAMATH FALLS-LAKEVIEW HIGHWAY

17293 - Gilbert, Paul and Hazel (Cozad)
Right of Way

Owner to quitclaim land within 40' of center line

Allowance - Cut-off and re-establish porch on City Cleaners Bldg. at Station 2169.	$ 150.00	
- Move Gilberts' house-Station 2169+75	445 00	
- Re-establish Toilet facilities	100.00	
Amount to be paid owner - chrg to Right of Way		$ 695.00

THINGS TO BE DONE BY THE STATE:

State to rearrange and adjust drainage facilities.	$ 100.00	
Amount to be charged to Construction		$ 100.00
(Estimated Cost)		
GRAND TOTAL		$ 795.00

Access controlled -

EXHIBIT "A" (cont.)

BLY SECTION - KLAMATH FALLS-LAKEVIEW HIGHWAY (cont.)

17294 - Cavan, Martin and Norah D. (Cozad)
Right of Way

Owner to quitclaim land within 40' of center line.
Allowance - Cut off front and remodel building. $ 1,987.75

Amount to be paid owner - chrg to Right of Way $ 1,987.75

THINGS TO BE DONE BY THE STATE:

State to reconstruct drainage facilities on construction plans. Est. Cost $ 200.00

Amount to be charged to Construction $ 200.00

GRAND TOTAL - Estimated Cost 2,187.75

Access not controlled -

NEWPORT SECTION - OREGON COAST HIGHWAY

4388 - Chilton, Cecil E. (Mayhew)
Right of Way
Option expires August 26, 1951

3 acres at $1000. per acre including severance and damages $ 3,000.00
1+ acre channel change easement 1,000.00
Release of responsibility for wells under previous agreement 1,000.00

Amount to be paid owner - chrg to Right of Way $ 5,000.00

THINGS TO BE DONE BY THE STATE:

Construct two road approaches 978+40 East and 992+00 West.
Construct one 10 x 10 undercrossing structure, Station 978+60. Estimated Cost - $ 8,500.00

(cont.)

EXHIBIT "A" (cont.)

NEWPORT SECTION - OREGON COAST HIGHWAY (cont.)

4388 - Chilton, Cecil E. (cont.)

THINGS TO BE DONE BY THE STATE: (cont.)

Construct and surface ramps from undercrossing structure to grantor's property on the East and West side of highway. Estimated Cost - State to maintain ramps to R/W line.	$ 1,500.00	
GRAND TOTAL - Estimate This Resolution		$15,000.00

Things still to be done as approved on Right of Way Resolution - June 28, 1948

Construct 360 rods of fence at $5.00 per rod. (Estimate) Chrg to Right of Way	$ 1,800.00	
Reconstruct all bridges, now within relocated Oregon Coast Highway right of way line. (Estimate) Chrg to Right of Way	1,500.00	

Access controlled -

FOOTNOTE:

** With reference to items 16982 and 16983 appearing in the above resolution, being options negotiated with David A Loop and Floyd A. Sanders, for property to be conveyed to Richfield Oil Company in exchange for oil company property that is needed for the North Corvallis Section of the Pacific Highway West, the Commission approved the amounts shown in the options, viz. $550.00 and $1,000.00 respectively, but instructed the Right of Way Engineer not to close the options until the Richfield Oil Company states in writing that it will accept these properties as consideration for oil company property that the State needs.

EXHIBIT "B"

Minutes of February 26 and 27, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of the following section of a state highway, to wit:

> PACIFIC HIGHWAY between its junction with the Willamette Highway east of Goshen, and a point approximately 2.18 miles southerly thereof, in Lane County

and in connection therewith to prepare maps showing the route and location of said section of highway and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members being present and voting affirmatively as follows:

1. That the survey of the above-described section of state highway, particularly between Engineer's Station 0+00 at a junction with the Willamette Highway, and Engineer's Station 115+24, a distance of approximately 2.18 miles southerly thereof, in Section 35, Township 18 South, Range 3 West, W.M., Lane County, together with the map, which for identification purposes bears Map File Numbers 5B-35-9 and 7B-6-4, field notes and other engineering data submitted by the Engineer, hereby is approved and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon; and

2. It is further ordered that the said route and the survey of the same hereby are adopted as the route and location of the PACIFIC HIGHWAY between the above-described points.

(cont.)

EXHIBIT "B" (cont.)

3. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

4. That this resolution be entered in the minutes and records of the Commission as of the 26th day of February, 1951.

EXHIBIT "C"

Minutes of February 26 and 27, 1951

RESOLUTION

WHEREAS, by the enactment of Chapter 149, Oregon Laws 1949, it is provided as follows:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 percent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

AND, WHEREAS, by said law it is further provided that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, by section 3 of said act it is provided that:

"Funds accrued and payable to cities under this act shall be remitted semiannually by the Secretary of State to the financial officer of each city. The funds appropriated by this act shall be apportioned on a semi-annual basis immediately following June 30 and December 31 of each year by the state highway commission who shall certify such apportionment to

(cont.)

the Secretary of State. Upon receipt of such certificate the Secretary of State shall issue his warrants therefor payable to the cities in the amounts set out."

AND, WHEREAS, pursuant to the foregoing statutes, the Highway Commission while in regular session January 23rd and 24th in Portland, Oregon, provided by formal resolution for the allocation and distribution of said funds on the basis of the 1940 census -- the 1950 census at that time not being available to the Highway Commission by legislative act; and,

WHEREAS, subsequent to January 25, 1951, the legislature in regular session enacted House Bill No. 156 which, when signed by the Governor on February 5, 1951, became effective by reason of the fact that said act had an emergency clause; and,

WHEREAS, pursuant to the 1950 census, which census has been adopted by the legislature and made applicable to the allocation and distribution of funds for the year 1950 provided for in said laws, the Highway Commission, in response to a request by the Secretary of State, hereby makes a new allocation and distribution of said highway revenue funds, which allocation and distribution are in conformity with said 1950 census; and,

WHEREAS, the moneys which have been credited to the state highway funds by the State Treasurer covering the period of July 1 to December 31, inclusive, of the year 1950, which funds have accrued from sources designated in said legislative act, amount to $23,651,760.91 and are derived from funds accruing from the following sources:

Section 115-135, O.C.L.A. (motor vehicle license fees)	$ 4,073,648.61
Section 15, Chapter 413, Oregon Laws 1945, as amended by Section 4, Chapter 114, Oregon Laws 1947 (gasoline tax)	16,376,914.89
Section 29, Chapter 467, Oregon Laws 1947 (Motor carrier fees)	3,040,294.27
From fines and penalties collected for violations of the motor vehicles and transportation laws	160,903.14
	$ 23,651,760.91

AND, WHEREAS, the ten percent of the $23,651,760.91 which is available for distribution among the cities amounts to $2,365,176.09; and

WHEREAS, after withdrawing the sum of $125,000 (one-half of $250,000) as provided in said act, which sum is to be administered by the State Highway Commission within the meaning of section 2 of said chapter 149, Oregon Laws 1949, there remains a balance of $2,240,176.09 which balance is, in response to the command of said statute, to be distributed among the cities of the state, each city being entitled to receive such share of said balance as its population bears to the total population of the cities; and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 149, Oregon Laws, 1949, and as adopted by the 1951 legislative session in House Bill No. 156, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, two members being present and affirmatively voting, as follows:

1. That the Commission does hereby find and declare that the funds made available for distribution among the cities of the state pursuant to said law should be and are allocated and apportioned to the cities named below in the amounts set opposite the names of the respective cities:

I. Cities of Populations 1,000 or more

City	Population	Amount	City	Population	Amount
Albany	10,076	$30,951.43	Carlton	1,078	$ 3,311.46
Ashland	7,702	23,658.99	Central Point	1,657	5,089.97
Astoria	12,220	37,537.37	Coos Bay	5,956	18,295.63
Baker	9,425	28,951.69	Coquille	3,529	10,840.31
Bandon	1,212	3,723.02	Corvallis	16,173	49,680.1
Beaverton	2,504	7,691.78	Cottage Grove	3,521	10,815.8
Bend	11,347	34,855.69	Dallas	4,744	14,572.6
Brownsville	1,176	3,612.43	Drain	1,170	3,594.0
Burns	3,068	9,424.28	Elgin	1,222	3,753.7
Canby	1,673	5,139.12	Empire	2,212	6,794.8

(cont.)

EXHIBIT "C" (cont.)

I. Cities of Populations 1,000 or more (cont.)

City	Population	Amount	City	Population	Amount
Enterprise	1,702	$ 5,228.20	Myrtle Creek	1,769	$ 5,434.01
Eugene	35,672	109,577.17	Myrtle Point	2,028	6,229.61
Florence	1,013	3,111.73	Newberg	3,934	12,084.45
Forest Grove	4,332	13,307.03	Newport	3,217	9,881.97
Freewater	1,458	4,478.68	North Bend	5,960	18,307.91
Garibaldi	1,249	3,836.67	Nyssa	2,510	7,710.21
Gladstone	2,432	7,470.61	Oakridge	1,555	4,776.64
Grants Pass	7,980	24,512.95	Ontario	4,412	13,552.77
Gresham	3,048	9,362.84	Oregon City	7,616	23,394.81
Heppner	1,626	4,994.74	Oswego	3,310	10,167.65
Hermiston	3,783	11,620.61	Pendleton	11,701	35,943.11
Hillsboro	5,122	15,733.75	Philomath	1,283	3,941.12
Hood River	3,696	11,353.36	Portland	247,341*	759,781.54
Independence	1,975	6,066.80	Prineville	3,178	9,762.17
Jacksonville	1,183	3,633.94	Rainier	1,281	3,934.97
John Day	1,573	4,831.94	Redmond	2,927	8,991.15
Junction City	1,466	4,503.26	Reedsport	2,278	6,997.55
Klamath Falls	15,803	48,543.62	Rockaway	1,021	3,136.30
La Grande	8,596	26,405.17	Roseburg	8,205	25,204.10
Lakeview	2,804	8,613.32	St. Helens	4,703	14,446.66
Lebanon	5,829	17,905.51	Salem	43,064	132,283.90
Madras	1,247	3,830.53	Sandy	1,000	3,071.80
McMinnville	6 593	20,252.36	Seaside	3,843	11,804.92
Medford	17,170	52,742.77	Sheridan	1,913	5,876.35
Mill City	1,795	5,513.88	Silverton	3,117	9,574.79
Milton	2,352	7,224.87	Springfield	10,771	33,086.33
Milwaukie	5,254	16,139.22	Stayton	1,521	4,672.20
Molalla	1,491	4,580.05	Sutherlin	2,227	6,840.89
Monmouth	1,941	5,962.36	Sweet Home	3,620	11,119.91
Mount Angel	1,314	4,036.34	The Dalles	7,645	23,483.89

(cont.)

EXHIBIT "C" (cont.)

I. Cities of Populations 1,000 or more (cont.)

City	Population	Amount	City	Population	Amount
Tillamook	3,658	$ 11,236.64	Wallowa	1,049	$ 3,222.3
Toledo	2,308	7,089.71	Warrenton	1,898	5,830.2
Union	1,299	3,990.27	West Linn	2,938	9,024.9
Vale	1,512	4,644.56	Willamina	1,071	3,289.9
Vernonia	1,372	4,214.51	Woodburn	2,396	7,360.0
			TOTALS:	671,615	$2,063,065.4

* 2/3 of 1950 census, as provided in Chapter 425, Oregon Laws 1947.

II. Cities of Populations Less than 1,000

City	Population	Amount	City	Population	Amount
Adams	152	$ 466.91	Columbia City	404	$ 1,241.01
Amity	665	2,042.75	Condon	966	2,967.36
Antelope	60	184.31	Cornelius	995	3,056.44
Arlington	681	2,091.89	Cove	281	863.18
Athena	751	2,306.92	Creswell	666	2,045.82
Aumsville	279	857.03	Culver	301	924.61
Aurora	243	746.45	Dayton	714	2,193.26
Banks	375	1,151.92	Dayville	286	878.53
Barlow	75	230.38	Delake	635	1,950.59
Bay City	762	2,340.71	Donald	186	571.35
Boardman	119	365.54	Dufur	420	1,290.16
Bonanza	259	795.60	Dundee	308	946.11
Butte Falls	373	1,145.78	Eagle Point	603	1,852.29
Canyon City	506	1,554.33	Eastside	890	2,733.90
Canyonville	788	2,420.58	Echo	455	1,397.67
Cascade Locks	732	2,248.56	Elkton	200	614.36
Cave Junction	270	829.39	Estacada	941	2,890.56
Chiloquin	661	2,030.46	Fairview	437	1,342.38
Clatskanie	890	2,733.90	Falls City	848	2,604.88
Coburg	693	2,128.76	Fossil	637	1,956.74

(cont.)

EXHIBIT "C" (cont.)

II. Cities of Populations Less than 1,000 (cont.)

City	Population	Amount	City	Population	Amount
Gaston	361	$ 1,108.92	Lostine	178	$ 546.78
Gates	422	1,296.30	Malin	595	1,827.72
Gearhart	558	1,714.06	Manzanita	338	1,038.27
Gervais	454	1,394.60	Maupin	310	952.26
Glendale	866	2,660.18	Merrill	828	2,543.45
Gold Beach	737	2,263.91	Metolius	157	482.27
Gold Hill	610	1,873.80	Mitchell	407	1,250.22
Granite	37	113.66	Monroe	363	1,115.06
Grass Valley	195	599.00	Monument	228	700.37
Haines	321	986.05	Moro	358	1,099.70
Halfway	311	955.33	Mosier	255	783.31
Halsey	391	1,201.07	Mount Vernon	444	1,363.88
Hammond	516	1,585.05	Nehalem	269	826.31
Harrisburg	853	2,620.24	North Powder	401	1,231.79
Helix	184	565.21	Oakland	825	2,534.23
Hines	908	2,789.19	Oceanlake	686	2,107.25
Hubbard	491	1,508.25	Paisley	208	638.93
Huntington	730	2,242.41	Phoenix	755	2,319.21
Idanha	441	1,354.66	Pilot Rock	841	2,583.38
Imbler	149	457.70	Port Orford	668	2,051.96
Ione	258	792.52	Powers	895	2,749.26
Island City	138	423.91	Prairie City	821	2,521.95
Jefferson	633	1,944.45	Prescott	118	362.47
Jordan Valley	233	715.73	Richland	220	675.80
Joseph	665	2,042.74	Riddle	600	1,843.08
Juntura	108	331.75	Rogue River	590	1,812.36
Lafayette	660	2,027.39	St. Paul	223	685.01
Lexington	236	724.94	Scappoose	659	2,024.31
Lonerock	38	116.73	Scio	444	1,363.88
Long Creek	283	869 32	Scotts Mill	218	669.65

(cont.)

EXHIBIT "C" (cont.)

II. Cities of Populations Less than 1,000 (cont.)

City	Population	Amount	City	Population	Amount
Shaniko	60	$ 184.31	Troutdale	509	$ 1,563.55
Sherwood	573	1,760.14	Tualatin	246	755.66
Siletz	569	1,747.85	Turner	609	1,870.72
Sisters	718	2,205.55	Umatilla	871	2,675.54
Sodaville	409	1,256.37	Waldport	682	2,094.97
Stanfield	844	2,592.60	Wasco	300	921.54
Sublimity	367	1,127.35	Waterloo	180	552.92
Summerville	73	224.24	Weston	679	2,085.75
Sumpter	143	439.27	Wheeler	288	884.68
Taft	447	1,373.09	Yamhill	538	1,652.63
Talent	730	2,242.41	Yoncalla	626	1,922.95
			TOTALS:	57,657	$177,110.65

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of February 26, 1951.

EXHIBIT "D"

Minutes of February 26 and 27, 1951

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws, 1947, as amended by Chapter 149, Oregon Laws, 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respectivies cities or towns:

Scio $1,237.41

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of February, 1951.

EXHIBIT "E"

Minutes of February 26 and 27, 1951

R E S O L U T I O N

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Banks	$1,036.66
Canyonville	2,428.12
Cascade Locks	2,168.96
Columbia City	1,008.89
Jordan Valley	845.37
Scappoose	1,548.81
Scio	1,351.36

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of February, 1951.

EXHIBIT "F"

Minutes of February 26 and 27, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3207 with E. C. Swaggart for grading and oil mat surfacing on the Forest Boundary-Unit Junction Section of the John Day Highway in Baker County, completed September 7, 1950.

Contract No. 3240 with M. L. and C. R. O'Neil for grading and oil mat surfacing on the S. Unit, Princeton-Follyfarm Section of the Rome-Princeton Highway in Malheur and Harney Counties, completed September 18, 1950.

Contract No. 3256 with Barney B. Helser for rock production on the Dixie Summit-Baker County Line Section on the John Day Highway in Grant County, completed October 17, 1950.

Contract No. 3304 with N. A. Toole Construction Co. for grading and oil mat surfacing on the Garrison Corner Section of the Nyssa-Adrian Highway in Malheur County, completed September 15, 1950.

Contract No. 3335 with Rogers Construction Co. for reoiling on the Forest Boundary-Jefferson County Line Section on the Warm Springs Highway in Wasco County, completed December 22, 1950.

Contract No. 3234 with C. J. Eldon for construction of Tanner Creek Bridge on the Columbia River Highway in Multnomah County, completed December 30, 1950.

Contract No 3302 with R. H. Jones for constructing a maintenance building at Brogan in Malheur County, completed September 12, 1950.

Contract No. 3420 with Foothills Construction Co. for constructing the Estacada Maintenance Building in Clackamas County, completed January 30, 1951.

(cont.)

EXHIBIT "F" (cont.)

Contract No. 3202 with Valley Construction Co. for constructing the Dewey Avenue Grade Separation on the Baker-Unity Highway in Baker County, completed December 22, 1950.

Contract No. 3239 with Lindstrom Bros., Inc., for widening of McCord Creek Bridge on the Columbia River Highway in Multnomah County, completed February 14, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "G"

Minutes of February 26 and 27, 1951

ORDER REDUCING MAXIMUM LOAD LIMITS ON CERTAIN STATE HIGHWAYS

WHEREAS, the highways and sections of highways hereinafter set forth or described have been duly designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

WESTON-ELGIN (State Secondary Highway No. 330)

WARNER (State Secondary Highway No. 431)

AND WHEREAS, said highways and sections of highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways and sections of highways during the present period of freezing and thawing, and in order to protect said highways and sections of highways against such damage and injury it is deeme and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highways that the maximum weights permitted and authorized by law be reduced during such period; and

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highways and sections of highways during said period shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said highways and sections of highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways and sections of highways that the maximum total weight of load and vehicle which shall be permitted upon said highways and sections of highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicles or combination of vehicles which shall be permitted upon the follow-

(cont.)

EXHIBIT "G" (cont.)

ing described highways or sections of highways shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles:

Name of Highway and No.		County	Section Restricted	Date Effective 1951
Weston-Elgin	330	Umatilla & Union	Entire Length	Feb. 8
Warner	431	Lake	Fremont Hwy. Jct. (M. P. 0.00) to Drakes Creek (M. P. 21.35)	Feb. 19

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394, O. C. L. A., shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above highways and/or sections of highways and at the important crossroads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 26th day of February, 1951.

OREGON STATE HIGHWAY COMMISSION

By: Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer

EXHIBIT "H"

Minutes of February 26 and 27, 1951

RESOLUTION

WHEREAS, the Pacific Highway West, extending from a junction with the Pacific Highway East in Portland, southerly to a junction with the Pacific Highway East at Junction City, is a state highway and as such is under the jurisdiction and control of the State Highway Commission, and said highway is identified in the Commission's records as State Highway No. 1-W; and

WHEREAS, it appears that on a section of said highway situate approximately one mile south of the south city limits of Corvallis in Benton County, there is located on property adjacent to the said highway an auction market on the east side of the highway and a cafe on the west side of the highway, and that patrons of said establishments park their cars within the right of way limit of said highway at such location and leave said cars so parked for extended periods of time; and

WHEREAS, the parking of cars along and upon the shoulders of said highway south of the city limits of Corvallis between Mile Point 87.11 (Engineer's Station 851+00 and Mile Point 87.56 (Engineer's Station 837+00) creates a traffic hazard, which in the opinion of the Commission, should be prohibited; and

WHEREAS, the width of the highway shoulders at said location is not sufficient to permit the parking of vehicles and to provide the safety which the Commission feels is necessary for the traveling public; and

WHEREAS, the maneuvering of vehicles within the traveled portion of said highway in connection with the parking and unparking of said vehicles upon the shoulders thereof restricts and impairs the use of said traveled portion of said highway, and thereby creates a hazard to through traffic moving upon said highway, and to parked vehicles and occupants thereof; and

WHEREAS, the Commission, based upon the report of its Traffic Engineer and the recommendations of the State Highway Engineer, is of the opinion that for safety and convenience of traffic, all parking upon the shoulders of said highway within said area should be prohibited;

NOW, THEREFORE, this Commission, two members thereof being present and voting affirmatively, does hereby order:

EXHIBIT "H" (cont.)

1. That based upon the facts and recommendations placed before this Commission, the Commission does hereby find and declare that the parking of motore vehicles upon and along the shoulders of the Pacific Highway West (US99W) between Mile Point 87.11 (Engineer's Station 851+00) and Mile Point 87.56 (Engineer's Station 837+00), a distance of approximately 1,400 feet, south of the south city limits of the City of Corvallis, creates a hazard to traffic on said highway and to parked vehicles and the occupants thereof, which hazard, in the opinion of this Commission, should be removed.

2. That for the purpose of protecting the general public, and especially the motoring public using said highway in said vicinity, it is hereby ordered that parking of vehicles upon and along the shoulders of said highway south of the south city limits of Corvallis, between Mile Point 87.11 (Engineer's Station 851+00) and Mile Point 87.56 (Engineer's Station 837+00), is prohibited.

3. The State Highway Engineer hereby is directed to erect and thereafter maintain upon and along said highway at the termini of said area, and at such points between said termini as in his judgment may be necessary to properly inform and advise the public, suitable and adequate signs containing the words "No Parking on Highway Shoulders."

4. That a certified copy of this resolution be delivered to the Superintendent of State Police and like copies to the Sheriff of Benton County and to the owners of said auction market and said cafe.

5. That this resolution be entered in the minutes and records of the Highway Commission as of the 26th day of February, 1951.

EXHIBIT "I"

Minutes of February 26 and 27, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Wilson River Highway

Highway number: 37 Route number: Oregon Route No. 6

(cont.)

EXHIBIT "I" (cont.)

Location of Termini			Established Speed
M. P. 0.48 (East city limits of Tillamook)	to	M. P. 0.77 (Evergreen Drive)	35 miles per hour
M. P. 0.77 (Evergreen Drive)	to	M. P. 2.52 (Junction Trask River Road)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of February, 1951.

EXHIBIT "J"

Minutes of February 26 and 27, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway West

Highway number: 1-W Route number: US99 W

(cont.)

EXHIBIT "J" (cont.)

Location of Termini			Established Speed
M. P. 5.34 (Southwest city limits of Portland)	to	M. P. 6.45 (Approx 1/4 mile south of Capitol Hwy. intersection.)	45 miles per hour.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of February, 1951.

EXHIBIT "K"

Minutes of February 26 and 27, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "K" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the T. H. Banfield Expressway, for the purpose of establishing, constructing and maintaining a throughway, the following-described parcels of real property, to-wit:

Parcel No. 1
Owner: Harrison W. Jensen
File No. 16777

A parcel of land lying in Lot 6, Block 1, Parkrose Heights, situated in Section 27, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon. The said parcel being that portion of said Lot 6 lying between the southerly right of way line of the O. W. R. & N. Co. and a line parallel to and 70 feet southerly of the center line of the T. H. Banfield Expressway as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 350+64.13, said Station being 1088.33 feet South 7° 51' 47" West of the northwest corner of said Section 27; thence on a 2083.48 foot radius curve right (the long chord of which bears North 62° 35' 24" East 2105.36 feet) a distance of 2207.15 feet; thence on a spiral curve right (the long chord of which bears South 83° 23' 42" East 399.84 feet) a distance of 400 feet to Station 376+71.28, the southerly line of said parcel crossing the west and east lines of Lot 6 approximately opposite Stations 373+12 and 374+12, respectively, containing 0.24 acre.

Parcel No. 2
Owner: Arthur R. L. Chase
File No. 16863

A parcel of land lying in Section 27, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, and being a portion of that property conveyed by that deed to Arthur R. L. Chase and Nellie A. Chase, recorded in Book 1137, Page 125, of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land of variable width, lying on the northerly side of the center line of the T. H. Banfield Expressway as said highway has been located, which center line is described as follows:

(cont.)

Beginning at Engineer's center line Station 688+00, said Station being approximately 815 feet east and 25 feet south of the southwest corner of the Charles Fezette D. L. C. of Township 1 North, Range 3 East, W. M.; thence South 71° 03' 57" East 1000 feet to Station 698+00; except that portion of said strip of land lying within that tract of land conveyed to Landor Penne by deed recorded in Book 416, Page 96 of Multnomah County Deed Records; said center line crossing the easterly line of said Penne property and the easterly line of said Chase property approximately at Stations 688+78 and 696+27 respectively.

Also that portion of said property described in said deed recorded in Book 1137, Page 125 of the Deed Records of Multnomah County, lying southerly of said center line and easterly of said Penne property.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Center Line
Easterly line of Penne property	690+60	120
690+60	698+00	80

The parcel of land to which this description applies contains 2.40 acres.

Parcel No. 3
Owner: Sylvester B. Hall
File No. 15533

A parcel of land lying in Section 29, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, and being a portion of the following-described property: That tract of land known as Tax Lot 6 which was conveyed by that certain deed to Sylvester B. Hall and Edna Hall recorded in Book 859, Page 170 of Multnomah County Record of Deeds; the said parcel being all that portion of the foregoing property lying south of a line parallel to and 130 feet northerly of the center line of the T. H. Banfield Expressway as said highway has been located over and across said property; the location of the said parcel being determined by the said center line, which center line is described as follows:

(cont.)

EXHIBIT "K" (cont.)

Beginning at a point which is Engineer's center line Station 565+76.05; said point being 277.34 feet North 59° 37' 56" West of the west quarter corner of Section 29, Township 1 North, Range 3 East, W.M.; thence South 85° 03' East a distance of 2247.31 feet to Engineer's Station 588+23.36; thence on a spiral curve to the right (the long chord of which bears South 84° 50' 30" East) a distance of 250 feet; thence on a 11459.16 foot radius curve right (the long chord of which bears South 81° 47' 50" East) a distance of 1051.11 feet; thence on a spiral curve to the right (the long chord of which bears South 78° 45' 10" East, 250.00 feet) a distance of 250.00 feet to Engineer's Station 603+74.47, the northerly line of said parcel crossing the west and east lines of said property approximately opposite Stations 585+33 and 596+46, respectively.

The parcel of land to which this description applies contains 6.50 acres.

Parcel No. 4
Owner: Ralph Garbarino
File No. 15516

A parcel of land lying in Section 25, Township 1 North, Range 2 East, W.M., Multnomah County, Oregon, and being a portion of the following-described property: That tract of land known as Tax Lot 6 which was conveyed by that certain deed to Ralph Garbarino and Gulio Garbarino recorded in Book 1174, Page 359 of Multnomah County Record of Deeds; the said parcel being all that portion of said property lying northerly of a line parallel to and 100 feet southerly of the center line of the T. H. Banfield Expressway as said highway has been located over and across the said property; the location of the said parcel being determined by the said center line, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 497+80; said point being 1929.17 feet North 73° 58' 33" West of the east quarter corner of Section 25, Township 1 North, Range 2 East, W.M.; thence South 89° 37' 17" East a distance of 1220 feet to Engineer's Station 510+00, the southerly line of said parcel crossing the west and east lines of said property approximately opposite Stations 498+50 and 507+58 respectively.

(cont.)

The parcel of land to which this description applies contains 3.12 acres.

Parcel No. 5
Owner: J. Bardell Purcell
File No. 15476

All of Lot 34, Block 3, Woodland Park Addition to the City of Portland situated in Section 28, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon.

The parcel of land to which this description applies contains 7,350 square feet.

Parcel No. 6
Owner: Ernest W. Buck
File No. 15478

All of Lot 32, Block 3, Woodland Park Addition to the City of Portland situated in Section 28, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon.

The parcel of land to which this description applies contains 6,500 square feet.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property designated as Parcels Nos. 1, 2, 3, 4, 5 and 6, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the T. H. Banfield Expressway, when constructed upon the aforesaid-described real property designated as Parcels Nos. 1, 2, 3, and 4, to the remaining abutting lands of the larger tracts, of which said larger tracts the aforesaid-described property designated as Parcels Nos. 1, 2, 3, and 4 are parts, and that all access, ingress, egress and regress to, from and between the aforesaid-described property designated as Parcels Nos. 1, 2, 3, and 4, including any highway to be constructed thereon, and said remaining abutting properties be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

5. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-sixth day of February, 1951.

VOLUME 36

PART I

PART I

OF

VOLUME XXXVI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1951

TO

JUNE 30, 1951

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1951	Subject
	Apr. 12	
17826		Idaho. Members of Idaho Hwy. Commission introduced.
		Bids received on the following projects:
		Alder Creek-Philomath Section
17827		Philomath ("F" St. - "H" St.) Section
		Bunker Hill-Delmar Section
		McCullough Bridge, North Bend
		Tumalo Bridge over Deschutes River
17828		Hood River-Mosier Section
		Dodge Bridge Section
		Siletz-Logsden Section
		Salem Sign Shed
		Traffic Signals US 30 and 99E
17829		Parkrose (99th - 122d Avenue) Section
		Hebo Rock Production Project
		Boardman Junction-Echo and Echo Junction-Reith Sections
		Maintenance Building at Meacham
		Flora Maintenance Building
		Wallowa-Lostine Section
17830		Division 1-A Re-oiling Project
		Minutes of February 26 and 27, 1951, approved.
		Parks Superintendent reports on the following matters:
		Short Sand Creek. Tillamook County. Sale of timber approved.
		Port Orford Cedar Wayside. No bids received to purchase timber.
		Clatsop County. Necanicum Jct. Sale of timber approved.
		Lane County. Fern Ridge Dam Recreation Area. Parks Dept. to assume maintenance of two areas.
17831		Humbug Mountain Park. Permission granted J. W. Long to use logging road across the park.
		Devil's Punch Bowl Park. Land for trail to beach to be accepted if donated.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Offer to sell to State area near inlet not accepted.
17832		Lava Caves Park. Guide to be employed.
		Benson Park. Construction of latrine authorized.
		Champoeg Park. Construction of latrine authorized.
		Emigrant Springs Park. Miscellaneous construction authorized.
		Boys Training School. Use of boys in developing State parks considered. Action deferred.

Page	Date 1951	Subject
	Apr. 12	
17833		Real property. Acquisition authorized See EXHIBIT "A"
		Lane County. Pacific Hwy. Judkins Point-Goshen. Travis renews request for right of access. Negotiation to continue. Fence to be constructed.
		Real property. List of options to be forwarded to Commission prior to meeting date.
17834		Condemnation offers approved. See EXHIBITS "J-1" through "J-8".
17836		Condemnation. Cases to be briefed promptly in Salem office. Trial attorney to be hired if necessary.
		Marion County. Salem. City agreement modified re widening between Beach Street and Lana Avenue.
		Sale of miscellaneous properties confirmed.
17838		Recessed at 12:00 noon to reconvene at 2:00 p. m.
		Union County. Old Oregon Trail. Ladd Canyon. Construction of r/w fences confirmed.
		Linn County. Santiam Hwy. Sweet Home. Payment of Ed Thomas' claim approved.
		Klamath County. Klamath Falls. South 6th Street. Agreement with Southern Pacific to maintain culvert approved.
17839		Marion County. North Santiam Hwy. Detroit. Changes in access points for Brazier Small approved.
		Curry County. Oregon Coast Hwy. Port Orford. Payment of Crawford Smith claim approved.
		Clatsop County. Astoria. Lease of land to Union Oil Company approved.
		Curry County. Brookings. Exchange of land with Elmer Bankus approved.
17840		Malheur County. Ontario. Exchange of land with F. W. Weldin approved.
		Multnomah County. Columbia River Hwy. Dodson-Bonneville. Relinquishment of lease to Union Pacific Railroad Company approved. See EXHIBIT "B".
		Multnomah County. Columbia River Hwy. Troutdale. Papers covering settlement of Paul Martin case approved.
17841		Wasco County. Columbia River Bridge. The Dalles. Acquisition of three parcels of land authorized.
		Marion County. Salem. Hwy. Shops. Acquisition of land from State Forestry Dept. authorized.
		Douglas County. Umpqua Hwy. Scottsburg. Purchase of part of Davis' property authorized.
17842		Signs. Action not to be taken against Kenny and Collins for non-payment. Future payments to be made in advance.
		Marion-Linn County. Pacific Hwy. East. Santiam River Bridge. Claim of Leslie Clayton for special service approved.

Page	Date 1951	Subject
	Apr. 12	
		Columbia County. Longview-Rainier Bridge. Counsel presents report on tax problem. Action deferred.
17843		Clatsop County. Astoria Ferry. Easement for power line in Megler approved. See EXHIBIT "C".
		Coos County. Oregon Coast Hwy. Cedar Point-Coquille. Injuries to Haddix child. Medical and doctor bills to be paid.
17844		Benton County. Pacific Hwy. West. Corvallis. Proposed re-routing of highway along First Street. Action deferred.
		California. Frank Balfour, R/W Engineer present.
		Hood River County. Columbia River Hwy. Hood River-Mosier. Construction of connection at Second Street approved.
17845		Hood River County. Columbia River Hwy. Hood River-Mosier. Right of entry agreement with Union Pacific approved.
		Washington County. Forest Grove. Revised Hwy. routing through city approved. Agreement to be prepared.
17846		Umatilla-Union Counties. Old Oregon Trail. Pendleton-La Grande. Reconnaissance report presented. No action.
		Multnomah County. Columbia River Hwy. Troutdale-Dodson. Rogers Construction Company claim. Action deferred.
17846		Marion County. Salem. State Hwy. Office Bldg. Purchase of new furniture authorized.
17847		Marion County. Salem. State Hwy. Office Bldg. Agreement with Secretary of State for maintenance approved.
		Awards of contracts. Chairman makes public announcement.
17850		Marion County. Salem. State Hwy. Office Bldg. Rental of space to Bureau of Public Roads approved.
		Log hauling. Revised recommendations to PUC. Action deferred.
		Douglas County. Oregon Coast Hwy. State to cooperate in urging Congress to remedy shifting sand dunes.
17851		Tillamook County. Exchange of FAS Hwys. approved;
		Linn County. Stayton to Scio County Road. Designation as secdy. hwy. denied.
17852		Wasco County. The Dalles-California Hwy. Tygh Valley. Chastain's request to rebuild irrigation flume denied.
		Clackamas County. Pacific Hwy. East. Oregon City. Landscaping for Secretary of State's field office approved.

Page	Date 1951	Subject
	Apr. 12	
17853		Clackamas County. Aemisi gger Hill Road. Request to place on FAS System denied. Money to be spent as originally planned.
		C. W. Parker commended for securing building insurance reduction.
		West Portland-Hubbard Hwy. Middleton urges early completion. No. Action.
17854		Multnomah County. Portland. Steel Bridge. Revision of traffic routing via Hassalo Street approved.
		Multnomah County. Portland. Ross Island Bridge. Revision in channelizing traffic approved.
17855		Umatilla County. Proposed Bridge over Columbia River in Umatilla County. Provisions of four-party agreement to be followed.
		Gilliam-Sherman County. Wasco-Heppner Hwy. Cottonwood Canyon Section. Kaseberg urges surfacing. Action deferred.
		Linn County. Santiam Hwy. Jct. Construction of addition to storage bldg. approved.
17856		Marion County. Salem-Silverton Road. Agreements with Southern Pacific Company approved.
		Marion County. North Santiam Hwy. Sublimity request for traffic signal denied.
		Coos County. Cape Arago Secdy. Hwy. Empire. Request for traffic signal denied.
		Linn County. Corvallis-East Side Secdy. Hwy. Albany. Request for traffic signal denied.
17857		Malheur County. Vale-West Secdy. Hwy. Request for railroad crossing signal denied.
		Multnomah County. Oswego Hwy. Illumination at Riverwood Road intersection approved.
		Clackamas County. Pacific Hwy. East. Illumination at intersection of Pacific Avenue approved. Request for light at Naef Avenue denied. Clackamas County, Pacific Hwy. East. Oregon City-Milwaukie. Replacement of sodium vapor lights approved.
17858		Clackamas County. City of Oswego. Traffic signals not to be installed until city has funds to pay its share
		Yamhill County. Pacific Hwy. West. McMinnville. Survey to determine advisability of one-way traffic system authorized.
		Union County. Old Oregon Trail. La Grande. Survey to determine ultimate location of hwy. and advisability of traffic lights along Adams Avenue authorized.
17859		Baker County. City of Baker. Traffic survey in the city authorized.
		Wallowa County. Wallowa Lake Hwy. Improvement requested. Survey to determine hwy. location at Wallowa River authorized.

Page	Date 1951	Subject
	Apr. 12	
17859		Lane County. Springfield-Creswell Secdy. Hwy. Request for improvement denied.
		Union County. Court requests improvement of Foothills Section of Alical-Cove Market Road. Action deferred.
		Polk County. Monmouth-Independence Hwy. Improvement in Monmouth requested. Action deferred.
17860		Union County. Starkey Secdy. Hwy. Increase in project authorization for rip-rapping approved.
		State Tax Street Funds. See EXHIBITS "D-1", "D-2" and "D-3".
		Wasco County. Shaniko-Fossil Secdy. Hwy. Antelope-Clarno Section. Bids to be received at next meeting.
17861		Wasco County. Columbia River Hwy. Mosier-The Dalles. Survey adopted. R/W to be acquired.
		Marion County. Pacific Hwy. East. Salem By-pass Route. Survey adopted. R/W to be acquired. See EXHIBIT "E".
		Surveys. Adoption of survey carries automatic authority to acquire r/w.
		Meeting adjourned at 5:00 p.m.
	Apr. 13	
17861		Bids received on the following projects:
17862		Summit-Lobster Valley Section
		Re-oiling project near Gresham and Sandy.
		Clatskanie Maintenance Building
		Paving Project in City of Myrtle Point
		Tumalo-Bend Section
17863		Construct houses at Prospect
		Prospect-Union Creek Jct., Union Creek Jct. - Lost Creek Sections
		Florence Section
		Water Street-Commercial Street Unit, Salem (Marion St. Bridge)
		Salem (Lana Avenue-Academy Street) Section
		Willow Creek-Boardman Section
17864		Lombard-Killingsworth (33d Avenue and 42d Avenue) Section
		Interstate Bridge North of Portland
		Widen Columbia Slough Bridge
		Tillamook Traffic Signals
		Weston Re-oiling Project
17865		Grande Ronde River Bridge Approaches
		Warm Springs Maintenance Building
		Rays Ranch-West Union Section
		Wilson River Hwy. Delegation urges establishment of memorials to Forestry officials. Action deferred

Page	Date 1951	Subject
	Apr. 13	
17866		Benton County. Corvallis. US 99W. Proposed re-routing of 99W on First Street. Understanding with City secured.
17867		Harney County. Rome-Princeton Secdy. Hwy. Delegation urges completion of Folly Farm North Section. No action.
		Central Oregon Highway. Improvement contemplated.
		Harney County. John Day-Burns Hwy. Poison Creek Section. Completion to be accomplished when Forest Funds available.
17868		Douglas County. Proposed new road from Sutherlin to Glide. Delegation's request that State take over denied.
		Meeting recessed at 12:00 noon to reconvene at 1:30 p. m.
		Contracts. Engineer's award of contracts confirmed.
17869		Extensions of time granted as follows: Contracts No. 3356, 3307, 3389 3313, and 3348.
17871		Contracts completed and accepted as follows: Nos. 3307, 3328, 3348, 3433, and 3447. See EXHIBIT "F".
		Lincoln County. Siletz Bay. E. D. Barr request to salvage logs on beach approved.
17872		Lincoln County Yaquina Bay. Roadway to old ferry landing on south shore to be conveyed to County. See EXHIBIT "K".
		Clatsop County. Astoria-Megler Ferry. Insurance to be renewed for one year with present companies.
		Clatsop County. Astoria-Megler Ferry. Mrs. Hall's complaint of service. Conditions corrected.
17873		Bridges. Authority granted Engineer to file application with U. S. War Dept. for construction of four bridges.
		Personnel. Retention of over-age employees approved.
		Load limits. Reduced load limits placed on three highways. See EXHIBIT "G-1".
17874		Load limits. Reduced load limits placed and removed on four highways.
		Load limits. Columbia County. Nehalem River Bridge near Mist. Temporary ten-ton limit approved. See EXHIBIT "G-2".
17875		R. M. Smith. Payment for damages to private car while in State service approved.
		Lane County. Siuslaw Hwy. Triangle Lake. Reduced speed zone approved. See EXHIBIT "H-1".
		Clackamas County. Pacific Hwy. East. Reduced speed zone approved between Portland and Milwaukie. See EXHIBIT "H-2".
17876		Lane County. Siuslaw Hwy. Cheshire. Request for reduced speed zone in town denied.
		Polk County. Monmouth-Independence Hwy. Reduced speed zone approved. See EXHIBIT "H-3".

Page	Date 1951	Subject
	Apr. 13	
		Multnomah County. N. E. Portland Secdy. Hwy. Shoulder parking prohibited near Kaiser Plant. See EXHIBIT "I-1".
17877		Douglas County. Pacific Hwy. Oakland and Myrtle Creek. No parking approved. See EXHIBITS "I-2", "I-3", and "I-4".
		Josephine. County. Redwood Hwy. Grants Pass. No parking zone approved. See EXHIBIT "I-5".
		Clackamas County. Pacific Hwy. East. Milwaukie. No parking zone in city approved. See EXHIBIT "I-6".
17878		Josephine County. Pacific Hwy. Grants Pass. No parking zone south of city approved.
		Equipment. Purchase of engineering and maintenance equipment authorized.
		Multnomah County. Portland. Denver-Union Avenues. City granted use of well on old Peninsula Golf Course.
		Hood River-Wasco Counties. Columbia River Hwy. Permit to haul piling approved on trial basis.
17879		Hood River County. Closure of two railroad grade crossings east of Hood River. State to join in petitioning for closure.
		Douglas County. Pacific Hwy. Canyonville. Request for marker at location of old Pioneer Bridge approved.
17880		R. H. Baldock. Trip to Virginia and Washington D. C., June 6 to 15 approved.
		W. C. Williams. Trip to Salt Lake for WASHO meeting April 3 and 4 approved.
		Frank Towle. Trip to Boise, Idaho, approved.
		Western Association of Highway Officers. Personnel to attend meeting in San Francisco designated.
		Signs. Wording of signs at each end of reconstruction jobs. Referred to Director of Travel and Information.
		Revolving Fund. Legislature authorized increase to one million dollars. Secretary of State asked for that amount.
17881		Deschutes County. McKenzie-Bend and Redmond-Bend Hwys. Abandonment agreement on old sections of hwys. approved.
		Unfinished business. Action deferred due to lack of time.
		Commission meeting date set May 24 and 25, 1951.
		Douglas County. Umpqua Hwy. Settlement with O. H. Hinsdale approved.
		Wasco County. Columbia River Highway. Celilo Indian Village. Bureau of Indian Affairs can grant permit to use land.
		Sand dunes to be oiled
17882		City Streets. Routing of State Hwy. traffic thereon. Counsel presents opinion. Action deferred.

Page	Date 1951	Subject
	Apr. 13	
17882		Weight violations. J. H. Abbot. Group I Permit cancelled due to repeated violations.
		Jackson County. Crater Lake Hwy. Cascade Gorge-Prospect. Increase in authorization approved.
17883		Wasco County. Columbia River Hwy. Rowena. Residents' request to change hwy. location denied.
		Lane County. McKenzie Hwy. Springfield. City Council favors North "A" Street route rather than South "A" Street. Action deferred.
		Columbia County. Rainier-Longview Bridge. Settlement of tax controversy.
		Oiling of county roads contemplated.
17884		Gilliam County. Wasco-Heppner Secdy. Hwy. Cottonwood Canyon Section. Surfacing requested. Action deferred.
		Josephine County. Grants Pass. Delegation requests several hwy. improvements. No commitments.
17885		Gilliam-Wheeler Counties. John Day Hwy. Fossil-Spray. Delegation urges widening. Action deferred.
		Wasco-Heppner Secdy. Hwy. Improvement of Cottonwood Canyon Section requested. Action deferred.
17886		Wasco County. Columbia River Bridge. The Dalles. Acquisition of three parcels of r/w authorized; also condemnation of two others.
		Crook County. Paulina Secdy. Hwy. Combs Flat Section. Surfacing requested. Bids to be received May 24.
		Ochoco Hwy. Redmond-Prineville. Minson requests elimination of curves. Engineer to investigate.
17887		Marion County. North Santiam Secdy. Hwy. Stayton. Request for State Tax Street Fund Project to be reviewed. City to be advised re revised location of hwy. as it affects their hospital.
		Multnomah County. Portland. Union Avenue-Columbia Boulevard. Nancy M. Finke property. Purchase to be studied.
17888		Hood River County. Columbia River Hwy. Hood River. A. C. Lofts protests revised hwy. location. Action deferred.
		Awards of contracts. Chairman makes public announcement.
17891		Boys Training School. James Lamb requests that boys be employed in State Parks. Action deferred.
17892		Wasco-Wheeler Counties. Shaniko-Fossil Secdy. Hwy. Delegation requests early improvement. Bids to be received in May.
		John Day Hwy. Pine Creek. Removal of sharp point requested. Engineer to investigate.

Page	Date 1951	Subject
	Apr.13	
17892		Tillamook County. Oregon Coast Hwy. Kilchis River. Filing application with War Dept. to construct bridge approved.
17893		Multnomah County. Portland. Mack Truck Bldg. at Steel Bridge. Full amount of fire damage to be collected.
		Marion County. Salem. State Hwy. Office Bldg. Insurance coverage discussed. No action.
		Clatsop County. Astoria-Megler Ferry. Construction of new terminal discussed. Action deferred.
		Klamath County. Klamath Lake Secdy. Hwy. Wocus Marsh-Rocky Point Project. Construction to be undertaken.
		Agreements and other papers signed.
17897		Meeting adjourned at 5:30 p.m.
17898		EXHIBIT "A". R/W. options approved
17953		EXHIBIT "B". Abandonment of r/w to O.W.R. & N. Columbia River Hwy.
17954		EXHIBIT "C". Approval of easement in Megler, Washington.
17956		EXHIBIT "D-1". State Tax Street Funds.
17958		EXHIBIT "D-2". State Tax Street Funds.
17960		EXHIBIT "D-3". State Tax Street Funds.
17961		EXHIBIT "E". Adoption of surveys.
17963		EXHIBIT "F". Contracts completed and accepted.
17964		EXHIBIT "G-1". Reduced load limit on Nehalem River Bridge.
17966		EXHIBIT "G-2". Reduced load limits on hwys.
17968		EXHIBIT "H-1". Reduced speed zone. Siuslaw Hwy.
17970		EXHIBIT "H-2". Reduced speed zone. 99E near Portland.
17972		EXHIBIT "H-3". Reduced speed zone. Monmouth-Independence Hwy.
17974		EXHIBIT "I-1". No Parking. N. E. Portland Hwy.
17976		EXHIBIT "I-2". No Parking. City of Oakland.
17978		EXHIBIT "I-3". No Parking south of Oakland.
17980		EXHIBIT "I-4". No Parking in city of Myrtle Creek.
17982		EXHIBIT "I-5". No Parking west of Grants Pass.
17984		EXHIBIT "I-6". No Parking. City of Milwaukie.
17986		EXHIBIT "I-7". No Parking south of Grants Pass.
17988		EXHIBIT "J-1". Condemnation. Lana Avenue, Salem.
17990		EXHBITI "J-2". Condemnation. Sams Valley Hwy.
17993		EXHIBIT "J-3". Condemnation. Ore. Coast Hwy. Coos Co.
17997		EXHIBIT "J-4". Condemnation. Oregon Coast Hwy. Coos Co.
18001		EXHIBIT "J-5". Condemnation. Columbia River Hwy. Hood River-Mosier.
18005		EXHIBIT "J-6". Condemnation. Siuslaw Hwy. North Fork Siuslaw River.
18009		EXHIBIT "J-7". Condemnation. Banfield Expressway.
18013		EXHIBIT "J-8". Condemnation. Old Oregon Trail. Ladd Canyon.
18016		EXHIBIT "K". Transfer of old ferry road to Lincoln County.

Page	Date 1951	Subject
	May 23	
18018		Hwy. bonds. Sale of bonds discussed. John P. Shuler employed as special counsel
		Construction Program from sale of bonds. Six projects approved.
18019		Commission road trip set for June 18, 1951.
		Construction Program, Federal Aid. To be revised as to Division allotment.
		Construction Program. Status of surveys and acquisition of r/w discussed.
		West Portland-Hubbard Hwy. Acquisition of r/w and access rights authorized.
		Surveys. Five surveys authorized.
18020		Construction Program. Federal Aid Secdy. Projects approved.
	May 24	
18022		Construction Program. Chairman announces anticipated increase in jobs to be let due to sale of bonds.
		Bids received on the following projects:
		Middle Unit, Reedsport, Dean Creek Section
		Phoenix Bridge over Bear Creek
18023		Metolius-Culver and North Unit, Culver-Juniper Butte Sections
		South Unit, Gateway-Agency Plains Section
18024		Hampton-Gap Ranch Section
		Oakridge (Hills and Beech Streets)
		Santiam River Bridge Rail Replacement
18025		Santiam Junction Building and Sand Storage Shed
		Willow Creek-Boardman Section
		Interstate Bridge over Columbia River
		Bay City (Fourth Street) Paving Project
		Tillamook (Miller Avenue) Project
		Wallowa Lake Park Overnight Camp Area
18026		Davies-Forest Grove Section
		Minutes of April 12 and 13, 1951, approved.
		Parks Superintendent reports on following matters:
		McNary Dam Recreational Area. Purchase of Kik and Potter property approved.
		Wallowa Lake State Park. Acquisition of Anderson property authorized. Wiggins' negotiations to continue.
18027		Cove State Park. Request of Rawson to remove cinders from Round Butte denied. Request of City of Culver to remove cinders from Round Butte approved.
		Joaquin Miller State Park. Construction of roadway across park approved.
		Silver Falls State Park. Authority granted to acquire land.
18028		Hauling logs through Youth Camp restricted to one road. Request of E & N Logging Company to remove snags approved.

Page	Date 1951	Subject
	May 24	
18028		Parks along Oregon Coast Hwy. Request to install binoculars in parks denied.
		Lincoln County. Oregon Coast Hwy. Request to purchase and develop park area at three locations denied.
		Lava Caves State Park. Text of informational sign approved.
18030		Loon Lake Park. Erection of power line across park approved.
		Harris Beach State Park. Request to install radio station in park denied.
		Armitage State Park. Request to operate pony ring denied.
		Ochoco Hwy. Marks Creek Section. State to advance $75,000 to B. P. R. to stabilize base.
18031		Letter to Forest Service on Ochoco Section approved.
18032		Union - Umatilla Counties. Starkey-Ukiah Road. B. P. R. will attempt to make survey this summer.
		Construction Program. Federal Aid Secdy. B. P. R. cannot authorize remaining funds as census not yet determined.
		B. P. R. advises Government approval will not be given to jobs using more than 25 tons of steel.
		Real Property. Acquisition authorized. See EXHIBIT "A".
		Hood River County. Columbia River Hwy. Hood River-Mosier.
		Counsel to proceed with condemnation against Oregon Lumber Co.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p. m.
18033		Condemnation offers approved. See EXHIBITS "L-1" through "L-5".
18035		Sale of miscellaneous properties confirmed.
18036		Umatilla County. Old Oregon Trail. Pendleton. Sale of property authorized. See EXHIBIT "B".
		Portland. Union Avenue. Purchase of land from Mrs. Fink authorized.
18037		Coos County. Oregon Coast Hwy. Cedar Point-Coquille. Grading of Stevens' property in lieu of wall approved.
		Baker County. Oregon-Washington Hwy. Milton-Freewater. Purchase of land for stockpile site approved.
		Union County. Old Oregon Trail. Ladd Canyon Section. Relocation of access point for M. J. Fager approved.
		Lane County. Pacific Hwy. Walnut Street-Judkins Point. City of Eugene relieved of obligation to take over property.
18038		Lincoln County. Oregon Coast Hwy. Otter Creek-Otter Rock. Settlement with loggers for timber cut on hwy. r/w approved.

Page	Date 1951	Subject
	May 24	
18038		Lawsuit settlements.
		Jackson County. Sams Valley Secdy. Hwy. Settlement with Alicia Ruhl approved.
		Klamath County. Settlement with Enterprise Erection Co. approved.
18039		Haddix's to be paid $500 for injury to child if they will give release.
		Salem. Marion Street Bridge Piers. Claim against State Construction Co. to be tried in court.
		Tillamook County. Oregon Coast Hwy. Pleasant Valley. Walker request for access denied.
		Douglas County. Pacific Hwy. Damage to Ford Bridge. Kuckenberg Construction Co. to be sued in court.
		Lincoln County. Oregon Coast Hwy. Yachats. Christensen gift of land accepted and named Christensen Ocean Wayside.
		Grading of road to cemetary approved.
18040		Clackamas County. Willamette River. Oregon City. Justice Latourette request re mooring logs denied.
		Board of Control request for assistance from Counsel to assist in appraising properties acquired for State Capitol group approved.
		Yamhill County. Three-Mile Lane Secdy. Hwy. McMinnville. Sale of property to Sen. Rex Ellis approved.
		Voucher claims. Secretary authorized to sign for Commission. See EXHIBIT "C".
18041		Salem. State Hwy. Bldg. Agreement with Secretary of State for maintenance approved.
		Douglas County. Reedsport. Vacation of Greenwood Avenue approved.
		Options. Resolution adopted covering authority to secure options. See EXHIBIT "D-2".
		R/w descriptions. Procedure in furnishing to R/w Dept. outlined. See EXHIBIT "D-1".
		Salem. Pacific Hwy. Fireproofing Taylor property discussed. Counsel to contact City officials.
18042		Signs on construction projects. Action on text deferred.
		Jackson County. Sams Valley Secdy. Hwy. Walter Berndt Construction Co. Contract 3115. Withheld funds to be turned over to the Court.
		Denton Construction Co. Contracts 2899 and 2944. Bonding company to protect State for liability to Internal Revenue Department.
18043		C. W. Enfield and Fred Miller. Increase in salaries approved.
		Marion County. City of Stayton. Repair of 4th street approved.
		Multnomah County. Columbia River Hwy. Rogers Construction Co. Contract 3082. Compromise settlement approved.

Page	Date 1951	Subject
	May 24	
18043		Clatsop County. Astoria Ferry. New terminal denied for the present. Present lease to be renewed.
18044		Sunset Hwy. Request for construction of 3 picnic areas as memorials fo forestry officials denied.
		Dangerous trees. Engineer presents report and 4 recommendations which were approved.
18045		Crook County. Ochoco Hwy. Redmond-Prineville. Elimination of curves requested. Action deferred.
		Clatsop County. Astoria Ferry. Insurance report filed.
		Douglas County. Elkton-Sutherlin Secdy. Hwy. Request to oil section at east end denied.
18046		Portland. McLaughlin Boulevard (US 99E). Channelizing and signals. Allocation of $20,000 to match City funds approved.
		Salem. Marion Street Bridge. Agreement with PGE re change in power lines approved.
		Culverts, flared inlet type. Expenditure of $5,000 in experiments authorized.
18047		Wallowa County. Enterprise-Lewiston Hwy. Request urging completion ordered filed.
		Baker County. Haines-Anthony Lake Secdy. Hwy. Application of crushed rock approved.
		Lane County. Pacific Hwy. Eugene. Request to landscape U. of O. property denied.
		Contracts, final payments on. Engineer to report on reasons for delay.
		Award of contracts. Chairman makes public announcement.
18049		Salem. Marion Street Bridge. East approach. Whether bridge is a change in grade discussed.
18050		Grant County. John Day Hwy. Oiling of Austin Spur included in Federal Aid Program.
		Lincoln County. Siletz Secdy. Hwy. Skunk Creek-Siletz Section. Request to grade and oil denied.
		Morrow County. Rhea Creek County Road. Addition to FAS System approved.
		Ione-Morgan County Road to remain on System.
		Deschutes County. Gherking Road. Extension as FAS Hwy. to include the Innes Road approved.
		Deschutes County. Request to add Pringle Falls Road to FAS System denied.
18051		Multnomah County. Sunset Hwy. Sylvan. Flattening slopes to stop slides approved.
		Lane County. Territorial Secdy. Hwy. Cheshire-Benton County Line. Request for improvement denied.

Page	Date 1951	Subject
	May 24	
18051		Portland. S. W. Barbur Boulevard. Widening of Barbur Boulevard at S. W. 10th Avenue approved.
18052		Umatilla County. Pendleton. Request to construct underpass on Emigrant Avenue on US 395 denied.
		Marion-Linn Counties. North Santiam Secdy. Hwy. Agreement to furnish hot mix patching materials approved.
		Harney County. Resolution requesting completion of Hwys. 78 and 395 to be filed.
		Test road. Financial participation with other western states approved.
18053		Lane County. Eugene-Springfield areas. Request for economic study authorized with qualifications.
		Benton County. City of Corvallis. Understanding with City re First Avenue improvement confirmed.
		Salem. Marion Street Bridge. Request for grade separation structures on Polk County end denied.
18054		Lane County. MeKenzie Hwy. Springfield. Various communications concerning North "A" and South "A" routes.
18055		Klamath County. The Dalles-California Hwy. Barkley Springs-Algoma Project. Contract authorization increase approved.
		Wasco County. Shaniko. Construction of maintenance bldg. approved.
		Yamhill County. City of McMinnville. City request for footpaths at westerly end of bridge denied.
		Linn County. North Santiam Secdy. Hwy. Mehama. Request to construct sidewalk on bridge over Santiam River denied.
18056		Lincoln County. Oregon Coast Hwy. Ocean Lake. Request for footpath north to Wecoma Beach denied.
		Multnomah County. Columbia River Hwy. Troutdale. Request for signs and underpass lighting denied.
18057		Tillamook County. Wilson River Hwy. Tillamook. Installation of railroad signals approved.
		Washington County. Sunset Hwy. Cedar Mill Community. Request for traffic signal at Murray Road denied.
18058		Jackson County. Pacific Hwy. Ashland. Request for traffic signal and lights denied.
		Marion County. Pacific Hwy. East. Aurora. Request for flashing beacon at Main Street denied.
		Wasco County. Columbia River Hwy. Agreement with U. P. Railroad Company re crossing and signals approved.
		Jackson County. Pacific Hwy. Savage Creek Road. Improvement at hwy. intersection approved.

Page	Date 1951 May 24	Subject
18059		Contracts awarded. Engineer's award of contracts confirmed.
18060		Extensions of time granted for contracts 3272 and 3356
		Contracts completed and accepted as follows: 3274, 3346, 3347, 3414, 3416, 3434, 3452, 3272, and 3356. See EXHIBIT "E".
		Hood River County. Old Columbia River Hwy. Hood River-The Dalles. Abandonment of two-mile section and purchase of Jackson property approved.
18061		Wasco County. Old highway between Mosier and The Dalles. Disposition discussed. No action.
		Newspaper reporters. Agendas to be provided.
		Columbia County. Columbia River Hwy. Application to be filed with Army Engineer's to construct bridge at Clatskanie.
		West Portland-Hubbard Hwy. Application to be filed with Army Engineers to construct bridge at Wilsonville.
18062		Log hauling permits. Revised forms approved. See EXHIBITS "M" and "N".
		Permits for pipe lines. Schedule of fees approved.
18063		Wages and salaries. Civil Service step increases approved as of July 1.
		Wages and salaries. Per diem expense allowance to be increased.
18064		Umatilla County. Pendleton. Request of Roundup Association to use land for parking approved.
		Salem. State Hwy. Bldg. Bldg. to be so named in Oregon Bluebook.
		Publicity. Ralph Watson's project to publicize the State approved.
		Linn County. Albany. Timber Carnival's request to operate motors on Waverly Lake during Carnival approved.
18065		Load limits. Lifting of reduced load limits confirmed. See EXHIBITS "F-1" and "F-2".
		Equipment. Purchase approved.
18066		Deschutes County. Redmond-Bend Secdy. Hwy. No. 375. Request to change stop signs denied.
		Jackson County. Crater Lake Hwy. Trail. Reduced speed zone and one-way notice on bridge approved. See EXHIBIT "G".
		Douglas County. Coos Bay-Roseburg Hwy. Camas Valley. Reduced spped zone approved. See EXHIBIT "H".

Page	Date 1951 May 24	Subject
18067		Wallowa County. Enterprise-Lewiston Hwy. Abandonment resolution adopted. See EXHIBIT "I".
		Clatsop County. Oregon Coast Hwy. Summit-Hug Point, Abandonment resolution adopted. See EXHIBIT "J".
		Wasco County. Shaniko-Fossil Secdy. Hwy. Antelope Clarno. Abandonment agreement with County approved.
		Commission meeting date set for July 16 and 17, 1951.
		Clackamas County. Oregon City. Request of Budget Director to construct bldg. in Oregon City denied.
18068		Linn County. Pacific Hwy. East. Santiam River-Albany. Release of easement from Paine Estate approved.
		Union County. Old Oregon Trail. Ladd Canyon. Payment to Sunny Slope Ditch Company for diversion box approved.
		Jefferson County. Request of Jefferson County Court to bid on road projects in the county denied.
		Lane County. Willamette Hwy. Meridian Dam. Authorization for hwy. construction increased $180,000.
		Lane County. Pacific Hwy. Eugene. Construction of curbs and gutters between Walnut Street and Hilyard Street approved.
18069		Umatilla County. Hermiston. Request to eliminate hazard caused by irrigation structure approved.
		Request to widen railroad underpass denied.
		Portland. Columbia River Hwy. Improvement of intersection at N. E. 33rd Avenue approved in cooperation with City.
18070		Clackamas County. Mt. Hood Hwy. Protest received on traffic slow-down. No action.
		Douglas County. Pacific Hwy. Winchester-Shady Point Section. Location survey considered. Action deferred.
		Delegation matters discussed.
		Bend City Planning Commission re hwy. routes.
		Sheridan Chamber of Commerce re Salmon River Hwy.
		Fossil Community Club re John Day Hwy.
		Dufur Chamber of Commerce re The Dalles-California Hwy. as a Federal route south of The Dalles.
		Lane County Court re traffic survey in Eugene area.
18071		Harney County Judge Craddock re hwy. improvements
		J. S. Burris, et al, re Wasco-Heppner Secdy. Hwy. Cottonwood Canyon Section.
		Portland City Council re payment for drainage on 82nd Avenue.
		Roseburg delegation re highway near hospital.
		Union County. Old Oregon Trail. Ladd Canyon. Purchase of cinder pit from Bickmore authorized.
		Hood River County. City of Hood River. Lofts property not to be purchased.

Page	Date 1951	Subject
	May 24	
18071		Salem. State Hwy. Bldg. Veteran's Affairs Dept. request for space in bldg. denied.
		Press Clipping Bureau. Request to resume service denied.
18072		Signs on city streets used as hwy. routes. Salem City Council to be contacted.
		Josephine County. Grants Pass. Balderree protests noise caused by freight trucks. Action deferred.
		Coos County. City of North Bend. Lease of land to Coos Bay Timber Operators approved.
		Tillamook County. Oregon Coast Hwy. Oretown. Encroachment agreement with Oretown Cheese Association approved. "NO PARKING" signs to be installed.
		State Tax Street Funds. Plans approved. See EXHIBITS "K-1", "K-2", and "K-3".
18073		Wasco County. Columbia River Hwy. The Dalles. One-way street plan presented. Action deferred.
		Meeting adjourned at 5:00 p. m.
	May 25	Bids received on the following projects:
18074		Timberline Jct. Sand Storage Shed
		Riverton Section
		Combs Flat (Prineville-Eagle Rock) Section
		Burns-Buchanan Section
18075		Reoiling in Josephine and Jackson Counties.
		Rogue River (Depot and Main Streets)
		Sweet Home (Narrows) Project
		Silver Creek Park Overnight Camping Facilities
		Champoeg Park Latrine
		Benson Park Latrine
		Bridgeton Road-Gertz Road and Columbia Slough-Columbia Boulevard Sections
18076		Dallas (Ellendale Avenue) Project
		Island City-South County Road, Island City(Main Street) and Island City-Lone Tree Sections
		Flora Maintenance House
		East Unit, Antelope-Clarno Section
18077		Sunset Tunnel Lighting
		Baker County. Baker-Unity Hwy. Baker-Salisbury Section. Bids for construction to be received in July.
		Deschutes County. Bend. Delegation inquires as to plans for hwys. in Bend. Action deferred.
		Yamhill County. Sheridan Chamber of Commerce requests improvement of Salmon River Hwy. east of Sheridan.

Page	Date 1951	Subject
	May 25	
18078		Wheeler County. John Day Hwy. Delegation requests improvement to Butte Creek-Summit Section. Worst spots may be eliminated.
		Wasco County. Dufur delegation urges designation of The Dalles-California Hwy. as US 97 south of The Dalles. Action deferred.
		Re-routing between Dufur and The Dalles requested. Action deferred.
18079		Wages and salaries. Engineer's and Secretary's salaries raised.
		Meeting recessed at noon to reconvene at 2:00 p. m.
		Salem. State Hwy. Bldg. Dedication discussed.
		Curry County. Gold Beach. Request for oiling referred to Engineer.
		Lane County. Eugene delegation urges traffic survey in city vicinity. State to share in cost.
18080		Harney County. Judge Craddock urges improvements to roads in county. Request to place Crane-Buchanan County Road on State Secdy. System denied.
		Umatilla County. Mission County Road. Extension of 2.75 miles requested. Action deferred.
		County roads. 15-year improvement program. Engineer to report status for each county.
18081		Gilliam County. Wasco-Heppner Secdy. Hwy. East Cottonwood Grade. Delegation requests surfacing. Action deferred.
		Portland. Cascade Secdy. Hwy. (82nd Avenue). Delegation request for financial aid in draining area denied.
18082		Award of contracts. Chairman makes public announcement.
18084		Douglas County. Roseburg. Delegation protests routing Pacific Hwy. near new hospital. Action deferred to June trip.
18086		Douglas County. Umpqua Hwy. Scottsburg. T. E. Davis property not needed for at least five years.
		Multnomah County. Columbia River Hwy. Bonneville. Installation of sodium vapor lights in Bonneville Tunnel approved.
		Lane County. City of Eugene. City request for modernizing of traffic signals. Denied.
		Salem. State Hwy. Bldg. Occupancy of bldg. June 1 authorized conditionally.
18087		Equipment. Purchase of office equipment approved.
		George Hester. Authorized to attend meeting in Reno, Nevada, June 6, 1951.
		Klamath County. Klamath Falls-Lakeview Hwy. Bly Mountain-Beatty. Agreement with U. S. Gov. for stockpile site approved.
		Sunset Hwy. Condemnation of Helen Loving property. New resolution adopted. See EXHIBIT "L-4".

Page	Date 1951	Subject
	May 25	
18087		State Parks traffic. Parks Supt.'s request to count traffic in parks approved.
18088		Portland. T. H. Banfield Expressway. Plans for connections at 12th Avenue and Steel Bridge approved conditionally.
		Unfinished business items considered as follows:
		Matters to the 1951 Legislature.
		Improvement to Haines-Anthony Lake Secdy. Hwy.
		State Construction Company bid bond.
18089		Wallowa Lake State Park, additions thereto.
		City of Nyssa. Request for full width paving approved.
		Proposed park in Ladd Canyon, Union County.
		Truck hauling logs during darkness.
		Real estate options. Change of form.
		Central Oregon Hwy. Rough condition between Juntura and Harper.
		McNary Dam park area development.
		Federal Aid Secdy. Hwy. Program
		Alicel-Lower Cove Road, Union County
		Portland Stockyards. Proposed improvement on US 99.
18090		Sale of timber near Yaquina Bay.
		Sale of timber on quarry site on South Santiam Hwy. near Waterloo.
		Arthur Stambuck request to buy Pacific Hwy. r/w at Turkey Hill, Douglas County.
		Removal of sand from the ocean beach.
18091		Construction of maintenance bldg. at Huntington approved.
		Depoe Bay Chamber of Commerce request for footpath denied.
		City of McMinnville. Request to eliminate hazards on US 99W near Whiteson.
		Woodburn-Sandy Secdy. Hwy. improvement between Springwater and Estacada.
		Rudy Wilhelm and PGE Company request to transport overweight loads.
		Elmer Bankus request that property near Brookings, be deeded back to him.
		Sunset Hwy. wayside strips near Sunset Camp. Acquisition denied.
18092		Boys from Woodburn Boys School working in State parks.
		Tax problem re Interstate Bridge at Rainier, Oregon. State to contribute $15,000 to improve county road.

Page	Date 1951 May 25	Subject
18092		Revised recommendations to PUC re log hauling.
		Wasco-Happner Secdy. Hwy. Cottonwood Canyon Sec.
		Sunset Hwy. picnic areas as memorials to forestry officials denied.
		Signs to be placed at ends of construction jobs. Action on wording deferred.
		Authority of cities to route hwy. ~~traffic~~ on city streets.
		Ferry terminal in Astoria. Not to be constructed now.
18093		Improvement of McKenzie Hwy. through Springfield.
		John Day Hwy. improvement between Fossil and Spray.
		The City of Stayton request for improvements on city streets approved.
		Nancy Fink property at intersection of Union Avenue and Columbia Boulevard, Portland. Settlement approved.
		Arthur Lofts property in Hood River not to be purchased.
		J. C. Minson, Crook County, requests elimination of curvature on Ochoco Hwy.
		John Silvertooth requests rounding of point on Antelope-Clarno Section in Pine Creek. Action deferred.
		Agreements and papers signed.
18096		EXHIBIT "A". R/W options.
18151		EXHIBIT "B". Sale of land in Pendleton
18152		EXHIBIT "C". Secretary to sign voucher claims.
18154		EXHIBIT "D-1". Authorization to secure options when survey approved.
18155		EXHIBIT "D-2". Approval of options secured in the past.
18159		EXHIBIT "E". Contracts accepted.
18161		EXHIBIT "F-1". Lifting of reduced load limits.
18163		EXHIBIT "F-2". Lifting reduced load limits on Nehalem River Bridge.
18164		EXHIBIT "G" Reduced speed zone on Crater Lake Hwy.
18166		EXHIBIT "H". Reduced speed zone on Coos Bay-Roseburg Hwy.
18168		EXHIBIT "I". Enterprise-Lewiston Hwy. abandonment.
18172		EXHIBIT "J". Oregon Coast Hwy. Summit-Hug Point abandonment.
18176		EXHIBIT "K-1". State Tax Street Funds.
18177		EXHIBIT "K-2". State Tax Street Funds.
18178		EXHIBIT "K-3". State Tax Street Funds.
18180		EXHIBIT "L-1". Condemnation. Banfield Expressway.
18186		EXHIBIT "L-2". Condemnation. Salem-Haysville Section, 99E
18193		EXHIBIT "L-3". Condemnation. Sunset Bay Park.
18196		EXHIBIT "L-4". Condemnation. Sunset Hwy. Sylvan Sec.
18198		EXHIBIT "L-5". Condemnation. Samuel H. Boardman Park
18201		EXHIBIT "M". Log hauling permit.
18202		EXHIBIT "N". Log hauling permit.

Page	Date 1951	Subject
	June 18-22	
18210		Inspection Trip by Commission on Oregon Coast and Pacific Hwys.
	June 18	
		Clatsop County. Astoria. Improvements to Lower Columbia River Hwy. requested.
18212		Clatsop County. Seaside. Residents request improvement to Oregon Coast Hwy., Astoria through Seaside.
18213		Tillamook County. Tillamook. Residents request improvement on Wilson River Hwy. and Oregon Coast Hwy.
18214		Lincoln County. Dorchester House. Business meeting held re the following subjects:
		Lane County. Springfield. Improvement of McKenzie Hwy. on North "A" or South "A" streets considered. South "A" approved conditionally.
18215		Federal Aid Secdy. Hwys. Counties request additional mileage. Present program to be completed first. Engineer to render report.
		Wages and Salaries. Increase of per diem allowance discussed.
		Marion County. Salem. City to fulfill agreement obligations. Marion Street Bridge approach. Question of changing the grade discussed. Report to be made.
18216		Traffic signals. Purchase of signal pedestals and additional signals approved.
		Real property. Acquisition authorized. See EXHIBIT "A".
		Wasco County. The Dalles. Columbia River Bridge. Authority granted to negotiate for r/w for approach.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Request that State construct latrines denied.
		Corvallis-Newport Hwy. Improvement of Toledo-Corvallis Section requested.
18217		Washington County. Sunset Hwy. North Plains-Gardner Ranch Change in access approved for Emrich.
		Lane County. Siuslaw Hwy. Greenleaf Bridge Section Change in point of access for Parker approved.
		Multnomah County. Columbia River Hwy. Bridal Veil. Property from Aeronautics Administration accepted.
		Umatilla County. Pendleton. Protest on sale of state land considered. No action.
18218		Condemnation cases. Settlement with Burrows and Leiser approved.
		Hwy. bonds. Bonds to be sold on definite maturity basis
		Marion County. Salem. State Construction Company to be prosecuted for failure to accept Marion Street Bridge Contract.
		Wages and Salaries. Salary increases for engineers and right of way agents approved.
		Fred Miller. Appointment as 2nd Assistant Counsel approved.
		C. W. Enfield. Designation as 1st Assistant Counsel approved.
18219		Curry County. Gold Beach. City's request for oiling approved conditionally

Page	Date 1951	Subject
	June 18	
18219		Sale of scrap materials to high bidders approved.
		Lincoln County. Oregon Coast Hwy. Yachats. Reconstruction via Hill Route requested. No action.
18220		Jackson County. Don Lane request for construction of roads at bridge ends for launching boats denied.
		Douglas County. Umpqua Hwy. Construction of maintenance shed at Elkton approved.
		Contracts awarded. Engineer's awards confirmed.
18221		Extension of time approved on Contract 3435.
		Contracts completed and accepted. See EXHIBIT "B".
		Josephine County. Pacific Hwy. Wolf Creek. Request of Mrs. Moore for additional access denied.
		Marion County. Jefferson. Jack Harber granted permission to haul across quarry site.
18222		Douglas County. Tiller-Trail Hwy. Milo. Renewal of lease for use of maintenance hdqtrs. approved.
		Clatsop County. Columbia River Hwy. Abandonment agreement approved.
		Lake County. Klamath Falls-Lakeview Hwy. Abandonment resolution approved. See EXHIBIT "C".
		Tiller-Trail Hwy. U.S. Forest Service requested to change classification.
18224		Marion County. Champoeg State Park. Henry Zorn lease extended.
		Hood River County. Columbia River Hwy. Mosier. Agreements with Railroads approved.
		Union County. Weston-Elgin Secdy. Hwy. Reduced load limit removed. See EXHIBIT "D".
		Permits. Reclassification from Group II to Group I status approved on 4 sections of state hwys.
18225		Multnomah County. Troutdale. Settlement of Kaphammer claim approved.
		Coos County. North Bend. Sale of property to Water Board approved.
		Wayside picnic areas. Portland Chamber of Commerce commends Commission on expansion.
		Allocation of funds to cities and counties. Newberg Chamber of Commerce urges increase.
		Portland. Pacific Hwy. East. Ross Island Bridge south. Agreement for signals and islands approved.
18226		Coos County. Bullards Bridge. Estimate of construction cost raised.
		Floyd A. Query. Appointment as Acting Secretary approved. See EXHIBIT "E".
	June 19	
18227		Coos County. Coos Bay. Chairman explains purpose of trip to Chamber of Commerce.
		Curry County. Gold Beach. Oregon Coast Hwy. between Patterson Bridge and Giesel Monument. New route requested.

Page	Date 1951	Subject
	June 20	
18228		Curry County. Brookings. Commissioner Reynolds explains purpose of Commission trip.
		Josephine County. Grants Pass. Chairman outlines purpose of trip to businessmen.
		Jackson County. Medford. No business discussed.
	June 21	
18229		Douglas County. Roseburg. Discussion re re-routing of Hwy. as it pertains to Community Hospital. Action deferred.
18230		Lane County. Eugene. No business discussed.
	June 22	
		Trip concluded via Corvallis, Albany, Salem and Portland.
18231		Agreements and other papers signed.
18233		EXHIBIT "A". Options for real property.
18253		EXHIBIT "B". Contracts completed.
18254		EXHIBIT "C". Abandonment. Klamath Falls-Lakeview Hwy.
18257		EXHIBIT "D". Reduced load limit removed.
18259		EXHIBIT "E". Floyd A. Query as Acting Secretary.

Portland, Oregon
April 12, 1951

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
Forrest Cooper, Right of Way Engineer
C. W. Enfield, Assistant Counsel
Fred A. Miller, Assistant Counsel
C. H. Armstrong, Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

The Highway Commission's Chief Counsel was absent on account of illness.

Chairman Chandler introduced the following members of the Idaho State Highway Commission, recently appointed by Governor Len B. Jordan of the State of Idaho pursuant to the Highway Act of that State enacted by the 1951 Idaho Legislature: Rosco C. Rich, Burley, Idaho; Leonard Floane, Orphina, Idaho; and Fisher Ellsworth, Idaho Falls.

Bids as follows for highway construction were then opened and read aloud by the Secretary pursuant to previously published notice, and Chairman Chandler announced that awards of contracts would be made at 4:00 p.m.

ALSEA HIGHWAY IN BENTON COUNTY
ALDER CREEK-PHILOMATH SECTION

Warren Northwest, Inc., Portland	$173,030.00
J. C. Compton Co., McMinnville	178,880.00
Parker-Schram Co., Portland	191,590.00
Porter W. Yett, Portland	193,650.00
Acme Constr. Co., Eugene *	215,760.00
Central Heating, Eugene	216,280.00
Babler and Rogers, Portland	226,670.00

(cont.)

Alder Creek-Philomath Section (cont.)

* Bidder will not accept this project alone.

* Bidder will make reduction of $5,000.00 if also awarded the Philomath ("F" Street-"H" Street) Section.

CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY
PHILOMATH ("F" STREET-"H" STREET) SECTION

Warren Northwest, Inc., Portland	$ 15,914.00
J. C. Compton Co., McMinnville *	15,975.00
Acme Constr. Co., Eugene *	16,031.50
Central Heating Co., Eugene	16,086.10
Parker-Schram Co., Portland *	16,520.50
Porter W. Yett, Portland *	18,611.50

* Bidder will not accept this project alone.

OREGON COAST HIGHWAY IN COOS COUNTY
BUNKER HILL-DELMAR SECTION

Porter W. Yett, Portland	$1,286,424.00
Guy F. Atkinson Co., Portland	1,473,206.90
McNutt Bros., Eugene	1,493,558.00
Peter Kiewit Sons' Co., Longview, Wn.	1,744,773.20

BRIDGE OVER COOS BAY IN COOS COUNTY
McCULLOUGH BRIDGE AT NORTH BEND

Larson Brothers, Tacoma, Wn.	$ 54,000.00
Saxon Painting Co., Tacoma, Wn.	58,000.00
A. H. Barbour & Son, Portland	77,777.00
J. S. Morris Co., Berkeley, Calif.	78,800.00

McKENZIE-BEND HIGHWAY IN DESCHUTES COUNTY
TUMALO BRIDGE OVER DESCHUTES RIVER

VaDare Construction Co., Portland	$ 34,099.50
Leonard & Slate, Oregon Ltd., Portland	34,864.50
Erick Enquist, Troutdale	35,650.00
R. H. Jones, Hillsboro	35,917.50
Rogers Constr. Co., Portland	36,693.00
Geo. E. Berry, Beaverton	37,990.00
Orlando C. Bennard, Portland	38,403.00
C. J. Eldon, Portland	41,369.00
H. G. Carl Constr. Co., Salem	61,055.90

COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES
HOOD RIVER-MOSIER SECTION

General Constr. Co., Portland	$1,074,350.00
Manson Constr. & Engr. Co. & Osberg Constr. Co., Seattle, Wn.	1,226,610.00
Puget Sound Bridge & Dredging Co., Seattle, Wn.	1,265,994.00

SAMS VALLEY HIGHWAY IN JACKSON COUNTY
DODGE BRIDGE SECTION

Tom Lillebo, Reedsport	$195,736.00
Valley Constr. Co., Portland	198,258.50
Lindstrom Bros., Portland	204,252.00

SILETZ-LOGSDEN COUNTY ROAD IN LINCOLN COUNTY
SILETZ-LOGSDEN SECTION

Floyd Grahm Constr. Co., Lebanon	$177,233.00
C. R. O'Neil, Creswell	206,645.50
A. H. Saxton & Sons, Seaside	212,550.00
E. C. Hall Co., Portland	232,830.00
R. A. Heintz Constr. Co., Portland	264,532.30

PROJECT AT SALEM SHOPS IN MARION COUNTY
SALEM SIGN SHED

Mills Constr. Co., Salem	$ 10,977.00
T. J. Patzer, Salem	12,524.00
Smith & Nelson, Salem	12,893.00
Cecil A. Lantz, Salem	13,121.55
H. G. Carl Constr. Co., Salem	13,579.00

HIGHWAYS US30 AND US99E IN MULTNOMAH & YAMHILL COUNTIES
TRAFFIC SIGNALS AT THREE INTERSECTIONS

City Electric, Salem	$ 12,626.19
Mill Electric Co., Salem	14,409.00
W. R. Grasle Co., Portland	14,888.00
Westates Electrical Co., Salem	17,209.00

April 12, 1951

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
PARKROSE(99TH AVENUE-122ND AVENUE)SECTION

Warren Northwest, Inc., Portland	$ 67,873.50
Parker-Schram Co., Portland	71,356.90
Porter W. Yett, Portland	78,411.00

OREGON COAST AND THREE RIVERS HIGHWAYS IN TILLAMOOK COUNTY
HEBO ROCK PRODUCTION PROJECT

A. H. Saxton & Sons, Seaside	$ 32,600.00

HERMISTON AND STANFIELD-PENDLETON SECDY. HWYS., UMATILLA COUNTY
BOARDMAN JUNCTION-ECHO AND ECHO JUNCTION- REITH SECTIONS

Babler Bros., Portland	$ 42,407.00
J. C. Compton Co., McMinnville	42,693.50
D. F. McKenzie, Salem	43,617.00
Russell Olson Constr. Co., Pendleton	45,577.00
Morrison & Fisher, Walla Walla, Wn.	48,540.00
Oregon Asphaltic Paving Co., Portland	57,057.00

STATE PROJECT IN UMATILLA COUNTY
MAINTENANCE BUILDING AT MEACHAM

Bechtel Bros., Elgin	$ 5,418.00
Rhode Constr. Co., Pendleton	6,970.00
Loree Building Service, La Grande	7,649.98

ENTERPRISE-LEWISTON HIGHWAY IN WALLOWA COUNTY
FLORA MAINTENANCE BUILDING

Bechtel Bros., Elgin	$ 9,992.00
Walter Mopps, Enterprise	12,638.00
C. M. Merrill, Newport	13,967.00

WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY
WALLOWA-LOSTINE SECTION

Babler Bros., Portland	$ 9,786.00
Russell Olson Constr. Co., Pendleton	9,973.00
J. C. Compton Co., McMinnville	10,653.00
Morrison & Fisher, Walla Walla, Wn.	11,327.00
Oregon Asphaltic Paving Co., Portland	12,322.00

April 12, 1951

SUNSET AND HILLSBORO-SILVERTON HIGHWAYS
WASHINGTON AND YAMHILL COUNTIES
DIVISION NO. 1, DISTRICT A., RE-OILING PROJECT

Harr & Horton, Portland	$ 28,718.10
J. C. Compton Co., McMinnville	29,161.50
Oregon Asphaltic Paving Co., Portland	29,645.80
Babler Bros., Portland	30,943.00
D-H Paving Co., Vancouver	33,166.00
Acme Constr. Co., Eugene	42,446.00

The Commission approved the minutes of the meeting of the Commission held on February 26 and 27, 1951.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Report on results of receiving bids in Salem on April 4 for purchase of timber at Short Sand Creek, Tillamook County: The Parks Superintendent advised that only one bid was received, being that of F. S. Baty and C. E. Brown of Seaside, at $1,252.50, and he recommended acceptance of the offer, which, he said, is more than double the appraised value of the timber. The Commission approved the recommendation unanimously upon motion of Commissioner Reynolds.

2. Proposed sale of timber on a Port Orford cedar tract north of Sixes in Curry County: The Parks Superintendent advised that this timber also was advertised for sale, bids to be received on April 4, but no bids were submitted.

3. Report on results of taking bids in Salem on April 4 for the purchase of timber on a state-owned tract of land near Necanicum Junction, Clatsop County: The State Highway Engineer reported on this sale. He stated that three bids were received for this timber, that of Carl K. Stephen Company, Gearhart, being high at $2,800. He recommended acceptance of this offer, which he said is more than double the appraised value of the timber. The Commission approved the recommendation unanimously upon motion of Commissioner Reynolds.

4. Report on request of U. S. Corps of Engineers that the State take over jurisdiction of the Fern Ridge Dam Recreation area: The Parks Superintendent explained details with respect to his written report to the Commission on this subject, dated April 5, 1951. He pointed

out that the area is located about ten miles west of Eugene on the Richardson-Eugene Secondary State Highway and that certain areas have been developed by the Army Engineers, particularly a point called Perkins Peninsula, at the south end of the lake, Richardson Point at the northwest portion of the lake, and Orchard Point on the northeast. Two other suitable areas, he said, are wholly undeveloped. He advised that the area at Peninsula Point is reasonably well developed with a road and parking area, boat dock, launching ramp, picnic tables, water supply, etc., and that a similar development has been made at Richardson Point which is a low, lightly timbered area that slopes gently toward the lake. He pointed out that an organization known as the Eugene Yacht Club has been given a lease to a portion of this property and has constructed for the use of its members, moorings capable of accommodating about fifty boats. He estimated the annual cost to maintain the areas at Richardson Point and at Perkins Peninsula at $4,700, and he recommended that these two areas be maintained by the state inasmuch as funds available to the Corps of Engineers for maintenance have been curtailed. After considerable discussion the Commission approved the recommendation unanimously and ordered the matter covered by appropriate written agreement. (For details see copy of Parks Superintendent's report in general files).

5. Request of J. W. Long to use a logging road across Humbug Mountain State Park, Curry County: The Parks Superintendent explained that the logging road now exists across a narrow portion of this park, and all that Mr. Long wants is permission to operate over it as has been done in the past. He recommended approval of the request. The Commission approved the recommendation. (An agreement covering the matter was signed by the Commission later in the session.)

6. Proposed gift by the Leadbetter Estate of a small addition to Devil's Punch Bowl State Park, Lincoln County: The Parks Superintendent advised that the State Highway Department has received some criticism in the past for not providing a suitable trail to the beach in this park, the present trail being usable only during periods of low tide. The Leadbetter Estate, he said, owns property immediately east of the present park and has indicated that it will donate enough of this property to provide a trail to the beach that could be used during all periods of the tide. He recommended acceptance of the tract if it develops that the Leadbetter Estate is going to donate it. The Commission approved the recommendation.

7. Offer of Mrs. R. P. Richardson and Paul Baird, Toledo, Oregon, to sell to the state for park purposes a parcel of land consisting of three small lots situate on the south side of Depoe Bay and on the west side of the Oregon Coast Highway. The Parks Superintendent advised that the

lots are in a splendid location affording a wonderful view of the entrance to the bay. However, the price that the owners are asking for the property, $8,195, is exorbitant. He requested instructions. The Commission decided against purchase of the property.

8. Question of providing greater safety for visitors to Lava Caves State Park south of Bend: The Parks Superintendent advised that these Caves are now served by a trail that is quite dangerous, especially near the entrance, and in his estimation something should be done to safeguard the people who visit the Caves, of whom there were about 65,000 last year. He suggested the employment of a guide. The State Highway Engineer concurred in the suggestion and also recommended maintenance of appropriate signs. As a result of discussion the Commission unanimously approved the employment of a guide this year, and ordered the erection of warning signs as recommended by the Engineer.

9. Request for authority to contract construction of latrines at Benson and Champoeg State Parks; also, to construct a small concrete pumphouse and garage, and a floor in the south wing of the old CCC mess hall at Emigrant Springs State Park: The Parks Superintendent advised that all of this construction was contemplated when the 1951 budget was adopted by the Commission in principle, and he is simply asking for definite approval at this time so the work can proceed. The Commission approved the request unanimously and ordered the work done by contract.

10. Proposal of Superintendent of Boys' Training School, Woodburn, for employment of boys from this school in developing and maintaining park areas: The Parks Superintendent presented a letter from Mr. James Lamb, Superintendent of the Boys' School, concerning the employment of boys from the school to do maintenance and construction work in state parks, and suggesting as an initial project, the assignment of a group of 18 to 25 boys ranging in age from sixteen to eighteen. Mr. Lamb states that the school will be responsible for equipping the camp and for supervision and operation of the camp program except during working hours, when the boys would be under complete supervision of the State Parks representative. The Parks Superintendent advised there is lots of work that can be done by these boys and he suggested, if the Commission approves the project, that the boys be compensated at the rate of $1.00 per day each. He questioned the advisability, however, of employing the boys during the months of June, July and August when the parks are patronized by youth groups and other visitors. Chairman Chandler expressed the feeling that the Commission wants to help the boys as much as possible, but he pointed out that the project as proposed is a departure from standard practice

and probably should not be approved by the Commission until the attitude of other groups who use the park areas has been ascertained, because it might be that some people would dislike to have their children in such close proximity with boys from the training school. The plan might work all right, he added, where the parks are located in isolated districts and are not much used by the public, especially by the younger people, but he questioned the advisability of starting the program in other locations. Commissioner McIver expressed his approval of the program in undeveloped park areas. The Commission discussed this matter at considerable length, but deferred its decision pending consultation with Mr. Lamb, Superintendent of the Boys School, on the following day. (See ahead for delegation and action.)

The Right of Way Engineer presented for the Commission's consideration a list of options, obtained for real property that is needed for right of way and other purposes. As a result of very careful consideration of the individual items contained in the list the Commission by unanimous vote authorized the closing of the options at the prices contained therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote on motion by Commissioner Reynolds, duly seconded by Commissioner McIver.

In connection with its consideration of the real property options, and particularly those concerning the acquisition of right of way for the Judkins-Point-Goshen Section of the Pacific Highway, inquiry was made by the Commission as to the status of acquiring "right of access" from Mr. Travis along this section. The Commission was informed that Mr. Travis is still very anxious to have public access to the highway from his motor court and contemplates bringing a delegation to the Commission at its next meeting in furtherance of his desires. It was recalled that the Commission previously refused Mr. Travis' request. The Commission confirmed its previous decision in this matter and instructed the Right of Way Engineer to negotiate further with Mr. Travis and others along this section for acquisition of their access rights. The Assistant Counsel, Mr. Enfield, advised that the Commission cannot legally acquire these access rights because none exist at the present time inasmuch as the highway has not yet been constructed. He suggested the construction of a fence along the right of way line in front of the Travis property and other property where future access rights cannot be obtained. The Commission approved the suggestion and instructed the Engineer to construct such fences immediately.

In order to expedite consideration of the options as presented by the Right of Way Engineer at each of its meetings, the Commission ordered that hereafter a list of the options, containing details, be forwarded to each member

of the Commission two or three days in advance of each meeting along with the advance copy of the agenda as prepared by the Secretary.

The Assistant Counsel, Mr. Enfield, requested authority to condemn certain parcels of real property that cannot be acquired by negotiation. He presented a list of such properties, together with the offer that he recommended for each parcel in condemnation as follows:

			Recommended Offer
Lana Ave. - Academy St. Section of the Pacific Highway East			
R 16695	Charles G. Denison (Right of Way)	(Marion County)	
	510 sq. ft. at $1.00	$ 510.00	
	Lawn 500 sq. ft. at $0.05	25.00	
	Damages by reason of the new property line being set back 10 feet from adjoining property to the south	100.00	
		$ 635.00	$ 650.00
Ramsey Canyon-Crater Lake Section of Sams Valley Highway			
R 14086	Alicia Ruhl Right of Way	(Jackson County)	
	0.76 acre at $700.00	$ 532.00	$ 550.00
North Fork Siuslaw River Section of the Siuslaw Highway			
R 15362	Nick K. Hatch, et al. Right of Way	(Lane County)	
	0.77 acres of tidelands - $150.00	$ 150.00	$ 150.00
Bay Park-Delmar Section of the Oregon Coast Highway			
R 14947	Nellie M. Ross, deceased (not probated) Right of Way	(Coos County)	
	4.23 acres of land	$ $ 825.00	
	House	2,160.00	
	Damage to property	3,325.00	
		$6,310.00	$ 6,350.00
R 14957	Elsie Lee Burrows Right of Way	(Coos County)	
	0.74 acre of land	$ 2,800.00	$ 2,800.00

			Recommended Offer
Ladd Canyon Section of Old Oregon Trail			
R 16096	J. F. Gilkison, deceased (Union County)		
	Right of Way		
	0.05 acre of land	$ 25.00	$ 50.00
	Reestablish 6 rods of fence		
Unit #2 Section of the T. H. Banfield Expressway			
R 15871	J. A. Lyons, deceased (Multnomah County)		
	Right of Way		
	Land 53,560 sq. ft. at $0.60	$26,136.00	
	Office building 554 sq. ft. at $2.50	1,385.00	
	Coal sacking shed 1677 sq. ft. at $1.50	2,515.50	
	Scale house and scales-moving allowance	400.00	
	Gas pump and tank - moving allowance	75.00	
	Spur trackage, approx. 489' at $10.	4,890.00	
	Black top paved area, 8,000 sq. ft. at $0.10	800.00	
	Coal shed 8,960 sq. ft. at $1.	8,960.00	
	Severance damages, 10% of present value of remainder or $65,000.	6,500.00	
		$51,661.50	$52,000.00
Unit #5 Section of the T. H. Banfield Expressway			
R 14889-A-R	A. Hoffman (Multnomah County)		
	Right of Way		
	0.32 acre at $1,200 per acre	$ 384.00	
	Severance, 10% of total valuation of $2,600	260.00	
	Allowance for privy and animal hutches	25.00	
		$ 669.00	$ 675.00
Hood River-Mosier Section of the Columbia River Highway			
R 17064	Oregon Lumber Company (Hood River County)		
	Right of Way		
	4.71 acres		$ 9,000.00

After careful consideration of each item, the Commission approved the request and the recommended offer, and thereupon by unanimous vote, on motion of Commissioner Reynolds, duly seconded by Commissioner McIver, adopted the attached resolutions relative thereto, marked EXHIBITS "J-1", "J-2", "J-3", "J-4", "J-5", "J-6", "J-7" and "J-8", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In this connection, the Commission discussed a general procedure to be followed hereafter in order to expedite condemnation cases. It appears that there is a large accumulation of cases pending and indications are that it will be necessary to augment the legal staff to dispose of them and to avoid delays in contracting the work for which the property is required. Accordingly, the Commission ordered that, hereafter, when it authorizes condemnation of a parcel of land, the case shall be briefed at once in the office of the Chief Counsel. If deemed necessary to expedite the case, then the Chief Counsel is instructed and authorized to secure the services of a good trial lawyer in the county wherein the property is situate to assist him in trying the case. Such procedure was approved by the Commission unanimously and the Legal Department was instructed to govern its actions accordingly.

The Commission discussed a resolution adopted by the Salem City Council on April 9, 1951 being City Resolution No. 6038, in which the Mayor and the City Administrator are authorized to negotiate with the State Highway Commission for a modification of the City's agreement with the Commission to eliminate the provision contained therein which requires the widening of Portland Road (Pacific Highway East) on the east side thereof between Beach Street and Lana Avenue. The Engineer advised that a private parking area has already been provided by the adjacent property owner on the east side of the highway at this location, and were the highway to be widened at this point it would seriously affect such parking space; moreover, if the contemplated widening work were deleted from the plan, a saving of approximately $15,000 of state funds would be realized. He recommended approval of the modification requested by the City. The Commission approved the recommendation unanimously and ordered the matter covered by appropriate agreement with the City.

The Right of Way Engineer presented a list of miscellaneous properties that he has sold since the last meeting of the Commission as follows, and he asked the Commission to confirm the sales:

Item	Former Owner and Location	Purchaser	Sale Price
House	Swend Johansen Coquille-Cedar Point Sec. Oregon Coast Highway	McNair Wrecking Co. Coquille, Oregon	$550.00
House	Mae M. Sibold Coquille-Cedar Point Sec. Oregon Coast Highway	Mike Fults. Coquille, Oregon	$161.50
House	R. E. Folsom Coquille-Cedar Point Sec. Oregon Coast Highway	Walter J. Enlund Coquille, Oregon	$315.00
House	Otis T. Bartels Bay Park-Delmar Sec. Oregon Coast Highway	Otis T. Bartels 3497 Highway Coos Bay, Oregon	$400.00
Garage	T. Brudos Coquille-Cedar Point Sec. Oregon Coast Highway	Walter J. Enlund Coquille, Oregon	$ 40.00
Scrap Iron	R. V. Turnbull Cascade Locks-Viento Sec. Columbia River Highway	Ray P. Bennett 7011 SE 77th St. Portland, Oregon	$ 20.00
House	Charles W. White North of Bend Section The Dalles-California Hwy.)	D. R. Perrin 440 Division Bend, Oregon	$300.00
House	Alonzo B. Miller Bay Park-Delmar Section Oregon Coast Highway	Dewey F. Whatley 2303 Highway Coos Bay, Oregon	$102.00
3 gas pumps hydraulic lift air compressor	Roy D. Martin Bay Park-Delmar Section Oregon Coast Highway	Dewey F. Whatley 2303 Highway Coos Bay, Oregon	$256.00
Residence	Walter W. Moore North Roseburg Section Pacific Highway	Roy Anderson 446 Garden Valley Rd. Roseburg, Oregon	$365.00

Item	Former Owner and Location	Purchaser	Sale Price
Duplex House Garage & Shed	J. W. Chaney Bay Park-Delmar Section Oregon Coast Highway	Stanley J. Stevens Route 2, Box 202 North Bend, Oregon	$607.97
4-room House	J. W. Chaney Bay Park-Delmar Section Oregon Coast Highway	Harve Chaffin 335 West Mill St. Coos Bay, Oregon	$165.00

As a result of discussion , motion was made by Commissioner Reynolds that the Commission confirm the sales as reported, it appearing that the properties no longer are needed, required or useful for right of way purposes. Motion was seconded by Commissioner McIver and carried unanimously.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

The Commission unanimously confirmed authority previously given for the expenditure of $16,200 for construction of right of way fences along the Ladd Canyon project in Union County.

The Right of Way Engineer reported that, in connection with the reestablishment of a building owned by Mr. Ed Thomas in Sweet Home, to accommodate highway improvement at that place, it has been found necessary to raise the building about one and one-half feet, which was not contemplated when bids were received for the moving of the building. He also said that the All-State Construction Company which did the moving, was put to $1,601.17 extra expense because of the additional work which included extra concrete for foundations, certain filling in, and construction of a retaining wall, and the company is now asking reimbursement for such expense. He recommended approval of the claim. The Commission approved the recommendation unanimously.

The Right of Way Engineer reported that when the Highway Commission acquired the Weyerhaeuser Timber Company property on South Sixth Street in Klamath Falls, it was discovered that the company had an agreement with the Southern Pacific Company to maintain a culvert and drain ditch on the railroad company's property, the purpose of which was to drain a low area on the property that the State acquired. It is to the State's advantage, he said, to continue with that agreement, so an arrange-

ment was made with the Southern Pacific Company for permission to maintain the facilities on the railroad property. He asked the Commission to approve the arrangement. The State Highway Engineer concurred. The Commission approved the request unanimously. (An agreement covering the matter was signed by the Commission on the following day.)

The Commission discussed, and upon the recommendation of the Engineer and the Chief Counsel, approved certain changes in access points on the North Santiam Highway near Detroit to serve property owned by Mr. Brazier C. Small, Salem, and his associates, which changes, it appears, are equally advantageous to the highway. (The Commission on the following day executed the "Indenture of Access".)

The Right of Way Engineer reported on the claim of Mr. Crawford Smith, Port Orford, who alleges damage to his property by reason of the improvement of the Oregon Coast Highway at this place. He advised that he discussed the matter thoroughly with Mr. Smith and, as a result thereof, Mr. Smith has agreed to accept the sum of $3,300 as settlement in full. Moreover, he will give the State a waiver of all claims. He pointed out that the highway encroached upon Mr. Smith's property and that according to reports previously rendered to the Commission on the subject, the State is under obligation to Mr Smith. He recommended disposal of the case by payment of the sum mentioned. Chairman Chandler gave as his feeling that the settlement is fair and reasonable. The Commission approved the settlement unanimously.

The Right of Way Engineer brought up for discussion a request from the Union Oil Company to lease a parcel of state-owned land in Astoria. He explained that the property consists of portions of two city lots which lie outside of the standard width highway right of way and adjoin land owned by the company, upon which the company maintains a service station. The property, he said, consists of only 950 square feet of land and the company has offered to pay $48.00 per year for its use. He recommended acceptance of the offer on a 10-year basis, the lease to contain a 6-months cancellation clause. The Commission approved the recommendation. (An agreement covering the matter was signed by the Commission on the following day.)

The Right of Way Engineer reported on the proposed exchange of properties with Mr. Elmer Bankus in the town of Brookings, heretofore discussed by the Commission. He explained that Mr. Bankus owns certain property which the State needs but has been unable to acquire by negotiation, so it was necessary to condemn it. Mr. Bankus, he said, desires to acquire a small parcel of state-owned land nearby, which the State does not particularly need because it lies outside of the standard width right of way, and he is now offering to give the State title to his property if the State will stop the condemnation

action, and deed to him the property that he wants. He said that an appraisal of both properties reveals that they are approximately of equal value and, accordingly, he recommended approval of the exchange. The Commission approved the recommendation.

The Right of Way Engineer also recommended deeding to Mr. Fred W. Weldin, Ontario, a small parcel of state-owned land in Malheur County, in exchange for which Mr. Weldin offers to deed to the State a small parcel of land of equal value adjoining a quarry site. He explained that Mr. Weldin owns the land abutting the State's quarry and the exchange of properties is simply to "square up" the property lines as an accommodation to Mr. Weldin, who has already delivered his deed to the State. The Commission approved the exchange unanimously. (The Commission executed a bargain and sale deed on the following day.)

The Commission had under discussion the adoption of a resolution formally relinquishing unto the Union Pacific Railroad Company the State's interest in certain company property along the Dodson-Bonneville Section of the Columbia River Highway, Multnomah County. It was explained that the original Columbia River Highway was constructed on railroad company property which was leased for the purpose, and that by the terms of the lease, the State's rights are to terminate upon discontinuance of use of the property for public highway purposes; also, that the property no longer is required for highway purposes in view of the fact that a new highway has been built, so it now is in order to terminate the arrangement. The Commission unanimously approved termination of the lease by adoption of the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Assistant Counsel, Mr. Enfield, presented for the Commissioners' consideration, deeds, permits and easements prepared in conformity with action previously taken by the Commission in the case of the State Highway Commission vs. Paul Martin et ux concerning a right of way settlement on the Columbia River Highway, near Troutdale, Multnomah County. He expalined that this matter is a court case which was settled by trial several months ago, but, due to the absence from the state of the defendants and because of other delays, the instruments now before the Commission were not executed and returned to the Highway Department's offices until March 20, 1951. He assured the Commission that they are prepared in conformity with instructions heretofore issued by the Commission and in conformity with the court's action. In view of this explanation, the Commission approved all of the instruments as presented. (The instruments referred to consisted of two bargain and sale deeds, three permit agreements and one easement agreement, which were signed by the Commission on the following day.)

The Engineer brought up for discussion a matter of acquiring right of way for a proposed improvement of the Columbia River Highway at its intersection with the planned roadway approach to the bridge that is now under construction across the Columbia River east of The Dalles. He exhibited a map showing the proposed highway improvement at this location and also showing property ownerships, and he pointed out the desirability of acquiring now four tracts of land that are needed as right of way in order to eliminate any possibility of these properties being commercialized before the highway improvement is undertaken. He recalled the offer of Wasco County to reconstruct the highway at this point at county expense, if the State will furnish the right of way, so as to facilitate construction of the bridge approach road. The Right of Way Engineer advised that the four tracts mentioned by the Engineer are owned, one, by Mr. Gustave E. Bansch, two by Mr. F. Leo Burk, and one by Seufert Bros. He estimated that it would cost about $24,000 to acquire the three tracts belonging to Messrs. Burk and Bansch, but he made no estimate of the cost to acquire the tract owned by Seufert Bros., although he said that they probably will ask an exorbitant amount. The Commission discussed the matter at considerable length but deferred its decision until the following day when a delegation from Wasco County is to be present to confer with the Commission on the subject. (See ahead for additional paragraphs covering the conference and the Commission's decision whereby the Right of Way Engineer is authorized to negotiate options for the three parcels to be acquired from Messrs. Bansch and Burk and to condemn the properties in the event he cannot reach satisfactory settlements otherwise.)

The Engineer reported that the State Highway shop and storage site property on East State Street, Salem, Oregon is becoming congested with buildings and parking areas, leaving very little room for expansion. He requested authority to negotiate with the State Forestry Department for the acquisition of property owned by that department immediately south of and adjoining the Highway premises. The tract, he said, is made up of three parcels, one of which, containing about five acres, has been leased to the U. S. Army until June 30, 1962, but on which there are no developments. The second parcel on the east side of the tract, fronting on the airport-county road, is also under lease to the Army, and an Armory has been constructed thereon, but the third tract, which lies between the other two and contains 5.98 acres, is clear and is now available for acquisition by the Highway Department. This latter tract, he said, has been appraised by the Right of Way Department at $3,000.00. He requested authority to negotiate purchase of the same, and to purchase the other two tracts if and when they become available. The Commission approved the recommendation unanimously.

Assistant Counsel, Mr. C. W. Enfield, reported the status of the Commission's condemnation action against Mr. T. E. Davis involving acquisition of right of way that is needed for an improvement of the Umpqua

Highway across Mr. Davis' land near Scottsburg, Douglas County. The defendant, he said, owns considerable property at this location, some of which is well developed, including a motor court, and the State at this time is taking only that part of his property which it needs for the present improvement, but Mr. Davis wants the State to purchase at this time all of the land it will eventually need from him when the highway improvement is extended to the Umpqua River Bridge at Scottsburg, which will amount to a considerable sum because of the improvements. Assistant Counsel further stated that the State's original offer to Mr. Davis for land needed for the present highway improvement was $3,500, which he refused because he wants the State to purchase the right of way clear across his holdings. Mr. Davis, he said, is asking an additional sum of $6,500 plus $15,000 for buildings located on the property, although he agrees to buy back the buildings from the State for $1,500, if the State wants to sell them. In the discussion of this matter, it was brought out that the present highway from the end of the improved section to the bridge at Scottsburg is now in good condition and will not need improvement for many years, so there does not appear to be any justification for the expense of acquiring additional right of way from Mr. Davis now that will not be needed for a long time in the future. In view thereof, the Commission decided unanimously to limit its purchase from Mr. Davis to the land that is immediately required.

Assistant Counsel, Mr. Enfield, requested instructions as to the action, if any, that should be taken to collect the sum of $7.20 from a Mr. Kenney, Tillamook, Oregon, and $14.40 from a Mr. Collins, Brownsville, Oregon, for traffic signs that were furnished them by the Highway Department. He said that these two men are engaged in log hauling and some time ago ordered the signs which were delivered, but which they now refuse to pay for. The Commission decided not to take court action against these two men because of the expense involved, but confirmed the order previously made that no more signs shall be furnished anyone unless they are paid for in advance.

The Commission had under discussion the matter of compensating Professor Leslie Clayton, Oregon State College, in the amount of $397.52 for special services rendered by him in connection with the claim of Karel Tomasek against the State in the amount of $35,000 resulting from construction of a bridge over the Santiam River on the Pacific Highway near Jefferson, Oregon. The Assistant Counsel stated it is the recommendation of the Chief Counsel that the bill be paid. The Commission unanimously approved the recommendation.

Assistant Counsel, Mr. Enfield, rendered a brief status report on the tax problem involving the interstate bridge between Rainier, Oregon and Longview, Washington. He said that presently the settlement of this

controversy contemplates payment by the State of Washington to Columbia County the sum of $70,000; contribution by legislative act out of the General Fund of the State of Oregon the sum of $33,000; and a contribution by the State Highway Commission to apply on county road construction in the amount of $15,000. He also said that there is now pending in the legislature a bill for exemption from taxation bridges and their approaches constructed over bodies of water which form interstate boundaries, which will dispose of future tax matters;and, according to the Chief Counsel, all that remains for the Highway Commission to do is to authorize the expenditure of $15,000 for the improvement of the county road. The Commission took no action on the matter, deferring the same until the following day, when a delegation is scheduled to be present with regard thereto. (See ahead for additional paragraph).

The Commission discussed a request from Public Utility District No 2, Pacific County, Washington for concurrence in an easement granted to the District by Pacific County, Washington, covering erection, operation and maintenance of an electric power line over and across a portion of the property which the Commission heretofore leased from Pacific County, Washington, for a ferry terminal at Megler, Washington. The Engineer advised that this matter has been investigated and it has been determined that only one pole will involve property that the Commission has under lease, and that this single pole will not interfere in any manner with the operation of the property as a ferry terminal. He recommended concurrence in the easement. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a claim submitted by Mr. and Mrs. Scott Haddix for injuries received by their five-year old daughter, consisting principally of a broken leg, which resulted when she tripped over a survey reference stake, placed on their property by State Highway employees in connection with the construction of the Cedar Point-Coquille Section of the Oregon Coast Highway. The Engineer stated that the stake was placed on the property as a means of preserving the location of a curve point on the center line of the highway, and were it not for such reference points it would be very difficult to reestablish a curve point. He said that never before has any trouble arisen from these stakes but, in this particular instance, it appears that the State is liable for damages and he suggested that a settlement be negotiated with the parents As a result of the discussion, the Commission approved the recommendation and referred the matter to the Chief Counsel to handle details, it being understood that negotiations shall be based on payment of medical bills and doctor services only

The Commission discussed a written report from the Engineer dated March 23, 1951, on the results of an engineering and economic analysis of the Corvallis Section of the Pacific Highway West (U. S. 99W), particularly covering the suggestion of the City of Corvallis that this highway be routed permanently along First Street. In support of his written report, the Engineer stated that the First Street location would be the ideal route for the highway were it not for the Corvallis Lumber Company's mill at the south end of this street. He exhibited a map showing the First Street route and also showing proposed connections to Third Street and Fourth Street. He stated that he concurrs with the city's contention that First Street is the logical route for the highway were it not for the mill problem and he suggested, pending closing down of the mill, that the highway be temporarily routed on connections with Third Street and Fourth Street, bypassing the mill property. He also stated that the city wants the Commission to purchase right of way along First Street routing northerly from the intersection of First and Tyler Streets to a connection with Third Street and Fourth Street extended, which right of way is estimated to cost $47,000. He estimated the cost to construct the Third Street and Fourth Street extensions at $615,000, including the cost of right of way, and he recommended approval of such project. He also recommended purchase of the right of way along the First Street route north from Tyler Street to a junction with Third and Fourth Streets. The matter was discussed by the Commission at considerable length but the decision was deferred pending discussion of the matter with a delegation from Corvallis which was scheduled to appear the following day. (For details of the Engineer's report, see copy of report in General Files.) (See ahead for additional paragraph).

Mr. Frank Balfour, Chief Right of Way Engineer of the State Highway Department of California, was present as an interested listener. He was introduced to the members of the Commission by Forrest Cooper, Right of Way Engineer.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and, in this connection, special consideration was given to the construction of the Hood River-Mosier Section of the Columbia River Highway involving construction of 6.96 miles of hydraulic-placed embankment. It was pointed out that a satisfactory bid was received for this work, but difficulties have been encountered in acquiring right of way from the city of Hood River, Hood River County, and the Apple Growers Association of Hood River. It appears that these organizations are unwilling to convey to the State right of way across their holdings unless the State Highway Commission will agree definitely to construct an approach to the city from Second Street, involving a crossing of the Union Pacific railroad tracks, as was requested by a delegation at the previous meeting. The Engineer stated that since the delegation

appeared before the Commission, he has personally inspected the proposed Second Street connnection and it has been determined that a traffic interchange structure can be built for about $300,000 and, if actually built, the cost to construct the other connections to the city very likely could be reduced by about $50,000. In other words, providing the Second Street connection would involve an extra expenditure of about $250,000 for this project. He gave as his feeling that the connection is necessary in order to give proper service to the people of Hood River and to provide direct access to the docks in the Columbia River. He recommended approval of the project. This matter was given very careful consideration by the Commission and as a result thereof the Commission unanimously approved the recommendation. The Engineer was instructed to notify the city by telephone of the decision and to state further that it is the plan of the Highway Commission to construct the Second Street connection along with and at the same time as the other connections now planned at the east and west sides of the city are constructed. The Right of Way Engineer was instructed to proceed with negotiations for right of way options if the city's answer is favorable. (The Engineer reported later in the session that he had contacted the city officials by telephone as instructed, and was informed that the Commission's action meets their approval; also that the city will take necessary steps to deed to the State the right of way it needs if the Highway Commission will confirm its proposal in writing. The Commission instructed the Secretary to convey such information to the city by letter.)

The Commission discussed and by unanimous vote approved an agreement with the Union Pacific Railroad Company whereby the State is granted "right of entry" on railroad company property between Hood River and Mosier as is necessary in connection with the construction of the Hood River-Mosier project. The Commission's action was taken upon the recommendation of the Engineer and Counsel. (The agreement was signed on the following day.)

The Engineer reported that pursuant to instructions from the Commission, he has made further studies of State Highway routing through the city of Forest Grove with the view in mind to eliminate traffic congestion in the business district which has reached an acute stage, without utilizing residential streets He recalled that congestion is caused largely by logging trucks which pass through the business district and in doing so are required to make several right angle turns, resulting in congestion and numerous accidents. He also recalled his original plan to relieve the situation by designation of a one-way street system including construction of some additional street connections, at an estimated cost of $75,000. Certain people of Forest Grove, he said, objected strenuously to this plan so additional studies were made and a plan devised that meets with the approval of all concerned. According to the new plan, he said, Wilson River Highway traffic will be routed along Pacific Avenue as in the past, to a point about one block west of the west city limits, at which point it will be routed north to a connection with the present route on the Gales

Creek Road at the northwesterly city limits. Southbound traffic, he said, will turn off Pacific Avenue at "B" Street and will connect with the present route at Sixteenth Avenue near the southwesterly city limits. He pointed out that such routing will provide for the elimination of State maintenance of a number of streets over which state highway traffic is presently routed, and to a large extent will remove log hauling traffic from the business section. He estimated the cost of such improvement at $172,300, including right of way expense, a portion of which ($7,000) the city has agreed to pay. He recommended approval of the revised project and requested that authority be given to proceed with necessary detailed surveys, acquisition of necessary right of way, and the entering into of an agreement with the city of Forest Grove. He assured the Commission that there are funds available to finance the State's share of the improvement. The Commission approved the recommendation unanimously and ordered the matter covered by appropriate agreement between the city and the state, which agreement shall provide that the city shall assume and be responsible for future maintenance of the city streets over which highway traffic has been routed in the past, but which will be abandoned as state highway routes when the improvement is completed. (For further details, see copy of Engineer's written report to the Highway Commission dated March 15, 1951 in General Files.)

The Commission discussed briefly and ordered filed for future consideration a written report from the Engineer, dated March 23, 1951, on reconnaissance studies for the reconstruction of The Old Oregon Trail between Pendleton and La Grande, including the by-passing of both of these cities in conformity with interstate highway standards.

The Engineer reported receipt of a communication from Rogers Construction Company, contractors, for the construction of the Troutdale-Dodson Section of the Columbia River Highway, Contract No. 3082, in which claim is made for extra compensation in the amount of $32,330.95 for work performed in connection with this job. He said that arrangements have been made for discussion of this matter with the contractor on Tuesday, April 17, 1951, and that he will report the results of that conference to the Commission at its next meeting. He added, however, that the claim has been given careful study and from the evidence at hand is without foundation, and that it will be his recommendation that the claim be denied. The Commission took no action.

The Engineer asked the Commission to confirm the oral authority previously given him to purchase new office furniture for administrative personnel who will meet the public when the Highway Department moves into its new building. He presented a list of the furniture required, the cost of which he estimated at $34,071, and he advised that it had been decided, after consulting with specialists from some of the furniture stores

in Salem, that the type of furniture should be wooden. and the color should be regular walnut to best harmonize with the interior decorations. The Commission confirmed the purchase of the furniture unanimously and authorized the Engineer to submit requisitions to the Board of Control for the purchase of the same.

The Commission discussed its proposed agreement with the Secretary of State covering maintenance, upkeep, etc. of the new Highway Office Building and grounds in Salem, when the building is completed. There was presented for the Commission's approval a form of agreement covering the matter as prepared by the Chief Counsel. As a result of careful study of its provisions the Commission approved the form of agreement unanimously and ordered it presented to the Secretary of State for his approval and execution. The Commission deferred signing the agreement until the Secretary of State has had an opportunity to express his feeling to the provisions thereof.

At 4:00 p.m., Chairman Chandler announced the Commission'd decision with respect to the bids received at the morning session for highway construction projects as follows, the Commission's decision in each instance being by unanimous vote.

"Alder Creek-Philomath Section of the Alsea Highway, Benton County, 10.7 miles of paving and resurfacing. The low bidder for this work was Warren Northwest, Inc., Portland, at $173,030. There were six higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Warren Northwest, Inc., at its bid price when certain conditions have been satisfied.

"Grading and paving the Philomath ("F" Street-"H" Street) Section of the Corvallis-Newport Highway in the City of Philomath, Benton County. The low bid for this work was also submitted by Warren Northwest, Inc., at $15,914. There were five higher bids. The Commission has awarded the contract to the low bidder, Warren Northwest, at its bid price.

"Bunker Hill-Delmar Section of the Oregon Coast Highway, Coos County, 6.5 miles of grading and paving, including construction of two bridges. The low bidder for this work was Porter W. Yett, Portland, at $1,286,424. There were three higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, Porter W. Yett, at his bid price when certain conditions have been satisfied.

"Painting "McCullough" Bridge over Coos Bay, North Bend, Coos County. The Commission received four bids for this work, the low one being that of Larson Bros., Tacoma, Washington, at $54,000. The Commission has accepted this bid and has awarded the contract to Larson Bros. at their bid price.

"Construction of a reinforced concrete bridge over Deschutes River on the McKenzie-Bend Highway near Tumalo, in Deschutes County. VaDare Construction Co., Portland, submitted the low bid of nine submitted for this work, being in the amount of $34,099.50. The Commission has awarded the contract to this bidder at its bid price.

"Construction of 6.96 miles of hydraulic-placed embankment on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties. General Construction Co., Portland was the low bidder of three for this work at $1,074,350. The Commission has referred the bid to the Engineer with authority to award the contract to the General Construction Co. at its bid price when certain conditions have been satisfied.

"Construction of the "Dodge" Bridge Section of the Sams Valley State Secondary Highway in Jackson County, including 400-foot concrete and steel bridge and surfacing of 0.80 mile of highway road bed. The low bid for this work was submitted by Tom Lillebo, Reedsport, at $195,736. There were two higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder at his bid price when certain conditions have been satisfied.

"Grading and surfacing the Siletz-Logsden Section of the Siletz-Logsden County Road, Lincoln County. The low bidder for this work was Floyd Grahm Construction Co., Lebanon, at $77,233. There were four higher bids. The contract has been awarded to the low bidder, Floyd Grahm Construction Co., at its bid price.

"Construction of a masonry storage shed, 36' x 129' in dimension, on the premises of the Highway Department shops in Salem, Marion County. Mills Construction Co., Salem, submitted the low bid for this work at $10,977. There were four higher bids. The contract has been awarded to Mills Construction Co. at its bid price.

"Furnish and install semi-actuated traffic signals at two intersections on US30 and at one intersection on US99E near Portland, in Multnomah and Yamhill Counties. City Electric Co., Inc., Salem, submitted the low bid for this work at $12,626.19. There were three higher bids. The contract has been awarded to City Electric Co., Inc., at its bid price.

"Grade widening and paving the Parkrose (99th Avenue-122d Avenue) Section of the Columbia River Highway, Multnomah County. The Commission received three bids for this work, the low one being that of Warren Northwest Inc., Portland, at $67,873.50. The Commission has accepted this offer and has awarded the contract to Warren Northwest, Inc. at such figure.

"Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways near Hebo, in Tillamook County, requiring the furnishing of approximately 10,000 cubic yards of crushed rock or gravel in stockpiles. A. H. Saxton and Sons, Seaside, submitted the only bid for this work at $32,600. The bid is acceptable and the contract has been awarded to this bidder at its bid price.

" 27.07 miles of re-oiling work on the Boardman Junction-Echo and Echo Junction-Rieth Sections of the Hermiston and Stanfield-Pendleton State Secondary Highways, in Umatilla County. The Commission has awarded this contract to Babler Bros., Portland, at $42,407, this bid being the low of six that the Commission received for this work.

"Construction of a masonry block extension to an existing maintenance building on Highway Department property at Meacham in Umatilla County. The low bid for this work was submitted by Bechtel Bros., Elgin, at $5,418. There were two higher bids. The contract has been awarded to the low bidder, Bechtel Bros. at their bid price.

"Construction of a masonry block maintenance building on State Highway property at Flora, Wallowa County. Bechtel Bros., Elgin, also submitted the low bid for this work at $9,992. There were two higher bids. The Commission has awarded the contract to Bechtel Bros. at their bid price.

"7.63 miles of re-oiling on the Wallowa-Lostine Section of the Wallowa Lake Highway, in Wallowa County. Babler Bros., Portland, submitted the low bid for this work at $9,786. There were four higher bids. The Commission has awarded the contract to Babler Bros. at their bid price.

"Division No. 1, District A, re-oiling project on the Sunset and Hillsboro-Silverton Highways near Manning, North Plains, Hillsboro, and Newberg, in Washington and Yamhill Counties. The low bid for this work was made by Harr & Horton, Portland, at $28,718.10. There were 5 higher bids. The contract has been awarded to the low bidder, Harr & Horton, at their bid price."

The Commission had under discussion the proposed lease to the U. S. Bureau of Public Roads of office space in the new Highway Building in Salem. As a result of discussion, the Commission decided unanimously to rent space to the Bureau of Public Roads as long as it wants it, at the same rate that the State Highway Department is required to pay the Secretary of State for maintaining the building and grounds plus ten cents per square foot per month for amortization purposes,or a total of fifteen cents per month for each square foot of space used. Mr. W. H. Lynch, Division Engineer, and Mr. C. G. Polk, District Engineer, of the Bureau of Public Roads, who were present, expressed approval of such arrangement.

The Commission discussed briefly the question of revising its recommendations to the Public Utilities Commissioner with respect to the truck-hauling of logs over State Highways, but deferred action on the matter until later.

The Commission had under discussion a request from the Siuslaw Soil Conservation District, Florence, Oregon, that the Highway Department act as a co-sponsor along with the district, the Soil Conservation Service of the U. S. Department of Agriculture and the U. S. Forest Service in an effort to prevail upon the Congress to appropriate funds as are necessary to finance the control and stabilization of coastal sand dunes lying between the ocean and the Oregon Coast Highway in the vicinity of Florence, particularly within the area bounded on the north by Siltcoos Lake and on the south by the outlet of Tahkenitch Lake, consisting of approximately 4,800 acres. The Engineer advised that this matter has been investigated by Mr. W. W. Stiffler, Asst. Engineer, who reports that the coastal dunes are subject to shift and at three or four locations within the limits of the proposed project have reached a stage approximating an emergency, which will require attention, perhaps within the next year, to prevent encroachment upon the highway. The stabilization of these dunes and the reclamation of the forest land affected, he said, can be accomplished in about fifteen years through scientific planting, developed by the Soil Conservation Service, at an estimated total cost of approximately $1,270,000, all of which will be paid by Federal funds if the project is approved by the Congress. He recommended that the Commission join with the other agencies as co-sponsors of the project in order to provide for the elimination of the potential hazards of the shifting sand, not only to protect the highway but also to protect Jessie M. Honeyman Park and the Siltcoos and Tahkenitch Lakes, which are two of Oregon's largest coastal lakes. Chairman Chandler expressed himself heartily in favor of the project as outlined by the Engineer and suggested approval of the recommendation. Commissioners Reynolds and McIver concurred, making the decision unanimous.

The Engineer reported on the request of the Tillamook County Court, presented at the January meeting of the Commission, for the construction of two bridges on the county's market road system. He recalled that the Commission referred the matter to him to investigate a proposed exchange of roads in the Federal Aid Secondary Highway System of Tillamook County, which investigation has been made and the following facts ascertained:

1. That the County desires utilization of Federal Aid funds in the construction of two bridges, one of which is a bridge over the Trask River on a county road that has been designated a Federal Aid Secondary Highway; the other being across what is known as Dougherty Slough on a section of county road that is not on the Federal Aid Secondary System. To replace the Trask River Bridge, he said, will cost about $100,000 and to rebuild the other bridge will cost about $50,000. In addition, it will be necessary to place this county road on the Federal Aid Secondary System and will eventually necessitate construction of an undercrossing structure under the Southern Pacific Railroad Company's tracks, which would probably cost another $100,000. He advised that the County Court wants the county road, 3.25 miles in length including the bridge, designated a Federal Aid Secondary Highway as a substitute for a 2.65-mile section of another county road that is now on this system. He suggested, if the County Court will agree, designation as a Federal Aid Secondary Highway of a 1.47-mile section of the road on which the Dougherty Slough bridge is located, such section to include the Dougherty Slough bridge, and elimination from the Federal Aid Secondary Highway System of a 2.65-mile section of the road that is now on the Federal Aid Secondary System, which would leave to the county the responsibility to provide for the railroad underpass. He exhibited a map on which was shown in color the proposed plan, and advised that the cost to the State over a period of time will not be any more than were the change not made. The Commission discussed the matter carefully and as a result thereof unanimously approved the recommendation, upon motion of Commissioner Reynolds and seconded by Commissioner McIver. The Commission ordered the matter covered by appropriate resolution. (For further details, see copy of Engineer's report in General Files, dated April 2, 1951.)

The Commission discussed a written report from the Engineer dated April 5, 1951 on the request of the Cascade Highway Association for designation as a State Secondary Highway of the county road which extends from Scio, Linn County, to Stayton, Marion County. The report covered a reconnaissance survey heretofore conducted by the Engineer pursuant to instructions from the Commission It appears that the road is 7.08 miles in length and follows generally an existing road, although a portion of it, 2.46 miles in length, must be reconstructed in order to obtain adequate alignment and grades, the present road containing some eight right angle turns, and grades, in some cases as high as 12%. The Engineer estimated the cost to reconstruct the existing high-

way to modern standards at $350,000 and the cost to construct a new bridge over the North Santiam River, which would be necessary, at approximately $700,000, a total expenditure of $1,050,000 for the complete modernization of the road. Due to the fact that the estimated cost of the project is greatly in excess of that anticipated by the Commission and because of the lack of available funds to finance the work particularly the bridge structure, the Commission decided unanimously against the improvement and ordered that the sponsors of the project be so informed.

The Engineer reported on a request from Mr. J. O. Chastain, Tygh Valley, Oregon for repairs to his irrigation flume which is located adjacent to The Dalles-California Highway approximately one-half mile south of Tygh Valley. Mr. Chastain asks either the rebuilding of the flume or a cash settlement with the owners so they can rebuild it themselves. The Engineer recalled that this matter is quite long standing and he recited the history of the case, which dates back to 1924, when the Tygh Valley Section of The Dalles-California Highway was constructed. At that time, he said it was necessary to rebuild a portion of the ditch because of highway interference. That was done and nothing further was performed until 1943 when the Highway Commission agreed to pay one-third of the cost to repair the flume on the condition that it would complete the State's obligation; the balance to be paid one-half by the owners of the ditch and one-half by Wasco County. It was mutually agreed he said, that the County Court would contact the owners of the ditch to ascertain whether or not the arrangement was satisfactory, but apparently nothing was done until the subject was revived at a meeting of the Commission on February 17, 1944 when, as a result of discussion, the Commission authorized an expenditure of $200 to repair the flume, subject to the condition that the State would assume no further obligation whatsoever with respect to it. Subsequently, he said, Mr. Chastain made further complaint and he was tendered another offer as settlement in full, which he refused. The Engineer gave as his opinion that the State has entirely fulfilled any obligation which it might have incurred in connection with this matter and he recommended that Mr. Chastain's request for further work in the nature of maintenance or reconstruction be denied. The Commission approved the recommendation unanimously.

Pursuant to instructions of the Commission at the previous meeting, the Engineer presented a revised plan for the landscaping of a small parcel of state-owned land situate adjacent to the Secretary of State's field office building in Oregon City. He recalled that the estimated cost of the original plan was $1,800 which the Commission disapproved and ordered a less expensive type of improvement. He presented a revised plan which he estimated would cost about $600 and explained details. The Commission unanimously approved the project as revised and an expenditure of $600 to finance the work.

The Commission discussed a written report from the Engineer, dated April 2, 1951 on the request of the Clackamas County Court for the designation as a Federal Aid Secondary Highway, of a section of county road 3.56 miles in length, which extends between Barton and Boring and is known as the Aemisigger Hill Road. In his report, the Engineer advises that the County Court was contacted with respect to a substitution of roads in the Federal Aid Secondary Highway System but the Court stated its unwillingness to approve the removal of any road from that system, so if the road is to be improved by the State, it would have to be on the basis of adding it to the system with no eliminations. According to the report, the present road, which has an oiled surface, is eight feet wide and is in "fair to good" condition, but was not constructed to a sufficient standard to withstand log-hauling traffic to which it is subjected, which is the reason that the Court posted it for reduced weight loads. The Engineer estimated the cost to rebuild the road to a satisfactory standard at about $95,000. He pointed out that the road crosses a stream known as Deep Creek and that the bridge will need replacing at some future date. He estimated the cost of such replacement structure at about $40,000. He recommended that the County's request for the placement of this road on the Federal Aid Secondary System be denied and that the $150,000 of Federal Aid Secondary funds heretofore allocated by the Commission for the replacement of two bridges on the present system in Clackamas County be applied for the purpose originally intended. The Commission approved the recommendation unanimously.

The Commission discussed briefly and ordered filed a tabulation presented by the Engineer revealing the identity and the location of all buildings owned by the State Highway Department, which are under the jurisdiction of Maintenance and Parks Departments. In the discussion, it was pointed out that the report is a condensed summary of a more complete inventory prepared by Mr. C. W. Parker, Property Manager, and reflects considerable detail work on his part. The Commission instructed the Secretary to thank Mr. Parker for an assignment well done, and to inform him also that the Commission appreciates his efforts in securing a reduction in the premium cost of insurance covering the buildings.

The Secretary presented a letter from Mr. J. S. Middleton, Attorney, Portland, urging early completion of the proposed highway leading into Portland via Wilsonville from the junction with the Pacific Highway (US99E) just south of Aurora to a connection with Barbour Boulevard. Mr. Middleton compliments the Commission on the improvement of the present highway between New Era and Portland but he urges the other project nevertheless, because of its natural advantages. The Commission took no action on the matter except to indicate that the project would be given consideration in the event that the State Legislature, which now is in session, authorizes the Commission to sell bonds for highway construction.

The Engineer reported the desirability of making some slight revisions in the project now being constructed between Cherry Street and the Steel Bridge as a part of the Harbor Drive development in Portland, inasmuch as the Commission has included in the over-all plan for this project a connection between Sullivan Gulch and the Steel Bridge. He explained that under the existing plan it will be necessary for truck traffic south bound from Interstate Avenue, to cross Broadway at grade elevation at the east end of the Broadway Bridge, which is undesirable because the intersection is a very congested one, whereas by an expenditure of approximately $9,000, the plans can be changed so that traffic destined for points on the east side of the river south of the Steel Bridge would continue on Harbor Drive and pass beneath the Broadway Bridge and then east across Harbor Drive by means of the Hassalo Street undercrossing. He exhibited a map showing the proposed plan in detail and recommended approval of the revision, and of the additional $9,000 expenditure. As a result of careful consideration of this matter, the Commission approved the recommendation unanimously.

The Engineer also requested authority for an expenditure of $5,500 of minor betterment funds for some slight revisions in the channelizing of traffic at Ross Island Bridge, Portland. He explained that since the opening to traffic of the Sheridan Street-Bancroft Street Section of Harbor Drive, including the ramps leading to the Bridge, conditions have arisen which indicate the desirability of making certain revisions in the interests of traffic safety and to facilitate traffic movements, particularly at three points, as follows:

1. On the ramp leading to Ross Island Bridge for south bound traffic on Harbor Drive and from the south bound Arthur Street ramp. The conditions at this point, he said, are such that traffic attempting to merge into opposite lanes in order to get in proper position either to turn right toward Oswego or to travel directly across Ross Island Bridge, must perform such merging action by sharp curvature leading into and through the underpass. This condition, he said, can be corrected by channelization so as to permit the merging of traffic on the straight-of-way before reaching the curve leading to the underpass, the cost of which would be about $3,000.

2. At the intersection of Harbor Drive and Barbour Boulevard. At this point, he said, traffic merging south bound from Harbor Drive and Barbour Boulevard has considerable difficulty, which is complicated by a left turn movement onto a side street at the approximate point of convergence. He recommended construction of a traffic island to correct this situation at an estimated cost of $2,200.

3. The third case, he said, involves north bound traffic on Harbor Drive, which turns eastward on the ramp to the Ross Island Bridge and approaches the bridge end in two lanes. He recommended channelization so as to merge this traffic into one line before entering the bridge approach, which he estimated would cost about $300. He exhibited maps showing the plan he has in mind at each location and advised that the plans have the approval of both the Traffic Engineer of the State Highway Department and the Traffic Engineer of the City of Portland.

He asked the Commission to approve the revised plans in order to facilitate traffic movements and as a traffic safeguard, and to authorize necessary expenditure which he estimated would cost a total of $5,500. The Commission unanimously approved the project.

The Commission discussed briefly the four-party agreement among the State of Oregon, the State of Washington, Umatilla County, Oregon and Benton County, Washington with respect to the financing of advanced engineering in connection with a proposed bridge over the Columbia River between Umatilla County, Oregon, and Benton County, Washington. It was explained to the Commission that investigations now are under way and that Umatilla County, which is the principal sponsor of the project, has requested informally that the State Highway Commission remit the $8,000 that it has offered to contribute toward the cost of the work. The Commission decided unanimously to adhere strictly to the provisions of the agreement in that respect.

A letter was presented from George W. Kaseberg, The Dalles, alleging that the Highway Commission in the fall of 1949 promised to surface and oil the Cottonwood Canyon Section of the Wasco-Heppner State Secondary Highway and urging that the work be done this spring. The Engineer advised that the records have been checked and nothing contained therein indicates that the Commission ever made such a promise, although the Commission did, on December 19, 1950, award a contract for grading and surfacing of the ten-mile section of this highway between Cottonwood Canyon and York Ranch, under contract authorization of $83,888. He also mentioned additional improvements that have been performed on this highway since 1947. The Commission deferred action in the matter pending discussion of the subject with members of a delegation on the following day. (See ahead for additional paragraph.)

The Engineer requested authority to advertise for bids for construction of two 14' storage bays as an addition to the equipment storage building at Santiam Junction. He estimated the total cost of the project at $11,000 and advised that provision was made for the expenditure in the 1951 budget for Capital Improvements. The Commission approved the request.

The Commission discussed and approved two agreements with Marion County and the Southern Pacific Company providing for encroachment of the Salem-Silverton County Road (FAS Highway 214) upon Southern Pacific Company right of way. One of the agreements contains provisions in conformity with Order No. 25485 issued by the Public Utilities Commissioner and the other is an agreement whereby the railroad company makes demand upon the State's contractor for certain public liability and property damage insurance. (Both agreements were signed by the Commission on the following day.)

The Commission had under discussion the following requests for traffic signal installations.

1. Request of the City of Sublimity for installation of a flashing beacon on the North Santiam Highway at its intersection with Center Street in Sublimity. The Engineer advised that the conditions at this intersection have been investigated by the Traffic Engineer, who reports that they do not warrant the installation of a signal, but as a corrective measure, a "PREPARE TO STOP" sign should be placed at the northerly approach to this intersection and the existing "STOP" sign at that point should be moved nearer to the intersection, which will be done. He recommended that the request be denied. The Commission approved the recommendation.

2. Request of the City of Empire for installation of a traffic signal at the intersection of Newark Avenue (Cape Arago Secondary Highway) and Commercial Street in Empire. The Engineer advised that this is a second request for a signal at this intersection, the first, presented on February 6, 1950, having been denied because the conditions existing at that time did not warrant the expense. A resurvey made recently, he said, reveals that the conditions have not changed. In view thereof, he recommended that the request be denied. The Commission approved the recommendation.

3. Request of the City of Albany for installation of a traffic control signal at the intersection of Elm Street and Queen Avenue (Corvallis-East Side Secondary Highway). The Engineer advised that this intersection has been investigated by the Traffic Engineer, who reports that existing conditions do not warrant the installation of a signal at this point, but who suggests in lieu thereof that the City Council adopt necessary ordinances to prohibit the parking of vehicles on both sides of Queen Avenue for a distance of 30' west of the property line of Elm Street, and to provide a more strict enforcement of the 25-mile-per-hour speed limit that has been established along this section. The Engineer recommended action by the Commission in conformity with the suggestion. The Commission decided unanimously not to install the signal and so ordered.

A resolution was presented from Vale Grange No. 696, Vale, Oregon, urging the State Highway Commission to investigate and to cooperate with the Union Pacific Railroad Co. in signalizing a railroad grade crossing on Graham Boulevard in the western part of the City of Vale. The Engineer advised that the railroad crossing referred to is a Union Pacific crossing of the Vale-West State Secondary Highway; that no accidents have been reported at this crossing during the period of January 1, 1946 to December 31, 1950, and that the average daily traffic at this location in 1949 was only 800 vehicles. He pointed out that the protection now offered to the public at this crossing consists of one cross buck sign and two standard advance warning signs, and he also said that this crossing is No. 125 in the list of 165 unsignalized railroad crossings on the State Highway System. He recommended that the request be denied insofar as the State Highway Department is concerned. The Commission approved the recommendation.

The Commission discussed a communication from Mr. Guy W. Talbott, Portland, requesting illumination of Riverside Drive (Oswego Highway) at its intersection with Riverwood Road, South Portland, to alleviate the hazardous traffic condition which he alleges exists at this point, particularly at night time. The Engineer advised that the intersection referred to is a three-way intersection south of the Sellwood Bridge where there is considerable sight restriction by reason of highway curvature and a cut bank. The traffic volume on this section of highway, he said, is approximately 10,000 vehicles daily, and a number of accidents have occurred, 75% of which occurred during hours of darkness. He recommended installation of one overhead mercury vapor luminaire unit at this point, which, he said would cost about $225. The Commission approved the recommendation.

The Commission discussed a communication from the Community Improvement League of Milwaukie, Oregon in which request is made for the alleviation of two allegedly hazardous intersections on McLoughlin Boulevard (US99E), one of which is at Park Avenue and the other at Naef Road. The Engineer advised that both of these intersections have been the subject of investigation by the Traffic Engineer, who reports that there is sufficient justification for the illumination of the Park Avenue intersection, but not at the other. He explained details and recommended installation of two modern type mercury luminaire units at the Park Avenue intersection, which he estimated will cost $800, and that the request for the light at Naef Avenue be denied. The Commission approved the recommendation.

In this connection, the Engineer requested authority to replace fifteen existing sodium vapor light units on this highway between Milwaukie and Oregon City, with modern type mercury luminaire units. He explained that the sodium vapor lights, which have been in use since 1934, do not provide very good illumination, although they were the best that could be provided at

that time; moreover, they diffuse a yellow light, which is confusing with the amber portion of the "STOP" and "GO" traffic signals that are installed in the immediate vicinity. He estimated the cost of replacement at $2,000, and recommended approval of the project. The Commission approved the recommendation unanimously.

The Commission discussed a letter from Leonard Givens, Chief of Police of the City of Oswego, forwarded by the Hon. Jack Bain, State Senator, requesting that the City of Oswego be relieved from the payment of its share of the cost of installing a traffic signal at the intersection of "A" Avenue and State Street in Oswego, amounting to the sum of $2,250. The Engineer recalled that the city requested two signals, one of which the Commission authorized on the condition that the city would pay 50% of the cost of the installation, which was estimated at $4,500, such arrangement being in conformity with the Commission's long established policy. Were the City of Oswego relieved of paying its share of the cost of installing the signal, he said, it would be necessary to relieve other cities from payment of similar expense, which eventually would run into a large sum of money. In this connection, a letter was presented from Jesse L. Preston City Recorder of the City of Oswego, advising that the city has no funds with which to pay its share of the cost of this installation. The Commission decided unanimously to adhere to its standard policy and ordered that the city be informed that the signal would be installed when the city is financially able to pay its proportionate share of the cost.

A letter was presented from the City Recorder of the City of McMinnville requesting on behalf of the City Council that the Highway Commission authorize a traffic survey to determine the advisability of creating a one-way traffic system on Baker Street and on Adams Street through this city. The Engineer advised that Baker Street is the present route of Pacific Highway West (US99W). He recommended a reconnaissance study, which would cost about $500, to determine the cost and advisability of creating the one-way traffic plan. The Commission approved the recommendation.

The Commission discussed a request from the City of LaGrande for a survey to determine a permanent location or relocation of the Old Oregon Trail (US30) through the City of LaGrande, and a traffic survey to determine the advisability and cost of installing traffic lights along Adams Avenue. The city advises in its letter that it has funds available to pay 50% of the cost of installing the signals. The Engineer recommended approval of both requests, which, he said, can be undertaken simultaneously and will cost about $6,000. The Commission approved the recommendation.

The Engineer reported receipt of a communication from the City of Baker requesting a traffic survey to determine the probable future development of state highways through this city. He said that in order to obtain additional data on which to arrive at a sound solution of the city's problem, it would be necessary to make an origin-destination traffic survey similar to investigations that are now being made in Klamath Falls and The Dalles, which will cost about $6,000. He recommended that authority be given him to make such a study. The Commission approved the recommendation unanimously.

A letter was presented from Mr. Vern H. Russell, Roadmaster, Wallowa County, requesting improvement of the Wallowa Lake Highway in the vicinity of its crossing of the Wallowa River, about one mile northwest of the town of Lostine. Mr. Russell included in his letter a communication from Father Kennedy of St. Mary's Rectory, Enterprise, Oregon, in which Father Kennedy gives an account of an accident that he experienced at this location, and asks that something be done to correct the condition of the highway at this point. The Engineer advised that conditions at the location referred to are hazardous in that the bridge is only 16'9" wide between felloe guards and is located between two reverse curves. He pointed out that there are many such structures on the highway system, which are being eliminated as rapidly as possible, and he gave as his opinion that, in this particular instance, the Commission should consider the early replacement of the bridge. He recommended, therefore, that the Commission authorize him to make a survey to determine a permanent location of the highway at this point. After due consideration, the Commission approved the Engineer's recommendation unanimously.

A letter was presented from Mr. J. L. Getchell, Chairman of the Cloverdale Farm Bureau Center, Creswell, Oregon, requesting the early improvement of the Springfield-Creswell Secondary State Highway from its junction with the Willamette Highway, southerly, to the Coast Fork Willamette River Bridge, about one mile east of Creswell. The Commission denied the request because of lack of funds with which to finance the work.

A communication was presented from the County Court of Union County requesting that Federal Aid Secondary Highway No. 479 be extended to include the "Foothills" Section of the Alicel-Cove Market Road, and that the road be improved because of its importance as a mail, school bus and milk route. The Commission referred the matter to the Engineer for investigation and report.

A letter was presented from the Hon. H. S. Morlan, Mayor of the City of Monmouth, requesting the widening of East Main Street, route of the Monmouth-Independence State Secondary Highway, from East Street to the easterly city limits of Monmouth. The Engineer advised that this matter has

been investigated and it has been found that a considerable hazard does exist on this street due to insufficient room to park vehicles without impairing the traveled way. The street, he said, is only 30' wide between curbs and the pavement width is only 20', which leaves only a 5' shoulder on each side for parking purposes. He also said that the section is 1175' long and that the cost to increase the width to 40' between curbs with full pavement is estimated at $15,000. He recommended that the project be given consideration by the Commission in an early State construction program. The Commission approved the recommendation.

The Engineer requested authority to spend approximately $4,000 for riprapping along the newly constructed section of the Hilgard Junction-Red Bridge Section of the Starkey Secondary Highway as a protection against erosion during periods of excessive run-off in the Grande Ronde River, such as occurred during the high water period in February. He explained the project would require approximately 2,000 cubic yards of rock riprap and a small amount of channel clearing. He also said that the project is not included in the 1951 budget so will have to be financed with reserve funds set up in the budget for "Projects to be Selected." The Commission approved the expenditure unanimously.

The Engineer reported that the cities of Barlow, Delake and Wheeler have fulfilled the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the second six-month period of 1950; also, that the cities of Sisters, Cave Junction, Chiloquin, Drain, Hines, Oakridge and Paisley have fulfilled the requirement with respect to the expenditure of State Tax Street Funds accrued to them during the first six-month period of 1950, and that the City of Drain has fulfilled the requirements with respect to the expenditure of State Tax Street Funds accrued to it during the second six-month period of 1949. He also said that plans for the improvements contemplated by each of these cities to be financed with the funds available, have been examined and found satisfactory and he recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by the adoption of the attached resolutions relative thereto marked EXHIBITS "D-1", "D-2", and "D-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission had under discussion the question whether or not to proceed with the proposed improvement of the Antelope-Clarno Section of the Shaniko-Fossil State Secondary Highway as originally contemplated when an amount of $250,000 was provided in the construction program as approved by the Commission on September 21, 1949. This matter was discussed at some length during which the records of the Commission were reviewed, and as a result thereof, the Commission determined that it is

definitely obligated to proceed with the proposed improvement. Accordingly, the Engineer was instructed to advertise the project for bids to be received at the next meeting of the Commission, if possible. The Right of Way Engineer was instructed to commence immediately with negotiations to acquire rights of way as may be needed. (See ahead for additional paragraph under Delegation.)

The Engineer reported that the survey for the ultimate location of the Columbia River Highway (new route) between Mosier and The Dalles in Wasco County, and the survey for the ultimate location of the Pacific Highway East (Salem Bypass route) from Hayesville School to East State Street, Salem, extended easterly, have been completed. He exhibited maps showing the proposed location of each of these highways and explained details. He asked the Commission to approve the surveys and to authorize the Right of Way Department to negotiate options for rights of way as may be necessary. After careful consideration, the Commission approved both surveys unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein. The Chief Counsel was authorized to proceed with negotiations for the right of way options along both sections.

In this connection, and in order to clarify any previous misunderstandings by the Right of Way Department, the Commission declared that when it approves and adopts a survey for the permanent location of any highway, such approval and adoption carries with it automatic authority for the Right of Way Department to proceed with negotiations to acquire land as may be needed for right of way purposes.

The meeting adjourned at 5:00 p.m. to reconvene the following morning in the same room.

Portland, Oregon
April 13, 1951

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, the same persons present and participating. At 9:00 a.m., bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which Chairman Chandler announced that awards of contracts would be made at 4:00 p.m.

ALSEA-DEADWOOD SECDY. HWY. IN BENTON COUNTY
SUMMIT-LOBSTER VALLEY SECTION

C. R. O'Neil, Creswell	$117,101.00
G. D. Dennis & Sons, Portland	152,404.00

MT. HOOD HIGHWAY IN CLACKAMAS & MULTNOMAH COUNTIES
RE-OILING PROJECT NEAR GRESHAM & SANDY

J. C. Compton Co., McMinnville	$ 23,746.00
Harr & Horton, Portland	23,792.40
Oregon Asphaltic Paving Co., Portland	24,393.00
Babler Bros., Portland	27,787.00
D-H Paving Co., Vancouver, Wn.	27,985.00

HIGHWAY COMMISSION PROPERTY IN COLUMBIA COUNTY
CLATSKANIE MAINTENANCE BUILDING

Robt. C. Wilson, Corvallis	$ 9,810.00
S. Ferche, St. Helens	10,344.00
Blanchard Constr. Co., Portland	15,386.00

REEDSFORD ROAD IN COOS COUNTY
PAVING PROJECT IN CITY OF MYRTLE POINT

Porter W. Yett, Portland	$ 11,160.00

McKENZIE-BEND HIGHWAY IN DESCHUTES COUNTY
TUMALO-BEND SECTION

Babler & Rogers, Portland	$457,409.00
Peter Kiewit Sons' Co., Longview, Wn.	458,275.50
R. A. Heintz Constr. Co., Portland	459,803.00
Berke Bros., Portland	476,947.00
Sather & Sons, Yardley, Wn.	486,655.00
J. M Arenz, Portland	487,038.00
Parker-Schram Co., Portland	499,944.30
Miller & Strong, Eugene	505,463.00
J. N. Conley, Portland	505,487.00
Leonard & Slate Ore. Ltd. & E. C. Hall Co., Portland	526,388.00
C. R. O'Neil, Creswell	536,483.50
Guy F. Atkinson Co., Portland	555,574.20
McNutt Bros., Eugene	598,636.00

April 13, 1951

CRATER LAKE HIGHWAY IN JACKSON COUNTY
CONSTRUCT HOUSES-HIGHWAY PROPERTY AT PROSPECT

C. E. Blakely, Klamath Falls	$ 24,210.00
E. J. Hepp, Medford	27,720.50
R. E. Meade & Co., Grants Pass	27,954.00
H. Barnhart, Medford	30,359.04

CRATER LAKE AND WEST DIAMOND LAKE HWYS.
JACKSON AND DOUGLAS COUNTIES
PROSPECT-UNION CREEK JCT., UNION CREEK JCT.-LOST CREEK SECTIONS

J. C. Compton Co., McMinnville	$452,454.00
Babler & Rogers, Portland	503,217.00
Newport Constr. Co., Portland	533,796.00
Parker-Schram Co., Portland	557,629.50
Peter Kiewit Sons' Co., Longview Wn.	581,823.10

OREGON COAST HIGHWAY IN LANE COUNTY
FLORENCE SECTION

Rex C. Ayers Constr. Co., Portland	$134,408.00
K. F. Jacobsen & Co., Inc., Portland	135,234.00
Loyd Calkins Co., Ocean Lake	136,886.00
Erland & Blickle, Portland	142,185.50
G. D. Dennis & Sons, Portland	147,788.00

MARION STREET IN SALEM, MARION COUNTY
WATER STREET-COMMERCIAL STREET UNIT
SALEM(MARION STREET BRIDGE)SECTION

Warren Northwest, Inc., Portland	$ 34,688.00

PACIFIC HIGHWAY IN MARION COUNTY
SALEM (LANA AVENUE-ACADEMY STREET) SECTION

Warren Northwest, Inc., Portland	$ 20,720.00

COLUMBIA RIVER HIGHWAY IN MORROW & GILLIAM COUNTIES
WILLOW CREEK-BOARDMAN SECTION

Geo. E. Berry, Beaverton	$ 23,148.00
J. C. Denton & Sons, Beaverton	26,100.00
Mill Electric Co., Salem	38,827.80
Leonard & Slate Ore. Ltd., Portland	44,820.00

April 13, 1951

NORTHEAST PORTLAND SECDY. HIGHWAY IN MULTNOMAH COUNTY
LOMBARD-KILLINGSWORTH (33d AVE. & 42d AVE.) SECTION

Portland Constr. Co., Portland	$10,148.00
Ernest Ferrante & Co., Portland	12,282.80
Parkrose Nursery, Portland	13,460.18

PACIFIC HIGHWAY IN MULTNOMAH COUNTY
INTERSTATE BRIDGE NORTH OF PORTLAND

Larsen Bros. Paint Co., Tacoma, Wn.	$	$ 21,000.00
A. H. Barbour & Son, Portland		23,000.00
C. H. Savage Co., Portland		27,605.00

PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY
WIDEN COLUMBIA SLOUGH BRIDGE

	Using Wood Piles	Using Composite Piles
General Constr. Co., Portland	$148,066.00	- - -
Lindstrom Bros., Portland	153,841.00	- - -
Valley Constr. Co., Portland	155,966.00	- - -

CITY OF TILLAMOOK IN TILLAMOOK COUNTY
TILLAMOOK TRAFFIC SIGNALS

City Electric, Salem	$ 4,878.73
Mill Electric Co., Salem	5,390.00
Electric Corp., Salem	5,700.00
Westates Electrical Const. Co., Salem	6,687 00

OREGON-WASHINGTON & WESTON-ELGIN HWYS. IN UMATILLA COUNTY
WESTON RE-OILING PROJECT

Standard Asphalt Paving Co., Inc., Spokane, Wn.	$ 21,135.60
J. C. Compton Co., McMinnville	21,267.50
D. F. McKenzie Co., Salem	23,343.00
Russell Olson Constr. Co., Pendleton	24,833.00
Babler Bros., Inc., Portland	25,123.00
Harr & Horton, Portland	25,704.70
Morris & Fisher, Walla Walla, Wn.	26,770.50
Oregon Asphaltic Paving Co., Portland	34,073.00

STARKEY HIGHWAY IN UNION COUNTY
GRANDE RONDE RIVER BRIDGES AND APPROACHES

Valley Constr. Co., Portland	$ 81,856.50
Lindstrom Bros., Portland	89,778.00
Geo. E. Berry, Beaverton	91,041.50
Leonard & Slate Ore. Ltd., Portland	96,675.50
VaDare Constr. Co., Portland	98,233.50
G. D. Dennis & Sons, Portland	106,808.00

JUNCTION OF WARM SPRINGS AND WAPINITIA HIGHWAYS IN WASCO COUNTY
WARM SPRINGS MAINTENANCE BUILDING

Robert C. Wilson, Corvallis	$ 13,300.00
R. H. Jones, Hillsboro	15,484.00
Blanchard Constr. Co., Portland	18,787.00

HILLSBORO-CORNELIUS PASS COUNTY ROAD IN WASHINGTON COUNTY
RAYS RANCH-WEST UNION SECTION

Porter W. Yett, Portland	$165,991.00
J. N. Conley, Portland	175,998.50
Parker-Schram Co., Portland	213,715.00
Newport Constr. Co., Portland	216,221.00

A delegation headed by Mr. Paul M. Dunn, Dean of the School of Forestry, Oregon State College, member of the State Board of Forestry, appeared before the Commission in regard to the designation of certain roadside picnic areas along the Wilson River Highway as living memorials to several men who were outstanding in their efforts in behalf of the State Forestry program, such as Mr. D. T. Allen, who was instrumental in framing early forestry laws; Mr. George Gerlinger, who was a member of the first Oregon State Board of Forestry; and Mr. Nels Rogers, former State Forester, who was prominent in the establishment of the present State forest rehabilitation program in Oregon. Others in the delegation were Messrs. Dwight Phipps, State Forester, and S. L. Miller, Land Acquisition Agent for the State Forestry Department. Mr. Dunn stated that the State Board of Forestry wishes to recognize and to acknowledge the contribution made by each of these men by the establishment of living memorials: that they first considered designating some of the larger timbered areas that are owned by the State but decided against such tracts because they are largely in isolated districts, off main highways, and to make them accessible to the public would necessitate considerable development.

The thought then occurred, he said, to establish memorial waysides along existing highways, and in that connection they have selected three locations on the Sunset Highway where there are trees and a possibility of a water supply, and where the right of way is wide enough to accommodate picnic groups. The Board of Forestry, he said, will if possible construct and maintain the areas in cooperation with the State Highway Department. He suggested, if necessary to carry out their proposed program, that it might be possible to effect a change of properties between the State Highway Department and the Forestry Department, but he emphasized the fact that the memorials must be located where they can easily be reached by the public, otherwise they will have no value for the purpose intended.

Chairman Chandler advised that the proposed plan is divergent from the Commission's present policy. He explained that the Highway Commission in the past has named park areas and park strips only in honor of the donors of the property and has also erected appropriate markers, but in all other cases where no gift is involved, it has been the policy of the Commission to call upon the Memorial Committee of the Oregon Historical Society for a recommendation, which recommendation the Commission usually adopts. He gave as his feeling that because of the fact that the request now under discussion is a departure from such policy of the Commission, the members of the Commission would like to discuss it thoroughly among themselves before making a decision. He advised that the State Board of Forestry will be informed as soon as the Commission has made up its mind.

A delegation from Corvallis was present regarding the proposed routing of the Pacific Highway West along First Street in this city. Mr. J. O. Convill, City Manager, headed the group, which included Messrs. Bob Ingalls, Editor of the Gazette Times and member of Chamber of Commerce; Jay Reynolds, member of the Chamber of Commerce; Vance Taylor, member of the Chamber of Commerce; Glenn Holton, Councilman; and Sandy McHugh, Councilman. Mr. Convill recalled the group's appearance before the Commission at the previous meeting when they were informed that the Engineer's report on the subject had not yet been rendered so the Commission was not in a position to pass on the matter. He gave as his understanding that the Commission now has the report, and, if so, they would like to know the Commission's decision with regard to it, because of its effect on the city's plans to spend city funds on this street. At the request of the Commission, the Engineer summarized his report as previously rendered to the Commission at this meeting and a general discussion followed. (For details, see copy of Engineer's report in General Files. Also, see back for minute entry.) Mr. Convill stated that the city is of the understanding that the improvement of Third Street and Fourth Street as proposed, is only a temporary expedient to take care of traffic until the First Street Route can be constructed. He pointed out that the railroad tracks on the

west side of First Street have been eliminated and that arrangements have been made for the removal of the tracks on the east side of the street. He also said that the city is prepared to acquire right of way along First Street, and it has plans to construct a sewer along this street, but they feel that it is unwise to spend city funds for such purposes until they know definitely that the highway is to be routed on that street. He declared the First Street routing a necessity. This matter was discussed at considerable length, and as a result thereof, the Commission agreed (1) to purchase right of way, which is estimated to cost $47,000, along the First Street route from Tyler Street intersection to a connection with Third and Fourth Streets; (2) that when the next highway construction program is formulated, to give careful consideration to the selection of the north connection, more particularly extensions to North Third Street and to North Fourth Street from Harrison Street to a connection with the present highway about two miles north of the city limits; (3) that First Street appears to be the most feasible location for US99W through Corvallis, but construction along such route shall not be considered until the right of way for a satisfactory location can be obtained through the mill property south of Washington Street; (4) the Commission will not build a temporary connection between First Street and Third and Fourth Streets, and the city will not request that that be done because the Commission does not think that any portion of the First Street route should be constructed until arrangements have been made to construct the entire route, including the portion through the mill property. The members of the delegation asserted their approval of such an arrangement. The Secretary was instructed to confirm the arrangement in writing.

County Judge, C. W. Craddock, of Harney County, and Mr. A. A. Bardwell, Chairman of the Highway Committee of the Burns Chamber of Commerce, were present in the interests of the Rome-Princeton Secondary Highway, particularly the completion of the 22-mile section north of Folly Farm. Judge Craddock alleged that this section is impassable at certain times of the year and he urged the Commission to advance construction of the section as much as it can. He was informed that the Commission is doing its best with the funds available, but is now investigating the possibilities of Federal Public Land money; also that there is a question if the improvement can be undertaken this year because of war-time conditions and the fact that projects have to be approved by the Federal Defense Authorities, who will not approve a project unless it will help considerably in the war effort. In the discussion, it was also pointed out that the Commission contemplates improvement to the Central Oregon Highway between Gap Ranch and Brothers, 32 miles, and between Burns and Buchanan, about 20 miles. Judge Craddock stated that the people of his district prefer the improvement of the Central Oregon Highway to the improvement of the Rome-Princeton Highway. He also inquired concerning the completion of the Poison Creek Section of the John Day-Burns Highway, and was informed that this is a forest highway project under the

supervision of the U. S. Bureau of Public Roads and cannot go forward until the Bureau gets additional funds to finance it. It was stated that this project and two or three others in the same category had to be deferred in the current program because of the lack of forest highway funds, but they are to be given the first priority for new funds that become available.

Mr. Edward J. Murnen, Consulting Forester, Sutherlin, Oregon, and Mr. John Buchanan, Sutherlin, came before the Commission in the interests of a new short feeder road extending easterly and southerly from a connection with the Pacific Highway at Sutherlin, to a connection with the North Umpqua Highway three miles east of Glide. They stated that they represent the North Douglas-North Umpqua Short-Route Committee of the Sutherlin Lions Club. Mr. Murnen presented a petition signed by 18 timber operators, urging the construction of this road and he submitted a brief, including four large maps in support of oral arguments. He urged the Highway Commission to survey and locate the road, which, he said, Douglas County will build and he advised that their idea, ultimately, is to have the State take over the road as a State Secondary Highway, for which reason they want it located in the proper place. Chairman Chandler advised that the Highway Commission simply does not have funds available to finance such a road in view of its many other obligations which the Commission considers of more importance, so it will be useless to think about dedicating it as a State Secondary Highway. He pointed out that the Highway Department is short of engineers at the present time and is having difficulty in employing engineers to carry on regular assignments. As to the survey, he stated that the Commission sometimes authorizes reconnaissance surveys for roads of this nature if the county concerned will pay for them, but the requests for such surveys must come from the County Court. He concluded the discussion by stating that the road under discussion is definitely and primarily a logging road and that it is out of the question for the State to take it over.

The meeting recessed for luncheon at 12:00 o'clock noon and reconvened at 1:30 p.m., the same persons being present and participating.

The Engineer reported that pursuant to authority heretofore given him by the Commission, he has awarded certain contracts for highway construction for which the Commission received bids at its meeting held on January 23 and 24, 1951 and on February 26 and 27, 1951, the conditions of the awards having been satisfied. The Commission unanimously approved the awards as follows:

"Grading, bituminous macadam surfacing, and two reinforced concrete box culverts on the Big Creek Section of the Oregon Coast Highway; bids received February 27, contract awarded March 12 to Durbin Brothers, Eugene, the low bidder.

"Grading and construction of five reinforced concrete box culverts on the Judkins Point-Goshen Section of the Pacific Highway; bids received February 27, contract awarded March 12 to McNutt Brothers, Eugene, the low bidder.

"Grading and oil mat surfacing on the Bly Section of the Klamath Falls-Lakeview Highway; bids received February 27, contract awarded March 15 to Jack R. Robinson, Bend, the low bidder.

"Grading, paving, oil mat surfacing, and construction of one reinforced concrete bridge and two reinforced concrete box culverts on the Cascade Locks-Herman Creek Road Section of the Columbia River Highway; bids received February 27, contract awarded March 16 to Babler Bros. & Rogers Construction Co., the low bidder.

"Construction of the Goshen Overcrossing of the Southern Pacific Railroad on the Pacific Highway at Goshen; bids received February 26, 1951, contract awarded March 9, 1951 to Hamilton and Thoms, the low bidder.

"Construction of the Riverview Street Viaduct, on the Pacific Highway, in Eugene; bids received Feburary 26, contract awarded March 9 to Hamilton and Thoms, Eugene, the low bidder.

"Grading and oil mat surfacing on detour roads, 3.7 miles grading and paving, and construction of one reinforced concrete box culvert on the Herman Creek-Gorton Creek Section of the Columbia River Highway; bids received January 24, contract awarded March 15 to Vernie Jarl, Gresham, the low bidder."

The Commission had under consideration the following requests for extensions of time within which to complete highway construction.

1. Lindstrom Bros., Inc., Contract No. 3356 for construction of a bridge over the Necanicum River on 12th Avenue in the City of Seaside, requested an extension of time of 31 days from February 28 to March 31, 1951 within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions which delayed the concrete finishing work. The Engineer advised that the structure was completed with the exception of a small

amount of finishing work on the concrete surfaces within the specified time and that such finishing work cannot be done until weather conditions are favorable. He further stated that the bridge was opened to traffic prior to the expiration of the specified completion date and in view thereof, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

2. Barney B. Helser, Contract No. 3307 for the Vale Rock Production Project on the Central Oregon and Vale-West Secondary State Highways, Malheur County, requested an extension of time of 176 days from August 31, 1950 to February 23, 1951 within which to complete this job. He attributed his failure to complete the project within the specified time limit to an unavoidable delay in completing another State contract, which resulted in carrying the present project into bad weather. The Engineer advised that this contractor was awarded several State projects during the construction season and because of unexpected delays in connection therewith was unable to complete the present job until bad weather had set in. The delay, he said, has not inconvenienced the State, because the rock will not be needed until the spring of 1951. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

3. City Electric, Inc., Contract No. 3389 for installation of traffic signals on the route of the Pacific Highway West in the City of Corvallis, requesting an extension of time of 210 days from February 28 to September 30, 1951 within which to complete this job. They alleged that they were unable to complete the job within the specified time limit due to the inability of the suppliers to furnish materials as scheduled. The Engineer advised that the contractor experienced considerable difficulty in obtaining materials and it was through no fault on his part that delivery of the materials was not made when expected. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

4. Tom Lillebo, Contract No. 3313 for construction of the North Dillard Bridge Section of the Pacific Highway, Douglas County, requested an extension of time of 122 days from March 31 to July 31, 1951 in which to complete this job. Mr. Lillebo gave no reason for his failure to complete the project within the specified time limit although he stated that it was necessary to wait for summer to complete the painting work, and to wait for low water in the river to complete removal of the old bridge piers. The Engineer advised that the contractor cooperated with the Highway Department very closely in

getting this bridge under traffic at an early date when the floods in the fall of 1950 damaged the old structure. He also said all work in connection with the project other than painting the steel, removal of the old structure and a small amount of work in connection with the paving of the approaches of the bridge, was completed within the alloted time. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

5. Lee Hoffman, Contract No. 3348 for construction of piers for the Marion Street Bridge over the Willamette River on the Salem-Dallas Highway in the City of Salem, requested an additional extension of time of 19 days from March 1 to March 19, 1951 within which to complete this job. He attributed his failure to complete the project within the previously extended time limit to adverse weather conditions and high water in the Willamette River. The Engineer advised that the contractor did everything possible to expedite the work but for reasons stated could not complete the job within the specified time. The piers are now complete, he said, and the State has been caused no inconvenience nor additional expense for engineering supervision. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation unanimously.

The action taken by the State Highway Commission upon the above listed requests for extensions of time within which to complete highway contracts was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts No. 3307, 3328, 3348, 3433 and 3447 for construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion the application of Mr. E. D. Barr, Lincoln Beach, Oregon for permission to operate a cleated tractor on the ocean beach north and south of Siletz Bay in connection with salvaging logs on the beach. The Engineer stated that, according to Mr. Barr's statement, he has secured permission from the owners of the property above mean high tide to take any logs that are on that area, and he has also obtained permission from the City of Taft to salvage logs from the shore of the bay. Moreover, he has contacted and

received permission from the owners of most of the branded logs to remove them. It is the prerogative of the Highway Commission, he said, to grant or deny the application, but he suggested if the request is approved that Mr. Barr be required to furnish public liability and property damage insurance in amounts not less than $10,000, $20,000 and $10,000 respectively. The Commission unanimously approved Mr. Barr's request subject to the Engineer's suggestion.

The Commission discussed a letter from the County Court of Lincoln County requesting that the roadway leading to the old ferry landing on the southerly shore of Yaquina Bay be conveyed to the County as a county road because of developments that are now taking place at that location. The Engineer exhibited a map showing the location of the roadway and advised that the road no longer is of any value for State Highway purposes. He recommended approval of the County's request. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion the purchase of marine insurance covering liabilities of the State and the Astoria Navigation Co. in the operation of the Astoria-Megler Ferry. He said that the present insurance expires on June 1, 1951, and, if the Commission elects to advertise for bids for the furnishing of new insurance, it must do so soon that the insurance may become effective when the present insurance expires. He explained details with respect to the obligations of the State and of the contractors in furnishing this insurance. In the discussion of this matter, it was pointed out that the Commission's contract with the Astoria Navigation Company for operation of the ferry expires on June 1, 1952. Commissioner Reynolds suggested in view thereof that arrangements be made for renewal of the existing insurance until that time. The suggestion was approved by Chairman Chandler and Commissioner McIver, and it was so ordered. The Engineer was instructed to obtain, if possible, a reduction in the insurance premium based on the operating experience record during the past year.

In this connection, a letter was presented from Mrs. Dan C. Hall, Astoria, in which she complains of the service rendered on the Ferry, Tourist No. 3, on Sunday evening, March 4, 1951, when this ferry became stranded on a sand bar. The Engineer advised that action has been taken so that the conditions complained of by Mrs. Hall will not recur. The Commission ordered the communication filed. (For a detailed explanation of this matter, see copy of a report from W. W. Stiffler, Assistant Highway Engineer, to R. H. Baldock, State Highway Engineer, dated April 2, 1951, in General Files.)

The Engineer requested authority to file formal application with the District Engineer, U. S. War Department, for permits to construct or revise bridges over the following navigable streams:

1. Bridge over Hood River on the Columbia River Highway (new location) in the city of Hood River, Hood River County.

2. Bridge over Mosier Creek on the Columbia River Highway (new location) in the city of Mosier, Wasco County.

3. Revisions to existing bridge over the Willamette River on the Salem-Dallas Highway (Center Street) in the city of Salem, Marion County.

4. Bridge over Mill Creek on the Umpqua Highway about three miles west of Scottsburg, Douglas County.

He advised that these bridge projects are included in the approved construction program, but the work cannot go forward until the plans have been approved by the War Department. The Commission approved the Engineer's request unanimously.

The Engineer submitted for the Commission's consideration a tabulation listing employees of the State Highway Department, who are now, or soon will be, subject to retirement under the provisions of the Pension and Retirement Act. The tabulation showed: Group I, consisting of six employees who previously have been granted extensions by the Highway Commission and by the Pension and Retirement Board, and whose present extension period expire during the third quarter of 1951; Group II, consisting of seven employees, who will reach retirement age in the third quarter of 1951, and Group III, consisting of those employees, who previously were referred to the Commission for action on September 28, 1950. The Engineer recommended that the following employees be retained in the service of the State Highway Department for at least another year: Wm. E. Chandler, Division Engineer; Harry M. Teel, Resident Bridge Engineer; J. H. Scott, Resident Engineer; August Moser, Auto Mechanic; Harry Vernon, Pull-grader operator; Wm. J. Mespelt, Truck Driver; Sam S. Bunch, Section Foreman; Louis Langeliers, Truck Driver; Cecil Brown, Park Custodian; Geo. J. Witte, Park Custodian; Sanford Chilson, Park Custodian. The Commission unanimously approved the recommendation.

The Engineer reported that it has been necessary to post the following highway sections for reduced weight loads in order to avoid their breaking up during the present period of freezing and thawing, and he asked the Commission to confirm the postings.

(1) Diamond Valley Secondary Highway between Crane and junction with Rome-Princeton Highway, in Harney County.

(2) Rome-Princeton Secondary Highway throughout its entire length, in Harney County.

(3) Medical Springs Secondary Highway between Catherine Creek and Baker County line in Union County.

The Commission approved the postings unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection, the Engineer also reported that for similar reasons he ordered the posting of the following highway sections for reduced weight loads, but the restrictions were lifted prior to this meeting of the Commission:

(1) Ochoco Highway between Mile Point 34.8 and Mile Point 56.8; posted March 16, 1951, restriction lifted April 9, 1951.

(2) Central Oregon Highway between Hampton and Lakeview-Burns Highway Junction; posted March 22, 1951, restriction lifted April 4, 1951.

(3) Fremont Highway between Junction with US97 and Silver Lake (Mile Point 47); posted March 23, 1951, restriction lifted April 4, 1951.

(4) Lakeview-Burns Highway between Suntex Junction and Alkali Lake; posted March 23, 1951, restriction lifted April 4, 1951.

The action of the Engineer in posting these highway sections for reduced weight loads was approved unanimously by the Commission.

The Engineer also reported that due to a collision at the Nehalem River Bridge on the Nehalem Secondary Highway about two and a half miles north of the town of Mist, it was necessary to post this bridge structure for 10-ton maximum gross weight loads on March 30, 1951. Repairs are under way, he said, and the restriction will be lifted as soon as possible. He anticipated that statutory weight loads will be permitted on the structure within two or three weeks. He asked the Commission to confirm his action.

The Commission approved the posting of this structure unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "G-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed the matter of reimbursing Mr.R. M. Smith, District Maintenance Superintendent, Astoria, for expense incurred in the repair of his private car which was damaged while being used in connection with highway business as an emergency proposition, such expense amounting to $87. The Engineer explained that Mr. Smith's State car was out of service for repairs and, pending the repairs, Mr. Smith used his private car to convoy traffic through a controlled zone, during which operation the damage occurred. Mr. Smith, he said, has made every effort to collect from the party that caused the damage, but without success because the party is a Federal employee whose salary cannot be attached, and he does not carry insurance. He recommended that Mr. Smith be reimbursed in full for the cost of the repairs. The Commission approved the recommendation unanimously.

The Commission had under discussion requests for reduced speed zone designations as follows:

(1) Request of residents of the Triangle Lake District, Lane County, for establishment of a 25-mile per hour speed zone on the Siuslaw Highway through the business district of this community. The Engineer advised that this matter has been investigated by the Traffic Engineer, who reports that the conditions obtaining warrant the establishment of a 35-mile per hour speed zone between Mile Point 40.50 west of Little Lake Creek and Mile Point 41.34, east of Triangle Lake resort. He recommended approval of the establishment of a 35-mile per hour speed zone between such points. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

(2) Request of the City of Portland for designation of a reduced speed zone along S. E. McLoughlin Boulevard (US99E) between the city limits of Portland and the city limits of Milwaukie. The Engineer advised that this matter has been investigated by the Traffic Engineer whose report discloses that speeds along the section should be restricted. He recommended the designation of speed zones as follows along this section: 35-miles per hour from Mile Point 4.57 (south city limits of Portland) to Mile Point 4.89, approximately 650 feet south of S. E. Ochoco Avenue; 45-miles per hour from Mile Point 4.89 to Mile Point 5.51 (approximately 450 feet north of Scott Street in Milwaukie); and 30 miles per hour from Mile Point 5.51 to Mile Point 5.61 (north city limits of Milwaukie). The

Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "H-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

(3) Request of the residents of Cheshire, Oregon for a 25-mile per hour speed zone designation on the Siuslaw Highway through their community. The Engineer advised that an investigation by the Traffic Engineer reveals that the conditions obtaining in this place do not meet the standard requirements for reduced speed zone designation, and that the matter can be taken care of by appropriate signing. He recommended that the request be denied. The Commission approved the recommendation unanimously.

(4) Request of the City of Independence for designation of a 35-mile per hour speed zone along the State Highway between Monmouth and Independence for the benefit and protection of high school students. The Engineer advised that the Traffic Engineer's investigation of this request reveals justification for a reduced speed zone along this section. He recommended the following: Designation of a 25-mile per hour speed zone between the city limits of Monmouth (M. P. 0. 23) and M. P. 0. 74, approximately 0. 17 miles west of Talmadge Road, east of Monmouth; and 40 miles per hour between M. P. 0. 74 and the west city limits of Independence (M. P. 1. 66). The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "H-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A communication was presented from Mr. W. M. Pearce, Plant Engineer of Kaiser Frazer Corporation, Portland, Oregon, calling attention to a hazardous traffic situation which he alleges exists on the Northeast Portland Secondary Highway at the driveway entrance to the corporation's plant, by reason of the parking of automobiles on the highway shoulders at this point. Mr. Pearce suggests the designation of a "NO PARKING" zone to relieve the condition. The Engineer advised that the Traffic Engineer, who made an investigation, recommends the establishment of a "NO PARKING ON HIGHWAY SHOULDERS" zone on both sides of this highway between N. E. Cully Boulevard and N. E. 82nd Avenue. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "I-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that his attention has been called by Mr. Tom Edwards, Assistant Division Engineer, Roseburg, to a hazardous condition which exists by reason of parking of cars on the shoulders of the Pacific Highway in the vicinity of the City of Oakland, and to a similar condition that exists along this highway adjacent to the Town of Myrtle Creek. An investigation by the Traffic Engineer, he said, reveals that a hazard does exist at each of these places because people park their cars on both shoulders of the highway, which not only restricts the horizontal clearance but also restricts the sight distance along the highway. This condition, he said, can be remedied by the establishing of a "NO PARKING" zone at each location and he recommended the establishment of such zones on both sides of the highway at both places, as follows: In the City of Oakland from a point south of First Street (M. P. 183.26) to the south city limits of Oakland (M. P. 183.36), and from the south city limits of Oakland to M. P. 183.54; in the city of Myrtle Creek from M. P. 220.27 to the south city limits (M. P. 220.66). He pointed out that the zones lie partly within the city limits of both towns, so, in order to be effective, it is necessary that appropriate city ordinances be adopted, which, he said, has been done. The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto marked EXHIBITS "I-2", "I-3" and "I-4", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer recommended that the "NO PARKING ON HIGHWAY SHOULDERS" zone heretofore established by the Commission on January 23, 1951, along the Redwood Highway south of Grants Pass, be extended southerly a distance of about a quarter of a mile to include a drive-in theatre, which has been built immediately west of the previously established zone, creating a hazardous parking condition when the theatre is in operation. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "I-5", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A communication was presented from Mr. Ray M. Pendergast, Assistant Manager, Portland Gravel Company, in which he alleges that a very dangerous condition exists on the Pacific Highway East in the town of Milwaukie where it connects with a road that serves the gravel company and others along the water front. Mr. Pendergast advised that accidents frequently occur at this intersection due to the lack of appropriate markers and he suggests the designation of a "NO PARKING" area on each side of the intersection a sufficient distance to enable drivers to observe traffic approaching from all directions. The Engineer advised that the roadway referred to extends westerly from the highway to the river from a point a short distance south of Washington Street which leads to the city center, and that investigation by the Traffic Engineer indicates that the establishment of a "NO PARKING" regulation is in order. He further advised that the City of Milwaukie

has satisfied the legal requirements by adoption of an appropriate ordinance and he recommended the designation of a "NO PARKING AT ANY TIME" zone along the west side of the highway (US99E) from a point 771 feet south of the south property line of Washington Street, (north property line of a roadway leading to the water front) northerly a distance of 50 feet. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "I-6", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that a hazardous condition exists along US99 south of the City of Grants Pass due to the parking of automobiles on the shoulders of the highway near an auction mart at that location, which condition is aggravated by the fact that auctions are held at night time. Facts disclosed as a result of investigations by the Traffic Engineer, he said, indicate that a "NO PARKING ON HIGHWAY SHOULDERS" zone should be established on both sides of the highway between M. P. 280.07 and M. P. 280.43, and he recommended that that be done. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "I-7", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested authority to purchase engineering and maintenance equipment which is estimated to cost $16,350, as detailed in his written report to the Commission dated April 5, 1951. He advised that provision for purchase of this equipment is included in the 1951 budget heretofore approved by the Commission in principle. The Commission approved the request.

The Commission had under discussion a request from Mr. C. H. Lundell, Utilities Engineer for the City of Portland, for permission to use a well located on State highway property near the intersection of Denver and Union Avenues, in Portland, such use being in connection with irrigation in a new city park at this place. The Engineer advised that the well formerly supplied the Peninsula Golf Course and is located on land that was acquired for widening the highway. The well, he said, is 69 feet from the center of the leg of Denver Avenue that leads to Swift Boulevard and he questioned that any highway improvement will interfere with the use of the well. He also said that use of the well for the purpose intended by the City will not adversely affect the highway. He recommended, in view, thereof, that the City of Portland be given a revocable permit for the use of the well. The Commission approved the recommendation unanimously and so ordered.

The Commission had under discussion a request from the Puget Timber Company of Oregon for permission to truck-haul poles and piling,

involving loads 65 feet over-all in length, over and upon the Columbia River Highway from Hood River to the company's treating plant at The Dalles. The Engineer advised that the company plans to deliver to its plant 25,000 to 30,000 poles and piling, all of which will be truck-hauled over the Columbia River Highway from Hood River; also, that test runs conducted with a typical load indicate that loads of the desired length transported on regular pole hauling equipment can be moved over this section of highway with safety. He recommended approval of the company's request for loads not exceeding 65 feet over-all in length. The Commission questioned the advisability of granting the company this privilege because of the nature of the highway and the large volume of traffic that uses it; however it was decided to issue a permit on a trial basis to see how the operation affects other traffic. The Engineer was instructed to caution the company not to engage in a long-term operation unless and until it is advised by the Commission, as a result of the trial operation, that it is satisfactory to do so.

The Engineer brought up for discussion the advisability of joining with the Union Pacific Railroad Company and the Hood River County Court in petitioning the Public Utilities Commissioner for an order vacating two Union Pacific Railroad grade crossings east of the City of Hood River. The Engineer advised that one of the crossings is the Coburg Beach Road about two miles east of Hood River and the other, a minor crossing serving Indian land farther east. He gave as his opinion that the crossings should be closed in order to avoid a hazardous condition such as now exists at Corbett. The railroad company, he said, is desirous of having the crossings abandoned and a communication has been received from Hood River County Court that it will approve and sign documents to effect the abandonment of both crossings. He recommended that the Commission join with these agencies in petitioning the Public Utilities Commissioner for an order vacating the crossings. The Commission approved the recommendation.

The Commission discussed a letter from the Days Creek Garden Club, Canyonville, Oregon, inquiring as to the plans of the State Highway Commission with respect to the erection of a monument or marker of some sort to mark the place where the Pioneer Bridge was recently destroyed on US99 about six and one-half miles south of Canyonville to accommodate the new highway. They allege that the bridge was dedicated to the pioneers of Southern Oregon, and they gave as their feeling that some sort of marker should be erected near the site of the old bridge. The Engineer advised that the old bridge was built many years ago and was dedicated to the Pioneers of Southern Oregon. In fact, a plaque was placed on the structure containing an inscription to that effect. The old bridge, he said, has been completely destroyed, and the question arises whether the marker should be placed in that particular location where there is no convenient place for cars to park. The Commission indicated a desire to accommodate the Club and, accord-

ingly, authorized the Engineer to erect a marker at a suitable location that meets with the approval of the Garden Club.

The Commission considered, and by unanimous vote approved, out-of-state travel authorizations as follows:

(1) R. H. Baldock, State Highway Engineer to attend a meeting of the executive committee of the American Association of State Highway Officials in Charlottesville, Virginia, during June 6-10, 1951; also, to attend a meeting of the President's Highway Safety Council in Washington, D. C., during June 11-15, 1951. Estimated total expense, $403.40.

(2) W. C. Williams, Assistant Engineer, to attend a meeting of the Engineers of Western Association of State Highway Officials in Salt Lake City, Utah, during April 3 and 4, 1951, for discussion of a proposed test road in the western part of the United States; and to consult with prospective engineering employees. Estimated total cost, $111.30.

(3) Frank I. Towle to go to Boise, Idaho, in connection with case of Fred Strasbaugh vs State of Oregon. Estimated cost $76.25.

(4) Persons to represent the Oregon State Highway Department at the annual meeting of the Western Association of Highway Officers, which is to be held in San Francisco, California, during June 25-28, 1951. The Commission by unanimous vote designated the following persons to represent Oregon on this occasion: R. H. Baldock, State Highway Engineer; W. C. Williams, Assistant State Highway Engineer; G. S. Paxson, Bridge Engineer, J. M. Devers, Chief Counsel, Forrest Cooper, Right of Way Engineer, and H. B. Glaisyer, Secretary of the Commission.

The Commission discussed a suggestion proposed by Commissioner Reynolds that a sign be placed at each end of every reconstruction job, containing information that the work being performed is State Highway work that is being undertaken by the Oregon State Highway Commission for the benefit and convenience of the people of this State and of its visitors. The Engineer offered two suggestions for such a sign, which the Commission discussed carefully. Due to the fact that the wording was not exactly in accordance with the Commission's ideas on the subject, the matter was referred back to the Engineer to obtain ideas from the Director of the Travel and Information Department relative thereto.

The Commission had under discussion the matter of approving an increase in the amount of the Highway Department's revolving fund pursuant to authority granted by Chapter 200, Oregon Laws, 1951. It was explained that at the present time, the revolving fund is limited to $700,000 which amount is insufficient to carry on properly the function of the De-

partment, and that the 1951 Legislature has authorized increasing the amount to $1,000,000. The Engineer suggested that he be given authority to ask the Secretary of State to provide for the increased amount. The Commission approved the request unanimously, and thereupon endorsed a letter directed to the Secretary of State requesting that provision be made for such an increase.

The Commission discussed a proposed agreement with Deschutes County providing for the disposition of certain portions of the McKenzie-Bend and the Redmond-Bend Highways (old routes) that will be rendered valueless from a State Highway point upon completion of the proposed improvement of the McKenzie-Bend Highway between Tumalo and Bend. The Engineer explained that this agreement provides that, as soon as the section of the McKenzie-Bend Highway between Tumalo and Bend has been constructed and made available for travel, certain portions of the old route shall be maintained by the county as county roads, and certain portions shall be maintained by the State as a part of the State's Secondary Highway System. He exhibited a map showing in color the sections of the old route to be so disposed of. This matter was given careful consideration by the Commission and, as a result thereof, the Commission unanimously approved the disposition of the old highway as provided in the agreement. (The agreement was signed by the Commission later in the session.)

The Commission considered briefly items of unfinished business appearing in the list of such matters prepared by the Secretary as of its last meeting on February 27, 1951, but, due to lack of time, deferred action on such matters until its next meeting.

The Commission had under discussion the setting of a date for its next regular meeting, and decided to hold such meeting in Portland on Thursday and Friday, May 24 and 25, 1951. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

The Right of Way Engineer brought to the Commission's attention a proposed compromise settlement with Mr. O. H. Hinsdale, Reedsport, concerning an obligation of the State to construct a fill on which to relocate a dairy barn belonging to Mr. Hinsdale, in connection with the improvement of the Umpqua Highway along Mr. Hinsdale's frontage of the Reedsport-Luder Creek Section. He explained that the original arrangement with Mr. Hinsdale provided for the State to construct the fill and to place a crushed rock surface thereon, but Mr. Hinsdale has agreed to relieve the State of this obligation upon being paid $2,100 in cash. He recommended settlement with Mr. Hinsdale on such basis. The Commission approved the recommendation.

The Assistant Counsel, Mr. Enfield, brought up for discussion acquisition of right of way for the widening of the Columbia River Highway through

Celilo Indian Village in Wasco County. He said that the property involved belongs to the Indians and that it is impossible to obtain title to the right of way without an act of Congress; however, the Bureau of Indian Affairs will grant the State a permit for the use of the property, subject to the rights of the people occupying the land, and to the clearing up of the premises, if the State will oil the sand dunes adjacent thereto in accordance with an agreement that was approved about a year ago. The Engineer advised that he is about ready to proceed with the improvement of the highway at this location and he recommended acceptance of the permit as being sufficient title to the right of way and the oiling of the sand dunes. The Commission approved the recommendation and reauthorized the expenditure of $3,000 for the oiling work.

The Commission considered briefly an opinion from the Chief Counsel dated May 7, 1951, with respect to the routing of state highway traffic over city streets. Discussion of this matter was deferred by the Commission until its next meeting.

The Commission discussed a report from the Engineer on over-weight violations committed by Justin Harley Abbott, Stockton, California. It appears that Mr. Abbott, in order to outwit Highway Department weighmasters and to escape having his illegal loads weighed, has resorted to certain evasive tactics, including the transferring of a portion of his loads to an auxiliary truck just before reaching Highway Department's scales; then reloading his equipment after passing the scales. The first such offense observed by weighmasters occurred on July 12, 1950, when the over-weight was estimated at 4,340 pounds. The Engineer stated that Mr. Abbott was warned that the Highway Commission might cancel his over-weight permit if he repeated the offense, but, evidently, he did not pay much attention to the warning, because on March 22, 1951, he was again apprehended for the same kind of offense, this time, the over-weight being 2,700 pounds. He said that both offenses occurred on The Dalles-California Highway in the vicinity of Klamath Falls. He recommended that Mr. Abbott's Group I permit be cancelled, which would restrict his hauling to a maximum gross weight of 54,000 pounds under the present statutes. The Commission approved the recommendation unanimously and so ordered.

The Engineer asked the Commission to approve an additional project authorization in the amount of $15,089 for resurfacing the Cascade Gorge-Prospect Section of the Crater Lake Highway. He explained that the over-run was due to the fact that the quarry designated for this project did not contain sufficient material for the job, necessitating the moving of the contractor's plant, construction of a short section of hauling road, and payment of the cost of additional hauling of the surfacing mater-

ials. The Commission approved the request, and so ordered.

A petition was presented from the residents of Rowena, in Wasco County, offering objections to the proposed location of the Columbia River Highway, as revised through their community, and requesting consideration of the matter and adoption of the original survey. The Engineer advised that were the first survey adopted, it would require the moving of several houses, whereas, the revised survey merely takes vacant land; further that the reason the survey was revised was to avoid conflict with the existing highway and a repetition of the trouble that was experienced when Columbia River Highway traffic was allowed to use the old highway between Dodson and Bonneville, during construction of the new highway. He pointed out that the Commission, earlier in the session, adopted the revised location, and he recommended that the request of the petitioners be denied. The Commission approved the recommendation.

The Secretary presented a resolution adopted by the Common Council of the City of Springfield on April 9, 1951, in which the City Council goes on record in favor of the North "A" Street routing of the proposed highway improvement in this city, rather than the South "A" Street route. The Commission deferred action on this resolution pending agreement among the several factions in this city, including the City Council and Chamber of Commerce, some of whom endorse the North "A" Street route and others endorse the South "A" Street route. The Secretary was instructed to inform the City Council that the Commission is unwilling to proceed with construction of the project until the differences have been eliminated.

The County Court of Columbia County, represented by County Judge J. W. Hunt, County Commissioners Donald Parcher and Cylde Henderson, and County Engineer Clarence Wagoner, was present regarding the tax controversy with the State of Washington concerning the Columbia River bridge between Rainier, Oregon and Longview, Washington. Judge Hunt recalled that the county's claim is in the amount of $118,000, and he advised that the Washington Toll Bridge Authority has offered to pay the County $70,000 of such amount, and that there now is before the Oregon Legislature a bill which would provide for reimbursement of the County School Fund in the amount of $33,000, leaving a $15,000 balance which has not been provided for. He mentioned having received information from the Commission's Chief Counsel to the effect that the State Highway Department will assume payment of the $15,000 balance by spending such sum for improvement for one of the county roads. He expressed satisfaction with the entire settlement on such basis and suggested improvement of the Rainier Apiary Road, which extends from Rainier into the Nehalem Valley. He suggested a larger project than can be financed with the $15,000 State money and advised that the county will contribute county funds to pay costs in excess of $15,000 if the Commission has no objection to the bigger job.

Chairman Chandler stated that the Commission appreciates the County's position and is willing to contribute $15,000 of State Highway funds to assist in disposition of the matter. Moreover, the Commission has no objections to the larger project, subject to the condition that the State's contribution shall not exceed $15,000. However, before deciding on any particular project, the Commission prefers to have an investigation made by its Engineering Department, and will instruct the Engineer to contact the County Court shortly with respect thereto, so his recommendation will be available to the Commission at its next meeting. Commissioners Reynolds and McIver indicated their approval of Chairman Chandler's statements, as did the members of the County Court. The Engineer was thereupon instructed to make such investigation and report. Judge Hunt inquired how the Commission will spend its money, by contract or by force account, and was informed that the law requires the contracting of any project that is estimated to cost $5,000 or more. Commissioner Parcher inquired if it will be possible for the Commission to perform the work this year, and was assured that is what the Commission has in mind.

A delegation from Gilliam County, consisting of Messrs. G. W. Kaseburg, J. S. Burris and Charles Kenney, appeared before the Commission in the interests of the Cottonwood Canyon Section of the Wasco State Secondary Highway. Mr. Kenney headed the group. He alleged that the Commission in 1949 promised to construct an oil surface on this road and he urged the improvement this year. Mr. Burris read aloud a petition requesting such improvement, and he declared that he could obtain 1,000 signers if necessary. He also stated that the only people who do not wish this road improved are those residing in Arlington and the members of the State Highway Commission. The condition of the road at the present time, he said, is keeping the traveling public off it, and he urged the Commission to approve the project, the expense of which, he asserted, is fully justified as one-third of the taxes received by the County come from land bordering this highway. The delegation was informed by Chairman Chandler that the Commission will review this project and determine what, if anything, can be done to improve the section. (See back for additional paragraphs on this subject.)

A group representing the Grants Pass Chamber of Commerce, the Jackson County Chamber of Commerce, Josephine County Chamber of Commerce and Cave Junction Chamber of Commerce, was present regarding a number of highway projects in the vicinity of Grants Pass. The group was composed of Mr. Paul D. Rynning, Medford, County Engineer of Jackson County; John Dillard, Cave Junction, President of Illinois Valley Chamber of Commerce; and Charles H. McLean, Grants Pass, Director of the Highway Committee of the Grants Pass Chamber of Commerce. Mr. Rynning stated that the group represents both Josephine and Jackson Counties and what they have in mind is to renew their previous requests for certain highway improvements. He particularly mentioned improvement of the Pacific Highway between Central Point and Ashland, concerning which Chairman Chandler advised that a location survey is now being made and, as soon as the survey is adopted, the Commission will start buying right of way.

Mr. Dillard stated that the group that he represents still is in accord with the program of highway improvements that they presented to the Commission last year. He mentioned improvement of the Redwood Highway from the top of Hayes Hill to Cave Junction, the replacement of the bridge over Applegate River, which is their second choice project, and the widening of the Ashland-Central Point Section, which, he said, should have first priority over all projects in their district. Mr. McLean stated that the program agreement mentioned by Mr. Dillard is still in harmony with their present feeling. He mentioned the need for improvement of the Hayes Hill Section of the Redwood Highway, and replacement of the Applegate River bridge. Mr. McLean also inquired concerning the widening of North Sixth Street, and the widening of Caveman Bridge for four lanes of traffic, both projects being on the Pacific Highway in Grants Pass. The people of Grants Pass, he said, are anxious to know what the Commission is going to do about these improvements, particularly the North Sixth Street widening. Chairman Chandler advised that the Commission is not in a position at the present time to make a definite statement concerning any of the projects, but it realizes the Applegate Bridge is in bad condition, and that the Hayes Hill section needs improvement. The survey for the Hayes Hill Section, he added, has been completed and right of way negotiations will be commenced when the descriptions have been prepared. However, he pointed out that this project is on the forest highway system and is to be financed with forest highway funds, so cannot go forward until the Congress provides the money. He further stated that the Commission has in mind the North Sixth Street widening project in Grants Pass, and also the widening between Central Point and Ashland, but of all the projects mentioned, the Commission feels that the Caveman Bridge widening is the least important. This concluded the conference.

The following persons composed a delegation from Gilliam and Wheeler Counties, which appeared before the Commission in the interests of the John Day Highway: E R. Fatland, representing the Condon Commercial Club; Hon. E Howell, Circuit Judge, John Day ; Robert Misener and J. P. Steiwer, both members of the Fossil Community Club. Mr. Misener headed the group. He advised they are asking the Commission to improve the John Day Highway between the towns of Fossil and Spray, particularly mentioning two sections, one above Alder Creek and the other below Spray where the highway is very narrow and barely wide enough for two-way traffic. He stressed the improvement of the section over Butte Creek Summit south of Fossil Judge Howell endorsed Mr Misener's remarks. He declared that the places mentioned by Mr. Misener are so dangerously narrow that it is difficult for two trucks to pass and he urged the improvement of this mountain section. He also asked the Commission to give favorable consideration to the further improvement of the Wasco-Condon State Secondary Highway. Mr. Fatland endorsed the remarks of the other speakers and he also spoke in behalf of the Cottonwood Canyon Section of the State Secondary Highway. Mr. Steiwer also spoke in behalf of the John Day Highway improvement Chairman Chandler advised that the Commission is not in a posi-

tion today to make any commitment of funds for the projects requested but will refer the entire matter to the Engineer for investigation and report. The Engineer was thereupon instructed to make such a report.

A delegation from The Dalles, consisting of County Judge Ward R. Webber; Donald E. Heisler, District Attorney; Ralph A. Tudor, San Francisco, President, Tudor Engineering Company in charge of construction of the Columbia River Bridge at The Dalles; and Mr. Chris P. Fauerso, The Dalles, local representative of the Tudor Co. was present. Mr. Tudor headed the group. He said that they are appearing before the Commission with regard to acquisition by the State of right of way that is needed for the proposed improvement of the Columbia River Highway at its junction with the road approach to the new Columbia River bridge that is now under construction. To make the proper connection between the approach road and the highway, he said, will require the reconstruction of a section of the highway about 900 feet long, which work cannot be done until the right of way has been obtained. He estimated the cost to improve the highway at this location at about $75,000. He pointed out that the present right of way is only 40 feet wide and he advised that Wasco County will construct the highway section if the State will furnish the right of way for it. The State Highway Engineer exhibited a map showing property ownerships and he pointed out that only three parcels of land are needed at this time. He recommended acquisiton of these three parcels now so as to avoid delay in the construction of the approach road, and he suggested that the properties be condemned if the Right of Way Department is not able to acquire them by negotiation. The Right of Way Engineer explained further details with respect to the properties that are needed now and which will be needed later when a major highway improvement is undertaken. This matter was discussed at some length, and as a result thereof, the Commission unanimously authorized negotiations for the purchase of the three tracts under discussion, two of which are owned by a Mr. Burk, and one by a Mr. Bansch. The Commission also authorized condemnation of these properties, if necessary.

Mr. J. C. Minson, County Commissioner, Crook County, was present regarding the proposed improvement of the Combs Flat Section of the Paulina State Secondary Highway. He alleged that the Commission at its February meeting promised this improvement and he advised that the people of his district are anxious to know when the Commission intends to advertise the project for bids. Moreover, they want an oil surface put on the road rather than just the plain rock. He was informed by the Engineer that it is planned to advertise this project for bids to be received at the meeting of the Commission scheduled for May 24, and that provision has been made only for the rock work because it would be too costly to construct an oil mat surfacing that would stand up under the heavy logging and lumbering traffic that the road carries. Mr. Minson then asked for

the elimination of two curves on the Ochoco Highway between Redmond and Prineville, particularly at the county line, where, he said, numerous accidents have occurred and where, last year, five people were killed. He also mentioned elimination of another curve about two miles west of the county line. The Commission instructed the Engineer to investigate these points and report his findings.

Mr. Joseph M. Devers, Jr., City Attorney, Stayton, was present regarding the improvement of 4th Street in Stayton, as a special state street fund project. He said that their application for funds to finance the improvement of this street was denied by the State Highway Department but they feel they are entitled to the improvement becasue State-owned truck operations were largely responsible for its present condition. He also mentioned traffic from Detroit Dam. The City, he said, has placed signs on some of the streets prohibiting truck traffic from the Dam from using a short cut route which passes their public school, but it cannot control the passenger traffic. He asked for the improvement of this street and widening of the turn where it connects with the highway so as to accommodate turning movements by logging trucks, which now create a dangerous condition. The Commission instructed the Engineer to make another investigation of the matter and to report his findings. Mr. Devers also inquired as to the ultimate location of the North Santiam Highway through Stayton. He explained that the city has started on a campaign to raise funds to match Federal funds with which to finance a hospital and has already acquired an 8-acre tract for the site of the proposed hospital, which is estimated to cost $200,000; however, they must know where the highway is going before they can locate the hospital building. He requested such information at the earliest possible time so as not to delay their project. The Engineer was instructed by the Commission to give Mr. Devers as much information on this subject as possible.

Mr. Arthur A. Goldsmith, Attorney, Portland, came before the Commission in behalf of Mrs. Nancy M. Finke, regarding a right of way matter at the intersection of Union Avenue and Columbia Boulevard in North Portland. He recited the history of this case, which goes back to March, 1949, when negotiations were commenced resulting in execution by Mrs. Finke of an option agreement, dated October 24, 1949, whereby she agreed to sell her land for $10,000, whereas the State's offer was $8,950. A compromise arrangement was made, he said, whereby the State agreed to pay $9,500 without restriction of access to the highway, but it appears the Highway Commission did not approve this settlement so negotiations were resumed which resulted in a new proposition whereby the State would pay Mrs. Finke the sum of $12,700. This plan, he said, provided for a roadway at the back of the property and did away with all direct access to the highway. Finally, he said, plans were again changed so as not to take any of Mrs. Finke's property, and he was so informed by letter on April 9, 1951. He gave as his feeling that

Mrs. Finke is entitled to better treatment and that it is only fair that the State should purchase from her a portion of her property which she is willing to sell for $7,500. He requested an early decision by the Commission. The Commission took the matter under advisement and instructed the Right of Way Engineer to render a detailed written report on the subject.

Mr. Arthur C. Lofts, Hood River, was present regarding the location of the new Columbia River Highway by his property in the eastern part of the city of Hood River. He was accompanied by his attorney, Mr. Kenneth Abraham, his son, Mr. A. W. Lofts, who is associated with him in his gravel business, and by his plant foreman, Mr. W. R. Beachman. Mr. Lofts briefly outlined his problem. Chairman Chandler advised that the Commission is somewhat familiar with the case, and, due to the fact that the Commission did not wish to disturb Mr. Lofts' gravel business, approved a revision in the alignment of the highway that will miss entirely his property, so is no longer interested in acquiring property from him. Mr. Abraham recited the history of the negotiations. He pointed out that the State has purchased property adjoining Mr. Lofts' property, which is fundamental for his business, particularly land that he has under lease from a Mr. Morrison, and indications are that it is going to put Mr. Lofts out of business. He gave as his feeling that the Highway Commission is morally obligated to Mr. Lofts because of the Commission's failure to fulfill certain promises made to him by the Commission's agents. He said that Mr. Lofts has been in business at this location since 1906 and has an investment valued at $54,000, which he is now asking the State to pay him for his property. The matter was discussed at considerable length, and in conclusion Chairman Chandler advised that the Commission is not sufficiently familiar with the details on the matter at this time but will take it under advisement and will take action when furnished with additional facts.

At 4:00 p. m. Chairman Chandler publicly announced awards of contracts, bids for which were received by the Commission at the morning session as follows, the Commission's action in each instance being by unanimous vote:

"Grading and surfacing the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County. C. R. O'Neil, Creswell, submitted the low bid for this work, at $117,101.00. The next low and only other bid was that of G. D. Dennis & Sons, Portland, at $152,404.00. The contract has been awarded to the low bidder, C. R. O'Neil, at his bid price.

"Division No. 1, District B., Re-oiling Project on the Mt. Hood Highway near Gresham and Sandy, in Clackamas and Multnomah Counties. The low bidder for this work was J. C. Compton Co.,

McMinnville, at $23,746.00. The Commission has awarded the contract to this company at its bid price.

"Construction of a masonry block maintenance building on State-owned property at Clatskanie, Columbia County. The Commission has awarded this contract to Robt. C. Wilson, Corvallis, at his bid price of $9,810.00, this bid being the lowest one of three submitted.

"Myrtle Point (Reedsford Road) Paving Project in the City of Myrtle Point, Coos County. The only bid received for this work was that of Porter W. Yett, Portland, $11,160.00. The bid is acceptable and the Commission has awarded the contract to Mr. Yett at his bid price.

"Grading and Paving the Tumalo-Bend Section of the McKenzie-Bend Highway, Deschutes County. Babler & Rogers, Portland, submitted the low bid for this work at $457,409.00. The Commission has awarded the contract to this bidder at the price quoted.

"Construction of two frame dwellings with garages attached, on State-owned property at Prospect adjacent to the Crater Lake Highway, Jackson County. C. E. Blakely, Klamath Falls, submitted the low bid of four submitted for this work, being in the amount of $24,210.00. The Commission has awarded the contract to Mr. Blakely at his bid price.

"Grading, widening and paving, and furnishing rock in stockpiles on the Prospect-Union Creek Junction and Union Creek Junction-Lost Creek Sections of the Crater Lake and West Diamond Lake Highways, north of Prospect, in Jackson and Douglas Counties. J. C. Compton Co., McMinnville, submitted the low bid for this work at $452,454.00. There were four higher bids. The Commission has awarded the contract to J. C. Compton Co. at its bid price.

"Grading and paving the Florence Section of the Oregon Coast Highway at Florence, Lane County. Rex C. Ayers Construction Co., Portland, submitted the low bid for this work at $134,408.00. There were four higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder when certain conditions have been satisfied.

"Widening and paving the Water Street-Commercial Street Unit of the Marion Street Bridge Section of the Salem-Dallas Highway in Salem, Marion County. Warren Northwest, Inc., Portland, was the only bidder for this job, at $34,688.00. This bid is acceptable and the Commission has awarded the contract to this company at its bid price.

"Widening and paving the Salem (Lana Avenue-Academy Street) Section of the Pacific Highway East in Salem, Marion County. The only bid received by the Commission for this work was that submitted by Warren Northwest, Inc., Portland, at $20,720.00. The Commission has referred the bid to the Engineer with authority to award the contract to this company at its bid price when certain conditions have been satisfied.

"Fencing along the Willow Creek-Boardman Section of the Columbia River Highway near Boardman in Morrow and Gilliam Counties. Geo. E. Berry, Beaverton, was the low bidder of four at $23,148.00 for this work. The Commission has awarded the contract to Mr. Berry at his bid price.

"Landscaping along the Lombard-Killingsworth (33d Avenue-42d Avenue) Section of the Northeast Portland Secondary Highway in Portland, Multnomah County. The Commission received three bids for this work, the low one being that of Portland Construction Co., Portland, at $10,148.00. The Commission has awarded the contract to this company at its bid price.

"Painting the Interstate Bridge over the Columbia River on the Pacific Highway East in North Portland, Multnomah County. Larsen Bros. Paint Co., Tacoma, Washington, submitted the low bid for this work at $21,000.00. There were two higher bids. The Commission rejected all bids for this work and has ordered the project re-advertised.

"Widening the Columbia Slough Bridge on the Pacific Highway East in North Portland, Multnomah County. General Construction Co., Portland, submitted the low bid for this work at $148,066.00 based on the use of wooden piling. They submitted no bid based on the use of composite piling. Two higher bids were received. The Commission has referred the bids to the Engineer with authority to award the contract to the General Construction Co. when certain conditions have been satisfied.

"Furnish and install traffic signals at two street intersections in the City of Tillamook, Tillamook County. City Electric Co., Salem, was low bidder for this work at $4,878.73. There were three higher bids. The contract has been awarded to City Electric at its bid price.

"Weston re-oiling project on the Oregon-Washington and Weston-Elgin Highway, Umatilla County. The low bid submitted for this work

was that of Standard Asphalt Paving Co., Inc., Spokane, Washington, at $21,135.60. There were seven higher bids. The Commission has awarded the contract to the low bidder, Standard Asphalt Paving Co., Inc. at its bid price.

"Construction of two bridges over the Grande Ronde River with approaches thereto on the Starkey Secondary Highway, Union County. Valley Construction Co., Portland, submitted the low bid for this work at $81,856.50. The bid is acceptable and the Commission has awarded the contract to Valley Construction Co. at the price offered.

"Construction of a masonry block maintenance building on State-owned property at the junction of the Warm Springs and Wapinitia Highways in Wasco County. Robert C. Wilson, Corvallis, submitted the low bid for this project at $13,300.00. There were two higher bids. The Commission has awarded the contract to Mr. Wilson at his bid price.

"Grading and paving the Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass County Road in Washington County. The Commission received four bids for this work, the low one being that of Porter W. Yett, Portland, at $165,991.00. This contract has been awarded to Mr. Yett at his bid price."

Mr. James Lamb, Superintendent, Woodburn Boys School, and his Administrative Assistant, Mr. Vernon Merrick, were present concerning the possibility of employing a group of boys from the school to perform maintenance and construction work in State parks as a means of helping the boys become useful citizens. Mr. Lamb was spokesman. He described the plan they have in mind, which, briefly, includes the employment of 18 to 25 boys, ranging in age from 16 to 18 years, to do such work, and he mentioned, as an initial project, to try out the plan, such work in the Silver Falls State Park Area. He suggested the old CCC Camp location near the north falls where water and wood would be available, probably without charge to the School, in exchange for work which would be performed by the boys. The School, he said, would assume the responsibility for equipping the camp beyond the equipment that might already be on hand, and would be responsible for the entire supervision and operation of the camp program, except during working hours when the boys would be under the complete supervision of the State Parks Department, and would do such work as the Park Supervisor might direct. He mentioned that the State Board of Control is very much interested in the plan and has requested details for its consideration. Moreover, the caretaker in the Park, who was contacted, has indicated considerable enthusiasm. Chairman Chandler advised that the members of the State Highway Commission also are very much interested and would like to help the boys as much as is possible; but, the Commission must be very careful in deciding because of the use

of the State Park areas by other youth groups. The Commission, he said, has given some thought to the subject and is of the feeling that the plan would not work very well in park areas where other youth groups congregate, but might work out satisfactorily in other locations. He further stated that the Commission will discuss the matter seriously among themselves and will select a park area where the project might be tried out if the reaction is favorable. Commissioners Reynolds and McIver expressed their approval of Chairman Chandler's statements. Mr. Lamb was told to keep in contact with Mr. C. H. Armstrong, State Park Superintendent, for further information.

A delegation from Wasco and Wheeler Counties, consisting of Messrs. John Silvertooth, merchant, Antelope; Robert Nill, Clarno, representing Clarno Grange; J. R. Wood, Fossil, representing the Fossil District; and County Judge Ward R. Webber of Wasco County, was present in the interests of the Shaniko-Fossil State Secondary Highway No. 291. Mr. Silvertooth was spokesman. He gave as his understanding that the Highway Commission has decided to defer the improvement of this road, for which an amount of $250,000 previously had been provided, and he urged the Commission to reconsider the matter. He recited the history of the road since it was designated a State Secondary Highway, and he gave statistics to indicate how important it is to the people of this community, and to the public generally as a defense highway. He alleged that a former Highway Commission, some 10 or 11 years ago at a meeting in the Clarno Grange Hall, promised to improve the road and he asked that that be done now. Chairman Chandler advised that this project still is in the construction program, but the Commission had not, up to the present, authorized the Engineer to contract the work pending further study; however, the Commission at this meeting definitely decided to proceed with the improvement and instructed the Engineer to advertise for bids as soon as the plans and specifications can be prepared. He added that present indications are that the project will be included in the contract letting in May. Mr. Silvertooth expressed appreciation for the Commission's action. He then asked the Commission to investigate the possibilities of eliminating a sharp point on this highway at Pine Creek, between Fossil and the John Day River. He gave as his feeling that this would not be a very big job and he offered to furnish blasting powder as may be required if the Commission will authorize the improvement. The Commission referred the matter to the Engineer for investigation and report.

The Engineer requested authority to file with the District Engineer, U. S. War Department, an application for a permit to construct a bridge over the Kilchis River on the proposed relocation of the Oregon Coast Highway between Tillamook and Bay City in Tillamook County. The Commission approved the request unanimously.

The Right of Way Engineer brought up for discussion a settlement proposed by C. J. Montag & Co., contractors, of the State's loss by reason of the burning of the Mack Truck Building at the east end of the Steel Bridge in Portland, which was being occupied by this contractor in connection with a highway improvement at that location. He said that Mr. Montag carries $55,000.00 insurance on the building, which is only 50% of its true value, and that his insurance company has offered to settle with the Commission for 50% of the amount that they estimate the repairs will cost, or for an amount of $18,671.75. He recommended that the offer be declined and that the full amount of the State's claim be collected. As a result of discussion, the Commission decided not to release Mr. Montag from his obligation to pay the full amount of the State's loss. The Right of Way Engineer was instructed to convey such information to Mr. Montag and to the company that wrote the insurance coverage on the building.

Commissioner Reynolds brought up for discussion the matter of providing insurance coverage on the new Highway Department Building in Salem. He mentioned that a bill is now before the State Legislature, which, if it passes, authorizes the use of State Restoration Funds to pay the premium expense for insurance on State property. He also stated that he has asked for a rate for insurance on this building. The Commission took no action.

The Commission discussed briefly the matter of constructing a new ferry terminal at Astoria, but deferred action thereon pending a detailed report from the Engineer which he was instructed to render at the next meeting of the Commission.

The Commission discussed the question of reviving the Wocus Marsh-Rocky Point project on the Klamath Lake State Secondary Highway, Klamath County, provision for which previously was made in the 1950-1951 Federal Aid Secondary Highway program. The Commission decided to proceed with this project as originally scheduled and instructed the Right of Way Engineer to complete the acquisition of needed right of way.

The Commission considered and signed agreements as follows:

Agreement with Southern Pacific Company for maintenance of a culvert and drain ditch on railroad property in Klamath Falls.

"Indenture of Access" granting Brazier C. Small et al change in access points to North Santiam Highway near Detroit.

Agreement with Union Oil Company covering lease to the Company of land in Astoria.

Agreements etc. (cont.)

Deed for small parcel of land exchanged with Fred W. Weldin, in Malheur County, for stockpile site.

Deeds, permits, easements (nine instruments) in case of Highway Commission versus Paul Martin et ux for right of way settlement on Columbia River Highway near Troutdale.

Two Agreements with Southern Pacific Company concerning highway encroachments on railroad company property between Salem and Silverton.

Agreement with Deschutes County for disposition of portions of McKenzie-Bend and Redmond-Bend Highways when proposed revision is constructed.

Agreement with U. P. R. R. covering encroachment on the Herman Creek-Gorton Creek Section, Columbia River Highway, in Hood River County.

Letter to Menasha Woodenware Company expressing appreciation for gift of 112 acres of land in Douglas County for recreational purposes.

Agreement with Mr. and Mrs. Martin Cavan covering acquisition of right of way in the town of Bly, Klamath County. (Authorized February 26, 1951).

Agreement with the City of Tillamook covering installation of traffic signals at the intersection of Second Avenue East and Third Street, and at Third Avenue East and Third Street in the City of Tillamook. (Authorized February 26, 1951).

Agreement with Weyerhaueser Timber Company pertaining to easement for construction of Southern Pacific Company's tracks at North Bend. (Authorized February 6, 1951.)

Agreement with the City of Gladstone covering installation of traffic signals at intersection of US99E and Arlington Street, in Gladstone. (Authorized December 19, 1950. Page 17462 of minutes.

Agreement with City of Gladstone covering widening of River Road in Gladstone north from intersection with US99E. (Authorized December 19, 1950. Page 17462 of minutes).

Agreements etc. (cont.)

Agreement with City of Oregon City covering installation of illuminated crosswalk sign at intersection of Molalla and Division Streets in Oregon City. (Authorized January 23, 1951. Page 17583 of minutes.)

Agreement with City of Mill City covering improvement of First Street as a special city allotment fund project. (Authorized February 26, 1951. Page 17728 of minutes.)

Letter to Secretary of State requesting warrant in the sum of $300,000 to increase Revolving Fund from $700,000 to $1,000,000, pursuant to Chapter 200, Oregon Laws 1951.

Agreements with following cities and towns covering proposed special state tax street fund projects: Island City, Nyssa, Oak Ridge, Prairie City.

Agreement with J. W. Long granting permit to construct, maintain and use logging road on State property, known as Humbug Mountain State Park in Curry County.

Three Agreements with O. W. R. & N. Co., Union Pacific covering easement for crossing of railroad line under U. S. Highway 395-730, Umatilla County, Oregon, U. S. Highway No. 30 and U. S. Highway No. 395.

Agreement with O. W. R. & N. Co. & Union Pacific R. R. whereby right of entry is granted the State on railroad property along the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties.

Agreement with City of Wallowa covering proposed special state tax street fund project. (Authorized February 26, 1951. Page 17729 of minutes.)

Deeds, Permits, Easements, as follows, in case of Highway Commission versus Paul Martin et ux for right of way settlement on Columbia River Highway:

Bargain and Sale Deed to Paul and Verla Martin for a parcel of land lying in $SE\frac{1}{4}$ of $NW\frac{1}{4}$ of Section 25, Township 1 North, Range 3 East, W. M., Multnomah County. This parcel contains 12.4 acres, more or less.

Agreements etc. (cont.)

Highway Commission versus Paul Martin et ux (cont.)

Bargain and Sale Deed to Paul and Verla Martin for a parcel of land lying in Government Lot 1, Section 25, Township 1 North, Range 3 East, W. M., Multnomah County. This parcel contains 20.8 acres. Also a parcel of land in Section 25 containg 2.9 acres.

Permit (License) Agreement to Paul and Verla Martin to use and fence all of real property which state owns on relocated Columbia River Highway extending from Engineer's Station 519+20 on the west to 651+60 on the east.

Permit (License) Agreement to Paul and Verla Martin to remove noxious weeds and brush from property owned by State on relocated Columbia River Highway.

Permit (License) Agreement to Paul and Verla Martin to construct fence along property owned by State on relocated Columbia River Highway to prevent cattle from wandering upon state or other owned property. This strip of land extends from railroad right of way of O. W. R. & N. Co. on south to a line northerly of the present relocated Columbia River Highway bridge which crosses the Sandy River.

Easement Agreement to Paul and Verla Martin providing access to their property situate in Government Lots 7 and 8 of Section 25, Township 1 North, Range 3 East, W. M., Multnomah County.

The meeting adjourned at 5:30 p. m.

Chairman

State Highway Engineer

Commissioner

ATTEST:

Secretary

Commissioner

April 13, 1951

EXHIBITS "A" THROUGH "K"

Minutes of April 12 and 13, 1951

EXHIBIT "A"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #4 - T. H. BANFIELD EXPRESSWAY

14719 - Sundquist, Karl and Hilda (Johnson)
Right of Way
Option expires August 18, 1951

5,000 sq. ft. at $0.12 per sq. ft.	$ 600.00
Tax allowance:	4.46
Amount to be paid owner - chrg to Right of Way	$ 604.46

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

UNIT #4 - T. H. BANFIELD EXPRESSWAY (cont.)

14867 - McCarthy, Verlin E. & Danna, Sam G. (Johnson)
Hinds, Earl H. and L. Mae
Right of Way
Option expires August 25, 1951

4,740 sq. ft. at $0.50 per sq. ft.	$ 2,370.00	
Amount to be paid owner - chrg to Right of Way		$ 2,370.00

Access controlled - No access allowed

14866 - G. S. M. Investment Company (Johnson)
Right of Way
Option expires August 12, 1951

17,700 sq. ft. at $0.50 per sq. ft.	$ 8,850.00	
Coal shed, 2,750 sq. ft. at $3.20	8,800.00	
Scale house, truck scales and pump house	416.00	
560' of Cyclone fence at $1.70 per lineal ft.	952.00	
2 - 12,000' oil storage tanks	2,500.00	
Concrete apron, approximately 2,500 sq. ft.	875.00	
350 foot railroad spur at $10.00 per ft.	3,500.00	
Allowance-moving fuel oil pumps and motors	300.00	
Amount to be paid owner - chrg to Right of Way		$ 26,193.00

Grantor is to have free use of grounds and buildings until February 29th, 1952.
Grantors have option expiring 2-29-52 to purchase 2 oil storage tanks from State, at a price of $500.00 each.

Takes all -

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY

15020 - Aiken, Miriam B.; Howard F. Wolfe et ux (Johnson)
Right of Way
Option expires September 6, 1951

14,810 sq. ft. at $0.18- per sq. ft., and severance damages.	$ 2,632.65	
Childs playhouse, 160 sq. ft. at $4.00	640.00	
Amount to be paid owner - chrg to Right of Way		$ 3,272.65

Access controlled - No access allowed

16865 - Celoria, John P. and Katherine E. (Boone)
Right of Way
Option expires August 11, 1951

0.09 acres	Lump Sum	$ 20.00	
Amount to be paid owner - chrg to Right of Way			$ 20.00

Access controlled - No access allowed

17097 - Baumer, Peter J. and Ina L. (Johnson)
Right of Way
Option expires August 21, 1951

20,473 sq. ft. at $0.06 per sq. ft.	$ 1,228.38	
Severance damages: 1.5% of value	270.36	
Amount to be paid owner - chrg to Right of Way		$ 1,498.74

Access controlled - No access allowed

15495 - Hill, Frank M. and Cora I. (Johnson)
Right of Way
Option expires September 13, 1951

14,375 sq. ft. at $0.035 per sq. ft.	$ 503.13	
Amount to be paid owner - chrg to Right of Way		$ 503.13

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

16615 - Hannan, Ralph and Anna H. (Boone)
Right of Way
Option expires August 11, 1951

10.20 acres at $1,000.00 per acre	$10,200.00	
Allowances-135 rods fence to be built and moved	675.00	
- Move and relocate barn, small cabin, double garage and 2 small out bldgs.	3,075.00	
-Damage to balance of property - 25% of $17,800	4,450.00	
Cost of moving and re-establish the dwelling unit. Low bid, Hinkle & Son	5,700.00	
Drilling well, 10" at $10. per ft. + testing chrg. Est.	1,500.00	
Locating new road from Arata Road to new location - Low bid, H. M. Peterson	2,122.50	
Amount to be paid owner - chrg to Right of Way		$ 27,722.50

THINGS TO BE DONE BY THE STATE:

Construct water drainage ditch along east line of property to North line. Est. State to arrange temporary entrance to present dwelling if construction starts before building is moved.	150.00	
Amount to be charged to Construction		150.00
GRAND TOTAL (Estimated)		$ 27,872.50

Access controlled - No access allowed

15531 - Cereghino, Giovanni and Rosa (Johnson)
Right of Way
Option expires September 26, 1951

0.062 acres cultivated land at $1,000 per acre	$ 62.00	

(cont.)

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

15531 - Cereghino, Giovanni and Rosa (cont.)

1.688 acres, timber and brush, at $849.76 per acre. $ 1,434.40

Amount to be paid owner - chrg to Right of Way $ 1,496.40

Access controlled - No access allowed

15532 - Cereghino, Giuseppe A. and Candida (Johnson)
Right of Way
Option expires September 20, 1951

0.75 acres at $1,000.00 per acre $ 750.00
0.74 acres at $800.00 per acre 592.00

Amount to be paid owner - chrg to Right of Way $ 1,342.00

Access controlled - No access allowed

17095 - Baker, Albert W. and Mabel A. (Mayhew)
Right of Way
Option expires September 27, 1951

523 sq. ft. at $0.10 per sq. ft. $ 52.30

Amount to be paid owner - chrg to Right of Way $ 52.30

Access controlled - No access allowed

16926 - Osburn, S. P. and Loretta (Johnson)
Right of Way
Option expires September 14, 1951

1.50 acres at $1,000.00 per acre $ 1,500.00
Severance damages 500.00

Amount to be paid owner - chrg to Right of Way $ 2,000.00

Access controlled - No access allowed

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

14893 - Hilton, Frank H. and Emegene Alyce (Johnson)
Right of Way
Option expires May 22, 1951

3,920 sq. ft. at $0.04 per sq. ft.	$ 156.80	
Amount to be paid owner - chrg to Right of Way		$ 156.80

Access controlled - No access allowed

14898 - Smith, Ward C. and Ruth Carter. (Johnson)
Right of Way
Option expires April 21, 1951

Approx. 4,356 sq. ft. at $0.045- per sq. ft.	$ 195.94	
Amount to be paid owner - chrg to Right of Way		$ 195.94

Access controlled - No access allowed

16951 - Heath, Earl B. and Rena G. (Johnson)
Right of Way
Option expires May 21, 1951

1.43 acres at $2,000 per acre	$ 2,860.00	
5 acres at $1,040 per acre	5,200.00	
1½ story house, with a third basement	8,120.00	
Garage, Tool shed	2,060.00	
Bunk house with attached garage	2,400.00	
Chicken house; 383 sq. ft.; Bridge, 470 sq. ft.	2,860.00	
Allowance - Windbreak hedge, improved creek, lawn, shrubs, driveway and fencing.	4,000.00	
Amount to be paid owner - chrg to Right of Way		$ 27,500.00

Takes all -

EXHIBIT "A" (cont.)

NORTHEAST UNION AVENUE SECTION - PACIFIC HIGHWAY EAST

15148 - Seivert, R. H. and Doris
Right of Way
Option expires August 21, 1951

240 sq. ft. Lump Sum $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

Access not controlled -

PARKROSE SECTION - COLUMBIA RIVER HIGHWAY

17303 - Snodgrass, Alma S. (Harrington)
Right of Way
* Easement-signed March 29, 1951

Temporary construction slope easement - Gratis

Access not controlled -

17306 - Bernardini, Attilio and Concetta (Harrington)
Right of Way
* Easement - signed March 8, 1951

Temporary construction slope easement - Gratis

Access not controlled

17304 - Nelson, Ernest S. and Ellen B. (Harrington)
Right of Way
* Easement - signed March 10, 1951

Temporary construction slope easement - Gratis

Access not controlled -

17307 - McKinney, H. H. (Harrington)
Right of Way
* Easement - signed March 7, 1951

Temporary construction slope easement - Gratis

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

PARKROSE SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17308 - Pearce, Harry H. and Margaret E. (Harrington)
Right of Way
* Easement - signed March 5, 1951

Temporary Construction Slope Easement - Gratis

Access not controlled -

17309 - Mangiantini, Lena (Harrington)
Right of Way
* Easement - signed March 8, 1951

Temporary Construction Slope Easement - Gratis

Access not controlled -

17310 - Oppel, Charles M. and Meta F. - Yazalino, Frank (Harrington)
Right of Way
* Easement - signed March 6, 1951

Temporary Construction Slope Easement - Gratis

Access not controlled -

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15937 - City of Cascade Locks (Witt)
Right of Way
Bargain & Sale Deed

2.61 acres Gratis

THINGS TO BE DONE BY THE STATE:

Construct 50 foot access to Hydro electric plant.
Easement for power plant buildings reserved.
Move septic tank and cesspools if necessary.

Access controlled

* These easements expires December 31, 1951.

EXHIBIT "A" (cont.)

CASCADE LOCKS-HERMAN CREEK SECTION - COLUMBIA RIVER HWY.

15931 - Potts, Sylvan C. and Mary J. CORRECTION REPORT
Right of Way
Option expires September 8, 1951

4 acres at $500 per acre.	$ 2,000.00	
6 acres at $200 per acre.	1,200.00	
Allowance - 5 room house, old barn, chicken house, tool shed and water system. (1000 feet water pipe)	5,800.00	
Amount to be paid owner - chrg to Right of Way		$ 9,000.00

Previously approved September 28-29, 1950

4 acres at $500 per acre	2,000.00
6 acres at $150 per acre	900.00
Five room house with basement	5,098.00
Barn, chicken house and tool shed	600.00
Allowance -cost of laying 1000' of pipe	152.00
	8,750.00

Takes all -

$9,000.00 - Approved March 12, 1951 By Chas. Reynolds

17280 - Clark, Frank L. and Marjorie M. (Witt)
Right of Way
Option expires September 6, 1951

0.13 acres at $350.00+ per acre	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access controlled - No access allowed

ZIG-ZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY

12368 - Schmeer, Jessie E. (Witt)
Right of Way
Option expires September 25, 1951

1,742 sq. ft. at $0.015 per sq. ft.	$ 25.00

(cont.)

EXHIBIT "A" (cont.)

ZIG- ZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY (cont.)

12368 - Schmeer, Jessie E. (cont.)

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

Construct access at Engineer's Station 991+50, South side.

Access controlled -

TOLOVANNA PARK - ARCADIA SECTION - OREGON COAST HIGHWAY

(Johnson)

17174 - Clatsop County
Right of Way
Option expires August 18, 1951

3.33 acres Gratis

THINGS TO BE DONE BY THE STATE:

It is understood County reserves right to enter anywhere on the face of the cut to remove rock. County to have 50 foot access, to quarry pit Station 375+00.

Access controlled -

17178 - Sabey, Arvin and Helen, Shields, Duncan and Mary (Johnson)
Right of Way
Option expires August 18, 1951

2.46 acres at $350.00 per acre $ 861.00
Severance damages 175.00

Amount to be paid owner - chrg to Right of Way $ 1,036.00

THINGS TO BE DONE BY THE STATE:

Re-establish existing 4" water main. Est. Cost. $ 200.00
Grantors understand that there is to be no access at existing approaches, except at Station 325+50.

(cont)

EXHIBIT "A" (cont.)

TOLOVANNA PARK-ARCADIA SECTION - OREGON COAST HIGHWAY (cont.)

17178 - Sabey, Arvin and Helen; Shields, Duncan and Mary (cont.)

Amount to be charged to Construction $ 200.00

GRAND TOTAL (Estimate) $ 1,236.00

Access controlled

17176 - Mansur, Leonard A. and Caroline (CORRECTED REPORT) (Johnson)
Right of Way
Option expires August 12, 1951

Low bid for moving 3 car garage.
C. B. Burt $ 850.00

Amount to be paid owner - chrg to Right of Way $ 850.00

Previously approved February 26, 1951

1.348 acres at $150. per acre
+ an easement $ 202.20

Access controlled -

Low bid for moving - approved by phone - Chas. Reynolds 3-14-51

McMINNVILLE-NEWBERG SECTION - PACIFIC HIGHWAY WEST

17328 - Diamond, C. T. and Margaret M. (Boone)
Right of Way
Option expires September 14, 1951

0.65 acres at $325.00 per acre $ 211.25

Amount to be paid owner - chrg to Right of Way $ 211.25

Access controlled - No access allowed

17329 - Yamhill County (Boone)
Right of Way
Option expires September 14, 1951

1.19 acres Gratis

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13918 - Olson, Oscar D. Florist Inc. (Boone)
Right of Way
Option expires September 7, 1951

2' easement across 197' frontage
Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

Reconstruct access at two points 30' wide opposite Engineer's Stations 73+10 and 74+10. Commercial.

Access controlled -

13922 - Farmer, G. C. and Virginia (Boone)
Right of Way
Option expires September 7, 1951

2' easement across 285' frontage
Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial access at Engineer's Station 76+20, 30 feet wide.

Access controlled -

17058 - Smith, Joshua and Beatrice (Haskin)
Right of Way
Option expires September 7, 1951

1481 sq. ft. at $0.05 per sq. ft. $ 74.05
+ 5 ft. easement.
Allowance - apple tree, loss of yard, and restricted access. 120.00

Amount to be paid owner - chrg to Right of Way $ 194.05

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

17058 - Smith, Joshua and Beatrice (cont.)

THINGS TO BE DONE BY THE STATE

Reconstruct road approach at 72+00 (Commercial)

Access controlled -

13908 - Fisher, F. A. and Nora (Boone)
Slope Easement
Option expires September 26, 1951

3' slope easement across 61' frontage $ 15.00
Lump Sum -
Amount to be paid owner - chrg to Right of Way $ 15.00

THINGS TO BE DONE BY THE STATE:

Rebuild grantor's driveway access at Engineer's Station 62+50. 30' (Commercial)

Access controlled -

13917 - Hald, C. E. and Ruth R. (Boone)
Slope Easement
Option expires September 27, 1951

2' easement across 198' frontage. $ 25.00
Lump Sum -
Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

Reconstruct access at Engineer's Station 71+30.
Accesses allowed at Stations 71+60 and 72+35. (Future)
All 30' commercial accesses.

Access controlled -

13905 - Lentsch, M. J. and Alta C. (Haskin)
Easement
Option expires Sept. 26, 1951

10 ft. slope easement. $ 20.00

Amount to be paid owner - chrg to Right of Way $ 20.00

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13905 - Lentsch, M. J. and Alta C. (cont.)

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches at 60+10 and 61+10 East. (Comm.)
Replace ditch with 12" drainage pipe from 60+10
to 61+10. Estimated Cost $ 200.00

Amount to be charged to Construction $ 200.00

GRAND TOTAL (Estimate) $ 220.00

Access controlled -

13907 - Davis, Merritt (Boone)
Slope Easement
Option expires September 13, 1951

3' easement across frontage. Lump Sum $15.00

Amount to be paid owner - chrg to Right of Way $ 15.00

THINGS TO BE DONE BY THE STATE:

Reconstruct access driveway at Station 61+76.
30 feet in width.

Access controlled -

13910 - Cole, K. H. and Dorothy (Boone)
Slope Easement
Option expires September 13, 1951

3' easement across frontage. Lump Sum $15.00

Amount to be paid owner - chrg to Right of Way $ 15.00

THINGS TO BE DONE BY THE STATE.

Reconstruct access driveway at Station 64+00
30 feet in width

Access controlled -

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13919 - VanSweringen, F. D. and Martha (Boone)
Slope Easement
Option expires September 13, 1951

2' easement across 133' frontage
Lump Sum - $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

Reconstruct driveway entrance at
Engineer's Station 74+87, 30' wide.

Access controlled -

13855 - Reynolds, Roy and Elizabeth (Haskin)
Right of Way
Option expires September 26, 1951

700 sq. ft. at $0.60 per sq. ft.	$ 420.00
+ 2 ft. easement. Allowance - for gravel	42.00

Amount to be paid owner - chrg to Right of Way $ 462.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at 14+65 east. (Commercial)

Access controlled -

13862 - Taylor, Lloyd I. and Wilma M. (Benson)
Right of Way
Option expires July 21, 1951

2219 sq. ft. at $0.60 per sq. ft.	$1,331.40
Shrubbery, trees, lawn and fence.	250.00
Allowance - Move electric signs and loss of concrete island	219.00
Low bid for moving service station- (A. C. Baumback)	5,700.00

Amount to be paid owner - chrg to Right of Way $ 7,500.40

(cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13862 - Taylor, Lloyd I. and Wilma M. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct approaches 30 ft. wide, centers opposite Stations 17+95 and 18+60. (Commercial)

Access controlled -

13879 - Herrick, Winifred R. (Haskin)
Slope easement
Option expires September 21, 1951

15 ft. slope easement	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at 25+52 east. (Commercial)
Right of access at 25+52 and 26+56 east. (Future)

Access controlled -

13871 - Truax, Merritt W. (Boone)
Right of Way
Option expires September 8, 1951

1001 sq. ft. at $0.60 per sq. ft. + 2 foot slope easement.	$ 600.60	
Amount to be paid owner - chrg to Right of Way		$ 600.60

THINGS TO BE DONE BY THE STATE:

Construct two commercial accesses at Engineer's Stations 21+55 and 22+15.

Access controlled -

13903 - Franklin, O. F. and Nannie Maude (Haskin)
Right of Way
Option expires September 11, 1951

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13903 - Franklin, O. F. and Nannie Maude (cont.)

1125 sq. ft. at $0.05 per sq. ft.	$ 56.25	
Allowance: damages caused by 20 ft. slope easement	100.00	
Amount to be paid owner - chrg to Right of Way		$ 156.25

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches at 55+00 and 56+40
Grade and gravel approach from highway to bridge to make grade uniform at Station 55+00.
Construct accesses at Stations 51+80, 55+00, 56+40 and 57+15 east. (Commercial)

Access controlled -

13916 - Kapphahn, J. A. and Sena Jane (Boone)
Slope Easement
Option expires September 11, 1951

Easement: 2' wide across 211' frontage. Lump Sum.	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE:

Reconstruct Commercial access, 50' opposite Station 68+90.

Access controlled -

13875 - Bartell, C. W. and Clara W. (Landon)
Right of Way
Option expires September 6, 1951

933 sq. ft. at $0.40 per sq. ft.	$ 373.20	
Allowance: black top pavement, 900 sq. ft. at $0.25	225.00	
Moving neon sign.	285.00	
Amount to be paid owner - chrg to Right of Way		$ 883.20

(cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13875 - Bartell, C. W. and Clara W. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct and pave two approaches, west side of highway, 30 feet wide, opposite stations 24+44.98 and 24+90.98. (Comm.)
State to place 6-inch drain tile under sidewalk area, opposite station 25+14.

Access controlled -

13887 - Frederickson, E. R. and Josephine (Haskin)
Right of Way
Option expires September 18, 1951

657 sq. ft. at $0.40 per sq. ft. + 2 ft. slope easement.	$ 262.80	
Allowance: Large walnut tree, and gravel drive.	87.20	
Amount to be paid owner - chrg to Right of Way		$ 350.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at 33+60. (Comm.)

Access controlled -

13857 - Simmons, Henry A. and Betty (Haskin)
Right of Way
Option expires September 18, 1951

1204 sq. ft. at $0.60 per sq. ft. + 2' easement.	$ 722.40	
Allowance - blacktop area, 1204 sq. ft. at $0.25	301.00	
Low bid for moving Station. A. C. Baumback.	5,675.00	
Amount to be paid owner - chrg to Right of Way		$ 6,698.40

THINGS TO BE DONE BY THE STATE:

Reconstruct driveways at 15+06 and 15+94 west. (Comm.)

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13867 - Starbuck, John J. and Grace; Alder, Theodore & Vida B. (Haskin)
Right of Way
Option expires September 20, 1951

1666 sq. ft. at $0.60 per sq. ft.	$ 999.60	
+ 2' slope easement		
Allowance - to move sign	125.00	
- 54 foot concrete curb at $1.50 per ft.	81.00	
- reduce parking area.	100.00	
Amount to be paid owner - chrg to Right of Way		$ 1,305.60

THINGS TO BE DONE BY THE STATE:

Reconstruct 30 ft. drive at 20+32 and 25 ft. drive at 20+80 west.

Access controlled -

13872 - Kreissel, Mabel K. (Boone)
Right of Way
Option expires October 4, 1951

1873 sq. ft. at $0.60 per sq. ft.	$ 1,123.80	
+ 2 ft. slope easement		
Allowance - Build and install new sign	707.00	
- Move and reinstall flood-light.	135.00	
Amount to be paid owner - chrg to Right of Way		$ 1,965.80

THINGS TO BE DONE BY THE STATE:

Reconstruct 30 foot commercial access drives at Stations 22+50 and 23+55.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13877 - Sullivan, W. B. (Boone)
Right of Way
Option expires September 29, 1951

495 sq. ft. at $0.50 per sq. ft. $ 247.50

Amount to be paid owner - chrg to Right of Way $ 247.50

THINGS TO BE DONE BY THE STATE:

Reconstruct access at Engineer's Station 25+60 (Comm.)

Access controlled -

13911 - Ellis, Fred and Zelma (Haskin)
Right of Way
Option expires October 3, 1951

669 sq. ft. at $0.05 per sq. ft. $ 33.45
+ 2 foot slope easement
Allowance - 1 spruce tree, 1 cedar tree, 6 shrubs. 100.00
- cement sidewalk 30.00

Amount to be paid owner - chrg to Right of Way $ 163.45

THINGS TO BE DONE BY THE STATE:

Reestablish approach at 65+40 west (Commercial)

Access controlled

13909 - McKay, Myrtle A. (Boone)
Slope Easement
Option expires October 2, 1951

3 foot easement across 61 foot frontage
Lump Sum $ 15.00

Amount to be paid owner - chrg to Right of Way $ 15.00

THINGS TO BE DONE BY THE STATE:

Reconstruct driveway access at Station 63+42 (Commercial)

Access controlled -

EXHIBIT "A" (cont.)

LANA AVENUE-ACADEMY STREET SECTION-PACIFIC HIGHWAY EAST

16691 - Rankin, F. G. and Leona R. (Landon)
Right of Way
Option expires April 16, 1951

432 sq. ft. at $1.00 per sq. ft.	$ 432.00	
Allowance: for concrete sidewalk, 362.5 sq. ft. at $0.40 per sq. ft.	145.00	
Allowance: moving neon sign	35.00	
Amount to be paid owner - chrg to Right of Way		$ 612.00

THINGS TO BE DONE BY THE STATE:

State to reconstruct road approach

Access not controlled -

16681 - Woodroffe, Geraldine (O. R. Berry & P. R. Johnston-Lessees)
Right of Way (Landon)
Option expires September 25, 1951

993 sq. ft. at $1.25 per sq. ft.	$ 1,241.25	
Adjustment of rental between owner and lessee	420.00	
Allowance: -to lessees, parking lot pavement 993 sq. ft. at $0.25 per sq. ft.	248.25	
-Moving "J&B" neon sign.	45.00	
Amount to be paid owner - chrg to Right of Way		$1,661.25
Amount to be paid Lessees-chrg to Right of Way		293.25
Total Consideration -		$ 1,954.50

THINGS TO BE DONE BY THE STATE:

Construct a 20-foot approach, east side, Station 16+48, not less than five feet from the South side of Woodrow St.
Reconstruct existing approach opposite Engineer's Station 15+78

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

LANA AVENUE-ACADEMY STREET SECTION - PACIFIC HIGHWAY EAST (cont.)

16699 -Romaine, Thomas F. and Minnie Lee (Landon)
Right of Way
Option expires September 22, 1951

1,000 sq. ft. at $1.00 per sq. ft. $ 1,000.00

Amount to be paid owner - chrg to Right of Way $ 1,000.00

THINGS TO BE DONE BY THE STATE:

Pave both driveways to relocated right of way line, west side, approx. opposite Engineer's Stations 55+34 and 56+00.

Access not controlled -

16696 -Pugh, Percy J. and Grace E. Klumpp, L. E. and Pearl E.
Right of Way (Landon)
Option expires October 3, 1951

365 sq. ft. at $1.00 per sq. ft. $ 365.00
Allowance -Constructing false floor and alterations of front door. 974.90

Amount to be paid owner - chrg to Right of Way $ 1,339.90

THINGS TO BE DONE BY THE STATE:

Replace a galvanized sheet metal flashing between the sidewalk and front of building.

Grantor reserves an easement for life of existing building to encroach upon property; a distance of approx. one ft.

Access not controlled -

16682 - Klaus, Fredrick G. and Laura L. (Landon)
Right of Way
Option expires April 23, 1951

1040 sq. ft. at $1.50 per sq. ft. $ 1,560.00
Allowance- parking lot (blacktop) 1040 sq. ft. 260.00

EXHIBIT "A" (cont.)

LANA AVENUE-ACADEMY ST. SECTION - PACIFIC HIGHWAY EAST (cont.)

16682 - Klaus, Fredrick G. and Laura L. (cont.)

- Moving large neon sign	$ 100.00	
- Moving panel sign on two concrete bases	25.00	
Amount to be paid owner - chrg to Right of Way		$ 1,945.00

THINGS TO BE DONE BY THE STATE:

Re-establish the road approach on Woodrow St. of like width.
Reduce present road approach to highway to 34' width.

Access not controlled -

16692 - Stortz, Edward and Leah M. (Landon)
Right of Way
Option expires October 4, 1951

714 sq. ft. at $1.25 per sq. ft.	$ 892.50	
348 sq. ft. at $1.00 per sq. ft.	348.00	
Allowance - For cutting off steel marquee	366.00	
- taking down and constructing new marquee	723.00	
- new neon signs	536.00	
Amount to be paid owner - chrg to Right of Way		$ 2,865.50

Access not controlled -

16690 - Davies, Walter J. and Faye (Landon)
Right of Way
Option expires October 6, 1951

464 sq. ft. at $1.25 per sq. ft. (corner lot)	$ 580.00	
1140 sq. ft. at $1.00 per sq. ft. (inside lot)	1,140.00	
Allowance-concrete apron, 103 sq. ft. at $0.40	41.20	
-cutting off and refacing steel marquee	750.00	

(cont.)

LANA AVENUE-ACADEMY ST. SECTION - PACIFIC HIGHWAY EAST (cont.)

16690 - Davies, Walter J. and Faye (cont.)

- for real estate office, 181 sq. ft.	$ 905.00	
- Damages, taking outside display space	500.00	
- for moving neon sign	51.25	
Amount to be paid owner - chrg to Right of Way		$ 3,967.45

THINGS TO BE DONE BY THE STATE:

Construct two 18-foot road approaches, East side; one opposite Station 18+34, and one opposite Station 19+30. Remove existing real estate office building.

Access not controlled -

16680 - The Linen Thread Co., Inc. (Landon)
Right of Way
Option expires Oct. 4, 1951

3,005 sq. ft. at $1.25 per sq ft.	$ 3,756.25	
Amount to be paid owner - chrg to Right of Way		$ 3,756.25

THINGS TO BE DONE BY THE STATE:

Move and replant shrubbery. Est. Cost	$ 75.00	
State shall have The City of Salem move and reinstall water pipes, valves, meters, etc. The State shall reimburse optionor in full for such interruption if other than Saturday or Sunday. Also, the State shall provide a crew of men to stand by for fire protection during time water is disconnected. Estimated Cost -	$ 1,000.00	
Amount to be charged to Construction		$ 1,075.00
GRAND TOTAL (Estimated)		$ 4,831.25

Access not controlled -

(cont.)

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17246 - Strawn, Jesse L. and Flora M. - (Smith, Melvin E. and Mae G.) (Benson)
Right of Way
Option expires June 3, 1951

10,500 sq. ft. at $0.07	$ 735.00	
House - 616 sq. ft. at $7.00	4,312.00	
Garage - 252 sq. ft. at $3.00	756.00	
One-half interest in well and pumping plant	300.00	
Lawn and shrubbery	397.00	
Amount to be paid owner - chrg to Right of Way		$ 6,500.00

Access controlled -

SALEM-WEST SALEM SECTION - SALEM-DALLAS HIGHWAY

16384 - Heyden, Karl and Mildred; and John Painter (Benson)
Right of Way
Option expires September 15, 1951

4,000 sq. ft.	Lump Sum	$ 675.00	
Amount to be paid owner - chrg to Right of Way			$ 675.00

THINGS TO BE DONE BY THE STATE.

State to fill balance of lot to elevation even with Edgewater Street, and assume responsibility for damage to building due to filling operations.

Access controlled - No access allowed

PHILOMATH TO ALSEA MOUNTAIN SECTION - ALSEA HIGHWAY

16204 - Scott, Roy (Boone)
Right of Way
Option expires September 27, 1951

0.21 acre at $1,000.00 per acre	$ 210.00	
Allowance - Alterations north and south access points, eliminate present middle access point for carrier road.	250.00	

(cont.)

PHILOMATH TO ALSEA MOUNTAIN SECTION - ALSEA HIGHWAY (cont.)

16204 - Scott, Roy (cont.)

Amount to be paid owner - chrg to Right of Way $ 460.00

Access not controlled -

SUMMIT-LOBSTER VALLEY SECTION - ALSEA-DEADWOOD HIGHWAY

16783 - Hendrix, Harold R. (Benson)
Right of Way
Option expires September 14, 1951

3.43 acres		Gratis
96 rods fence	Lump Sum	$ 125.00

Amount to be paid owner - chrg to Right of Way $ 125.00

THINGS TO BE DONE BY THE STATE:

Construct approach on south side at about Station 420+

Access not controlled -

16785 - Hendrix, Harold R. (Benson)
Right of Way
Option expires September 14, 1951

5.5 acres	Lump Sum	$ 125.00

Amount to be paid owner - chrg to Right of Way $ 125.00

Access not controlled -

16786 - Alsea Lumber Company (Benson)
Right of Way
Option expires September 11, 1951

1.9 acres	Gratis

Access not controlled -

EXHIBIT "A" (cont.)

SOUTH FORK SECTION - ALSEA-DEADWOOD HIGHWAY

17179 - Dewar, Marie (Boone)
Stock pile site
Option expires September 22, 1951

2.04 acres at $300- per acre.	$ 600.00	
Amount to be paid owner - chrg to Stock Pile Site		$ 600.00

THINGS TO BE DONE BY THE STATE:

Construct and maintain a fence around stock pile site. 52 rods at $6.00 per rod. Estimated Cost.	$ 312.00	
Amount to be charged to Stock Pile Site		$ 312.00
GRAND TOTAL (Estimate)		$ 912.00

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

17056 - Oakes, Ralph and Elva (Reeder)
Gravel Pit
Option expires August 23, 1951

6.0 acres at approx. $171.00 per acre	$ 1,025.00	
Amount to be paid owner - chrg to Gravel Pit		$ 1,025.00

Takes all -

17276 - Sundquist, Curtis J. and Lois M. (Boone)
Right of Way
Waiver of Access

Release and Waiver and Relinquishment of Access, approximately 91' on easterly side of lot.	$ 25.00	
Amount to be paid owner- chrg to Right of Way		$ 25.00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY (cont.)

17277 - Furuset, Elmer M. (Landon)
Right of Way
Option expires August 22, 1951

0.16 acre at $2,000.00 per acre	$ 320.00	
Allowance-for 20 ft. slope easement and complete waiver of access. Lump Sum.	80.00	
-for connecting house to city water line.	30.00	
Amount to be paid owner - chrg to Right of Way		$ 430.00

THINGS TO BE DONE BY THE STATE:

Remove two 12"x12" driveway guard posts and reset. Remove two cedar trees and reconstruct driveway and install a culvert of ample size. Estimated Cost.	$ 150.00	
Amount to be charged to Construction		150.00
GRAND TOTAL		$ 580.00

Access controlled -

17312 - Swinehart, Donald F. and Ruth A. (Boone)
Right of Way
Waiver of Access

Waiver of access across east end of lot	$ 25.00	
Amount to be paid to owner - chrg to Right of Way		$ 25.00

Access controlled -

9311-B- Judkins, Edward F. and Clarice M. (Landon)
Right of Way
No option taken, to be deeded direct

0.023 acre at $1,500.00 per acre	$ 34.50	

(cont.)

EXHIBIT "A" (cont.)

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY (cont.)

9311-B Judkins, Edward F. and Clarice M. (cont.)

Amount to be paid owner - chrg to Right of Way $ 34.50

Access not controlled -

Confirmation of phone approval - by Chas. Reynolds 3-15-51

12332 - Hardesty, Eugene (Lyle and Olga M Lowman-Cont. Pur.) (Boone)
Right of Way
Option expires August 20, 1951

1.23 acres at $2,000.00 per acre	$ 2,460.00
Severance damages: loss of trees, area and restricted access.	4,080.00
Allowance: relocating sewer drainage on right of way. Low bid- Roy Peterson Plumbing Co.	625.00

Amount to be paid owner - chrg to Right of Way $ 7,165.00

THINGS TO BE DONE BY THE STATE:

Construct outer highway 305+00 to 315+00.
Construct 50' approach to service road between Station 312+10 and 312+60.
Contract purchaser to receive all trees cut for construction of road.

Access controlled - Access to outer highway.

17054 - Service, C. A. (Boone)
Gravel Bar
Option expires August 25, 1951

10 acres gravel site at $100.00 per acre -	$ 1,000.00
15 acres, more or less accretion at lump sum -	500.00

Amount to be paid owner - chrg to Gravel Bar $ 1,500.00

EXHIBIT "A" (cont.)

NORTH FORK SIUSLAW RIVER SECTION - SIUSLAW HIGHWAY

15363 - Johnson, Ralph (Holt)
Right of Way
Option expires September 19, 1951

0.16 acre	Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way			$ 25.00

Access controlled - No access allowed

BAY PARK - DELMAR SECTION - OREGON COAST HIGHWAY

15204 - Pollock, C. E., Sr. (Byrum)
Right of Way
Option expires August 27, 1951

1.66 acres at $125.00 per acre	$ 207.50	
Allowance: to owner for clearing	200.00	
Amount to be paid owner - chrg to Right of Way		$ 407.50

THINGS TO BE DONE BY THE STATE:

Grade and gravel a 500 ft. driveway on owners property 9' wide. Est. Cost	243.25	
Private access at Station 190+30, west side.		
Amount to be charged to Construction		243.25
GRAND TOTAL (Estimate)		$ 650.75

Access controlled -

15209 - Brault, Fabian and Martha (Byrum)
Right of Way
Option expires May 21, 1951

11761 sq. ft. at $0.13 per sq. ft.	$ 1,540.00
3 cabins at $1,500 each (12x20)	4,500.00
1 grocery store, 20x24 (480 sq. ft. at $6.00)	2,880.00
1 double compartment rest-room	30.00
250 feet of water pipe	50.00

(cont.)

EXHIBIT "A" (cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

15209 - Brault, Fabian and Martha (cont.)

Amount to be paid owner - chrg to Right of Way $ 9,000.00

THINGS TO BE DONE BY THE STATE:

Construct road approach at Engineer's Station 205+80.

Access controlled -

15208 - Carlson, Andrew and Margery (Byrum)
Right of Way
Option expires September 11, 1951

0.26 acres	$ 40.00	
Garage 20x24 (480 sq. ft. at $0.75)	360.00	
Amount to be paid owner - chrg to Right of Way		$ 400.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 203+15, West side.
Grantee has right to remove garage.

Access controlled -

16775 - Wall, James R. and Catherine B. (Byrum)
Right of Way
Option expires September 15, 1951

0.35 acres	Lump Sum	$ 100.00	
Amount to be paid owner - chrg to Right of Way			$ 100.00

THINGS TO BE DONE BY THE STATE:

Construct and gravel approach West, Station 346+00

Access controlled -

17282 - Thomas, John and Sarah (Ray J. and Mariam Gibney, Cont. Pur)
Right of Way (Byrum)
Option expires September 20, 1951

0.53 acre	Lump Sum	$ 200.00	
Amount to be paid owner - chrg to Right of Way			$ 200.00

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

17282 - Thomas, John and Sarah (cont.)

THINGS TO BE DONE BY THE STATE:

Reconnect existing road leading from road to house.
Future private access West side at Engineer's Station 308+00 South bound land.
Road approaches at Station 308+00 West side of North bound lane, and 304+00 West side of South bound lane.

Access controlled -

14932 - Millet, Leonce and Annie (Byrum)
Right of Way
Option expires September 15, 1951

29,185 sq. ft. at $0.05+ per sq. ft. $ 1,550.00

Amount to be paid owner - chrg to Right of Way $ 1,550.00

THINGS TO BE DONE BY THE STATE:

Construct culvert under railroad.

Access controlled - No access allowed

14951 - Southport Land & Commercial Co. (Byrum)
Right of Way
Option expires September 22, 1951

8.49 acres at $100. per acre. Surface Rights Only. $ 849.00

Amount to be paid owner - chrg to Right of Way $ 849.00

THINGS TO BE DONE BY THE STATE:

Construct approaches, West side, 263+80, 269+10, 279+00, 283+00 and 289+70. East side, 289+70. (all private)

Grantor reserves right to extract coal, minerals and oil.

Access controlled -

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

14953 - Menasha Wooden Ware Corporation (Byrum)
Right of Way
Option expires September 11, 1951

13.5 acres at $100.00 per acre. $ 1,350.00

Amount to be paid owner - chrg to Right of Way $ 1,350.00

THINGS TO BE DONE BY THE STATE:

Construct approaches Stations 324+20 and 330+40, West side. (Private)
Construct private access Station 329+25, which may be used by log trucks traveling North or South.
Grantor may remove timber until May 1, 1951.
Grantor has right to locate water line under highway at Station 325+00.

Access controlled -

14931 - Baker, Cecil H. et al (Byrum)
Right of Way
Option expires July 30, 1951

13,750 sq. ft. at $0.06 per sq. ft. $ 825.00

Amount to be paid owner - chrg to Right of Way $ 825.00

THINGS TO BE DONE BY THE STATE:

Construct private road approach West side at Engineer Station 133+35

Access controlled -

14939 - School District No. 9C (Byrum)
Right of Way
Option expires September 7, 1951

0.16 acres - property exchange.

(cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

14939 - School District No. 9C (cont.)

Convey to the grantors above, 10,000 sq. ft., outside of the normal 90 foot right of way width, acquired from Otis Bartels (File 14940) as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access controlled -

14949 - Matheney Creek Lumber Company (Byrum)
Right of Way
Option expires October 1, 1951

1 acre of land + 60 ft. right of way.
Lump Sum $ 250.00

Amount to be paid owner - chrg to Right of Way $ 250.00

THINGS TO BE DONE BY THE STATE:

Provide a crossing at or near Station 259+50.
Construct road approaches on East side of highway at Stations 245+00, 246+50 and 249+00.

Access controlled -

14937 - Rust, Bruce B. and Betty; Rust, Ford and Mae B. (Byrum)
Right of Way
Option expires August 22, 1951

1.3 acres at $2,608.00 - per acre $ 3,390.00
Moving bldg., low bid - C. B. Burt 8,762.00

Amount to be paid owner - chrg to Right of Way $12,152.00

THINGS TO BE DONE BY THE STATE:

Construct 25 foot commercial accesses at Stations 146+80 and 145+40 - west side.

Access controlled -

EXHIBIT "A" (cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

14944 - Hager, Earl Edward et ux; Mihalow, Michael J. et ux (Byrum)
Right of Way
Option expires August 7, 1951

4 acres level commercial land at $400 per acre.	$ 1,600.00	
12 acres swamp land at $250 per acre.	3,000.00	
7.13 acres hilly land, at $100 per acre.	700.00	
4 cabins-16'x70', $400 per cabin	1,600.00	
Garage 22'x24', and service station 18'x 30'	2,130.00	
Two gas pumps and tanks, one air compressor	1,500.00	
House 32'x30'(960 sq. ft.) and various old sheds	2,970.00	
Amount to be paid owner - chrg to Right of Way		$13,500.00

Entire taking -

14926 - Odd Fellow Cemetery Corporation (Byrum)
Right of Way
Option expires September 25, 1951

2.52 acres	$ 3,100.00	
Amount to be paid owner - chrg to Right of Way		$ 3,100.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Stations 116+85 and 125+70.

Access controlled -

14954 - Peirce, Al and Hilda (Byrum)
Right of Way
Option expires October 1, 1951

1.6 acres	Lump Sum	$ 250.00	
Amount to be paid owner - chrg to Right of Way			$ 250.00

(cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

14954 - Peirce, Al and Hilda (cont.)

THINGS TO BE DONE BY THE STATE:

If new bridge constructed across Davis Slough, it shall have horizontal clearance not less than 31 feet.
If existing bridge is reconstructed or relocated, it shall have a horizontal clearance of not less than 40 feet.
Dredge new channel under said bridges and to waters of Isthmus Inlet.
If State shall fill any of the existing channels of Davis Slough, dredge out an equal new channel.
Grantor reserves all riparian rights and water frontage rights.
Grantor reserves right to store logs adjacent to and on part of said right of way, not actually used by State for highway purposes.

Construct private Access - East and West at Sta. 339+50
on the West at Sta. 341+00
on the East at Sta. 347+25

BROOKINGS-CALIFORNIA STATE LINE - OREGON COAST HIGHWAY

16616 - Crockett, Donald T. and Judith Irene (Haskin)
Right of Way
Verbal re-negotiation

0.078 acre at $1,000 per acre	$ 78.00	
Amount to be paid owner - chrg to Right of Way		$ 78.00

THINGS TO BE DONE BY THE STATE:

Build 21 rods of fence at approximately $3.00 per rod. Estimated Cost.	63.00
GRAND TOTAL (Estimated) Chargeable to Right of Way	$ 141.00

Access not controlled -

Property deeded by O. F. Randall and Bessie E. Randall but claimed by Crockett. Crockett to give deed for $78.00.

(cont.)

EXHIBIT "A" (cont.)

BROOKINGS-CALIFORNIA STATE LINE - OREGON COAST HIGHWAY (cont.)

17184 - Tamba, Albina (Haskin)
Right of Way
Option expires September 30, 1951

1300 sq. ft.	Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way			$ 50.00

THINGS TO BE DONE BY THE STATE:

Move 10 rods of woven wire and barb wire fence at $3.00 per rod	$ 30.00	
Remove gravel washed into field. Estimated Cost.	75.00	
Amount chargeable to Right of Way		$ 105.00
GRAND TOTAL (Estimated)		$ 155.00

Access not controlled -

VIENTO-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

16990 - Lovell, James A. (Massee)
Right of Way
Option expires October 2, 1951

3.08 acres at $75.00 per acre	$ 230.00	
Allowance - merchantable timber	70.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

THINGS TO BE DONE BY THE STATE.

Construct private access North at Station 1021+00.
State to protect grantors water system.

Access controlled -

EXHIBIT "A" (cont.)

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17072 - Farley, Lloyd L. and Betty (Witt)
Right of Way
Option expires September 7, 1951

872 sq. ft. at $0.15- per sq. ft.	$ 130.50	
Amount to be paid owner - chrg to Right of Way		$ 130.50

Access not controlled -

17040 - English, Harry W. and Alyce E. (Witt)
Right of Way
Option expires October 3, 1951

27,878 sq. ft. at $0.15 per sq. ft.	$ 4,181.70	
Allowance-2 story and basement frame dwelling 34' x 43'	5,748.00	
Severance damages, 25% of $6,534.00	1,632.50	
Amount to be paid owner - chrg to Right of Way		$11,562.20

Access not controlled -

17046 - City of Mosier (Witt)
Right of Way
Bargain & Sale Deed signed March 31, 1951

7.3 acres at $10.00 per acre	$ 73.00	
7.0 acres at $50.00 per acre	350.00	
Amount to be paid owner - chrg to Right of Way		$ 423.00

Access not controlled -

17071 - School District No. 52 (Witt)
Right of Way
Bargain and Sale Deed signed April 4, 1951

16,117 sq. ft. at $0.15 per sq. ft.	$ 2,400.00	
Amount to be paid owner - chrg to Right of Way		$ 2,400.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17041 - Koberg, Emma (Witt)
Right of Way
Option expires October 3, 1951

7.67 acres	$5,752.50
30.00 acres	3,000.00
20.00 acres	500.00
Allowance-One Story frame house, 24'x28'.	2,688.00
- Apartment or bunk house, 20'x40'.	1,200.00
- 2 story frame house	3,402.00
- 2 story frame house	3,664.00
- Barn, 3 floors, 72'x32'.	8,560.00
- Dance hall (abandoned)	1,500.00
- Pumping Station, with electric pump.	1,500.00
- Rock Quarry	500.00
- Misc. bldgs.;abandoned greenhouse, shed, etc.	500.00

Amount to be paid owner - chrg to Right of Way $32,766.50

Access controlled - Takes all of grantors property North of R/R.

ROWENA-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17378 - Webber, Ward R. and Audrey (Massee)
Right of Way
Option expires October 3, 1951

2.01 acres at $5,000.00 per acre $10,000.00

Amount to be paid owner - chrg to Right of Way $10,000.00

THINGS TO BE DONE BY THE STATE:

Construct private access north at engineer's Station 2272+45.

Access controlled -

EXHIBIT "A" (cont.)

TUMALO-BEND SECTION - McKENZIE-BEND HIGHWAY

16961 - Jackson, C. J. (Massee)
Right of Way
Option expires August 27, 1951

0.30 acres at $500.00 per acre	$ 150.00	
Allowance: 15'x15' house, at $3.00+ per sq. ft.	700.00	
Out house with concrete base, and tool shed.	150.00	
Amount to be paid owner - chrg to Right of Way		$ 1,000.00

Access controlled - No access allowed

16962 - Lange, Chas. E. (Massee)
Right of Way
Option expires September 4, 1951

0.78 acres at $500.00 per acre	$ 390.00	
12' x 36' house, semi-improved at $2.00- per sq.ft.	800.00	
6'x 8' wood shed.	10.00	
Amount to be paid owner - chrg to Right of Way		$ 1,200.00

THINGS TO BE DONE BY THE STATE:

Re-establish pipe line to cistern at Station 58+50.		
Charged to Right of Way - Est. Cost	$ 200.00	
GRAND TOTAL (Estimated)		$ 1,400.00

Access controlled - No access allowed

16963 - Mayfield, J. D. (Massee)
Right of Way
Option expires August 20, 1951

0.23 acres at $500.00+ per acre	$ 123.00	
Allowance: 13.5 rods fence at $2.00 per rod.	27.00	

(cont.)

EXHIBIT "A" (cont.)

TUMALO-BEND SECTION - McKENZIE-BEND HIGHWAY (cont.)

16963 - Mayfield, J. D. (cont.)

Amount to be paid owner - chrg to Right of Way $ 150.00

Access controlled - No access allowed

16960 - Bates, Oliver L. (Cozad)
Right of Way (Massee)
Option expires September 5, 1951

0.36 acres with house and shed $ 40.00
+ a deed to 0.28 acre.

Convey to the grantor above, 0.28 acres being that portion of lots 13 to 19, of Block 25, town of Laidlaw (Tumalo) Deschutes County, Oregon, that lie beyond the 50 foot right of way line, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Amount to be paid owner - chrg to Right of Way $ 40.00

Access controlled - No access allowed

16954 - Deschutes Co. Municipal Improvement Dist. (Cozad)
Right of Way
Option expires September 5, 1951

14.61 acres Gratis

THINGS TO BE DONE BY THE STATE:

Construct private access westerly side, Station 34 35 feet wide, access may be used in connection with Commercial Sand and Gravel operation.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

TUMALO-BEND SECTION - McKENZIE-BEND HIGHWAY (cont.)

16955 - Deschutes County (Cozad)
Right of Way
Option expires August 20, 1951

20.73 acres Gratis

Access controlled - No access allowed

16964 - Trueax, Leonard (Massee)
Right of Way
Option expires August 31, 1951

0.26 acres at $500.00 per acre $ 130.00

Amount to be paid owner - chrg to Right of Way $ 130.00

Access controlled - No access allowed

16965 - Suhre, A. C. and M. (Cozad)
Right of Way
Option expires August 22, 1951

0.871 acres Gratis

THINGS TO BE DONE BY THE STATE:

State to protect existing private water pipe at Station 80. Private access to be provided at Station 76. Access West side only, to be 35' in width. May be used in connection with Commercial Sand and Gravel operation.

Access controlled -

16966 - Chamberlin, Jim (Cozad)
Right of Way
Option expires September 2, 1951

3.34 acres grazing at $10.00 per acre $ 33.40
4.94 acres in cultivation at $200.00 per acre. 988.00
12.42 acres high and level at $100.00 per acre. 1,242.00

(cont.)

EXHIBIT "A" (cont)

TUMALO-BEND SECTION - McKENZIE-BEND HIGHWAY (cont.)

16966 - Chamberlin, Jim (cont.)

Amount to be paid owner - chrg to Right of Way		$ 2,263.40
THINGS TO BE DONE BY THE STATE:		
State to protect existing irrigation system. Re-establish approximately 110 rods barb wire fence at Station 75 to 95. Estimated Cost. -	$ 500.00	
Amount chargeable to Right of Way		$ 500.00
GRAND TOTAL (Estimated)		$ 2,763.40

Access controlled - No access allowed.

16969 - Gerking, W. R. (Massee)
Right of Way
Option expires September 1, 1951

5 acres at $200.00 per acre	$ 1,000.00	
1.67 acres at $20.00+ per acre	34.00	
Allowance: 182 rods fence	546.00	
- Stone potato cellar and water cistern	1,560.00	
- Moving barn, moving fence and re-establishing barn yard, stock feeding yard.	180.00	
- Construct 3 new gates	60.00	
Amount to be paid owner - chrg to Right of Way		$ 3,380.00

THINGS TO BE DONE BY THE STATE

State to protect irrigation system.
Grantor retains all water shares to land.
State acquires the water right on the cultivated ground included in this option.
Construct private road approaches East, West at Engineer's stations 143+00 and 149+50.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

TUMALO-BEND SECTION - McKENZIE-BEND HIGHWAY (cont.)

16970 - Merg, Mike (Massee)
Right of Way
Option expires September 1, 1951

6 acres at $200.00 per acre	$ 1,200.00	
7.11 acres at $10.00 per acre	71.11	
Allowance: 351.5 rods of fencing at $3.00	1,054.50	
Amount to be paid owner - chrg to Right of Way		$ 2,325.61

THINGS TO BE DONE BY THE STATE:

State to protect Grantors irrigation system.
Grantor retains water shares to land.
State acquires water right to cultivated land.
Cattle crossing signs to be erected on each side of Grantors crossing at Station 178+50.
Construct private road approach east, west at Engineer's Station 178+50.

Access controlled -

16953 - U. S. National Bank (Cozad)
Right of Way
Option expires September 1, 1951

1.4 acres at $200.00 per acre	$ 280.00	
0.28 acres at $10.00 per acre	2.80	
Allowance: 122 rods barb wire fence at $2.50 per rod.	305.00	
Amount to be paid owner - chrg to Right of Way		$ 587.80

THINGS TO BE DONE BY THE STATE:

Construct private access Station 3 east and west side.
Construct private access Station 8+50 West side.

Access controlled -

EXHIBIT "A" (cont.)

TUMALO-BEND SECTION - McKENZIE-BEND HIGHWAY (cont.)

16972 - Swagert, L. A. (Cozad) (Massee)
Right of Way
Option expires September 14, 1951

9 acres cultivated at $200 per acre	$ 1,800.00	
0.45 acres grazing at $10.00 per acre	4.50	
Allowance: 282 rods of fence at $3.00	846.00	
- Fruit trees, maple tree, garden and berries.	290.50	
- in lieu of moving house.	1,000.00	
Amount to be paid owner - chrg to Right of Way		$ 3,941.00

THINGS TO BE DONE BY THE STATE:

Construct private access east and west side, Station 209.

Access controlled -

16973 - Franklin, Kendle (Cozad) (Massee)
Right of Way
Option expires September 13, 1951

1.88 acres at $200.00 per acre	$ 376.00	
0.955 acres at $10.00 per acre	9.55	
3.645 acres at $50.00 per acre	182.25	
Allowance: 73 rods of fence at $3.00 per rod	219.00	
Amount to be paid owner - chrg to Right of Way		$ 786.80

Access controlled - No access allowed

16968 - Grubb, Ole W. (Cozad) (Massee)
Right of Way
Option expires September 7, 1951

4.0 acres at $200.00 per acre	$ 800.00	
7.04 acres at $10.00 per acre	70.40	
Allowance: 192 rods of fence at $3.00 per rod	576.00	

(cont.)

EXHIBIT "A" (cont.)

TUMALO BEND SECTION - McKENZIE BEND HIGHWAY (cont.)

16968 - Grubb, Ole W. (cont.)

Amount to be paid owner - chrg to Right of Way		$ 1,446.40
THINGS TO BE DONE BY THE STATE:		
Install 18" pipe across highway at Station 137+34. Estimated Cost.	$ 300.00	
Construct private approach east, west at Engineer's Station 130+60.		
Amount to be charged to construction		$ 300.00
GRAND TOTAL (Estimate)		$ 1,746.40

Access controlled -

16976 - DeShazer, Jack (Cozad)
Right of Way
Option expires September 8, 1951

2 acres at $200.00 per acre	$ 400.00	
1.13 acres at $10.00 per acre	11.30	
Allowance: 36 rods new barb wire fence at $3.00	108.00	
Amount to be paid owner - chrg to Right of Way		$ 519.30

Access controlled - No access allowed

16971 - Kribs, Glenn et ux; Leonard R. Todd et ux (Massee)
Right of Way
Option expires September 8, 1951

3.88 acres at $200.00 per acre	$ 776.00	
Allowance: 109 rods of fencing at $3.00 per rod	327.00	
Amount to be paid owner - chrg to Right of Way		$ 1,103.00

EXHIBIT "A" (cont.)

TUMALO-BEND SECTION - McKENZIE-BEND HIGHWAY (cont.)

16971 - Kribs, Glenn et ux; Leonard R. Todd et ux (cont.)

THINGS TO BE DONE BY THE STATE:

State to protect grantors irrigation system.
Construct private road approach east, west at Engineer's Station 188+50.

Access controlled -

16975 - Dyer, D. C. (Cozad)
Right of Way (Massee)
Option expires September 12, 1951

2.97 acres at $200.00 per acre	$ 594.00	
2.35 acres at $10.00 per acre	23.50	
Allowance: 145 rods fence at $3.00 per rod.	435.00	
Amount to be paid owner - chrg to Right of Way		$ 1,052.50

THINGS TO BE DONE BY THE STATE:

State to protect Grantors irrigation system.
Construct private road approach, east at Engineer's Station 248+42, and west at Engineer's Station 251+35.

Access controlled -

16978 - Meyers, Fred H. (Cozad)
Right of Way
Option expires September 15, 1951

6.77 acres at $300.00 per acre.	$ 2,031.00	
Allowance - 103 rods of steel fence at - $3.50 per rod	360.00	
- Removing and re-establishing cross fence	178.00	
- Rebuilding and sealing stock water pond 200'x200', Station 723.	500.00	

(cont.)

EXHIBIT "A" (cont.)

TUMALO-BEND SECTION - McKENZIE-BEND HIGHWAY (cont.)

16978 - Meyers, Fred H. (cont.)

Amount to be paid owner - chrg to Right of Way $ 3,069.50

Access controlled - No access allowed

16967 - Coon, Lee B. (Massee)
Right of Way
Option expires September 22, 1951

60.+ acres at $25.00 per acre.	$ 1,500.00

Amount to be paid owner - chrg to Right of Way $ 1,500.00

Access controlled -

16977 - Williams, Fawn B. and Ruth T. (Cozad)
Right of Way (Massee)
Option expires September 14, 1951

1.25 acres at $300.00 per acre.	$ 375.00
1.46 acres at $50.00 per acre.	73.00
Allowance - 76 rods of fence at $3.00 per rod.	228.00
- Stock guard and partially completed pond.	275.00

Amount to be paid owner - chrg to Right of Way $ 951.00

THINGS TO BE DONE BY THE STATE:

Construct private access East at Engineer's Station 707+45 and 709+80.
State to protect Grantors irrigation system.
Grantor retains right to remove top soil, replace approximately same amount with rough material.
To be removed by April 15, 1951.

Access controlled -

EXHIBIT "A" (cont.)

TUMALO-BEND SECTION - McKENZIE-BEND HIGHWAY (cont.)

16974 - Sprague, Ted; Gumpert, Raymond G. (Cozad)
Right of Way
Option expires September 25, 1951

4.14 acres at $200.00 per acre	$ 828.00	
4.80 acres at $10.00 per acre	48.00	
Allowance-for building 236 rods fence at $3.00	708.00	
-for building addtl. farm road at Station 226 to 230, east of highway.	150.00	
		$ 1,734.00

Convey to the Grantor above approximately 2.12 acres of land which is being acquired from Kendall Franklin, File No. 16973, parcel 2., lying in the Northwest quarter of the Northeast quarter ($NW\frac{1}{4}$ $NE\frac{1}{4}$) of Section 17, Township 17 South, Range 12 East, W.M., Deschutes County, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes. $ 181.00

Amount to be paid owner - chrg to Right of Way $ 1,553.00

THINGS TO BE DONE BY THE STATE.

Provide access East and West, Station 235, and East side Station 226

Access controlled -

PRINEVILLE-EAGLE ROCK SECTION - PAULINA SECONDARY

17302 - Breese, J. R. (Cozad)
Quarry and Haul Road
Option expires September 25, 1951

20 acres at $10.00 per acre.	$ 200.00	
3 acres at $20.00 per acre.	60.00	
Amount to be paid owner - chrg to Quarry Site		$ 260.00

(cont.)

EXHIBIT "A" (cont.)

PRINEVILLE-EAGLE ROCK SECTION - PAULINA SECONDARY (cont.)

17302 - Breese, J. R. (cont.)

THINGS TO BE DONE BY THE STATE:

Provide Stock guard where haul road intersects highway. (Est. Cost) $ 250.00
State to protect stock water pipe near quarry site by water trough.

Amount to be charged to Quarry Site $ 250.00

GRAND TOTAL - (Estimate) $ 510.00

Access not controlled -

PRINCETON-MALHEUR CAVE - ROME PRINCETON HIGHWAY

15579 - Davis, Bess; Marsh, Grayce; West, Gertrude (Johnson)
Right of Way
Option expires September 8, 1951

5.03 acres at $10.00 $ 50.30

Amount to be paid owner - chrg to Right of Way $ 50.30

Access controlled -

CRANE-PRINCETON SECTION - DIAMOND VALLEY SECONDARY HIGHWAY

15575 - Thompson, O. E. (Massee)
Cinder Pit
Option expires August 22, 1951

15.82 acres at $45.00- per acre $ 700.00

Amount to be paid owner - chrg to Cinder Pit $ 700.00

Access not controlled -

EXHIBIT "A" (cont.)

LANA AVE. -ACADEMY ST. - PACIFIC HIGHWAY EAST

16698 - Powers, Glenn F. and Daphe; (Landon)
Wood, Thomas C. and Gladys C.

850 sq. ft. at $1.00 per sq. ft.	$ 850.00	
Allowance-850 sq. ft. concrete apron	255.00	
- General damages and reduction of concrete apron area.	145.00	
Amount to be paid owner - chrg to Right of Way		$ 1,250.00

Access not controlled -

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

15675 - Coos County (Byrum)
Right of Way
Option expires September 9, 1951

0.08 acre	Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way			$ 25.00

County to have free access to storage site as long as they own remaining property. State to have first option to purchase remainder if ever put up for sale.

Access controlled -

14955 - Gault, Chas. A. and Elma R. (Byrum)
Right of Way
Option expires September 9, 1951

3.41 acres at $300.00 per acre	$ 1,023.00	
Severance damage to remainder	837.00	
Allowance-120 rods of fencing at $3.00 per rod	360.00	
Plus low bid for moving house. Tom Deal	1,475.00	
Amount to be paid owner - chrg to Right of Way		$ 3,695.00

(cont.)

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY (cont.)

14955 - Gault, Chas. A. and Elma R. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private access 25' wide at 353+00, 357+90 and 363+35.

State to quit claim half interest in approximately 0.92 acres outside of above right of way acquired as parcel 2 from Coos County by deed dated February 28, 1946 and corrected October 2, 1950. Coos County had previously deeded said parcel.

Access controlled -

LANA AVENUE - ACADEMY ST. SECTION - PACIFIC HIGHWAY EAST

16697 - Steinbock, Mike and Julia M.; (Landon)
Piluso, Charles, Lessee

776 sq. ft. at $1.00 per sq. ft.	$ 776.00	
Allowance: Concrete apron, 620.8 sq. ft. at $0.30	186.40	
-Shrubbery	50.00	
-Neon sign, remodeling	700.00	
Amount to be paid Mike & Julia M. Steinbock		$ 1,012.40
Amount to be paid Charles Piluso		700.00
Total amount to be paid owners-chrg to Right of Way		$ 1,712.40

Owners reserve easement for the encroachment of existing building on the above right of way for the life of said building.

Access not controlled -

SOUTH YAMHILL RIVER BRIDGE SECTION - THREE MILE LANE HIGHWAY

17316 - Gottschalk, Lucy, et al (Boone)
Right of Way
Option expires October 10, 1951

SOUTH YAMHILL RIVER BRIDGE SECTION - THREE MILE LANE HWY. (cont.)

17316 - Gottschalk, Lucy, et al (cont.)

0.066 acre Lump Sum $ 150.00

Amount to be paid owner - chrg to Right of Way $ 150.00

Access not controlled -

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

14952 - Coos Bay Lumber Company CORRECTION REPORT (Byrum)
Right of Way
Option expires October 10, 1951

15.37 acres Gratis
State to pay grantor fair cash market value for all standing timber which is removed. Est. $ 100.00

Amount to be paid owner - chrg to Right of Way
Estimated - $ 100.00

Balance of timber is reserved by grantor.

This cancels option of 10-5-50 and $891.00 resolution approval of December 19, 1950.

Takes all -

ZIG ZAG RHODODENDRON SECTION - MT. HOOD HIGHWAY

12341 - Anthony, M. T. and Bessie et al (Witt)
Right of Way
Option expires October 12, 1951

7840 sq. ft. at $0.15 per sq. ft. $ 125.00

Convey to the grantors above Lots 8, 9 and 10 of Block 8 Cedar Fir Park, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

(cont.)

ZIG ZAG RHODODENDRON SECTION - MT. HOOD HIGHWAY (cont.)

12341 - Anthony, M. T. and Bessie et al (cont.)

Estimated Cost of moving operations. - Two-story log inn, service station, tanks, pumps, log storage shed, garage and two small cabins.	$ 8,640.00	
Estimated cost of moving well.	500.00	
Surfacing area between present right of way and new location of building. Estimated -	1,000.00	
Total Est. Cost -		$10,265.00
Payment by Grantor for Lots 8, 9 and 10-	$ 375.00	
Plus above $125.00 for land.	125.00	
	$ 500.00	
		- 500.00
Amount to be paid owner - chrg to Right of Way Estimated -		$ 9,765.00

Access controlled -

LADD CANYON-LA GRANDE SECTION - OLD OREGON TRAIL

16119 - Beale, Eva M. (Benfield)
Right of Way

2.2 acres land at $500.00 per acre	$ 1,100.00	
Allowance - months income.	457.01	
- helps wages for 1 month	184.00	
- lighting parking area	563.42	
Plus low bid for moving tavern. Groom and Son	12,701.30	
Amount to be paid owner - chrg to Right of Way		$15,005.73

(cont.)

EXHIBIT "A" (cont.)

LADD CANYON-LA GRANDE SECTION - OLD OREGON TRAIL (cont.)

16119 - Beale, Eva M.

THINGS TO BE DONE BY THE STATE:

Place white posts with reflector buttons on each side of driveways at ditch crossings. Estimated 4 posts at $5.00 each. Est. Cost-Chrg to Construction - $ 20.00

Connect present driveways with new parking area. Construct two commercial accesses 50 feet wide, South side Station 46+00 and 50+.

Grantor reserved the right to remove all trees on the East end of the property conveyed.

Access controlled -

(cont.)

EXHIBIT "B"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, the Columbia River Highway as originally constructed between Dodson and Bonneville (Highway Engineer's Stations 1565 plus 00 to 1723 plus 00) in Multnomah County, Oregon (hereinafter called "original highway") was located in part upon property owned by Oregon-Washington Railroad & Navigation Company, under easement granted to the State by that company; and

WHEREAS, the original highway between the said points has been relocated, realigned and reconstructed in another location (hereinafter called "relocated highway") and now is located in part upon property of said Oregon-Washington Railroad & Navigation Company under another easement granted by said company; and

WHEREAS, because of the relocation, realignment and reconstruction of said section of Columbia River Highway there has been eliminated from the original route of said highway that portion thereof located on property of said railroad company, except the portion thereof included in the easement for said relocated highway; and the portions eliminated are parts or fragments of the original highway right of way which are no longer needed for highway right-of-way purposes and should be abandoned by the State and allowed to revert to and revest in said railroad company;

NOW, THEREFORE, IT IS HEREBY UNANIMOUSLY

RESOLVED that the State of Oregon, acting by and through its State Highway Commission, does hereby abandon the use for highway purposes of all that portion of the original Columbia River Highway between Dodson and Bonneville in Multnomah County, Oregon (Highway Engineer's Stations 1565 plus 00 to 1723 plus 00) lying within the property of Oregon-Washington Railroad & Navigation Company, except those portions thereof, if any, included in the easement granted by said railroad company to the State for the relocated highway; and the State does hereby relinquish, release, quitclaim and surrender to said Oregon-Washington Railroad & Navigation Company, its successors and assigns, any and all easements heretofore granted with respect to that portion of the original highway abandoned as aforesaid.

FURTHER RESOLVED that this resolution, together with a map of those portions of the original highway abandoned as aforesaid, be entered in the minutes and records of Oregon State Highway Commission, and that a copy thereof, duly certified by the Secretary of the Commission, be delivered to said Oregon-Washington Railroad & Navigation Company.

April 12, 1951

EXHIBIT "C"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, Pacific County, Washington, heretofore executed and delivered to the State Highway Commission a lease dated the 6th day of July, 1950, which lease covered certain property in said County and State,

WHEREAS, it now appears that said County has, by an instrument dated March 5, 1951, granted, bargained, sold and conveyed to the Public Utility District No. 2 of Pacific County, Washington, a perpetual easement for right to enter, erect, operate and maintain an electric power line over and across the following described parcel of land, to wit:

> Over and across Tax Lot 1 and the Oregon-Washington Railroad and Navigation Company's Right-of-way across Government Lot 3 all of Section 24, Township 9 North, Range 10 West, W. M. as the said line is staked out and will be constructed.

AND, WHEREAS, the instrument by which said easement is created contains and is conditioned as follows:

> "This easement is subject to the approval of the Oregon State Highway Commission."

AND, WHEREAS, upon information and advice given by the State Highway Engineer, it appears to this Commission that poles and other facilities to be constructed, installed and maintained by said permittee on the property above described within the scope and meaning of said easement, will in no wise conflict with or impair the use of said property now used and occupied by the State under the provisions and privileges of the lease and easement given by Pacific County to the State.

THEREFORE, based upon the foregoing statements and representations, and with the understanding and on the condition that the use or improvement of the property described in said easement shall in no manner and at no time interfere with the activities of the State under the agreement between the State and said Pacific County, the State hereby consents to and approves of said easement as set forth in said permit, a copy of which is attached hereto and made a part hereof.

April 12, 1951

ELECTRIC POWER LINE EASEMENT

The Grantor, herein so styled whether one or more County of Pacific for and in consideration of the sum of One Dollar ($1.00), and/or other valuable considerations, in hand paid by the Public Utility District No. 2 of Pacific County, Washington, herein called the District, hereby grants, bargains, sells and conveys to the District and its assigns, a perpetual easement and right to enter, erect, operate and maintain an electric power line over and across the following described parcel of land, to-wit:

> Over and across Tax Lot 1 and the Oregon-Washington Railroad and Navigation Company's Right-of-way across Government Lot 3 all of Section 24, Township 9 North, Range 10 West, W. M. as the said line is staked out and will be constructed.
>
> This easement is subject to the approval of the Oregon State Highway Commission.

together with the right to cut, remove and destroy such trees as may be necessary in constructing, maintaining and protecting such lines from damage.

DATED this 5th day of March 19 51.

/s/ Bob Kirkman

Chairman Board of Co. Commissioners
Pacific County, Washington

. . . . . .

STATE OF WASHINGTON)
) ss
COUNTY OF PACIFIC)

THIS IS TO CERTIFY that before me, the undersigned Notary Public, personally came Bob Kirkman and _____, to me known to be the individual (s) described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his own free and voluntary act(s) and deed(s) for the uses and purposes therein mentioned.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal this 5th day of March, 19 51.

/s/ C. Fred Schwarz
Notary Public for the State of
Washington, residing at South Bend in said State.

(SEAL)

EXHIBIT "D-1"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws, 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Barlow	$ 230.38
Delake	1,950.59
Wheeler	884.68

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 12th day of April, 1951.

EXHIBIT "D-2"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Cave Junction	$ 749.72
Chiloquin	2,286.20
Drain	3,042.09
Hines	2,088.74
Oakridge	3,057.52
Paisley	731.21
Sisters	2,023.95

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 12th day of April, 1951.

EXHIBIT "D-3"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respectivie cities or towns:

Drain $2,785.59

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 12th day of April, 1951.

EXHIBIT "E"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and permanent location of each of the following sections of State highways, to wit:

MOSIER-THE DALLES SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY.

SALEM BY-PASS SECTION OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY.

and in connection therewith to prepare maps showing the route and location of each of said highway sections and to file said maps, reports, and records with the Commission for consideration; and

WHEREAS, the Engineer has reported the completion of said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. That the survey of the Mosier-The Dalles Section of the Columbia River Highway, particularly between a point approximately one mile west of Mosier (Engineer's Station 1500+00) and a point approximately 370 feet west of the west city limits of The Dalles (Engineer's Station 2277+77.4) together with the map which for identification purposes bears Map File No. 7B-7-4, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon. and

1-a. That the action heretofore taken by the Commission on June 16, 1947, in adopting the survey of the Cascade Locks-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties, as disclosed on

page 13994, Part 1, Volume 32 of the minute book, hereby is rescinded and annulled insofar as it pertains to that portion of the said survey between Engineer's Station 1500+00 and Engineer's Station 1586+43.08, but in all other respects remains in full force and effect.

2. That the survey of the Salem By-Pass Section of the Pacific Highway East, particularly between a point on the Pacific Highway East north of Salem near Ward Drive (Engineer's Station 45+25.38) to an intersection with State Street, Salem, extended easterly, (Engineer's Station 252+47.79), together with the map, which for identification purposes bears Map File No. 7B-6-13, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon; and

3. It is further ordered that the said routes and the surveys of the same hereby are adopted as the routes and locations of the COLUMBIA RIVER HIGHWAY and the PACIFIC HIGHWAY EAST between the above-described points.

4. That when said sections of said highways are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

5. That this resolution be entered in the minutes and records of the Commission as of the 12th day of April, 1951.

Footnote:

** The maps mentioned in this resolution are attached to the original resolution on file in the office of the State Highway Commission, Salem, said resolution being File No. 55, under the heading "Resolutions Adopting Surveys" and said maps by this reference are made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3328 with The Central Heating Company for grading and paving on the Cascade Gorge-Prospect Section of the Crater Lake Highway in Jackson County, completed December 13, 1950.

Contract No. 3433 with Newport Construction Company for furnishing crushed material in stockpiles on the Newport Section of the Oregon Coast and Corvallis-Newport Highways in Lincoln County, completed February 14, 1951.

Contract No. 3447 with Rogers Construction Company for furnishing crushed material in stockpiles on the Mitchell-John Day River Section of the Ochoco Highway in Wheeler and Grant Counties, completed February 16, 1951.

Contract No. 3348 with Lee Hoffman for construction of Marion Street Bridge piers on the Salem-Dallas Highway in Marion and Polk Counties, completed March 19, 1951.

Contract No. 3307 with Barney B. Helser for furnishing crushed materials in stockpile on the Vale Section of the Central Oregon and Vale-West Highways in Malheur County, completed February 23, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "G-1"

Minutes of April 12 and 13, 1951

ORDER REDUCING MAXIMUM LOAD LIMIT ON NEHALEM RIVER BRIDGE NORTH OF MIST

WHEREAS, the roads or highways hereinafter named have been designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission, pursuant to the laws of the State of Oregon as state highways:

NEHALEM SECONDARY HIGHWAY No. 102.

AND WHEREAS, on each of the said state highways there are located certain bridge structures which, in the judgment of the State Highway Commission, are incapable of safely carrying the traffic to which they are being subjected, and in order to protect said bridge structures against damage and injury and in order to safeguard traffic over said bridge structures it is deemed and is the judgment of the Highway Commission and said Commission finds that it will be for the best interest of the said bridge structures and each of them and of the traffic which uses the said bridge structures that the maximum weights now permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has, after due investigation, determined and found and it is the judgment of the Commission that the maximum gross loads which shall be permitted upon any single span of any of the said structures at any time shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated and the State Highway Commission having as a result of due investigation found that the bridge structures above referred to and hereinafter designated are incapable of safely sustaining or supporting a total gross load in excess of that specified in the table given hereinbelow:

IT IS HEREBY ORDERED that the total gross weight of combined load and vehicle, or the maximum gross weight of any combination of vehicles and load which at any one time shall be permitted upon any single or individual span of the bridge structures hereinafter described shall not exceed the limits given and set forth hereinbelow. In computing the total weight of any single vehicle, the total gross weight of any trailer or trailers

(cont.)

attached to said vehicle shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle. This combined gross weight shall not exceed the limits given hereinbelow, to-wit:

NEHALEM SECONDARY HIGHWAY No. 102.

At M. P. 42.40	Bridge No. 3140 crossing Nehalem River 2½ miles north of Mist.	10 tons (20,000 lbs.)

Effective date - March 30, 1951.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 115-394, O. C. L. A., shall be in full force and effect until rescinded, modified or revoked by order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that R. H. Baldock, as State Highway Engineer, be and he hereby is instructed to post a notice in a conspicuous place and manner at each end of the above-named bridge structures, so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the County Court of each county in which any of said highways are located, and that a certified copy of said order be furnished the Superintendent of the Department of State Police for his information.

Dated this 13th day of April, 1951.

EXHIBIT "G-2"

Minutes of April 12 and 13, 1951

ORDER REDUCING MAXIMUM LOAD LIMITS ON CERTAIN STATE HIGHWAYS

WHEREAS, the highways and sections of highways hereinafter set forth or described have been duly designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

MEDICAL SPRINGS Secondary Highway No. 340
DIAMOND VALLEY Secondary Highway No. 441
ROME-PRINCETON Secondary Highway No. 442

AND WHEREAS, said highways and sections of highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways and sections of highways during the present period of freezing and thawing, and in order to protect said highways and sections of highways agains such damage and injury it is deemed and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highways tnat the maximum weights permitted and authorized by law be reduced during such period; and

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highways and sections of highways during said period shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said highways and sections of highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways and sections of highways that the maximum total weight of load and vehicle which shall be permitted upon said highways and sections of highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

(cont.)

EXHIBIT "G-2" (cont.)

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described highways or sections of highways shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles:

Name of Highway and No.		County	Section Restricted	Date Effective 1951
Medical Springs	340	Union	Catherine Creek (M. P. 9.57) to Baker County Line (M. P. 22.90).	Mar. 30
Diamond Valley	441	Harney	Crane (M. P. 0.00) to Jct. Rome-Princeton Hwy. (M. P. 11.15).	Mar. 12
Rome-Princeton	442	Harney & Malheur	Entire Length	Mar. 12

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 115-394, O. C. L. A., shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and placed at each end of each of the above highways and/or sections of highways and at the important crossroads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county affected by this order, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 13th day of April, 1951.

EXHIBIT "H-1"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Siuslaw Highway

Highway number: 34 Route number: Oregon 36

(cont.)

Location of Termini			Established Speed
M. P. 40.50, approx. 0.12 mile west of Little Lake Creek at Triangle Lake	to	M. P. 41.34, approx. 0.47 mile east of Triangle Lake Resort.	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of April 13, 1951.

EXHIBIT "H-2"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Pacific Highway East

Highway number: 1-E Route number: US99E

(cont.)

EXHIBIT "H-2" (cont.)

Location of Termini			Established Speed
M. P. 4. 57 (South city limits of Portland)	to	M. P. 4. 89, approx. 650 feet south of SE Ochoco Ave.	35 miles per hour
M. P. 4. 89 approx. 650 feet south of SE Ochoco Ave.	to	M. P. 5. 51 approx. 450 feet north of Scott St.	45 miles per hour
M. P. 5. 51 approx. 450 feet north of Scott Street	to	M. P. 5. 61, north city limits of Milwaukie.	30 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of April 13, 1951.

EXHIBIT "H-3"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Monmouth-Independence Highway

Highway number: 43 Route number: Oregon 51

(cont.)

Location of Termini			Established Speed
M. P. 0.23, East city limits of Monmouth	to	M. P. 0.74, approx. 0.17 mi. west of Talmadge Road east of Monmouth.	25 miles per hour
M. P. 0.74, approx. 0.17 mi. west of Talmadge Road east of Monmouth.	to	M. P. 1.66, West city limits of Independence.	40 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of April 13, 1951.

EXHIBIT "I-1"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS the Northeast Portland Highway which extends easterly a distance of 5.1 miles from its junction with the Pacific Highway East in North Portland, to its junction with the Columbia River Highway (Sandy Boulevard), is a state secondary highway, under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as the Northeast Portland Secondary Highway No. 123; and

WHEREAS, it appears that on a section of said highway situate between Northeast Cully Boulevard and Northeast 82nd Avenue in Multnomah County, there is located on property adjacent to the said highway an assembly plant of the Kaiser-Frazer Corporation and other industrial and business establishments, and that patrons of said establishments and others park their vehicles within the right of way limits of said highway at such location and leave said vehicles so parked for extended periods of time; and

WHEREAS, because said highway throughout its entire length carries a large volume of traffic, the parking of vehicles along and upon the shoulders of said highway between Northeast Cully Boulevard and Northeast 82nd Avenue creates a traffic hazard, which in the opinion of the Commission should be prohibited; and

WHEREAS, the width of the highway shoulders at said location is not sufficient to permit the parking of vehicles and to provide the safety which the Commission feels is necessary for the traveling public; and

WHEREAS, the maneuvering of vehicles within the traveled portion of said highway in connection with the parking and unparking of said vehicles upon the shoulders thereof restricts and impairs the use of said traveled portion of said highway, and thereby creates a hazard to through traffic moving upon said highway, and to parked vehicles and occupants thereof; and

WHEREAS, the Commission, based upon the report of its Traffic Engineer and the recommendations of the State Highway Engineer, is of the opinion that for safety and convenience of traffic, all parking of vehicles upon the shoulders on both sides of said highway within said area should be prohibited;

(cont.)

NOW, THEREFORE, this Commission, all members being present and voting affirmatively, does hereby order:

1. That based upon the facts and recommendations placed before this Commission, the Commission does hereby find and declare that the parking of motor vehicles upon and along the north and south shoulders of the Northeast Portland State Secondary Highway No. 123 between Northeast Cully Boulevard (M. P. 3.46, Engineer's Station 183+00) and Northeast 82nd Avenue (M. P. 4.20, Engineer's Station 221+50), a distance of approximately 3,900 feet, creates a hazard to traffic on said highway and to parked vehicles and the occupants thereof, which hazard in the opinion of this Commission should be removed.

2. That for the purpose of protecting the general public and especially the motoring public using the said highway in said vicinity, it is hereby ordered that the parking of vehicles upon and along the north shoulder and upon the south shoulder of said highway between Northeast Cully Boulevard (M. P. 3.46, Engineer's Station 183+00) and Northeast 82nd Avenue (M. P. 4.20, Engineer's Station 221+50) is prohibited.

3. The State Highway Engineer hereby is directed to erect and thereafter maintain upon and along said highway at the termini of said area, and at such points between said termini as in his judgment may be necessary to properly inform and advise the public, suitable and adequate signs containing the words "NO PARKING ON HIGHWAY SHOULDERS."

4. That a certified copy of this resolution be delivered to the Superintendent of the Department of State Police for his information and like copies to the sheriff of Multnomah County and to the Kaiser-Frazer Corporation.

5. That this resolution be entered in the minutes and records of the Highway Commission as of the 13th day of April 1951.

EXHIBIT "I-2"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, Front Street in the city of Oakland, Douglas County, Oregon, is a street heretofore selected and designated as a street over which to route state highway traffic, particularly Pacific Highway traffic, within the corporate limits of Oakland; and

WHEREAS, it has been demonstrated that the parking of vehicles on both sides of said street from its intersection with Chestnut Street (M. P. 183.26, Engineer's Station 1718+76), southerly to the south city limits of Oakland (M. P. 183.36, Engineer's Station 1724+00) in said city constitutes and is a hazard to traffic and interferes with the safe and easy flow or movement of vehicles over said street; and

WHEREAS, it appears that the Common Council of the City of Oakland on the 9th day of February, 1951, adopted an ordinance by which the parking of vehicles on both sides of said Front Street between said termini is prohibited except during short periods when vehicles are actually being loaded or unloaded; and

WHEREAS, it is the judgment of this Commission that the State through its State Highway Commission should cooperate with the City of Oakland in the accomplishment of the purpose of said ordinance.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the Commission does hereby ratify and approve said ordinance as adopted February 9, 1951, by the Common Council of the City of Oakland and hereby offers the cooperation of the State Highway Department to the end that the full benefit of said ordinance may be accomplished and the convenience and safety of the traveling public thereby advanced.

2. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs on both sides of the highway at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish

(cont.)

the purposes of said city ordinance and the action of the Highway Commission as herein declared.

3. That a certified copy of this resolution be sent to the Oakland City Council and like copies to the Superintendent of the Department of State Police and to the sheriff of Douglas County for their information and guidance.

4. That this resolution be entered in the minutes and records of the State Highway Commission as of the 13th day of April, 1951.

EXHIBIT "I-3"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, the Pacific Highway is one of the major state highways of the state, is likewise a part of the Federal Highway System and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 1, and U. S. Highway No. 99; and

WHEREAS, it appears that on a section of said highway situate a short distance south of the city of Oakland in Douglas County, there is located on property adjacent to the said highway a sawmill known as Martin Bros. Mill, and that employees of said mill and others park their vehicles within the right of way limits of said highway at such location and leave said vehicles so parked for extended periods of time; and

WHEREAS, because said highway throughout its entire length carries a large volume of traffic, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows.

1. The Commission does hereby find and declare, based upon investigation, report and recommendation made by and under supervision of the State Highway Engineer, that the parking of vehicles along both sides of the Pacific Highway (US99) between the south city limits of Oakland (M. P. 183.36, Engineer's Station 1724+00) and a point approximately 844 feet southerly therefrom (M. P. 183.54, Engineer's Station 1732+44), a distance of approximately 0.18 miles, creates a hazard not only to through traffic on said highway but also to persons owning or using said parked vehicles.

(cont.)

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles thereon and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the parking of vehicles for long periods of time on the right of way of said highway between said Mile Post 183.36 and said Mile Post 183.54 should be and hereby is prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs on both sides of the highway at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the owner and operator of Martin Bros. Mill and that like copies be mailed to the Superintendent of the Department of State Police and to the Sheriff of Douglas County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 13th day of April, 1951.

EXHIBIT "I-4"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, Main Street in the city of Myrtle Creek, Douglas County, is a street heretofore selected and designated by the Highway Commission as a street over which to route state highway traffic, particularly Pacific Highway traffic, within the corporate limits of Myrtle Creek; and

WHEREAS, it has been demonstrated that the parking of vehicles on both sides of said street from a point approximately 75 feet south of the bridge over Myrtle Creek (M. P. 220.27, Engineer's Station 485+00) to the south city limits of the city of Myrtle Creek (M. P. 220.66, Engineer's Station 491+80) in said city constitutes and is a hazard to traffic and interferes with the safe and easy flow or movement of vehicles over said street; and

WHEREAS, it appears that the Common Council of the City of Myrtle Creek on or prior to the 25th day of January, 1951, adopted Resolution No. 73 by which the parking of vehicles on both sides of said Main Street between said termini is prohibited; and

WHEREAS, it is the judgment of this Commission that the State of Oregon through its State Highway Commission should cooperate with the City of Myrtle Creek in the accomplishment and purpose of said city Resolution No. 73.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the Commission does hereby ratify and approve Resolution No. 73 adopted by the Common Council of the City of Myrtle Creek on or prior to the 25th day of January, 1951, and hereby offers the cooperation of the State Highway Department to the end that the full benefit of said resolution may be accomplished and the convenience and safety of the traveling public thereby advanced.

(cont.)

2. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs on both sides of the highway at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of said city Resolution No. 73 and the action of the Highway Commission as herein declared.

3. That a certified copy of this resolution be sent to the Myrtle Creek City Council and like copies to the Superintendent of the Department of State Police and to the Sheriff of Douglas County for their information and guidance.

4. That this resolution be entered in the minutes and records of the State Highway Commission as of the 13th day of April, 1951.

EXHIBIT "I-5"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, the Redwood Highway is one of the major state highways of the state, is likewise a part of the Federal Highway System, and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 25, and U. S. Highway No. 199; and

WHEREAS, it appears that on said highway, situate approximately 1.40 miles west of the city of Grants Pass in Josephine County, there is located on property adjacent to the said highway, a drive-in theater, which by reason of traffic entering and leaving said theater grounds and the parking of vehicles in the right of way of said highway, at times creates adverse shoulder parking conditions; and

WHEREAS, because said highway throughout its entire length carries a large volume of traffic, the parking of vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation made by and under the supervision of the State Highway Engineer, that the parking of vehicles along the Redwood Highway (US199) between Mile Point 41.25 (Engineer's Station 2252+50), approximately 0.27 mile west of Allen Creek, and Mile Point 41.02 (Engineer's Station 2240+00), approximately 0.50 mile west of Allen Creek, a distance of 0.23 mile in Josephine County, creates a hazard not only to through traffic on said highway but also to person owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles thereon and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the parking of vehicles for long periods of time on the right of way of said highway between M. P. 41.25 and M. P. 41.02 should be and hereby is prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the owner and operator of said Drive-In Theater and that like copies be mailed to the Superintendent of the Department of State Police and to the Sheriff of Josephine County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 13th day of April, 1951.

EXHIBIT "I-6"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, Front Street (McLoughlin Boulevard) in the city of Milwaukie, Clackamas County, is a street heretofore selected and designated by the State Highway Commission as a street over which to route state highway traffic using the Pacific Highway East within the corporate limits of Milwaukie; and

WHEREAS, it has been demonstrated that the parking of vehicles on the westerly side of said street for a distance of 50 feet measured northerly from a point which is 771 feet south of the south property line of Washington Street, which point also is the north line of a roadway leading to the water front in said city, constitutes and is a hazard to traffic and interferes with the safe and easy flow and movement of vehicles over said street; and

WHEREAS, it appears that the Common Council of the City of Milwaukie on the 26th day of March, 1951, adopted Resolution No. 3 (1951) by which resolution the parking of vehicles on the westerly side of said Front Street between said termini is prohibited; and

WHEREAS, it is the judgment of this Commission that the State through its State Highway Commission should cooperate with the City of Milwaukie in the accomplishment of the purpose of said Resolution No. 3.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the Commission does hereby ratify and approve Resolution No. 3 (1951) adopted by the Common Council of the City of Milwaukie on the 26th day of March, 1951, and hereby offers the cooperation of the State Highway Department to the end that the full benefit of said resolution may be accomplished and the convenience and safety of the traveling public be advanced.

2. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs at said termini and at such points between said termini as in the judgment of said

(cont.)

Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

3. That a certified copy of this resolution be sent to the Common Council of the City of Milwaukie and like copies to the Superintendent of the Department of State Police and to the Sheriff of Clackamas County for their information and guidance.

4. That this resolution be entered in the minutes and records of the Commission as of April 13, 1951.

EXHIBIT "I-7"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, the Pacific Highway is one of the major state highways of the state, is likewise a part of the Federal Highway System, and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 1 and U. S. Highway No. 99; and

WHEREAS, it appears that on said highway situate approximately 1.14 miles south of Grants Pass in Josephine County, there is located on property adjacent to said highway an auction market and that the patrons of said auction market and others, park their vehicles within the right of way limit of said highway at said location and leave said vehicles so parked for extended periods of time; and

WHEREAS, because said highway throughout its entire length carries a large volume of traffic, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation made by and under the supervision of the State Highway Engineer, that the parking of motor vehicles along the Pacific Highway between a junction with a county road, approximately 0.96 mile south of Grants Pass (M. P. 280.07, Engineer's Station 45+00), and a point 0.36 mile south thereof (M. P. 280.43, Engineer's Station 64+00), in Josephine County, creates a hazard not only to through traffic on said highway but also to persons owning and using said parked vehicles.

(cont.)

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles thereon and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the parking of vehicles for long periods of time on the right of way of said highway between said M. P. 280.07 and said M. P. 280.43 should be and hereby is prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the owner and operator of said auction mart and that a like copy be mailed to the Superintendent of the Department of State Police and to the Sheriff of Josephine County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 13th day of April, 1951.

EXHIBIT "J-1"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, and improve the Lana Avenue-Academy Street Section of the Pacific Highway East within the city limits of the City of Salem, Oregon, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, construction, improvement, and maintenance of the Lana Avenue-Academy Street Section of the Pacific Highway East real property located in Marion County, Oregon, and described as follows:

A parcel of land lying in the northwest quarter ($NW\frac{1}{4}$) of Section 13, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Charles G. Denison and Mary L. Denison recorded in Book 374, Page 322, of Marion County Record of Deeds; the said parcel

(cont.)

being the easterly ten (10) feet of the foregoing described property parallel to and adjoining the westerly right of way line of the Pacific Highway East approximately between Engineer's Stations 52+72 and 53+23, the westerly line of said parcel being parallel to and 40 feet westerly of said highway center line.

The parcel of land to which this description applies contains 510 square feet.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of April, 1951.

EXHIBIT "J-2"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right of interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Sams Valley Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, construct, improve and maintain the Ramsey Canyon-Crater Lake Section of the Sams Valley Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation in part, construction, improvement, and maintenance of the Ramsey Canyon-Crater Lake Section of the Sams Valley Highway, including a portion of the Dodge Bridge and an approach thereto, real property located in Jackson County, Oregon, and described as follows, to wit:

A parcel of land lying in Government Lot 4 of Section 17, Township 35 South, Range 1 West, W. M., Jackson County, Oregon, and being a portion of the following-described property: that tract of land which was conveyed by that certain deed to Alicia Ann Ruhl recorded in Book 320, Page 127, of

(cont.)

Jackson County Record of Deeds; the said parcel being described as follows:

Beginning at the most southerly corner of the aforesaid property, which is the center of the westerly main pier of Dodge Bridge, said corner being 83.3 feet northerly from (when measured at right angles to) the relocated center line of the Sams Valley Highway at Engineer's Station 734+95.67, said corner also being 1991.41 feet north and 3633.70 feet east of the southwest corner of said Section 17; thence South 80° 52' West along the southerly line of aforesaid property a distance of 349.8 feet; thence North 44° 48' West, continuing along the southerly line of aforesaid property, a distance of 210.6 feet to a point which is 60 feet northerly from (when measured at right angles to) said relocated highway center line at Engineer's Station 729+94.5; thence North 82° 05' East a distance of 221.6 feet to a point which is 140 feet northerly from (when measured at right angles to) said relocated center line at Engineer's Station 732+00; thence South 76° 29' East parallel to said relocated center line a distance of 315 feet, more or less, to the west bank of the Rogue River; thence southerly along the meandering line of the west bank of the Rogue River a distance of 59.9 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 1.30 acres, of which 0.54 acre lies within the existing right of way, title to which hereby is alleged to be in the public, and 0.76 acre lies outside of the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of April, 1951.

EXHIBIT "J-3"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the Bay Park-Delmar Section of the Oregon Coast Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Oregon Coast Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation in part, widening, construction, improvement and maintenance of the Bay Park-Delmar Section of the Oregon Coast Highway real property located in Coos County, Oregon, and described as follows: to wit:

A parcel of land lying in Government Lot 6 of Section 34, Township 26 South, Range 13 West, W. M., Coos County, Oregon, and being a portion of the following described property: that tract of land

(cont.)

which was conveyed by that certain deed to Elsie Lee Burrows recorded in Book 150, Page 430, of Coos County Record of Deeds; the said parcel being all that portion of the foregoing described property included in a strip of land variable feet in width, lying on each side of the center line of the relocated Oregon Coast Highway as said highway has been surveyed over and across or adjacent to the said property; the location of the said strip of land (insofar as it encroaches upon said property) being determined by the said center line from Station 402+78.42 to Station 407+27.5, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 402+78.42, said point being 2004.7 feet north and 431.9 feet east of the south quarter corner of Section 34, Township 26 South, Range 13 West, W.M.; thence on a 4583.66 foot radius curve right (the long chord of which bears South 9° 04' West 408.94 feet) a distance of 409.08 feet; thence on a spiral curve right (the long chord of which bears South 11° 52' West) a distance of 40 feet to Engineer's Station 407+27.5, said center line crossing the north and south lines of said property approximately at Stations 402+90 and 407+27 respectively.

The widths (in feet) of the strip of land above referred to are as follows:

Station to Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
402+78.4 to 407+27.5	To R. R. right of way	30

The parcel of land to which this description applies contains 1.14 acres, of which 0.40 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.74 acre lies outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcel of real property it is necessary that there be acquired all easements and rights of access and all rights of ingress, egress and regress to, from and between the remaining land of the larger tract of which the above-described property is a part and the above-described property and any highway now or hereafter constructed thereon, and that all

(cont.)

approaches or access from the Oregon Coast Highway to said remaining land and from said remaining land to the Oregon Coast Highway be prohibited, except that there shall be reserved unto the owners of said remaining property rights of access for two approaches from said remaining land to the Oregon Coast Highway as follows:

a. A right of access for an approach, not to exceed twenty-five feet in width, on the west side of the Oregon Coast Highway opposite Highway Engineer's Station 403+90;

b. A right of access for an approach, not to exceed twenty-five feet in width, on the west side of the Oregon Coast Highway opposite Highway Engineer's Station 404+80.

The State shall have the right, at its option, to build at any future time at its sole cost a frontage road upon right of way now owner or lands to be acquired by the State, and upon construction of such frontage road the rights of access for the said two approaches to the relocated and improved Oregon Coast Highway herein set forth to be reserved shall terminate and cease and the owners of said remaining property shall thereupon have access to the frontage road. Said frontage road shall be connected to the main highway only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his

absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of April, 1951.

EXHIBIT "J-4"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the Bay Park-Delmar Section of the Oregon Coast Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Oregon Coast Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation in part, widening, construction, improvement and maintenance of the Bay Park-Delmar Section of the Oregon Coast Highway real property located in Coos County, Oregon, and described as follows, to wit:

(cont.)

EXHIBIT "J-4" (cont.)

A parcel of land lying in Government Lots 6 and 5 and the southeast quarter ($SE\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 14, Township 26 South, Range 13 West, W. M., Coos County, Oregon; the said parcel being all that portion of said subdivisions of Section 14 included in a strip of land extending to the railroad right of way on the easterly side and variable in width on the westerly side of the center line of the Oregon Coast Highway as said highway has been relocated over and across said Section 14, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 208+28.44, opposite and 43.0 feet distant from which point the easterly line of the said strip of land intersects the north line of said Lot 6, Section 14; said point being 2625.3 feet north and 728.6 feet east of the south quarter corner of Section 14, Township 26 South, Range 13 West, W. M.; thence on a spiral curve right (the long chord of which bears South 7° 53' 05" West) a distance of 188.06 feet; thence on an 8185.11 foot radius curve right (the long chord of which bears South 16° 17' 30" West 2240.56 feet) a distance of 2247.62 feet; thence on a spiral curve right (the long chord of which bears South 24° 58' 30" West) a distance of 350 feet; thence South 25° 23' West a distance of 16.0 feet to Engineer's Station 236+30.1, said center line crossing the south line of said Section 14 approximately at Station 235+85.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
208+28.44	to 217+00	To R. R. right of way	60
217+00	to 223+00	To R. R. right of way	70
223+00	to 236+30	To R. R. right of way	50

The parcel of land to which this description applies contains 6.78 acres, of which 2.55 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 4.23 acres lie outside of the existing right of way.

(cont.)

2. That in addition to acquisition of fee simple title to the aforesaid described parcel of real property it is necessary that there be acquired all easements and rights of access and all rights of ingress, egress and regress to, from and between the remaining land of the larger tract of which the above-described property is a part and the above-described property and any highway now or hereafter constructed thereon, and that all approaches or access from the Oregon Coast Highway to said remaining land and from said remaining land to the Oregon Coast Highway be prohibited, except that there shall be reserved unto the owners of said remaining property rights of private access for eight approaches from said remaining land to the Oregon Coast Highway as follows:

a. A right of private access for an approach, not to exceed twenty-five feet in width, on the east side of the Oregon Coast Highway opposite Highway Engineer's Station 208+55;

b. A right of private access for an approach, not to exceed twenty-five feet in width, on the east side of the Oregon Coast Highway opposite Highway Engineer's Station 224+50;

c. A right of private access for an approach, not to exceed twenty-five feet in width, on the east side of the Oregon Coast Highway opposite Highway Engineer's Station 230+00;

d. A right of private access for an approach, not to exceed twenty-five feet in width, on the west side of the Oregon Coast Highway opposite Highway Engineer's Station 224+20;

e. A right of private access for an approach, not to exceed twenty-five feet in width, on the west side of the Oregon Coast Highway opposite Highway Engineer's Station 228+80;

f. A right of private access for an approach, not to exceed twenty-five feet in width, on the west side of the Oregon Coast Highway opposite Highway Engineer's Station 231+00;

g. A right of private access for an approach, not to exceed twenty-five feet in width, on the west side of the Oregon Coast Highway opposite Highway Engineer's Station 234+20;

h. A right of private access for an approach, not to exceed twenty-five feet in width, on the west side of the Oregon Coast Highway opposite Highway Engineer's Station 236+00.

(cont.)

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of the highway.

The State shall have the right, at its option, to build at any future time at its sole cost a frontage road upon right of way now owned or lands to be acquired by the State, and upon construction of such frontage road the rights of private access for the said eight approaches to the relocated and improved Oregon Coast Highway herein set forth to be reserved shall terminate and cease and the owners of said remaining property shall thereupon have access to the frontage road. Said frontage road shall be connected to the main highway only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of April, 1951.

EXHIBIT "J-5"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes;and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Hood River-Mosier Section of the said Columbia River Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there are needed and required for right of way for use in connection with the relocation, construction, improvement, and maintenance of the Hood River-Mosier Section of the Columbia River Highway two parcels of real property located in Hood River County, Oregon, and described as follows, to wit:

(cont.)

EXHIBIT "J-5" (cont.)

Parcel No. 1

A parcel of land lying in the Nathan Benson D. L. C., also in the southeast quarter ($SE\frac{1}{4}$) of Section 25, Township 3 North, Range 10 East, W. M., Hood River County, Oregon; the said parcel being a strip of land 200 feet in width, 100 feet on each side of the center line of the Columbia River Highway as said highway has been relocated, said strip of land extending from the west line of said Benson D. L. C. to a line which is parallel to and 500 feet easterly from said west line of said Benson D. L. C.; said center line being described as follows:

Beginning at Engineer's center line Station 1204+56.55, said Station being 308.96 feet north and 565.98 feet west of the most westerly southwest corner of said Nathan Benson D. L. C.; thence North 89° 37' East 1143.45 feet to Station 1216+00; said center line crossing the west line of said Benson D. L. C. approximately at Station 1210+22.

Excepting therefrom those portions of said strip of land lying within the following tracts of land:

1. That tract conveyed to Arthur C. Lofts, Jr., and Hilma Lofts by deed recorded in Book 43, Page 273;

2. That tract conveyed to General Petroleum Corp. by deed recorded in Book 28, Page 503;

3. That tract conveyed to C. M. Sheppard by deed recorded in Book 31, Page 396;

4. That tract conveyed to Tum-A-Lum Lumber Co. by deed recorded in Book 22, Page 189;

5. That tract conveyed to Standard Oil Co. by deed recorded in Book 9, Page 322;

6. That tract conveyed to State of Oregon, by and through its State Highway Commission, by deed recorded in Book 33, Page 317.

All of the above deeds are recorded in the Hood River County Records of Deeds.

The parcel of land to which this description applies contains 1.40 acres

Parcel No. 2

A parcel of land lying in the Southeast quarter (SE¼) of Section 25, Township 3 North, Range 10 East, and in the Southwest quarter (SW¼) of Section 30, Township 3 North, Range 11 East, W. M., Hood River County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Oregon Lumber Company recorded in Book D, Page 534, of Hood River County Record of Deeds; the said parcel being described as follows:

Beginning at the intersection of the southerly line of said property with the center line of the Hood River-White Salmon Highway, said point being 510.7 feet north and 634.9 feet east of the most westerly southwest corner of the Nathan Benson D. L. C. No. 40; thence along the center of said highway North 61° 37' 40" East 169.17 feet; thence continuing along said highway center line on a 1909.86 foot radius curve left (the long chord of which bears North 52° 00' 10" East 638.38 feet) a distance of 641.39 feet; thence South 37° 54' 50" East 344.84 feet to the southerly line of said property; thence along said southerly line as follows: South 86° 05' 30" West 122.0 feet, South 66° 35 50" West 241.58 feet, South 60° 52' 50" West 240.33 feet, and North 86° 19' 20" West 311.09 feet to the point of beginning. EXCEPTING therefrom any portion lying within that tract conveyed to the Oregon-Washington Bridge Co. by deed recorded in Book 17, Page 580 of Hood River County Deed Records. Also excepting any portion lying within that tract conveyed to Hood River County by deed recorded in Book 18, Page 346 of Hood River County Deed Records.

The parcel of land to which this description applies contains 2.80 acres, of which 0.27 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 2.53 acres lie outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcels of real property it is necessary that there be acquired or extinguished such interest or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the relocated Columbia River Highway, when constructed upon said Parcel No. 1, to the remaining land of the larger tract of which the said

(cont.)

Parcel No. 1 is a part, and that all access to said Parcel No. 1 and the Columbia River Highway, to be constructed thereon, from the remaining land of the larger tract and all approach or access from said highway to said remaining land be prohibited, except that there shall be reserved unto the owner of the remaining larger tract of which said Parcel No. 1 is a part right of access to frontage roads to be constructed by the State of Oregon upon said Parcel No. 1 on both the southerly and northerly sides of the main highway, said frontage roads to be connected to the main highway only at such point or points as designated by the State of Oregon.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of April, 1951.

EXHIBIT "J-6"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Siuslaw Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the North Fork Siuslaw River Section of said Siuslaw Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Siuslaw Highway is a major highway of the State, and as such carries large volumes of traffic, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement, and maintenance of the North Fork Siuslaw River Section of the Siuslaw Highway real property located in Lane County, Oregon, and described as follows, to wit:

(cont.)

EXHIBIT "J-6" (cont.)

A parcel of land lying in Lot 2 of Section 25 and Lot 1 of Section 26, Township 18 South, Range 12 West, W. M., Lane County, Oregon, the said parcel being all that portion of said Lot 2, Section 25, and said Lot 1, Section 26, included in a strip of land 100 feet in width, 60 feet on the northerly and 40 feet on the southerly side of the center line of the Siuslaw Highway as said highway has been relocated over and across or adjacent to the said property, which center line is described as follows:

Beginning at the center of the North Fork of the Siuslaw River at a point which is Engineer's center line Station 975+00, said point being 5.0 feet north and 838.3 feet east of the west quarter corner of Section 25, Township 18 South, Range 12 West, W. M.; thence South 77° 53' West a distance of 510.2 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears South 85° 05' 30" West 718.93 feet) a distance of 720.8 feet to Engineer's Station 987+31.0 back equals Engineer's Station 992+03.3 ahead, at which station the westerly end of said strip of land lies at right angles to said center line.

The parcel of land to which this description applies contains 1.33 acres, of which 0.56 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.77 acre lies outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property it is necessary that there be acquired all easements and rights of access and all rights of ingress, egress and regress from and to the remaining land of the larger tract of which the above-described property is a part and the above-described property and any highway now or hereafter constructed thereon, and that there be acquired or extinguished such interest or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the relocated Siuslaw Highway, when constructed upon the aforesaid-described property, to the remaining land of the larger tract of which the aforesaid-described property is a part, and that all access to the aforesaid-described property and the Siuslaw Highway, now or hereafter constructed thereon, from said remaining land of said larger tract and all approaches or access from said highway to said remaining land be

prohibited, except that there shall be reserved unto the owners of said remaining property right of private access for two approaches from said remaining property to the Siuslaw Highway as follows:

a. A right of private access for an approach, not to exceed twenty-five feet in width, on the north side of the Siuslaw Highway opposite Highway Engineer's Station 983+50;

b. A right of private access for an approach, not to exceed twenty-five feet in width, on the south side of the Siuslaw Highway opposite Highway Engineer's Station 983+50.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the highway.

The State shall have the right at its option to build at any future time at is sole cost a frontage road upon right of way now owned or lands to be acquired by the State, and upon construction of such frontage road the rights of access for the said two approaches to the relocated and improved Siuslaw Highway herein set forth to be reserved shall terminate and cease and the owners of said remaining property shall thereupon have access to the frontage road. Said frontage road shall be connected to the main highway only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of April, 1951.

"EXHIBIT "J-7"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there are needed and required and are being appropriated for right of way of the T. H. Banfield Expressway, for the purpose of establishing, constructing , and maintaining a throughway, the following-described parcels of real property, to wit:

(cont.)

EXHIBIT "J-7" (cont.)

Parcel No. 1
Owner: J. A. Lyons heirs
File No. 15871

A parcel of land lying in the southeast quarter (SE¼) of Section 25, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to J. A. Lyons recorded in Book 900, Page 13, of Multnomah County Record of Deeds; the said parcel being all of said property except the following described tract: Beginning at the intersection of the south line of Section 25 and the east line of 33rd Avenue; thence North 1° 26' 21" East along the east line of 33rd Avenue 157.56 feet to a point which is 168 feet measured radially from the Oregon-Washington Railroad & Navigation Company railroad center line as of October 8, 1946; thence easterly along the arc of a 648.69 foot radius curve to the right (the long chord of which bears North 83° 06' 34" East 363.84 feet) said curve being parallel to and 168 feet from said railroad center line, to the east line of said property; thence South 1° 26' 21" West along the east line of said property 208.74 feet to the southeast corner of said property; thence North 88° 48' 17" West along the south line of said property, which is the south line of Section 25, 360 feet to the point of beginning.

The parcel of land to which this description applies contains 1.00 acre.

Parcel No. 2
Owners: R. A. Hoffman et al.
File No. 14889A

A parcel of land lying in the northwest quarter (NW¼) of the northwest quarter (NW¼) of Section 27, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon, and being a portion of the following described property: the west 100 feet of the east 627 feet of that tract of land which was conveyed by that certain deed to R. A. Hoffman and Alma E. Hoffman recorded in Book 1280, Page 425, of Multnomah County Record of Deeds; the said parcel being all that portion of the foregoing described property lying between the southeasterly right of way line of the O. W. R. & N. Co. and a line parallel to and 70 feet southerly of the center

(cont.)

line of the T. H. Banfield Expressway as said highway has been located over and across the said property, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 350+64.13, said point being 1088.33 feet South 7° 51' 47" West of the northwest corner of Section 27, Township 1 North, Range 2 East, W.M.; thence northwesterly on a 2083.48 foot radius curve to the right (the long chord of which bears North 62° 35' 24" East 2105.36 feet) a distance of 2207.15 feet to Engineer's Station 372+71.28; the southerly line of said parcel crossing the west and east lines of said property approximately opposite Station 361+53 and Station 362+71 respectively.

The parcel of land to which this description applies contains 0.32 acre.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property designated as Parcels Nos. 1 and 2 it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the T. H. Banfield Expressway, when constructed upon the aforesaid-described real property, to the remaining abutting lands of the larger tracts, of which said larger tracts the aforesaid-described property designated as Parcels Nos. 1 and 2 is a part, and that all access, ingress, egress and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting properties be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

5. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of April, 1951.

EXHIBIT "J-8"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Old Oregon Trail Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Ladd Canyon Section of said Old Oregon Trail Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Old Oregon Trail Highway is a major highway of the State, and as such carries large volumes of traffic both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement, and maintenance of the Ladd Canyon Section of the Old Oregon Trail Highway real property located in Union County, Oregon, described as follows:

(cont.)

EXHIBIT "J-8" (cont.)

A parcel of land lying in the northeast quarter ($NE\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 22, Township 6 South, Range 39 East, W. M., Union County, Oregon, and being a portion of a triangular tract of land described as follows:

Beginning at the most southerly corner of Lot 8 in Block 35 of the Town of North Powder and running thence southwesterly on a direct line with the southeasterly line of said lot 198 feet, more or less, to the east line of the northwest quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 22; thence north along said quarter section line 304 feet, more or less, to the southwesterly line of the Town of North Powder; thence southeasterly along said Townsite line 230 feet, more or less, to the place of beginning.

The parcel of land sought to be acquired being described as follows: Beginning at the most southerly corner of the foregoing described tract; thence north 115 feet, more or less, along the east line of the northwest quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of Section 22 to a line which is parallel to and 150 feet easterly of the relocated center line of the Old Oregon Trail Highway; thence parallel to said center line South 20° 24' East 95 feet, more or less, to the southeasterly line of said tract; thence southwesterly 43 feet, more or less, to the place of beginning.

The parcel of land to which this description applies contains 0.05 acre.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interest or rights, if any there be, by which rights of access, or any rights in the nature of rights of access, may accrue by reason of the adjacency of the relocated Old Oregon Trail Highway, when constructed upon the aforesaid-described real property, to the remaining land of the larger tract of which the aforesaid-described property is a part, and that all access to the aforesaid-described property and the Old Oregon Trail Highway, to be constructed thereon, from said remaining land of said larger tract and all approaches or access from said highway to said remaining land be prohibited.

(cont.)

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of April, 1951.

EXHIBIT "K"

Minutes of April 12 and 13, 1951

RESOLUTION

WHEREAS, when in 1934 the Commission relocated a unit or section of the Oregon Coast Highway, State Highway No. 9, the termini of which said relocated section are Highway Engineers' Station 527+85=145+14.24 on the North and Highway Engineers' Station 259+97.1=668+38.5 on the South, the Commission released to Lincoln County, and the County accepted, jurisdiction thereover, the following section of the old route of said Highway No. 9, to-wit:

> Beginning at the south boundary of a tract of land described as Parcel 1 and deeded to the Port of Newport by the State Highway Commission by deed dated the 29th day of October, 1946, in the Southeast quarter of the Northeast quarter of Section 17, Township 11 South, Range 11 West, W.M.; thence southerly via the former route of the Oregon Coast Highway to State Highway Engineers' Station 259+97.1=668+42.4 of the relocated Oregon Coast Highway in the Southwest quarter of the Southeast quarter of Section 17, Township 11 South, Range 11 West, W.M.

AND, WHEREAS, thereafter, to-wit: On the 29th day of October, 1946, the State conveyed to the Port of Newport the real property which is described in a certain Bargain and Sale Deed executed on the 29th day of October, 1946, in which deed the State of Oregon, by and through its State Highway Commission, is the grantor and the Port of Newport is the grantee and which deed was recorded November 14, 1946, on page 598, book 114 of the Deed Records of Lincoln County, Oregon.

AND,WHEREAS, as a part of said conveyance and as a condition thereof, the State reserved for highway purposes across said real property the following tract or parcel of land:

> A parcel of land lying in Section 17, Township 11 South, Range 11 West, W.M., Lincoln County, Oregon. The said parcel being that certain 30 foot passageway which was reserved for the use and benefit of the general public in that deed from the State of Oregon, by and through its State Highway Commission, to the Port of Newport, dated October 29, 1946.

(cont.)

AND, WHEREAS, it now appears that said road or highway can be made of greater service and value to the public if control and jurisdiction thereover is vested in the County Court of Lincoln County,

AND, WHEREAS, said County, by and through its County Court, has requested that jurisdiction over said highway be transferred by the State Highway Commission to the County Court of said County,

NOW, THEREFORE, Be It and It Hereby Is Resolved by this Commission, all Members being present and voting affirmatively, as follows:

1. That the State, by and through its State Highway Commission, does hereby relinquish and does hereby transfer to the County Court of Lincoln County all jurisdiction and control for highway or other purposes the highway or road described as follows:

> A parcel of land lying in Section 17, Township 11 South, Range 11 West, W.M., Lincoln County, Oregon. The said parcel being that certain 30 foot passageway which was reserved for the use and benefit of the general public in that deed from the State of Oregon, by and through its State Highway Commission, to the Port of Newport, dated October 29, 1946.

which said transfer and relinquishment is upon the condition that the same shall be maintained by the County for public highway purposes.

2. That this transfer of authority and surrender of jurisdiction is made on the condition that the County Court of Lincoln County shall, in conformance with all statutory requirements, make and establish said road as a county road and shall maintain the same as such.

This resolution shall be entered in the minutes and records of the Commission as of the 13th day of April, 1951, and the Secretary is instructed to deliver to the County Court of Lincoln County a duly certified copy thereof and request from the County a duly certified copy of the record made by the County Court with respect to the assumption of jurisdiction and control over said state highway hereby released to the County Court.

Portland, Oregon

May 23, 1951

The State Highway Commission met in special session at 9:00 a.m. in Room 234 of the Imperial Hotel. Present were

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
H. B. Glaisyer, Secretary

This meeting was called by the Chairman for the purpose of discussing matters pertaining to the sale of bonds to finance highway construction as authorized by the 1951 Oregon Legislative assembly and to consider projects to be financed with monies derived from the sale of the bonds. Particular attention was given to certain provisions of the Bonding Act and it was pointed out that the law does not become effective until August 2, 1951, ninety days after adjournment of the Legislature. Also that the Commission is authorized to sell either short term or long term bonds. As a result of general discussion the Commission set no particular date for the sale of the bonds but indicated that the sale would be advertised for bids to be received about the middle of August, if clearance can be obtained from the Federal authorities.

The Commission also discussed the employment of special legal counsel to pass on the legal matters involved, and, as a result thereof, the Commission unanimously approved the employment of Mr. John P. Shuler of the firm Winfree, McCulloch, Shuler & Sayre, Portland, Oregon, Mr. Shuler being nationally known and recognized as one of the best bond attorneys in the United States. The Chief Counsel was authorized and instructed to arrange with Mr. Shuler to handle the bond matters for the Commission.

The Engineer presented a list of projects for consideration by the Commission in formulating a construction program for the monies derived from the sale of bonds. These were arranged according to proposed contract lettings in May, July, August, October and November, totalling $17,700,000 The list was carefully considered by the Commission. As a result thereof, the Commission unanimously authorized the taking of bids at its May meeting for grade widening and paving on the Hampton-Gap Ranch Section of the Central Oregon Highway, 28 miles in length at an estimated cost of $600,000 00; and the paving of 21.7 miles

on the Central Oregon Highway between Burns and Buchanan, at an estimated cost of $400,000.00. The Commission also authorized the taking of bids at its August meeting for construction of the Warren Creek-Viento Section of the Columbia River Highway, estimated cost $1,100,000.00; the Gorton Creek-Warren Creek Section of the Columbia River Highway, estimated cost $1,700,000.00; Wygant Park-Hood River Section of the Columbia River Highway, estimated cost $1,700,000.00; and the Forest Boundary-Mill Creek Section of the Warm Springs Highway, estimated cost $400,000.00, subject to the sale of the bonds and that these projects have been clarified as to right of way. Selection of the remaining projects to take up the balance of funds was deferred pending an inspection trip by the Commission to view personally the proposed projects.

The Commission decided unanimously to make this inspection trip during the week commencing June 18, 1951, and to confine its inspections to the Oregon Coast Highway and the Pacific Highway. The Engineer was instructed to prepare an itinerary with complete information, including maps, traffic counts, etc. for each of the projects to be viewed.

In view of the fact that some of the projects listed by the Engineer for the proposed program for bond monies are included in the Federal Aid construction program previously approved by the Commission, the Engineer was instructed to revise the latter mentioned program so as to retain the respective division allotments pursuant to the formula by which the original allotments were made.

The Commission discussed a report from the Engineer as to the status of surveys for the projects under contemplation and also discussed with the Right of Way Engineer the status of right of way negotiations for such projects. The Engineer was instructed to expedite the incompleted surveys and the Right of Way Engineer was instructed to speed completion of right of way negotiations. On motion of Commissioner Reynolds, duly seconded by Commissioner McIver, the Right of Way Engineer was also instructed unanimously to proceed with the acquisition of right of way and access rights thereto for a 4-mile section of the West Portland-Hubbard Highway extending northerly from a place commonly known as White School, about 2 miles south of the town of Aurora. Also, upon motion of Commissioner Reynolds, duly seconded by Commissioner McIver, the Engineer was authorized unanimously to proceed with surveys for the White School-Hayesville School section of the Pacific Highway, for the Gnat Creek-Bradley Park Section of the Lower Columbia River Highway, for the Bugby Loop Section of the Lower Columbia River Highway, for the Clatskanie Section of the Lower Columbia River Highway, and for the Elbow Lake-Gardner Section of the Oregon Coast Highway.

The Engineer requested approval of a number of projects heretofore tentatively selected for the 1952-54 Federal Aid Secondary Highway program. He recalled that the Commission on January 23, 1951, approved approximately 80% of the projects contemplated for construction during the first year but deferred selection of the remaining projects. He advised that it is expected that on or before the first of July the Bureau of Public Roads

will release the remaining 20% of the 1952 secondary funds. He submitted a list of the projects remaining unauthorized in the tentative first-year program as follows, and requested authority to proceed with the contracting of such projects as soon as the Federal monies are made available:

Division No. 1 -

Colton-Springwater Section, Woodburn-Estacada Hwy, 9.7 miles asphaltic concrete surfacing ---------- $170,000.00

Division No. 2 -

Polk Co. Line-Fir Grove Section, Federal-aid Secondary Highway No. 193 (county road), 1.1 miles grading, surfacing, and oiling ---------- 40,000.00

Banzer Bridge on the Nehalem Secondary State Hwy. ---- 80,000.00

Bridges over Trask River and Dougherty Slough on federal-aid secondary highways (county roads) in Tillamook County ---------- 140,000.00

Division No. 3 -

All projects in first year approved in January

Division No. 4 -

Gherking Corner-North, two sections of federal-aid secondary highway (county roads) in Deschutes Co. --- 75,000.00

Bridge over Hood River at Dee on Federal-aid Secondary Highway No. 306 (county road) ---------- 60,000.00

Dufur-Boyd Section, Federal-aid Secondary Highway No. 310 (county road) in Wasco County, 5 miles grading, surfacing, and oiling ---------- 100,000.00

Division No. 5 -

Austin Spur Section of the John Day Highway in Grant County, 2.6 miles grading, resurfacing, and oiling--- 75,000.00

The Commission unanimously approved the projects as listed, and authorized the Engineer to advertise them for bids when the Federal monies have been released.

The meeting adjourned at 12:00 noon.

Chairman

State Highway Engineer

Commissioner

ATTEST:

Commissioner

Secretary

May 23, 1951

Portland, Oregon
May 24, 1951

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
Forrest Cooper, Right of Way Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Fred A. Miller, Assistant Counsel
C. H. Armstrong, Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

Chairman Chandler made the following public announcement for the benefit of contractors present for the bid opening:

"Inasmuch as the Legislature has given us authority to sell bonds to finance highway constructions, we will start either at the July or August meeting to increase the contract lettings for the next three years. We are calling upon the continued cooperation of the contractors. There will be about $11,000,000.00 in extra contract letting this year."

Bids as follows for highway construction were opened and read aloud pursuant to the previously published notice, at the conclusion of which Chairman Chandler announced that the awards of contracts would be made at 4:00 p.m.

UMPQUA HIGHWAY IN DOUGLAS COUNTY
MIDDLE UNIT, REEDSPORT-DEAN CREEK SECTION

No bids received

COUNTY ROAD IN JACKSON COUNTY
PHOENIX BRIDGE OVER BEAR CREEK

Erick Enquist, Troutdale	$ 41,900.00
C. E. Blakley, Klamath Falls	44,330.00
Ausland & Dodson, Ashland	45,150.00
H. Barnhart, Medford	49,160.00
Tom Lillebo, Reedsport	49,545.00
Lindstrom Bros., Portland	54,815.00
Settergren-Wiley Co., Ashland	59,826.50
R. E. Meade & Co., Grants Pass	60,085.00

METOLIUS-CULVER AND CULVER-JUNIPER BUTTE COUNTY ROADS
JEFFERSON COUNTY
METOLIUS-CULVER AND NORTH UNIT, CULVER-JUNIPER BUTTE SECS.

F. L. Somers, Klamath Falls	$109,603.00
O & K Construction Co., Gresham **	109,940.00
Babler Bros., Inc., Portland	113,219.00
John A. Logan, Portland *	113,566.90
E. C. Hall Co., Portland *	114,362.00
D. F. McKenzie Co., Salem	115,461.50
Peter Kiewit Sons' Co., Longview, Wn	120,726.80
R. A. Heintz Construction Co., Portland *	124,213.35
J. N. Conley, Portland ***	130,561.00
Stevenson Construction Co., Salem	130,879.50
F. C. Scott Construction Co., Portland	138,423.75
Q. L. Rufener & Fred Christensen, Inc., Portland *	156,030.00
T. C. Wildish, Eugene	157,603.16
C. J. Eldon, Portland	226,927.00

* Bidder will accept this project only in combination with South Unit, Gateway-Agency Plains Project.

** Bidder will accept only one project.

*** Bidder will not accept projects totaling over $750,000.

GATEWAY-AGENCY PLAINS COUNTY ROAD JEFFERSON CO.
SOUTH UNIT, GATEWAY-AGENCY PLAINS SEC.

O & K Construction Co., Gresham (5)	$ 30,230.20
Babler Bros., Inc., Portland	38,352.00
Loyd Calkins Co., Ocean Lake	40,430.00
E. H. Itchner Co., Molalla	43,902.00
John A. Logan, Portland	44,648.50
F. L. Somers, Klamath Falls	44,494.00
E. C. Hall Co., Portland (1)	45,438.00
D. F. McKenzie, Salem	46,055.00
Q. L. Rufener & Fred Christensen, Inc., Portland (1)(2)	47,216.00
W. G. Monson and L. H. Peters, Eugene	47,350.00
R. A. Heintz Construction Co, Portland (1)	47,497.90
F. C. Scott Construction Co., Portland	47,949.78
J. N. Conley, Portland (6)	48,339.00
T. C. Wildish, Eugene (3)	48,775.30
Stevenson Construction Co., Salem	48,800.00
Peter Kiewit Sons' Co., Longview, Wn. (1)	54,935.50
C. J. Eldon, Portland (4)	66,891.00

(cont.)

South Unit, Gateway-Agency Plains Section (cont.)

(1) Bidder will accept this project only with Metolius-Culver- Juniper Butte Project.
(2) Bidder will make lump reduction of $4,000 if awarded Metolius-Culver-Juniper Butte Project.
(3) Bidder will make lump reduction of $1,000 if awarded Metolius-Culver-Juniper Butte Project.
(4) Bidder will make lump reduction of $2,100 if awarded Metolius-Culver-Juniper Butte Project.
(5) Bidder will accept only one project.
(6) Bidder will not accept award of projects totaling more than $750,000.

CENTRAL OREGON HIGHWAY IN LAKE, HARNEY & DESCHUTES COUNTIES
HAMPTON-GAP RANCH SECTION

Babler & Rogers, Portland	$591,811.00
Warren Northwest, Inc., Portland	613,575.00
Peter Kiewit Sons' Co., Longview, Wn.	640,395.00
J. C. Compton Co., McMinnville	655,535.00
Acme Construction Co., Eugene	661,920.00
Parker-Schram Co., Portland	674,939.50
J. N. Conley, Portland *	717,268.00
Central Heating Co., Eugene **	746,074.00

* Bidder will not accept projects totaling more than $750,000.

** Bidder will not accept projects totaling more than $765,000.

LANE COUNTY
OAKRIDGE (HILLS AND BEECH STREETS)

Central Heating Co., Eugene *	13,496.40
Acme Construction Co., Eugene	18,430.00

* Bidder will not accept projects totaling over $765,000.

NORTH SANTIAM HIGHWAY IN LINN COUNTY
SANTIAM RIVER BRIDGE RAIL REPLACEMENT

Snook Bros., Corvallis	9,000.00
Howard Halvorson Co., Portland	9,633.00
Orlando C. Bennard, Portland	11,100.00

SANTIAM JUNCTION IN LINN COUNTY
MAINTENANCE BUILDING EXTENSION & SAND STORAGE SHED

Robert C. Wilson, Corvallis	$ 25,300.00
C. M. Merrill, Newport	25,485.00

COLUMBIA RIVER HIGHWAY IN MORROW & GILLIAM COUNTIES
WILLOW CREEK-BOARDMAN SECTION

Peter Kiewit Sons'Co., Longview, Wn.	419,825.00
J. C. Compton Co. & E. C. Hall Co., McMinnville	426,810.00
J. D. Shotwell, Tacoma, Wn.	437,355.00
J. N. Conley, Portland *	438,563.00
Porter W. Yett, Portland	445,150.00
Warren Northwest, Inc., Portland	448,465.00
Babler Bros., Inc., Portland	447,360.00
Newport Construction Co., Portland	463,920.00
Parker-Schram Co., Portland	495,551.00

* Bidder will not accept projects totaling over $750,000.00

PACIFIC HIGHWAY IN MULTNOMAH COUNTY
INTERSTATE BRIDGE OVER COLUMBIA RIVER

Tri-State Painting Co., Portland	18,800.00
A. H. Barbour & Son, Portland	20,807.00

PROJECT AT BAY CITY IN TILLAMOOK COUNTY
(FOURTH STREET)

United Contracting Co., Portland	14,692.00

PROJECT AT TILLAMOOK IN TILLAMOOK COUNTY
(MILLER AVENUE)

C. H. Grimstad & T. Vanderveldt, Astoria	34,353.00
United Contracting Co., Portland	35,922.00

WALLOWA LAKE PARK IN WALLOWA COUNTY
OVERNIGHT CAMP AREA

Howard Halvorson Co., Portland	69,614.00

NEHALEM SECONDARY HIGHWAY IN WASHINGTON COUNTY
DAVIES-FOREST GROVE SECTION

Warren Northwest, Inc., Portland	$147,832.50
Porter W. Yett, Portland	160,722.50
J. C. Compton Co., McMinnville	161,030.00
Central Heating Co., Eugene *	163,415.00
Parker-Schram Co., Portland	175,642.00

* Bidder will not accept projects totaling over $765,000.00

The Commission by unanimous vote approved the minutes of the meeting held on April 12 and 13, 1951.

The State Parks Superintendent, Mr. C. H. Armstrong, reported on the following park matters:

1. Report on acquisition of McNary Dam Recreational Area: The Parks Superintendent advised that agreement has been reached with the owners of the property under consideration, Mr. Charles Kik and Mr. Merrill Potter, for the purchase of their property; the arrangements with Mr. Kik being payment of $28.57 per acre for 175 acres of land, total $5,000.00, and the arrangements with Mr. Potter being a lump sum of $1,050.00 for 0.16 acre of land. The Right of Way Department, he said, secured the options and will report later further details. (The Right of Way Engineer reported further on this matter later in the session, and verified the amounts mentioned by the Parks Superintendent. The Commission, at that time, approved the purchase of both properties at the prices mentioned.)

2. Status of acquisition of land to enlarge Wallowa Lake State Park: The Parks Superintendent advised that Mrs. Wiggins has been contacted relative to the purchase of her property, but she deferred giving an answer until she has consulted her two sons, who are away and were not expected to return until July, one of them being in the Army and the other attending school. The Commission took no action thereon. In this connection, the Parks Superintendent suggested that he be given authority to negotiate acquisition of about 100 acres of land belonging to the L. F. Anderson Estate, situate on the west side of Wallowa Lake. He advised that Mr. Anderson, before his death, indicated that he intended to present this property to the State as a gift, but the conveyance was never consummated and the heirs are now offering it for sale. He pointed out that the property has a frontage of 1½ miles on the lake and that it will make a fine addition to the present park. The Commission unanimously approved negotiations to acquire this property.

3. Request of Fred P. Rawson to remove cinders from Round Butte in the Cove State Park, Jefferson County, for commercial purposes: The Parks Superintendent recommended that the request be denied, it being contrary to the Commission's established policy. The Commission approved the recommendation unanimously and so informed Mr. Rawson who was present.

4. Request of City of Culver to take a limited quantity of cinders from Round Butte in the Cove State Park for improvement of city streets: The Parks Superintendent recommended approval of this request, which is in conformity with a policy established by the Commission a year or so ago, whereby the county and nearby cities are permitted to take limited quantities of this material for county road and city street improvements. The Commission approved the recommendation.

5. Request of Arthur E. Henderson, Florence, Oregon, for permission to construct and operate a roadway across Joaquin Miller State Park on the Oregon Coast Highway near Florence, Lane County: The Parks Superintendent advised that such use of this property will not adversely affect the park area, and he recommended approval of the request. The Commission approved the recommendation. (An agreement with Mr. Henderson covering this matter was signed on the following day.)

6. Proposed exchange or sale of isolated areas within the Silver Falls State Park and purchase of privately-owned property surrounded by the park: The Parks Superintendent advised that situate within this park area is considerable acreage of land that is isolated and of no particular value to the park. The park surrounds a desirable privately-owned tract containing 360 acres of land from which the owners are about to remove the standing timber. This privately-owned land, he said, should be acquired by the State to fill out the park, and he requested authority to negotiate with the owners for the acquisition of the property, either by exchanging it for some of the isolated State land or by payment of cash. He said that the State lands involved in the proposed sale or exchange are described as follows:

> NW$\frac{1}{4}$ of Section 8, 160 acres, W$\frac{1}{2}$ of Section 16, 320 acres, and the N$\frac{1}{2}$ of the NE$\frac{1}{4}$ of Section 17, containing 80 acres, all situate in T8S, R2E, W. M.

He described the privately owned areas which lie within the boundaries of the park as follows:

> W$\frac{1}{4}$, W$\frac{1}{2}$ of the SE$\frac{1}{4}$, W$\frac{1}{2}$ of the NE$\frac{1}{4}$, and the NE$\frac{1}{4}$ of the NE$\frac{1}{4}$, containing 360 acres, lying in Section 13, T8S, R1E, W. M.

The Commission unanimously approved the request.

7. Request of M. F. Mack & Bros. for permission to truck-haul logs over a 1-mile section of roadway lying within the Silver Creek Youth Camp area: The Parks Superintendent recommended against this request because the road was not built to stand such heavy hauling and because there is another roadway available for their use. The Commission approved the recommendation. However, the operator is to be allowed to use the other road, which also passes through the Youth Camp area.

8. Proposed sale of dead and down timber situate on State-owned property, described as the $N\frac{1}{2}$ of the $NW\frac{1}{4}$ of Section 29, T8S, R2E, W. M. Marion County: The Parks Superintendent advised that the E & N Logging Co. of Lebanon, are now removing snags and downed timber on adjoining property and have requested the privilege of extending its operations into the above described State property, which is a part of the Silver Creek Falls State Park area. He said that the company is doing a good job, and he gave as his feeling that it would be an advantage to have the park cleaned in this manner. He recommended approval of the request. The Commission approved the recommendation unanimously.

9. Request of Mr. King Sweet, Depoe Bay, for permission to maintain telescopes and binoculars in State parks along the Oregon Coast Highway: The Parks Superintendent recalled that the Commission in the past has denied this privilege and he recommended continuance of this policy. The Commission approved the recommendation.

10. Request of North Lincoln County Grange No. 861 that the State acquire and develop recreational areas along the Oregon Coast Highway at Foggarty Creek, Schooner Creek and "D" River, all in Lincoln County: The Parks Superintendent recommended against the acquisition of any of these properties because they will not fit in the State Parks picture. He pointed out the likelihood that the highway will be constructed across the area at Foggarty Creek, and, if that materializes, the area would be ruined for park purposes. The Schooner Creek area, he said, is located on the west side of the highway between Schooner Creek and Cutler City and is not needed for park purposes, nor as a means of access to the Siletz Bay because the people now have suitable access to the beach. As to the "D" River location, he said that the site is just north of the river and consists of two blocks of land, which the Grange wants the Commission to acquire in order to control the speeding of automobiles on the beach. The Commission decided unanimously not to purchase any of these properties.

11. Wording for informational sign to be maintained near the entrance to Lava Caves State Park: The Parks Superintendent presented wording for the sign as prepared by Lawrence C. Merriam, Jr., and advised that the idea of maintaining this sign meets with general approval of geologists who have been contacted relative thereto. He presented the wording as follows, and recommended that it be approved and that he be authorized to erect the sign:

" LAVA RIVER CAVE

"Thousands of years ago, basaltic lavas moving westerly over a sloping terrain destroyed forests and filled valleys in this area. The lava cooled on the outer edges but remained molten in the center where great pressures were exerted against the solidified portions. These pressures resulted in a break near the bottom of the flow, by means of which the white hot liquid lava drained.

"According to the late geologist Ira A. Williams, Lava River tunnel 'is the conduit through which, while the supply lasted, the molten stream continued to flow down the slope until it drained away, just where we do not know, though more than likely through some outlet at a lower level in the ancient canyon of the Deschutes River.'

"The ceilings and walls of the cave were marked and glazed by the molten stream, which lowered in intermittent stages. Eventually the supply was exhausted and portions of the lava stream hardened against the cave walls, solidified in pools in the channel bed and in places covered the bed with the ragged remnants of the flow.

"Volcanic sand, which exists in various depths on the floor of the tunnel and finally chokes the bore completely, may have been raised by earthquake tremors through crevices from beds known to exist below the lava or it may have filtered in through cracks from above. Quite smooth in some instances, the sand surface changes in other locations to one of varied relief (Sand Gardens) caused by the eroding action of water dripping from the ceiling during the wetter seasons of the year.

"The tunnel opening was produced by the collapse of a portion of the roof, possibly as the result of an earthquake. Lava River tunnel extends in two directions from this opening, the main tunnel extending northwestward on a gradual slope toward the Deschutes River and the other in an easterly direction. The east section is closed. The tunnel is from twenty to thirty five feet in width and about the same in height. Throughout the year the temperature inside the cave remains about 40 degrees F. and freezing seldom occurs beyond the 1200 foot mark."

May 24, 1951

The Commission approved the recommendation unanimously, subject to the wording being checked by some person who is qualified to pass on such matters.

12. Application of Douglas Electric Cooperative of Roseburg to maintain a power transmission pole line across Loon Lake State Park in Douglas County: The Parks Superintendent advised that the pole line will not be detrimental to the park and he recommended approval of the request. The Commission approved the recommendation.

13. Application of Coos-Curry Electric Cooperative, Coquille for permission to install a 250-watt receiving and transmitting station on Harris Butte in Harris Beach State Park, Curry County: The Parks Superintendent advised that the company alleges that this particular location is the only location in the vicinity suitable for its purposes. However, in his estimation, there is another site available about $1\frac{1}{2}$ miles north of Harris Butte, which, in his opinion, is satisfactory although it is off the highway. He recommended that the request be denied. The Commission approved the recommendation.

14. Request of IWA - CIO, Local 5-246, Springfield, Oregon for permission to operate a "pony ring" in Armitage State Park on June 24, 1951 during the progress of its annual picnic at this location: The Parks Superintendent advised that, in his estimation, there is no particular objection to the operation of the "pony ring" on this occasion except that it might establish an undesirable precedent and in the future might prove embarrassing in handling like matters. He recommended that the request be denied as a matter of policy. The Commission approved the recommendation.

Mr. W. H. Lynch, Division Engineer, U.S. Bureau of Public Roads, was present and discussed with the Commission the matter of financing additional work on the Marks Creek Section of the Ochoco Highway, particularly additional base stabilization along the 4-mile unit of this section. He said that the stabilization work must be done in order to provide a satisfactory base for pavement to be constructed thereon. He estimated the total cost of the additional work at approximately $85,000, of which, he said, the Bureau of Public Roads can furnish not more than $10,000 or $15,000 from its current funds, which would leave a deficit of from $70,000 to $75,000, which the State would have to furnish if the work is to be completed this year. He inquired whether or not it would be possible for the State to allocate such an amount. The State Highway Engineer pointed out that this is a very important section of the Ochoco Highway and, in his estimation, completion of the work should not be deferred. He recommended that the Commission authorize $75,000 of State funds to take up the deficiency mentioned by Mr. Lynch. As a result of discussion, motion was made by Commissioner Reynolds that State funds in the amount of $75,000 be appropriated for such purpose. The motion was duly seconded by Commissioner McIver and carried unanimously. (The following letter relative to the above subject was signed by the Commission on the following day:

" DEPARTMENT OF COMMERCE
BURE AU OF PUBLIC ROADS
Division Eight

486 Oregon General

May 25, 1951

Chief, Forest Service
Commissioner of Public Roads
Washington, D. C.

Dear Sirs:

"Since completing the placing of crushed rock surfacing on Oregon Forest Highway Project 27-A3, B4, and submitting it to traffic during the winter of 1950-51, the heavy traffic over the project has developed instability over a four mile section, which will require that additional surfacing material be placed and a bituminous surface constructed over the four mile section.

"Because of the magnitude of the necessary increase in the cost of Project 27-A3, B4 and adjustments involved to accomplish the work under that contract, it is proposed to eliminate the bituminous surfacing, within the four mile section, from Project 27-A3, B4 and to accomplish this and the additional stabilization under a new project and contract.

"Available forest highway cash funds are insufficient to finance the entire cost of the additional project and the State of Oregon has agreed to cooperate to the extent of $75,000 toward the total estimated cost of $90,000. Sufficient unprogrammed balance is available to finance the $15,000 of forest highway funds required.

"It is therefore recommended that the following project be approved:

Project No.	Route & Type of Work	Length	Estimated Cost	F. H. Funds	State Coop. Funds
27-A4, B5	Ochoco Hwy., Surf. & Bit. Surfacing	4 Mi.	$90,000	$15,000	$75,000

/s/ OK. W. C. Williams

Very truly yours,

/s/ W. H. Lynch
W. H. LYNCH, Division Engineer

OREGON STATE HIGHWAY COMMISSION

/s/ Ben R. Chandler
Chairman

/s/ Chas. H. Reynolds
Commissioner

/s/ M. K. McIver
Commissioner

ATTEST
/s/ H. B. Glaisyer
Secretary

U. S. FOREST SERVICE, Region 6

/s/ Jas. Frankland
Actg. Regional Forester

"

May 24, 1951

A general discussion followed concerning other Federal Aid projects, including the survey for the Starkey-Ukiah Road. As to this project, Mr. Lynch stated that he will try to have this survey made some time this coming summer, although he cannot promise that it will be done because of the shortage of engineers. Mr. Lynch also mentioned receipt of a telegram from Washington concerning the programming of remaining projects for the Federal Aid Secondary Highway system. He advised that the Census Bureau has not as yet certified the 1950 population of the states, so he is not in a position to authorize the programming of the remaining funds. He also pointed out that he has received information from Washington to the effect that approval cannot be given to awards of contracts involving more than 25 tons of steel. The Commission instructed the State Highway Engineer to check with the Oregon delegation in Congress as to the census and the steel situation.

The Commission had under consideration options for acquisition of various parcels of real property that are needed in connection with highway improvements, which were presented by the Right of Way Engineer. As a result of careful study of each item, the Commission authorized the Right of Way Department to close the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Chief Counsel reported on the condemnation action authorized by the Commission at the previous meeting against Oregon Lumber Co. for acquisition of right of way needed in connection with the improvement of the Hood River-Mosier Section of the Columbia River Highway Hood River County. He advised that, since the complaint was filed he has received from the company a communication stating its willingness to accept $12,000 for its property, and further stating that the company would allow the State to enter upon the property without being guilty of trespass. He pointed out that the high appraisal of the property was $8,000 and that the Commission previously authorized an offer of $9,000 in condemnation. He requested instructions, advising, however, that if the Commission is unwilling to pay $12,000 then it will be necessary to proceed with the condemnation action. It was the feeling of the Commission that $12,000 is entirely too much to pay for this land, which consists of 4.71 acres; whereupon the Commission instructed Chief Counsel to proceed with the condemnation and to adhere to the $9,000 offer heretofore authorized in connection therewith.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

[illegible]

The Chief Counsel requested authority to condemn certain parcels of real property that are needed for highway purposes and which cannot be acquired by negotiation. He presented a list of such properties, together with the offer that he recommended for each tract, as follows:

Unit #5 Section of the T. H. Banfield Expressway			Recommended Offer
R 15533	Sylvester B. Hall (Multnomah County) (Right of Way)		
	6.5 acres at $1250.00 per acre	$ 8,125.00	
	76 rods of fencing replacement at $5.00 per rod	380.00	
		$ 8,505.00	$ 8,525.00
R 16777	Harrison W. Jensen (Multnomah County) (Right of Way)		
	0.236 acre at $2800 per acre	$ 649.60	$ 650.00
R 16952	Clay C. Miller (Multnomah County) (Right of Way)		
	2.99 acres at $12.50 per acre	$ 3,737.50	
	44 rods of fence at $5.00	220.00	
	1.71 acres at $400	684.00	
	Severance: $400 per acre to remaining 2.29 of raspberries	916.00	
	Reduction of efficiency of irrigation system	300.00	
		$ 5,857.50	$ 5,875.00
R 17037	Lizzie Luscher (Multnomah County) (Right of Way)		
	7.5 acres at $1,250.00	$ 9,375.00	
	Damages	3,125.00	
	Cost of another water supply to replace spring	1,500.00	
		$14,000.00	
	If present water supply cannot be preserved		$14,000.00
	If present water supply can be preserved		12,500.00
R 16104	William F. Loser (Multnomah County) (Right of Way)		
	10.35 acres at $1250.	$12,937.50	
	4.89 acre at $1250. taking $6112.50		
	Damage to 5.46 acre remaining	682 50 6,795.00	
		6,142.50	$ 6,800.00

Sunset Bay State Park Sec. of Cape Arago Hwy.			**Recommended Offer**
R 16736	Ralph Barker (Coos County) (Park)		
	5.75 acres at $100	$ 575.00	$ 575.00
R 16735	D. H. Harding (Coos County) (Park)		
	0.82 acre	$11,500.00	$11,500.00
R 16734	George J. Landrith (Coos County) (Park)		
	Par.1 4.28 acres at $100	$ 428.00	
	Par.2 15.39 acres at $125	1,923.75	
		$ 2,351.75	$ 2,400.00
Salem-Hayesville School Sec. of the Pacific Highway East			
R 13870	Elling Halvorson (Marion County) (Right of Way)		
	Parcel No. 1 550 sq. ft. at $1.00	$ 550.00	
	Parcel No. 2 1,598 sq. ft. at $.75	1,198.50	
	Parcel No. 3 1,011 sq. ft. at $1.50	1,516.50	
		$ 3,265.00	
	Valuation of sign	1,500.00	
		$ 4,765.00	$ 4,800.00
Gold Beach-Brookings Section of the Oregon Coast Highway			
R 14748 R 14749	Harvey D. Crook (Curry) (Park)		
	Parcel 1:		
	13.76 acres at $200	$ 2,752.00	
	Severance damage, 120 acres at $100 per acre, 5% or 12,000	600.00	
	330 rods fence at $4	1,320.00	
		$ 4,672.00	
	Parcel 2:		
	82.87 acres at $200 per acre	16,574.00	
	Severance damage, 29.81 acres at $100, 15% or $2,981.00	447.15	
	Allowance for house	1,500.00	
	Allowance for cabins	4,000.00	
	Barn & outbuildings	600.00	
	Estimate on fence, 400 rods at $4	1,600.00	
		$24,721.15	
	Total	29,393.15	$ 29,400

May 24, 1951

Sylvan Section of the Sunset Highway

R 15139 R 15140 Helen M. Lovin

Resolution to be adopted for the purpose of correcting the property description.

Amount of offer to remain the same as that authorized by the Commission on December 19, 1950.

As a result of careful consideration, the Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBIT "L-1", "L-2", "L-3", "L-4", and "L-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported the following sales of miscellaneous properties heretofore acquired by the Commission in connection with right of way acquisitions, and he asked the Commission to confirm them:

File No.	Location	Sales Price	Purchaser	Items & Remarks	
16897-	Cedar Point-Coquille Sec. Ore. Coast Highway	$ 62 00	Katherine Peart - 600 N. Taylor Coquille	2-5x4' windows, s. panes 2-2'10"x2'5" windows, s. panes 1-3'8"x2 8" window, small pane	$37.00
				2 lavatories	$25.00
				1 toilet	$15.00
16913-	Cedar Point-Coquille Sec. Ore. Coast Highway	$100 00	Kenneth M. Peterson Box 719 Coquille	House on stilts-This was a hurried sale to clear right of way-building had to be moved in 10 days-has to be wrecked	
16895-	Cedar Point-Coquille Sec. Ore. Coast Highway	$ 25.00	C. L. Mitchell P O. Box 523 Coquille	Bath-tub-removed from building. Bldg used by dept. as a constr. office	
15604-	Cascade Locks-Viento Sec. Columbia R. Hwy.	$ 5.00	John L. Keller 665 Evans Salem	Fuse box and switch	
17109 -	Salem Bi-Pass Sec. Pacific Highway	$500 00	The Church of Light 3615 Garden Rd. Salem	House about 40 yrs. old- Bid on the electric pump -$20 is rejected. Three bids received, lowest $40. 00	

(cont.)

File No.	Location	Sales Price	Purchaser	Items & Remarks
0734-	S. 6th Str. Sec. Klamath Falls-Lakeview Hwy.	$18.00	Crater Lake Machinery Co. Klamath Falls	36 feet of 6" pipe in ground at 50¢ per foot.
0931-	Cascade Locks-Viento Sec. Columbia River Hwy.	75.00	Sylvan Potts Box 177 Cascade Locks	Buildings sold by option agreement

The Commission approved the sales as reported, by unanimous vote.

The Right of Way Engineer brought up for discussion a proposed sale of a small parcel of land lying between the Old Oregon Trail and the Union Pacific Railroad near the west city limits of the City of Pendleton, which property Senator Rex Ellis desires to acquire and on which he plans to construct an office building for use by the Secretary of State. The Right of Way Engineer stated that he had the property appraised by three different appraisers, one of whom valued the property at $25,000, a second at $21,150 and the third at $20,000. He pointed out that the tract contains only 0.65 acre of land, and does not include the entire tract that Senator Ellis wished to acquire some time ago. Also that if the Commission sells the property, access to the highway for commercial purposes at two points would have to be granted. The matter was discussed by the Commission at considerable length and, as a result thereof, the Commission decided to advertise the property for sale at a minimum cost of $21,500. The attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Commission discussed a written report from the Right of Way Department dated May 1, 1951, covering a right of way controversy with Mrs. Nancy M. Finke and concerning acquisition of a small parcel of land needed in connection with the improvement of Union Avenue (US99E), Portland, at its intersection with Columbia Boulevard, North Portland. It was recalled that Mrs. Finke's attorney, Arthur Goldsmith, Portland, appeared before the Commission at its meeting in April concerning this matter, at which time the Commission took the matter under advisement. According to the report, original designs for the Union Avenue improvement at this point required acquisition of a narrow strip of land along Mrs. Finke's property frontage, being 0.84 feet wide at the northerly end, and 12 to 15 feet wide at the southerly end, and it was also proposed to acquire a small additional triangular tract at the intersection of Columbia Boulevard and Union Avenue to facilitate right turn traffic movements for south bound vehicles from Union Avenue. Negotiations were carried on with Mrs. Finke for a considerable length of time, during which she reduced her demands from $20,000 to $13,900,

but even that amount was considered excessive, so the plan for the highway improvement was revised to eliminate the taking of any land whatsoever from her, although the acquisition of 1400 square feet at the intersection would be desirable in order to facilitate traffic movements. The Right of Way Engineer recommended the purchase of such area at $2.00 per square foot, or a total of $2800, and that the Commission authorize an additional payment of $200 for attorney fees, making a grand total of $3,000. It appeared to the Commission that it has a minor obligation in the matter and in order to be fair with Mrs. Finke, the Commission decided unanimously to pay her $3,000 for the 1400 square feet of land as recommended by the Right of Way Engineer. In the event that Mrs. Finke will not accept such settlement, the entire matter is to be dropped.

The Right of Way Engineer reported that in connection with the construction of the Cedar Point-Coquille Section of the Oregon Coast Highway, Coos County, plans called for the construction of a retaining wall in front of property owned by a Mr. Stevens, which retaining wall was estimated to cost about $10,000. Subsequent to a preparation of the plan, he said, the property changed hands and a suggestion was offered by the new owner for the elimination of the retaining wall, his plan being for the State to grade his property down to an approximate level with the highway, he to assume the entire expense of readjusting his buildings. The Right of Way Engineer estimated the cost of the grading work at about $2,500, and he recommended approval of the plan as an economical proposition. The Commission approved the recommendation unanimously.

The Commission discussed the advisability of acquiring 4.95 acres of land in Umatilla County for stockpile site purposes. The property is located on the Oregon-Washington Highway north of the City of Milton-Freewater, and the purchase price is $750. The Commission approved the purchase of the property upon the recommendation of the Engineer and the Right of Way Engineer.

The Right of Way Engineer presented a request from Marin J. Fager et ux for relocation of his point of access to the Ladd Canyon Section of the Old Oregon Trail in Union County. He explained that approval of this request will eliminate one access point to the highway and construction of a possible culvert, which was estimated to cost $3,500. However, it will necessitate the construction of a frontal road in lieu thereof at an estimated cost of $1,000. He recommended approval of the request. The Commission approved the recommendation unanimously. (An "Indenture of Access" covering the matter was signed by the Commission on the following day).

The Engineer brought up for discussion the matter of conveying to the City of Eugene certain property lying adjacent to the Pacific Highway between Walnut Street and Judkins Point, known as the Byers' property. He recalled that the Commission two years ago acquired jointly with the City of Eugene considerable right of way along this section, including the Byers'

property for which the State paid $7,000 with the understanding that if the property were found to be of no value to the State, the City would take title to it and would reimburse the State in the amount of the purchase price. It has now developed, he said, that the property is needed to provide adequate storage facilities at the Highway Department headquarters in Eugene as well as to allow parking of cars at the Secretary of State's field office. He recommended therefore that the City of Eugene be relieved from its obligation to take over the property and that title to the property be retained by the State. This arrangement, he said, is satisfactory with the City of Eugene. The Commission approved the recommendation unanimously.

The Engineer reported a timber cutting encroachment on property that was purchased in 1937 from T. H. Banfield and wife as right of way for a proposed revision of the Oregon Coast Highway between Otter Crest and Otter Rock, Lincoln County. He advised that logging contractors named Gilbert J. Roles and Clive Stiltner, Waldport, Oregon, cut and felled about 55,000 F. B. M. spruce and hemlock timber before they were stopped by a highway maintenance superintendent, but they agreed not to remove this timber until such time as a satisfactory settlement was affected with the State Highway Commission. The State Forester's office, he said, has been consulted and a price of $6.00 per M for all grades was set as an average, although the suggestion was made that the operators be charged double that amount as a penalty. The Engineer stated his concurrence in such settlement and recommended that the operators be charged on the basis of $12 per M or $600 total. The Commission approved the recommendation.

The Chief Counsel reported on the settlement of lawsuits effected subsequent to the April meeting of the Commission. He advised he has reached a settlement in only one instance, being that of the State's case against Alicia Anne Ruhl, involving property needed for improvement of the Sam's Valley State Secondary Highway in Jackson County. He recalled that Miss Ruhl demanded $1,000 for her property, but the Commission had approved payment of only $500. However, agreement has now been reached on the basis of the State's paying Miss Ruhl the sum of $850. He recommended approval of this settlement in order to avoid court costs and payment of attorneys' fees. The Commission approved the recommendation.

The Chief Counsel reported settlement with the Enterprise Irrigation Co., Klamath Falls, of a tax lien on State property, acquired from George W. Welcher for right of way purposes. The claim, he said, is in the amount of $250 and is of quite long standing. However, as a result of negotiations, the District has agreed to accept $153 as payment in full. He recommended approval of such a settlement. The Commission approved the recommendation.

The Chief Counsel reported on the status of the claim of a family by the name of Haddix for reimbursement for expenses incurred by them for doctor bills, etc. resulting from injury to their child who, it is alleged, tripped over a survey stake near the Haddix home. He advised that the Haddixes are asking reimbursement in the sum of $900 which represents their hospital account, doctor bills and miscellaneous expenses. He pointed out that, according to the statutes, a limit of $500 has been set on claims of this nature. Due to the circumstances surrounding this case, he suggested that the Haddixes be paid the sum of $500 if they will release the State from further liability. The Commission approved the suggestion.

The Chief Counsel also reported the status of the State's claim against State Construction Co. for refusal to accept the contract awarded to them for construction of the Marion Street Bridge piers in Salem. He said that the company has offered to pay $3,500 as settlement in full of the claim and he recommended acceptance of the offer because there is doubt in his mind that the State can win the case if it goes to court. Chairman Chandler expressed himself against such settlement because it would not satisfy the principal involved, and he wished it determined if highway proposal bonds are of any value. Commissioner McIver gave as his feeling that the case should be tried in the courts. Commissioner Reynolds expressed himself similarly, whereupon the Chief Counsel was instructed to proceed with the suit as originally contemplated in order to make a test case out of it.

Brought to the attention of the Commission by the Chief Counsel was a controversy which prevails in the case of Walker vs. Mackey and the State Highway Commission concerning access to the Oregon Coast Highway near Pleasant Valley, Tillamook County. The Chief Counsel advised that Mr. Walker contracted to purchase a parcel of land from Mr. Mackey, but the contract agreement was not recorded in the county records, so was not available to the title company, which examined the records. It also appears that the State, in acquiring right of way from the Mackeys, granted private access at a certain location which was not opposite the Walker tract, so Mr. Walker is now asking for such access even though it might be of a temporary nature. The Chief Counsel recommended that the request be denied. The Commission approved the recommendation unanimously.

The Chief Counsel reported that his attempts to collect from Kuckenberg Construction Co. the cost to repair damage the company did to a bridge on the Pacific Highway south of Dillard, known as the Ford Bridge, have been unsuccessful. He requested authority to pursue the matter in court if further negotiation shows that to be necessary. The Commission approved the request unanimously.

The Chief Counsel reported a gift of land from Mr. and Mrs. Lon Christensen for park purposes, at Yachats. He gave as his feeling that the Commission should acknowledge the gift by appropriate letter and that the Commission should name the area "Christensen Parkway". The Commission approved the suggestion; however, decided that the area should be named

"Christensen Ocean Wayside" rather than "Parkway", and it was so ordered. In this connection, the Chief Counsel advised that Mr. Christensen is asking the Commission to grade an approach to a cemetery located nearby with the understanding that he would maintain the roadway if the State will build it. The Commission approved the project on such basis.

The Commission discussed a request from Justice Latourette with respect to the mooring of logs in the Willamette River at Oregon City. In the discussion of this matter, it was pointed out that there now exists a lease for the privileges desired by Mr. Latourette; in view thereof, the Commission decided not to grant additional privileges until this lease has expired.

The Chief Counsel reported a request from the State Board of Control for the loan of services from the Highway Department's legal counsel, in appraising properties that are to be acquired for the State Capitol group in Salem. He requested instructions. The Commission authorized the Chief Counsel to assist in this matter if the request for his services comes from the Attorney General.

The Commission had under discussion the advisability of selling to Senator Rex Ellis a small parcel of land situate adjacent to Three-Mile Lane Secondary Highway near McMinnville, being excess property that was acquired from C. E. Forrell in connection with a right of way settlement. The Chief Counsel advised that Senator Ellis wishes to acquire this tract as a site for a building to be constructed for use by the Secretary of State. The Right of Way Engineer exhibited a map showing the location of the property and pointed out that it is not needed for highway purposes and is not access controlled. The property, he said, is appraised at $3,700 and he recommended, if the Commission desires to sell it, that it be sold for the sum of $4,149.60. The Commission discussed this matter at considerable length and, as a result thereof, by unanimous vote, approved the sale of the property to Senator Ellis at the price mentioned by the Right of Way Engineer, without going through the formality of advertising the property for sale. (The Commission signed a bargain and sale deed later in the session for delivery to Senator Ellis upon receipt of the purchase price of the property).

The Chief Counsel brought up for discussion Oregon Law 156, 1951, enacted by the 1951 legislature, which authorized the Highway Commission to designate its Secretary or some other officer or deputy to approve voucher claims in connection with which the indebtedness or expense set forth therein previously has been authorized by the Commission. He suggested that the Commission exercise its authority under such law so as to relieve the Commission from such duty and to expedite the payment of claims. He expressed the feeling that the Commission's Secretary should be delegated to perform this function. As a result of discussion, motion was made by Commissioner Reynolds that the Secretary, H. B. Glaisyer, be delegated to act for the Commission in this respect. The motion was duly seconded by Commissioner McIver and carried by unanimous vote of the Commission. The attached

resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

The Commission discussed and approved an agreement with the Secretary of State providing for upkeep and operation of the new Highway Office Building in Salem. (Agreement was signed by the Commission later in the session)

The Commission discussed and, upon the recommendation of the Engineer and Chief Counsel, approved the vacation of Greenwood Avenue in the town of Reedsport as requested by citizens of that city. (A petition requesting such vacation was signed by the Commission later in the session.)

The Chief Counsel brought up for discussion the matter of the Commission taking formal action authorizing the Right of Way Department to negotiate options for right of way and other purposes. He explained that in the past such authority has been given by the Commission by minute entry in the Commission's records but, due to the fact that occasionally the Commission's procedure in this regard is challenged, in his estimation, the Commission should grant such authority by formal resolution and he so recommended. He presented a form of resolution covering the matter, which provides also for ratification of the informal action and authorization heretofore given by the Commission for acquisition of real property in connection with certain highway projects. As a result of discussion, the Commission approved the Chief Counsel's suggestion and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "D-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein. In this connection, The Commission also adopted by unanimous vote the attached resolution marked EXHIBIT "D-1", outlining the procedure hereafter to be followed by the Engineer in furnishing right of way descriptions to the Right of Way Department, upon approval and adoption of a survey for any new highway project or for relocation of any existing highway. The resolution by this reference is made a part of this minute entry with like effect as though extended in full herein.

The Chief Counsel brought up for discussion the application of the provisions of a Salem city ordinance to certain property that the Commission is buying from a Mr. Taylor, Salem, in connection with improvement of the Pacific Highway in North Salem. It seems that a building on the property must be moved to an adjacent site, but it appears that it cannot be occupied in the new location unless it is fire-proofed in accordance with the ordinance requirements whereas, were the building left in its present location, such fire proofing, which is estimated to cost about $6,000, would not have to be done. The Chief Counsel advised that he has taken up the matter with the city officials, who state they do not wish to amend the ordinance to include this

exception and who suggest that the State pay for the fire proofing. He requested instructions, recommending, however, that the State do not pay for the fire proofing. The Commission referred the matter back to the Chief Counsel with instructions to make a further attempt to secure an amendment to the city ordinance that would not affect other cases of similar nature.

Pursuant to instructions from the Commission at the previous meeting the Engineer presented for the Commission's consideration a text, for signs to be erected at the ends of State Highway projects, as prepared by Mr. Manley Robison, Director of the Travel Department. The Commission deferred action on the matter until later.

The Chief Counsel brought up for discussion the matter of releasing balances of funds to Walter Berndt Construction Co. in connection with State Highway Contract No. 3115 for construction of the Snider Creek-Crater Lake Junction section of the Sams Valley Secondary Highway, Jackson County. He recalled that numerous claims aggregating a total much in excess of the monies due the contractor have been filed against this job and that the funds are being held pending settlement of the claims. He advised that he has filed in court an interpleader whereby all the claimants will be called into court to explain their claim and with the information thus gained the court will then decide who among the claimants are entitled to the funds, thus relieving the Highway Commission of such responsibility. He suggested that the warrant covering balances due the company be made payable to the Clerk of Multnomah County or to others as the court may direct and he requested authority for the auditor to prepare the warrant accordingly. The Commission approved the request unanimously.

The Chief Counsel also requested instructions with regard to the payment of final estimates due Denton Construction Co. in connection with State Highway Contracts No.'s 2899 and 2944. He said that there are a number of claims against these contracts, the principal one being that of the Internal Revenue Department which is not entirely valid because it involves work done by Mr. Denton that was entirely foreign to his State Highway work, and he recalled that the Commission previously authorized the release of the final warrants on the condition that the surety on the bond furnished by Denton Construction Co. in connection with these jobs would indemnify the State and furnish a supplemental bond guaranteeing that it would pay any claim that the courts might hold valid. The bonding company, he said, is anxious to close this Denton matter and agrees, if the Commission will pay to it the balances due on these two contracts totaling $9,322.06, to indemnify the state of Oregon in such sum from any loss which the State may sustain by reason of the claim of the Internal Revenue Department. He presented a form of agreement covering the matter and recommended its approval and execution. The Commission approved the recommendation unanimously. (The agreement was signed on the following day.)

The Chief Counsel requested salary increases of $50 a month each for Assistant Counsels, Clifton W. Enfield and Fred Miller. He explained that both of these men are assistants to the Attorney General who has signified his approval of such increases. The Commission unanimously approved such increases. Moreover, the Chief Counsel was informed that the Commission is willing to grant increases up to $600 per month for these men in the event that meets with the Attorney General's approval

The Engineer reported the results of investigations conducted in the City of Stayton at the city's request for improvement of certain streets which the city alleges were damaged by reason of State Highway traffic. He stated that inspection reveals that Fourth Street, the street that the city is most desirous of having improved, was damaged to a certain extent during the winter of 1949 and 1950 by reason of heavy traffic that developed thereon when the street was cleared of snow by State Highway forces. The snow removal operations, he said were conducted to provide a roadway to a garage which the State had rented on this street, and because the snow had not been removed from other streets very heavy traffic developed on Fourth Street. He estimated the cost to repair Fourth Street south of the Santiam Highway, by paving and reoiling, at $1,000, and recommended approval of the expenditure in the 1951 special state tax street fund program. The Commission approved the recommendation.

The Commission discussed a claim from Rogers Construction Co. in the amount of $32,330.95 for extra compensation in connection with its Contract No. 3082 for construction of the Troutdale Section of the Upper Columbia River Highway The Engineer advised that he has investigated this claim and has consulted with the contractors on two occasions relative thereto with a result that a compromise settlement in full payment of the claim has been reached in the sum of $6,505.44. He explained details and recommended approval of such settlement. The Commission approved payment of the sum of $6,505.44 in full settlement of the claim. (For details, see copy of Engineer's written report on the subject dated May 14, 1951.)

The Commission discussed a written report from the Engineer dated May 14, 1951 on the construction of a new ferry terminal at Astoria. The Engineer pointed out that the Commission in arranging its budget for 1951 approved in principle an amount of $200,000 to cover the estimated cost of constructing such new terminal but deferred final approval pending inspection of the premises and an additional report which he is now rendering. The Engineer also pointed out that the State is now paying $250 per month rental for the present terminal and that inspection reveals that considerable repair work will have to be done to the landing facilities in the early part of 1952 in the event that the new terminal is not provided before that time. He estimated that the cost of such repair work at $13,500 if done now. He recommended approval of the new terminal and that he be granted authority to advertise the work for bids to be received at the next meeting of the Commission. In the discussion of this matter, Chairman Chandler expressed himself against a new terminal at this time as did also Commissioners Reynolds and McIver. The Engineer was thereupon instructed to contact the owners of the termin that is now being used to ascertain if the present lease can be renewed on a two or

three year basis. A report on this subject was ordered for the July meeting of the Commission. It was also agreed that the premises would be inspected by the Commission on the occasion of its visit to Astoria in June.

The Commission discussed a report from the Engineer dated May 1, 1951 on the request of the Oregon State Board of Forestry for permission to construct three roadside picnic areas on the Sunset Highway as memorials to E. T. Allen, George Gerlinger and Nels Rogers, who were prominently identified with State forestry matters. In his report the Engineer pointed out that the present policy of the Commission is to develop waysides to be utilized by the motoring public as picnic areas or rest stops, not closer than 30 to 40 mile intervals. These areas he said, are not dedicated to any individual but are created and maintained as a public service for motorists, utilizing revenues obtained from highway users. The three areas desired by the Forestry Department, he said, are situate within a distance of three miles on the Sunset Highway, and information received from that department indicates that, even if it could finance construction of the three waysides, it has no funds for maintenance. He recommended that the request be denied as a matter of established policy. The Commission approved the recommendation.

The Engineer reported the results of a survey to determine the location of dangerous trees that are located on or adjacent to all highways on the State Highway system. In his written report on the subject, the Engineer advises that there are 15,254 such trees which are considered dangerous. The trees are 12" or larger in diameter and approximately 25% of them are located on public lands, although most of them are within the boundaries of the National forests. He estimated that 6,000 of the trees are located on State Highway right of way, and that it would cost between $90,000 and $120,000 to remove them. He recommended:

(1) that the Highway Commission cooperate as soon as possible with the State and Federal agencies having jurisdiction on and off the right of way in National forests and in the Indian Reservation, permitting those agencies to hire and contract the removal of dangerous trees on certain highways and during certain seasons of of the year by permitting those agencies and/or their contractors to load the felled trees or logs on the highway right of way with rubber-tired equipment;

(2) that, in addition to the $13,600 in the current budget, the Commission authorize an additional expenditure of $35,000 for the removal of dangerous trees on the highway right of way where the hazard is greatest, during the present calendar year;

(3) that the Commission include in its 1952 budget the sum of $40,000 for the removal of dangerous trees on highway rights of way; and

(4) adoption of the following policy relative to dangerous trees located beyond highway right of way limits: continuation of the felling and removal of a few of the most dangerous trees which present the greatest hazard to the traveling public, with the permission of the owners, and that notice be given in writing to the owners of private land on which dangerous trees exist, calling attention to their responsibility and the hazard that exists to highway users.

The Commission approved the recommendations unanimously and so ordered. (For details, see copy of Engineer's report dated May 1, 1951 in General Files).

The Engineer reported on a request from County Commissioner J. C. Minson, Crook County, for the elimination of two curves on US Highway No. 28 (Ochoco Highway) between Redmond and Prineville. He advised that investigation reveals three rather hazardous curves on this highway between Redmond and Powell Butte and several others on the same section which also should be eliminated because they are deficient in sight distance. To improve the sight distance at two of the curves mentioned by Commissioner Minson, he said, will cost approximately $6,500; however, he recommended that the work be postponed until the highway between Redmond and Powell Butte is reconstructed in its entirety, which work is contemplated in the Commission's 5-year program. The Commission approved the recommendation.

The Commission discussed and ordered filed a written report from the Engineer dated May 16, 1951 on the subject of insurance provided for the ferry across the Columbia River between Astoria, Oregon and Megler, Washington. (For details see copy of a report dated May 16, 1951 in General Files.)

A letter was presented from Mr. Herman R. Larson, Oakland, Oregon, requesting the oiling of a $1\frac{1}{4}$ - mile section of the Elkton-Sutherlin State Secondary Highway west from the town of Sutherlin, in order to alleviate the dust nuisance. The Engineer advised that the section of highway referred to lies west and south of Sutherlin and consists of an untreated gravel surface. The highway for a distance of one mile west of Sutherlin, he said, now has an oiled surface but the $\frac{1}{2}$-mile section immediately west thereof and a 1.7-mile section on the branch that leads south has never been constructed to modern standards. He further stated that in 1950 a section, about 1.3 miles long, was given a light oil treatment at a cost of $550, but continued heavy logging traffic on the road has ruined the surface. He gave as his opinion that the reoiling of this highway is not justified until the road has been properly constructed, and he recommended that the request for the oiling work be denied and that the road be maintained as in the past as an untreated macadam surface, using a sprinkling tank from time to time as deemed necessary to allay the dust. The Commission approved the recommendation unanimously and it was also decided to inspect the road on the ground during the progress of the Commission's inspection trip during the month of June.

The Engineer brought up for discussion a request from the City of Portland for additional match monies, amounting to $20,000 to finance channelization and signalization of McLoughlin Boulevard. The Engineer recalled that the Commission approved an item of $50,000 in its 1951 betterment budged for such work, of which amount $20,000 was to match money that the city had available during the first six months and $30,000 to match City funds which the City anticipated would become available in its new fiscal year beginning July 1, 1951. He also pointed out that the Commission allocated $30,000 State funds to match funds of the City for a grade separation at Bybee Boulevard. According to recent information received from the Portland Traffic Engineer, the city will have an additional $20,000 as of July 1, 1951 and request was made that the State match that sum to finance a continuation of the channelization and signalization project at S. E. Reedway and S. E. Insley Streets, which, the Engineer stated, is a very desirable improvement. He recommended that the additional $20,000, which was contained in the 1951 budget, be allocated to match City of Portland funds which will become available July 1, 1951 for this work. The Commission approved the recommendation unanimously.

The Commission discussed a proposed agreement with the Portland General Electric Company covering a revision of its power transmission pole line as necessitated by construction of the Marion Street bridge in Salem. The Engineer advised that the revision referred to consists of a transmission line tower at the west approach to the bridge, which is necessary to raise the transmission lines to allow proper clearances. He further stated that the company estimates that the work can be accomplished for $3,300 and he recommended approval of the agreement as prepared and that he be authorized to reimburse the power company for its work upon proper billing. The Commission approved the recommendation. (An agreement with the Portland General Electric Co. was signed by the Commission on the following day.)

The Engineer requested authority for an expenditure of approximately $5,000 for investigations of flared-inlet culverts. He said that this is a new design for small drainage structures, which theoretically increases their carrying capacity a considerable amount, and that the Bureau of Public Roads, which has requested the investigation, suggests that the cost should be charged to "Planning Funds" monies which were approved in the budget last fall. He also said that the first installation of this type of culvert was made in Oregon and it was for that reason that the Bureau of Public Roads felt that this state is better qualified than others to undertake the investigations. Moreover, Mr. W. H. Lynch, Division Engineer of the Bureau of Public Roads, recommends the project and has given his assurance of support. He added that the work would be done in the hydraulic labratory at Oregon State College and that about half of the expense would be made this year and the balance next year. The Commission approved the project unanimously and ordered the matter covered by appropriate agreement with the College.

The Commission discussed and ordered filed a resolution from the Enterprise Chamber of Commerce urging completion of the Enterprise-Lewiston Highway at the earliest possible time.

A petition was presented signed by 126 taxpayers and users of the North Powder River State Secondary Highway requesting "immediate and proper action to put this road in condition". The Engineer advised that the road referred to is the Haines - Anthony Lake State Secondary Highway; also that this road, which is 12.6 miles in length, is surfaced with intermittent sections of gravel or decomposed granite; that the road bed is not stable during the winter months and in the summer months becomes dusty and corrigated. To improve the road to a modern secondary standard, he said, with an oiled surface, will cost about $250,000. He recommended, rather than to go to such a large expenditure, an application of crushed rock, consisting of about 500 cubic yards per mile as a maintenance operation. The Commission approved the recommendation.

The Engineer brought to the Commission's attention a request from the University of Oregon for the landscaping of a triangular parcel of land bounded by Franklin Boulevard (Pacific Highway) on the north, Thirteenth Avenue on the south, Columbia Street on the west and Moss Street on the east, in Eugene. The University, he said, has acquired this property and will finance removal of existing buildings but is asking the Highway Department to landscape the area. He estimated the cost of such landscaping at $4,100 and recommended approval of the expenditure. The matter was given very careful consideration by the Commission, during which Chairman Chandler expressed himself as opposed to the expenditure of highway funds for beautification of property belonging to others. Commissioners Reynolds and McIver indicated concurrence therein, whereupon the Commission unanimously denied the request.

The Commission discussed briefly the Chief Auditor's monthly report on highway finances and inquired why final payment has not been made to certain contractors listed therein for work that has been completed for some time. The Engineer was instructed to render a report on this subject at the next meeting of the Commission. The Chief Auditor was instructed hereafter to state in his report the reason why such final payments have not been made.

The Commission discussed the bids received at the morning session for contract work and at 4:00 p.m. Chairman Chandler announced the Commission's decision with respect to each project as follows, the Commission's action being by unanimous vote:

> "Construction of Phoenix Bridge over Bear Creek on a county road in Jackson County. 8 bids were received by the Commission for this work, the low one being that of Eric Enquist, Troutdate at $41,900. The bids are all being referred to the County

Court of Jackson County for further handling in view of the fact that the project is a county project under county jurisdiction and control.

"Surfacing on the Metolius-Culver and North Unit, Culver-Juniper Butte County roads near the towns of Metolius and Culver, Jefferson County. 14 bids were received for this work, the low one being that of F. L. Somers, Klamath Falls at $109,603. The Commission has referred the bids to the Engineer, with authority to award the contract to F. L. Somers, the low bidder, at his bid price when certain conditions have been satisfied.

"Surfacing South Unit, Gateway-Agency Plains Section of the Gateway-Agency Plains County Road, about 4 miles northwest of Madras in Jefferson County. The Commission received 17 bids for this work, the low one being that of O & K Construction Co., Gresham, at $30,230.20. The bid is satisfactory and the contract has been awarded to the O & K Construction Co. at its bid price.

"Hampton-Gap Ranch Section of the Central Oregon Highway in Lake, Harney and Deschutes Counties, 28 miles of grade widening and paving. Babler & Rogers, Portland, submitted the low bid for this work at $591,811. There were 7 higher bids. The contract has been awarded to Babler & Rogers at their bid price.

"0.61 mile of paving on Hills and Beech Streets in the City of Oakridge, Lane County. Two bids were submitted for this work, the low one being that of Central Heating Co., Eugene, at $13,496.40. The contract has been awarded to this company at its bid price.

"Santiam River Bridge rail replacement on the North Santiam Highway in Linn County. The Commission received 3 bids for this work, all of which have been rejected as being too high.

"Construction of an extension to the Maintenance Building and construction of a sand storage shed at Santiam Junction in Linn County. The Commission received two bids for this work, both of which have been rejected as being too high.

"17.1 miles of paving on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties. Peter Kiewit Sons' Co., Longview, Washington, was the low bidder for this work at $419,825. There were 8 higher bids. The contract has been awarded to Peter Kiewit Sons' Co. at its bid price.

"Painting the Interstate Bridge over the Columbia River on Pacific Highway near Portland, Multnomah County. Tri-State Painting Co., Portland submitted the low bid for this work at $18,800. A. H. Barbour & Sons, Portland, submitted the next low and only other bid at $20,807. The Commission has awarded the contract to the Tri-State Painting Co. at its bid price.

"0.37 mile paving on Fourth Street in the City of Bay City, Tillamook County. The Commission received only one bid on this work, being that of the United Contracting Co., Portland, at $14,692. The bid is acceptable and the Commission has awarded the contract to this company at its bid price.

"0.23 mile of grading and paving on Miller Avenue in the City of Tillamook, Tillamook County. Two bids were submitted for this work, the low one being that of C. H. Grimstad & T. Vanderveldt, Astoria, at $34,353. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder at its bid price when certain conditions have been satisfied.

"Construction of overnight camping facilities in Wallowa Lake State Park, Wallowa County. The only bid submitted for this work was that of Howard Halvorson Co., Portland, at $69,614. The Commission has rejected the bid as being too high.

"Grading and paving the Davies-Forest Grove Section of the Nehalem Secondary Highway north from Forest Grove, in Washington County. Warren Northwest, Inc., Portland, submitted the low bid for this work at $147,832.50. There were four higher bids. The Commission has awarded the contract to the low bidder at its bid price."

The Chief Counsel brought up for discussion, matters pertaining to the construction of the Marion Street bridge in Salem, particularly the question whether or not the construction of the east bridge approach is considered a change in the grade of the city street. He said that from the best legal authority that he can find, he is convinced that a change is being made in the grade of the street and if the Commission approves, he will endeavor to have the City Council approve the change ne appropriate city ordinance. The property owners who are affected, he said, are waiting for a decision in the matter, and he requested authority to take up the matter with the City Council. The State Highway Engineer gave as his feeling that the grade of the street has not been changed, particularly in view of the fact that the city has accepted the plans and specifications of the project, so, in his opinion, it would be unnecessary to ask the city to take action as has been suggested by the Chief Counsel. The matter was discussed at some length but action thereon was deferred. The Engineer and Chief Counsel were instructed to meet together and submit another report on the subject.

A petition was presented from residents of Bates, Oregon, in which the Commission is requested to reconstruct the Austin-Spur Section of the John Day Highway and to provide an oiled surface thereon. It was pointed out that this project is included in the 20% Federal Aid program that the Commission adopted on the previous day. The Secretary was instructed to so inform the petitioners.

The Commission discussed a resolution received from Reed Creek Grange, Lincoln County, and a petition signed by 148 residents of that county in which the Highway Commission is requested to complete the hard surface on the Siletz State Secondary Highway between Skunk Creek, present terminus of the paved section, and the town of Siletz. The Engineer advised that this section is 18.3 miles in length and that the cost to grade, surface and oil it is estimated at $1,500,000. He pointed out that the average daily traffic on the road is less than 200, which, in his estimation, does not justify the expenditure of such a large sum of money. The Commission denied the request in view of the expense involved.

A resolution was also presented from the County Court of Morrow County requesting that the Rhea Creek County Road be designated a Federal Aid Secondary Highway as a substitute for Federal Aid Secondary Highway #444, known as the Ione-Morgan County Road. The Engineer advised that the existing Federal Aid Secondary Highway #444 is 9.3 miles in length, of which 8.5 miles have been completed to secondary highway standards with oiled surfacing, and the county has plans to improve the remaining portion. The Rhea Creek Road, he said, is 18 miles in length, and serves a large farming area, also, it extends along Rhea Creek where construction costs would be quite moderate. He further stated that Morrow County has no unnumbered county roads on the Federal Aid system. He gave as his opinion that it would be proper to add additional mileage to the system in that county, and he recommended, therefore, approval of the county's request that the Rhea Creek Road be placed on the Federal Aid Secondary Highway system. He also recommended that the existing Federal Aid Secondary Highway #444 be retained on the system. The Commission approved both recommendations unanimously subject to approval by the Bureau of Public Roads.

The Secretary presented two resolutions from the County Court of Deschutes County, in one of which the County Court urges the extension of Federal Aid Secondary Highway #329 (Gherking Road) to include the Innes Market Road, and the improvement thereof. The County offers to prepare the roadbed, provide permanent culverts, haul and place base, etc., according to specifications of the State Highway Department, provided the State will furnish and place asphalt, crushed rock and/or cinders this season. In the other resolution, the County Court requests that the Pringle Falls (Wickiup Reservoir) County Road be added to the Federal Aid Secondary Highway system as a substitute for other county roads previously requested, and that this road be given second priority for any funds that hereafter accrue to the county. The Engineer advised that the Innes Market Road is 3.5 miles in length. Deschutes County, he said, has a total of 35.48 miles on the Federal

Aid Secondary system, of which 31.73 miles have been improved to an oiled standard, county funds having been used to finance most of the work. Of the remaining 3.75 miles of unimproved road, he said, 2.5 miles are on the Gherking Road, which is planned for improvement this year. He gave as his feeling that, in view of the conditions, the mileage in Deschutes County should be increased and he recommended approval of the County Court's request in that regard. As to the Pringle Falls Road, the Engineer advised that there are no monies available to finance a high standard improvement now, which would be necessary to withstand log hauling traffic, in view of which, he recommended denial of the county's request for the designation of this road as a Federal Aid Secondary Highway. The matter was carefully considered by the Commission and, as a result thereof, the Commission unanimously approved both of the Engineer's recommendations.

The Engineer reported that for many years, difficulties have been experienced on the Sunset Highway immediately west of Sylvan because of slide conditions; in fact, last year, because of the condition, the Commission purchased from Mr. and Mrs. Wilfred Helmeke, additional right of way and a house that was being endangered by the slide. He further stated that, in order to stabilize the cut bank to eliminate the sliding movement, which becomes worse each year, it is desired to flatten the slope of the highway through the area purchased from the Helmekes. He estimated the cost of the work at $12,000 and requested approval of the expenditure. The Commission approved the request unanimously.

A petition was presented from Long Tom Grange No. 866, Lane County, requesting improvement of the Territorial State Secondary Highway between Cheshire and Benton County Line by placement of a rock surface thereon. The Engineer advised that the section referred to is approximately six miles long and is subject to heavy log hauling traffic. He estimated the cost to improve the section to a pavement standard at $350,000, and recommended that it be considered by the Commission in some future construction program because of its merit. The Commission denied the request for immediate undertaking; however, instructed the Engineer to bring the project to the Commission's attention at some future time.

The Engineer reported the need to improve and channelize S. W. Barbur Boulevard in Portland at its intersection with S. W. Bertha Boulevard and S. W. Tenth Avenue, in order to avoid a bad traffic situation which will exist by reason of the Fred Meyer Burlingame store at this location. He predicted that in the not too distant future, it will be necessary to construct a grade separation structure for the Bertha Boulevard connection at an estimated cost of $125,000, but pending such construction, he said, action should be taken to make the intersection at grade as safe as possible. He presented a plan evolved by the Traffic Engineers of the City of Portland and the State Highway Department, which involves the widening of Barbur Boulevard to six lanes for a distance of about 3,000 feet and the installation of traffic signals. He estimated the over-all cost of the plan at $21,000, of which amount he said $16,000 represents the cost to widen the pavement on Barbur Boulevard, a

permanent improvement, and $5,000 is the estimated cost for channelization work and installation of traffic signals. As to financing the work he said that the City of Portland has agreed to assume the entire cost of providing a connection with Bertha Boulevard, towards which Fred Meyer is making a voluntary contribution of between $3,000 and $4,000, but it is the feeling of the City that the state should pay for widening Barbur Boulevard. He recommended approval of the plan, including the widening, channelization and signalization at a total cost as stated of $21,000 on the basis that the city will contribute $2,500 toward the cost of signalization and the State the balance. He mentioned that the financing of the State's share has already been provided for in the 1951 betterment budget. The Commission unanimously approved the project as outlined by the Engineer. (For details, see copy of Engineer's written report dated May 18, 1951 to the Commission, in General Files.)

A letter was presented from the City of Pendleton requesting construction of an underpass on Emigrant Avenue in Pendleton in order to eliminate what the City alleges is a hazardous grade crossing of US395 and the Main Line tracks of the Union Pacific Railroad Co. The Engineer estimated the cost of an underpass 30 feet wide at $450,000 and a four lane structure at $650,000. He exhibited a map showing the location involved. The Commission decided against the project at the present time because of the cost involved. However, it was agreed to bear it in mind for future consideration.

The Commission had under discussion a proposed agreement with the Bureau of Public Roads covering the furnishing and application of hot mix bituminous surfacing material for maintenance of the North Santiam Forest Highway project #24-A5, B7, C5. The Engineer explained that the Bureau of Public Roads is not equipped to perform this kind of work, and has asked the State to do it with the understanding that the Government will reimburse the State for all costs incurred in connection therewith provided the total obligation does not exceed $10,000. He recommended approval of the agreement on such basis. The Commission approved the recommendation. (The agreement was signed by the Commission later in the session).

A resolution was presented from the Central Oregon Chamber of Commerce requesting "that the Highway Commission recognize the need for the earliest possible completion of Highways 78 and 395 and that the Commission request allocation of funds for this purpose." The resolution was discussed briefly and ordered filed.

The Engineer brought up for discussion a proposal for financing a test road located in the Western States to determine the effect of axle load concentrations. The proposed road, he said, will be about 2,700 feet long with varying thicknesses of foundation and pavement. He estimated the cost of the road at $275,000 and gave as his belief that approximately $95,000 will be contributed by truck manufacturers and oil companies, leaving about $180,000 to be financed by the states, the amount of contribution

of each state being dependent upon the number of states that enter the test. It was his opinion that the project is well worthwhile and that the State of Oregon should join in the test because of the information that will be gained. He further stated that this matter is to be discussed at the next meeting of the Western Association of State Highway Officials when he would like to be prepared to state definitely whether or not the State of Oregon will participate in the experiment on a basis of equal cost to each state concerned. He predicted that at least six states will participate, which would make the share of each about $30,000. The Commission unanimously approved the project in the maximum expenditure of $30,000.

The Commission discussed a letter from the County Court of Lane County concerning the making of an origin and destination survey of the Eugene and Springfield areas of Lane County, particularly inquiring as to how much the survey would cost and when the work could start. The Court advises that the involved areas will share the cost. The Engineer advised that a complete highway economic study, including origin and destination surveys, parking analysis, and final route analysis and report will cost about $25,000 which will be paid for: $13,000 by the City of Eugene for the parking study, $5,000 by the State, $3,000 by Lane County, $2,000 by the City of Springfield, and $2,000 additional by the City of Eugene. He gave as his belief that the survey should be made because the results thereof will be of very material benefit to the State, and he requested authority to discuss the matter with Lane County and the cities involved, and to work out an agreement if the Commission approves the sharing of the costs on the above basis. The Commission unanimously approved the making of the survey provided agreement can be reached with the agencies concerned for payment of costs as mentioned by the Engineer.

The Secretary presented a letter from Jas. O. Convill, City Manager, City of Corvallis, advising that the City Council confirms the understanding arrived between the Highway Commission and the Corvallis delegation on Friday, April 13, 1951 with respect to the proposed First Avenue improvement in Corvallis, as set forth in the Secretary's letter of April 24, 1951. The Commission accepted the letter and ordered it filed.

A letter was also presented from the following representatives of Oregon State legislature, representing counties affected by the proposed bridge being built across the Willamette River at Salem, wherein request was made for reconsideration of the plans for the approaches from Edgewater Street and Wallace Road: Carl H. Francis, Frank M. Farmer, Elliott V. Cummins, J. O. Johnson, Mark O. Hatfield, Lee Ohmart, and Earl E. Fisher. They gave as their understanding that the crossing as proposed will require traffic coming from Polk County to cross two open railroad tracks, which they contend will constitute an impediment to the free flow of traffic and will be an inconvenience and loss to farmers transporting produce, and to persons working in the city of Salem, who will be required to wait for trains at these points. The Engineer advised that the original Salem traffic plan includes a grade separation structure on the Salem-Dallas Highway at some future time and that the immediate plan is to make a connection with the present Salem-Dallas Road (Edgewater Street) near McNary Avenue and to defer

the grade separation structure. To construct the grade separation structure and to extend the road approaches thereto from McNary Avenue, he said, is estimated to cost about $750,000, and there appears to be no justification of that expenditure at the present time. To eliminate the crossing on the Wallace Road, he said will cost about $850,000, but such structure still will not eliminate a great amount of traffic that crosses the railroad at grade since traffic from Wallace Road, destined for West Salem would still have to cross the tracks at grade. He gave as his belief that the benefits to the public at the present time by the elimination of the grade crossings in West Salem will nowise be commensurate with the cost, and he recommended that construction of both structures be deferred until such time as other more critical separations are constructed and priorities of the West Salem crossings are much higher than they are now. The Commission approved the recommendation and ordered the communication filed.

The Commission discussed the following communications regarding proposed improvement of the McKenzie Highway in the City of Springfield.

(1) Resolution of the City Council confirming action previously taken in behalf of the North "A" Street route,

(2) Petition from the membership of Springfield Christian Church protesting the North "A" Street route,

(3) Petition from members of the Paramount Full Gospel Church protesting the North "A" Street route,

(4) Petition signed by 61 property owners along the North "A" Street route endorsing the North "A" Street route, and a connection with the McKenzie Highway at 26th Street rather than at 19th Street,

(5) Letter from R. L. Medill, Springfield, suggesting bypassing the City of Springfield with the new highway extending easterly from the new Ferry Street Bridge in Eugene to a connection with the McKenzie Highway near the Highway Department scales east of Springfield.

(6) Letter from W. B. Bartlett, City Manager, Springfield, dated May 19, 1951, containing a proposal from the City Council for disposal of the city's obligation with respect to the South "A" Street plan.

In the discussion of this matter, Chairman Chandler advised that the City's Civic Committee wants a definite committment by the Commission concerning this project before July 1, 1951. The Commission took no action on the communications, deferring same pending additional report from the Engineer who was instructed to render such report during the progress of the Commission's inspection trip in June. It was also decided to inspect the project on the ground during such inspection trip.

The Engineer requested authority to increase the project authorization set up by the Commission for the improvement of the Barclay Springs - Algoma Project of The Dalles - California Highway, Klamath County, Contract No. 3289, in the amount of $12,150, in order to reimburse the Southern Pacific Company for the cost of changing its railroad tracks, and for the cost of engineer inspectors, switchmen, flagmen and signal revisions. He pointed out that when the original authorization was approved, it was thought that the railroad company's expense would amount to $33,920; however the company now advises that the total cost of the work will be about $46,070 and it has requested authority to bill the State for such sum. He recommended approval of the company's request. The Commission approved the recommendation unanimously, and so ordered.

The Engineer brought up for discussion construction of a maintenance headquarters building at Shaniko, Oregon. He estimated the cost of a standard building at $15,000 and suggested the financing of the structure by transferring $15,000 heretofore approved by the Commission in the 1951 budget for construction of a like building at Bly, Oregon. He explained that since the budget was approved, the headquarters building at Shaniko which was being used on a rental basis blew down during a heavy snowstorm, making it essential to have a new building at this place, whereas it is not so important to have one at Bly. The new building, he said, if approved, will be constructed on a building site that the Commission now owns at Shaniko. The Commission approved the project unanimously.

The Commission discussed a resolution from the City of McMinnville, requesting that the Commission in its contract for construction of the South Yamhill River bridge on Three Mile Lane State Secondary Highway, provide for the construction of sidewalks on both sides of the highway from the bridge westerly to Kirby Street in the City of McMinnville, as a safety measure for pedestrians. The Engineer advised that all of the area proposed for the sidewalks lies within the city limits of McMinnville and he pointed out that it has been the policy of the Highway Commission for many years not to construct sidewalks or footpaths within the limits of an incorporated city or town. He recommended that the request be denied in conformity with that policy. The Commission approved the recommendation.

The Commission also discussed a request from Mrs. Leora Z. Stephens, Lyons, Oregon, for construction of a footwalk on the North Santiam River Bridge on State Secondary Highway No. 222 near Mehama. Mrs. Stephens alleges that the bridge is so narrow that it is difficult for two cars to pass with safety, and is hazardous for pedestrians. She also points out that the bridge is posted for one-way traffic for trucks. The Engineer estimated the cost to construct a sidewalk $3\frac{1}{2}$' wide on one side of this bridge at about $6,200. A sixteen-hour traffic count taken at this place on Thursday, April 17, 1951, he said, reveals 2009 motor vehicles crossing the bridge, and only 12 pedestrians. He further stated that during the 5-year period, 1946 to 1950, inclusive, there were 5 accidents on the bridge, all of which resulted in property damage only and no pedestrians were involved.

He gave as his opinion from the facts disclosed by the survey that the expense of constructing a sidewalk at this time is not justified and he recommended that the request be denied. The Commission approved the Recommendation.

The Engineer reported on a request from Vernon B. Mercier, Principal, Delake-Oceanlake Schools, for construction of a footpath along the Oregon Coast Highway from the end of the existing sidewalk at the north city limits of Oceanlake, northerly to the town of Wecoma Beach, for the benefit and safety of pedestrians, particularly school children, who will be obliged to walk along the highway from Wecoma Beach and other points north of Oceanlake to the new elementary school in Oceanlake. The Engineer advised that this matter has been investigated by the Traffic Engineer, who reports that the average daily motor vehicle traffic on this section of the highway is 2950 during the months that school is in session, and that the average pedestrian count during a 16-hour period revealed only 130 pedestrians in this area, although the school authorities estimate that with the opening of the new school 50 additional school children will walk along the highway. As to the accident record, he said, that during a 5-year period, 1946 to 1950, inclusive, only 51 accidents occurred in this section, 15 persons were injured, but there were no fatalities and no pedestrians were involved. He estimated the cost to construct a 4' oiled footpath from the north limits of Oceanlake past the Dorchester House to the town of Wecoma Beach, a distance of 0.76 mile, at approximately $5,050. He advised that the index of hazard and the relative warrant index are sufficiently high to justify the expense; nevertheless, he recommended that the request be denied for the present because of the possibilities of extending the existing 4-lane divided highway northerly from Oceanlake in the not too distant future. The Commission approved the recommendation.

A communication was presented from E. A. Hollinshead, Jr., Portland, requesting:

(1) "enlargement and lighting of the signs 'Troutdale Junction Ahead' at the east and west junctions of the Columbia River Highway at its connection with the road leading to Troutdale,

(2) "that the two signs reading 'Troutdale Junction' with pointing arrows be enlarged and lighted,

(3) "that the entrance to the roadway leading to the Troutdale underpass be widened and fanned to a greater width, and

(4) 'that lights be installed in the underpass."

Mr. Hollinshead requests these improvements in order to eliminate what he deems a bad traffic hazard at this location, and a detriment to the prosperity and growth of this fast growing community. The Engineer advised that Mr. Hollinshead's request has been investigated and it has been found that the signs

to which he refers have been installed in conformity with National Uniform Traffic Controlled Devices. The sign "Troutdale Junction Ahead", which Mr. Hollinshead considers too small, is 42" x 60" in size, being approximately twice the size of signs called for in the national standard, and the sign is placed 600' in advance of the turn-off. Moreover, the turn-off sign is 36" x 60" in size, with a 48" arrow painted thereon. The east-bound turn-off sign, he said, is 48" x 60" in size. As to the lighting of the underpass, the Engineer stated that the cost is not considered warranted in comparison with the low traffic volume; a two-hour traffic check made between the hours of 7 p.m. and 9 p.m. shows only 4 cars per hour had used the ramp. The underpass, he said, is on a straight-of-way and no traffic hazard exists. He recommended that Mr. Hollinshead's requests be denied. The Commission approved the recommendation.

The Engineer reported receipt of many requests for improvement of the existing grade crossing of the Wilson River Highway and the Southern Pacific Railroad tracks in Tillamook in order to avoid the many accidents that occur at this crossing. Some years ago, he said, flood lights were installed at the crossing but the accidents still continued. He pointed out that there are 3 railroad tracks at the crossing which is within the railroad freightyards, where there is considerable amount of switching. He also said that an informal hearing relative to the crossing was held by the Public Utilities Commissioner, with representatives of the railroad company, and the Highway Department present, and it was agreed to study the situation to see what could be done to reduce the hazards. The best plan devised so far, he said, is placement of signals at the crossing which would operate only at such times as trains are in the crossing area. He estimated the cost of such signalization at approximately $6,600 and he recommended approval of the installation on condition that the railroad company will agree to pay 50% of the installation expense and will maintain the signals after they have been installed. The Commission approved the recommendation unanimously.

A letter was presented from Mr. John D. Mosser, attorney, Portland, requesting, in behalf of Cedar Mill Community Club, installation of a traffic signal on the Sunset Highway at its intersection with Murray Road, a short distance west of Portland, for the benefit and safety of pedestrians, particularly small school children, who have to cross the Sunset Highway at this location. The Engineer advised that this request has been investigated and it has been determined that there is no justification for the signal on the basis of present traffic and the accident record. A traffic count, he said, shows a total volume of traffic entering the intersection of approximately 4,692 vehicles during a 24-hour period, and as to the accidents, only two have been reported since the highway was opened to traffic on October 1, 1948. The pedestrian traffic, he said, averages 148 daily. He recommended that the request for the signal be denied and that a suggestion be offered the school board to institute a proper type of school patrol to operate at the time school children cross the highway. The Commission approved the recommendation.

The Commission discussed a letter from Mr. Leland P. Linn, Superintendent of the Ashland Public Schools, in behalf of its Safety Committee, in which Mr. Linn requests installation of a traffic signal and lights at the intersection of Tolman Road with the Pacific Highway and a similar installation at the intersection of Walker Avenue with Highway 66 (Green Springs Highway). The Engineer advised that investigation reveals that the Tolman Road intersection is on a straight section of the highway at the foot of Siskiyou grade and that the average daily traffic is 2200 vehicles. During a 5-year period from 1946 to 1950, he said, only six accidents occurred at this point, which is a very low accident record. He pointed out that a school patrol is operating here satisfactorily and he recommended on the basis of the investigation that the request for the signal be denied. As to the Walker Avenue intersection, the Engineer advised that the traffic volume at this point is 2,077. Also, there have been only two accidents at this point during the past 5-year period. Moreover, the intersection has been posted for a 25-mile per hour speed limit. He recommended that this request also be denied. The Commission approved both recommendations.

The Commission discussed a request from the City of Aurora for installation of a caution blinker light on Pacific Highway East (US99E) at Main Street, in Aurora. The Engineer advised that investigation of this intersection has been made by the Traffic Engineer, who reports that a flashing beacon is not warranted because the intersection is within the limits of a posted 35-mile per hour speed zone, and is well lighted with two overhead luminare units; moreover, the accident rate is extremely favorable, being only 1.58 accidents per million vehicle miles. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed a proposed agreement with the Union Pacific Railroad Co. covering a crossing of the Columbia River Highway over the railroad company's tracks at Oregon Trunk Railroad junction, also covering the rearrangement of crossing signals at this point, in Wasco County. The Commission approved the agreement unanimously upon the recommendations of the Engineer and Chief Counsel. (The agreement was signed on the following day.)

Consideration was given by the Commission to a petition signed by 30 property owners and residents of the Savage Creek Area, Jackson County, urgently requesting improvement of Pacific Highway at its intersection with the Savage Creek Road. The petitioners state they have contributed $500 toward the grading and oiling of a two-mile section of the Savage Creek Road, starting at the highway, which work is to be done by Jackson County, and their request to the Highway Commission is for the improvement of the road within the limits of the highway right of way. The Engineer advised that the highway at this location is surfaced with asphaltic concrete pavement that is in good condition, but the Savage Creek County Road has an untreated macadam surface, which is rough. He estimated the cost to repair that portion of the county road which lies within the highway boundaries, including oiling, at $50 and he recommended approval of the expenditure as a maintenance operation. The Commission approved the recommendation.

The Engineer reported that in conformity with authority previously given him by the Commission, he has awarded contracts as follows, the conditions of the awards having been satisfied:

Construction of east unit of Hood River-Mosier Section of Columbia River Highway in Wasco and Hood River Counties. Bids received February 26, 1951. Contract awarded April 19, 1951 to Kuckenberg Construction Co., low bidder.

Alder Creek-Philomath Section of Alsea Highway, Benton County. Bids received April 12, 1951. Contract awarded April 17, 1951 to Warren Northwest, Inc., low bidder.

Dodge Bridge Section of the Sams Valley Secondary Highway, Jackson County. Bids received April 12, 1951. Contract awarded May 7, 1951 to Tom Lillebo, Low bidder.

Widening and paving the Salem (Lana Avenue-Academy Street) Section of the Pacific Highway. Bids received April 13, 1951, contract awarded May 4, 1951 to Warren Northwest, Inc. low bidder.

Grading and paving the Florence Section of the Oregon Coast Highway, Lane County. Bids received April 13, 1951. Contract awarded May 9, 1951, to Rex C. Ayers Construction Co., low bidder.

Widening Columbia Slough Bridge on US99E, Multnomah County. Bids received April 13, 1951. Contract awarded May 9, 1951, to General Construction Col, low bidder.

The Commission confirmed the awards unanimously.

Consideration was given by the Commission to the following requests for extensions of time in which to complete highway contracts:

1. Hamilton & Thoms, Contract No. 3272, for construction of a bridge over the Coast Fork of the Willamette River on the Willamette Highway, Lane County requested an extension of time of 125 days from November 30, 1950 to April 4, 1951, within which to complete this job. They alleged that inclement weather which prevented operations of their painting crew was the reason they did not complete the work within the specified time limit. The Engineer advised that this job was completed, except for the painting of the structural steel, within the time limit specified but, because of adverse weather conditions, he directed the contractor to postpone the painting work until conditions were favorable in the spring. He recommended in view of the circumstances that the extension of time as requested by granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE.)

2. Lindstrom Bros. Inc., Contract No. 3356 for construction of a bridge over the Necanicum River on 12th Avenue in the City of Seaside, requested an additional extension of time of 6 days from March 31 to April 6, 1951, within which to complete this job. They alleged that adverse weather conditions prevented completion of the project within the previously extended time limit. The Engineer advised that the structure was opened to traffic before the expiration of the first extension of time granted by the Commission and that the only work remaining to be done was certain surface finish work on the structure. The public, he said, has not been inconvenienced by the delay, neither has the State incurred any extra expense for engineering supervision because of the overrun of time limit. He recommended, in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE).

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts No. 3274, 3346, 3347, 3414, 3416, 3434, 3452, 327Z, and 3356 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote, accepted said contracts by the adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion a letter from County Judge, John H. Sheldrake, Hood River County, concerning the closing of a portion of the old Columbia River Highway between Hood River and The Dalles, particularly the section which extends westerly from the Hood River-Wasco County line to a junction with the Koberg Beach Road. Judge Sheldrake advises that no one lives along this section and that the only dwelling located there is owned by a Mr. Lee Jackson, whose property is not valuable. He suggests abandonment of this section and the placing of a gate at the Koberg Road junction so as to prohibit public use of the road, and use only by State and County forces as an access road to rock quarries located thereon.

The Engineer advised that the section of road referred to by Judge Sheldrake is about 2 miles long; also, that the Jackson property mentioned by Judge Sheldrake has been appraised by the Right of Way Department, which has determined that its value is about $8,500. He pointed out that the cost to maintain the old road will within a short time far exceed such sum and he recommended, in view thereof, the purchase of the Jackson property by the State, and abandonment of the two-mile section between Koberg Road and the Wasco County line, on condition that Hood River County will take over and maintain that portion of the Old Columbia River Highway which extends westerly from Koberg Road to a junction with the Mount Hood Highway. The Engineer pointed out that directly connected with this matter is the disposal of a portion of the old highway between Mosier and The Dalles in Wasco County. The Wasco County Court, he said, has indicated a willingness to assume jurisdiction over the section which extends from The Dalles to Rowena, a distance of about 10 miles, but the Court feels that the State should maintain the portion westerly from Rowena as a park road since the State owns considerable acreage on Rowena Heights which is being used for State park purposes. He gave as his feeling that no better arrangement can be made and he recommended, in view thereof, retention by the State of the old highway between Mosier and the foot of Rowena loops as a park and scenic road provided Wasco County will take over and maintain as a county road that portion which extends from Rowena to The Dalles. As a result of discussion, the Commission unanimously approved the Engineer's recommendation with respect to the Hood River portion of the old highway and authorized negotiations for purchase of the Jackson property for $8,500 if it cannot be purchased for a lesser sum. The Commission took no action on the Engineer's recommendation with respect to the Wasco County's portion of the old highway.

The Commission had under discussion a request from members of the press who attend meetings of the Commission that they be given copies of the agenda in advance of the meetings to enable them to familiarize themselves with the matters that are coming up for discussion. The Commission unanimously approved the request subject to the condition that matters contained in the agenda shall be given no publicity whatsoever until they have been acted upon by the Commission while in session.

The Engineer requested authority to file with the U. S. Army Engineers an application for permission to construct a bridge over the Clatskanie River on the Lower Columbia River Highway at Clatskanie, and for permission to construct a bridge over the Willamette River on the West Portland-Hubbard Highway at Wilsonville. He explained that both of these structures are contemplated for construction in the early future and that it is necessary that permits be obtained from the War Department before the work can proceed. As a result of discussion, the Commission unanimously authorized the Engineer to file applications with the U. S. Army Engineers for both permits.

The Engineer reported that as a result of changes affected in the motor laws and in the motor transport code by the 1951 Legislature, it is necessary for the Public Utilities Commissioner to reprint his Schedule "B" Log Hauling Permit, which is used by his office in authorizing operators to transport logs, poles or piling on the public roads of this state. According to the provisions of the motor transport code, he said, the Public Utilities Commissioner is required to include in his permits recommendations from the State Highway Commission. However, under the new law, he no longer is required to include recommendations from counties or cities where the operations are not on streets that are not designated highway routes. In order to facilitate the administration of the requirements and, in order to secure more effective enforcement of the rules and regulations, it is proposed to reprint Schedule "B" and to reprint the Manditory Regulation which will be issued to each operator along with the Schedule "B" permit. He presented for the Commission's consideration a copy of each form containing the proposed revisions, and he requested approval of the same. (Copies of the forms are attached hereto marked EXHIBIT "M" and "N", and by this reference are made a part hereof with like effect as though extended in full herein.) The Commission unanimously approved the forms as revised.

The Engineer brought up for discussion a proposed revision of the fee charged for repairing road surfaces that have been disturbed in connection with pipe line installations, etc. under permit issued by the State Highway Department. He advised that in 1943 the Commission adopted a policy of charging the actual cost of repair work done by the State Highway crews, which charge was based on the then prevailing prices of labor, materials, supplies, etc. Present day prices of these items, he said, are about 65% higher than in 1943 and he suggested that the fee charged permitees should be raised accordingly. He presented new schedules as follows and recommended adoption of the same by the Commission:

SCHEDULE NO. 1

(Applicable to P. C. concrete, A. C. concrete, bitminous macadam & oiled surfacings.)

Length of Cut	Flat Charge (Any Width 2' or less)	Additional Charge (For each foot, or fractional foot, or width in excess of 2 feet)
Less than 25'	$25.00	$ 6.00
Between 25' and 35'	33.50	10.00
Between 35' and 45'	40.00	13.00
Between 45' and 55'	50.00	16.00

(Charge for greater lengths to be in proportion)

SCHEDULE NO. 2

(Applicable to unoiled rock and gravel surfacings)

Length of Cut	Flat Charge (Any Width 2' or less)	Additional Charge (For each foot, or fractional foot, of width in excess of 2 feet)
Less than 25'	$12.50	$ 2.50
Between 25' and 35'	16.50	5.00
Between 35' and 45'	21.00	6.00
Between 45' and 55'	25.00	8.00

SCHEDULE NO. 3

(Applicable to installations made by driving, jacking or tunneling and without cutting and surfacing.)

Flat charge of $5.00 - Any length

FOOTNOTE: (The above schedules do not include the authorized blanket increase of $5.00 to be charged for each permit to cover administration expense)

The Commission unanimously approved the new schedules as recommended.

The Engineer asked the Commission to authorize annual step increases in salary for all Highway Department employees that are paid on a monthly basis and whose merit ratings are average or better, pursuant to the State Civil Service rules and regulations. He said that as of July 1, 1951, 443 employees will be eligible for such step increases and that the total estimated cost for this purpose during the current year, 1951, is $36,606, provision for which was included in the budget. The Commission unanimously approved the increases as requested.

The Engineer requested authority to increase from $3.00 to $4.00 per day the amount allowed employees as expenses while engaged on work assignments away from their established headquarters. He explained that considerable difficulty has been experienced this year in getting personnel to leave their established headquarters on short assignments because they are not reimbursed sufficiently to pay their expenses. He also said that review of the retail food index in Portland, as published by the U. S. Department of Labor, shows that living costs have increased 64.7% since March 1946, and that the Bureau of Public Roads grants a per diem allowance to all survey and engineer crews on similar assignments equal to the actual costs incurred with a limit of $5.00 maximum daily, the average being $4.50 per day. He suggested in view of the circumstances approval of a 33 1/3% increase from $3.00 per day to $4.00 per day, subject to certain conditions as set out in his written report to the Commission on this subject dated May 7, 1951. It was the feeling of the Commission

that the per diem increase as recommended by the Engineer is not enough. Accordingly, the Commission voted unanimously to allow an increase to $4.50 per day and instructed the Engineer to recommend such an increase to the Budget Director, it being understood that if approval cannot be secured for the payment of $4.50 per day, then the employees concerned are to be allowed $4.00 per day.

The Commission discussed a letter from Mr V. W. McCormack, in behalf of the Pendleton Round-up Association, requesting the use of a strip of State-owned property situate west of the "round-up" grounds and lying between the highway and the Union Pacific Railroad tracks, during the progress of the Pendleton Round-Up, for the parking of automobiles belonging to Indians and round-up contestants. The Engineer stated that he knows of no good reason why the Commission should not grant this request if entrances and exits to the property are satisfactorily arranged and maintained by the Association and provided the Association agrees to replant the area with grass seed at the proper time in the fall, and will otherwise clean up the premises and leave it in good condition He recommended approval of the request. The Commission approved the recommendation.

The Commission discussed a name for the new highway building in Salem for use on stationery and in the Oregon Blue Book. As a result of the discussion, the Commission voted unanimously to name this building "State Highway Building", and so ordered.

The Commission discussed a project proposed by Mr. Ralph Watson, Public Relations Consultant, for publicising the State of Oregon through the medium of local newspapers. Mr. Watson, who was present, explained details. He particularly pointed out that the plan includes the furnishing of pictures showing bridge and highway projects in the process of construction, and interesting and outstanding scenic views contiguous to the highway system of the State. He said also that he has contacted the editors of all the papers throughout the State, most of whom are heartily in favor of the project. He pointed out that in order to carry on the function, it would be necessary to purchase mats to send to the newspapers illustrative of the material covered in his stories, which he estimated will cost about $500, according to a quotation received from the State printer. He requested instructions whether or not to proceed with the project. After careful consideration of the matter, the Commission unanimously approved the project as a trial proposition.

A letter was presented from the Albany Timber Carnival Association thanking the Commission for permitting use of Waverly Lake and Waverly Lake Park again this year in connection with its Timber Carnival, and requesting permission to operate motors on boats as may be required during construction prior to the event, during the clean-up process following it, and for water skiing and other water pageant sports during the carnival. The Engineer recalled that the Commission previously adopted a policy against allowing boats equipped with motors to operate on any lake under its supervision; however, he said in this particular instance he could see no particular objection in view of the fact that the Commission has already authorized use of the lake for the carnival. He recommended approval of the request. The Commission approved the recommendation.

The Engineer reported that due to changed conditions, he has ordered the lifting of the reduced load limits which have been in effect for some time past on the following State highways:

Highways Listed in Resolution of February 26, 1951

Name of Highway and No.		County	Section of Highway	Date Lifted
Weston-Elgin	330	Union	Road to Summerville (M. P. 37.94) to Jct. Wallowa Lake Hwy. (M. P. 41.39)	Apr. 16
Warner	431	Lake	Jct. Fremont Hwy. (M. P. 0.00) to Drakes Creek (M. P. 21.35)	Apr. 26

Highways Listed in Resolution of April 13, 1951

Medical Springs	340	Union	Catherine Creek (M. P. 9.57) to Baker County Line (M. P. 22.90)	Apr. 18
Diamond Valley	441	Harney	Crane (M. P. 0.00) to Jct. Rome-Princeton Hwy. (M. P. 11.15)	Apr. 30
Rome-Princeton	442	Harney & Malheur	Entire Length	Apr. 30
Nehalem Secdy.	102	Columbia	Bridge No. 3140 over Nehalem River 2½ miles north of Mist to 10 tons (20,000 lbs.)	Apr. 19

He asked the Commission to confirm his action. The Commission unanimously approved the lifting of such reduced load limits by adoption of the attached resolutions marked EXHIBITS "F-1" and "F-2", relative thereto, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer requested authority to purchase equipment which is estimated to cost $178,500 as detailed in his letter to the Commission dated May 14, 1951, also to purchase additional photographic equipment costing $345.92 as detailed in a separate letter to the Commission dated May 14, 1951; also to purchase office engineering equipment, consisting of cabinets, cases, drafting tables, etc. as listed in his letter to the Commission dated May 16, 1951, which is estimated to cost $3,605. The Commission unanimously approved the purchase of the equipment, as requested.

The Commission discussed a resolution from Deschutes County Pomona Grange, Bend, Oregon, requesting the reversal of the stop signs now in place on the old Bend-Redmond Highway (State Secondary Highway No. 376) at its intersection with Deschutes-Tumalo Market Road (State Secondary Highway No. 374) so as to permit traffic from the Deschutes-Tumalo Secondary Highway to enter this intersection without stopping as is now required. The Engineer advised that the situation at this point has been investigated by the Traffic Engineer, who advises that the volume of traffic that enters the Redmond-Bend Highway from the Deschutes-Tumalo road is only slightly in excess of that which enters the intersection from the other highway, so there is no particular need of a stop sign on either road. However, inasmuch as it is the policy of the Highway Commission to designate all highways, both primary and secondary, as stop highways, it is his recommendation that no change whatsoever be made in the present signing and that the traffic entering the intersection from the Deschutes-Tumalo Highway be required to stop as in the past. The Commission approved the recommendation.

A petition was presented from residents of the Trail community, Jackson County, requesting designation of a reduced speed zone on the Crater Lake Highway through the Town of Trail. The Engineer stated that an investigation by the Traffic Engineer indicates that it will be desirable to hold traffic speeds down to 30 miles per hour on the Crater Lake Highway from a point 0.14 mile south of its junction with the Tiller-Trail Highway to a point 0.06 mile north of this junction, also in view of the number of fixed-object collisions on the Trail Creek Bridge, which is a narrow structure, that this bridge be posted for one-way traffic for trucks only. In view of these findings, he recommended approval by the Commission of such reduced speed zone and the posting of the Trail Creek Bridge for one-way traffic for trucks. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Secretary presented a letter from the Hon. Carl C. Hill, County Judge Douglas County, in behalf of the residents of Camas Valley, requesting establishment of a 25-mile per hour speed limit on the Coos Bay-Roseburg Highway for a distance of about one-fourth mile on each side of Camas Valley Store. Judge Hill pointed out that the highway is straight for a considerable distance at this point and the tendency of traffic is to travel at an excessive rate of speed. The Engineer advised that this matter has been investigated by the Traffic Engineer whose report on the subject indicates that there is warrant for establishment of a 40-mile per hour speed zone from a point about 0.24 mile west of Camas Valley Store to a point 0.26 mile east of that store and who recommends approval of such designation. He stated his concurrance in the recommendation. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion the disposal of a portion of the Enterprise-Lewiston Highway, which no longer is needed for State Highway purposes in view of the reconstruction of this highway on new alignment. He exhibited a map of the portion affected and recommended appropriate action by the Commission. The Commission approved the abandonment of such portion of this highway unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also recommended the abandonment of certain portions of the Summit-Hug Point Section of the Oregon Coast Highway, which no longer are of value for State highway purposes since the highway has been rebuilt on new alignment. He presented a map showing the portions affected and recommended approval by the Commission. The Commission approved the recommendation unanimously by the adoption of the attached resolution relative thereto marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Also upon the recommendation of the Engineer, the Commission considered abandonment of portions of the East Unit of the Antelope-Clarno Section of the Shaniko-Fossil Secondary Highway No. 291 when the improvement of this section, which has been authorized, is completed. The Engineer exhibited a map showing portions of the old road that no longer will be of value for State Highway purposes when the improvement is completed. He recommended abandonment of the portions disclosed thereon. He also presented an agreement with Wasco County covering the matter and recommended approval of the same. As a result of discussion, the Commission unanimously approved the agreement as recommended. (The agreement was signed by the Commission on the following day.)

The Commission had under discussion the setting of a date for its next regular meeting to be held in July, and decided to hold such meeting in Portland on Monday and Tuesday, July 16 and 17, 1951. The Secretary was instructed to make the usual arrangements for use of the Green Room in the Imperial Hotel. The Commission also discussed a date for its meeting in August, but deferred same until later.

The Chief Counsel brought to the Commission's attention a request from the State Budget Director that the Highway Commission construct a building in Oregon City for use by the State Unemployment Compensation Commission. He estimated the cost of the building at $20,000 and advised that the rentals accruing would realize 10% on the investment. The Commission decided unanimously not to assume this responsibility since it wishes to avoid going into competition with private business.

The Commission discussed and upon recommendation of the Right of Way Engineer approved the releasing of an easement heretofore acquired from the Paine Estate on the Santiam River-Albany Section of US99E in Linn County, inasmuch as the State has no further use for the property. (The release was signed by the Commission on the following day.)

The Right of Way Engineer requested authority to pay to the Sunnyslope Ditch Co. of North Powder, Oregon, the sum of $750 for construction and installation or a diversion box on the Ladd Canyon Section of the Old Oregon Trail. He explained that through an oversight no provision was made in the right of way settlement for the diversion box and after the construction work on the highway was started the company insisted that it be installed at State expense. The Commission unanimously approved the expenditure.

Consideration was given by the Commission to a request from the County Court of Jefferson County that it be granted the privilege of bidding on two road construction projects in Jefferson County. The Engineer recommended against such procedure for a number of reasons, the principal ones being that no statute can be found that permits counties to bid on highway construction, and there is a question whether or not the Bureau of Public Roads will approve handling work in that manner. The Commission denied the request.

The Engineer requested approval of an increase of $180,000 in the project authorization for reconstruction of the Willamette Highway around Meridian Dam, Lane County, in order to provide a higher type pavement than was originally contemplated. He recalled the Commission's agreement with the Federal Government in 1941 wherein it was agreed that the State would pay the Federal Government the cost of reconstructing the highway to a modern standard in its present position which was estimated at that time at $930,000. The actual construction cost of the new road on a higher elevation, he said, is in excess of $4,000,000, and the surface provided for in the original arrangement was Type B-3, bituminous macadam. This type of surfacing, he added, while superior to that on the existing road, is not considered satisfactory for highways subject to heavy truck hauling, such as this one will be, and to provide a suitable pavement consisting of asphaltic concrete will cost an additional $180,000. He requested approval of such additional amount, which added to the current allotment of $320,000, makes a total authorization of $500,000. The Commission approved such increase unanimously.

A letter was presented from Orin L. King, City Manager, Eugene, advising that the city is receiving petitions for the construction of sidewalks on the north side of Franklin Boulevard (US99) between Walnut Street and Hilyard Street and, in order that the work may be done in a manner to control entrances to driveways for commercial establishments, concrete curbs and gutters should also be installed. Mr. King suggests that the Highway Department participate in the project to the extent of constructing concrete curbs and gutters. The Engineer advised that the drainage

and general appearance along this section of the highway are not good. He pointed out that the section is a portion of the old highway which was not improved when the 4-lane highway was built so further improvement is necessary and desirable for a complete improvement. He estimated that it will cost about $25,000 to widen the pavement from its present 20' width to 32' and to construct curbs, and he recommended approval of the expenditure as a State construction project. The Commission approved the recommendation and so ordered.

A letter was presented from Mr. Armand Larive, Superintendent, Hermiston Public Schools, in which he calls to the attention of the Commission what he alleges are two serious hazards on the Hermiston Secondary Highway between Buck's Corner, near the State pheasant farm, and Hermiston. One of the alleged hazards is an underpass of the Union Pacific Railroad tracks, which Mr. Larive declares is extremely dangerous because of its narrowness. The other is an irrigation structure which protrudes out into the highway near the Harold Rankin farm. As justification for remedial measures, he mentions the heavy volume of traffic on this highway due to developments at Hinkle and Ordinance. The Engineer advised that the underpass referred to by Mr. Larive is narrow but cannot be improved except by complete reconstruction, and when that is done the highway should be realigned. He said that this is a major project on a secondary highway and cannot be done now, but should be considered by the Commission in a future construction program. As to the irrigation structure, the Engineer advised that to eliminate this hazard will require only a nominal expenditure of about $300 and that he has instructed the District Maintenance Superintendent to take care of it as soon as the irrigation season is over this fall. The Commission approved the expenditure of $300 for remedying the irrigation structure hazard but denied, for the present, the request for the improvement at the underpass.

The Engineer brought up for discussion a request from the City of Portland for the cooperative improvement of the intersection at N. E 33d Avenue and Sandy Boulevard in order to eliminate left-turn movements from Sandy Boulevard onto 33d Avenue. He recalled a previous report on this subject in November 1950, action on which the Commission deferred pending study. The City of Portland, he said, has renewed its request for this improvement because it considers it very important to eliminate the extreme congestion and hazard that now exists at this place. He stated that he is in agreement with the City's contention that this is the worst intersection on Sandy Boulevard at the present time, and he recommended approval of a cooperative project with the City to improve it. He estimated the cost of the total improvement at $36,500, which, he said, will be paid 50% by the city and 50% by the State. As a result of careful consideration of this matter, the Commission approved the undertaking as a joint project with the City on the basis of the Engineer's recommendation.

The Commission discussed a letter from the Mt. Hood Pow-Wowers, Mrs. J. Elene Lofgren, Secretary, requesting that remedial measures be taken to relieve a serious traffic slow-down on the Mt. Hood Highway between Sandy and its junction with the Warm Springs Highway, caused by log hauling and oil trucks. The Secretary was instructed to inform Mrs. Lofgren that the Commission is cognizant of the traffic situation at this point but is not in a position financially at the present time to make the necessary corrections due to the high cost of the work involved, but that the Commission will keep the project in mind for future consideration.

The Commission had under discussion the Engineer's report on a location survey for the Pacific Highway (US99) between a point approximately one mile north of Winchester and a place known as Shady Point, about three miles south of Roseburg. The Engineer advised that the survey is completed and ready for adoption by the Commission. He presented a map showing the location and explained details. The Commission deferred action on the matter pending personal inspection on its trip in June.

The Commission discussed briefly with the Engineer matters that are to be presented by delegations on the following day.

1. Bend City Planning Commission re future highway routes through Bend in relation to future planning: The Engineer advised that this is a big problem and will need considerable study. The Commission took no action.

2. Sheridan Chamber of Commerce re improvement of a 2.3-mile section of the Salmon River Highway easterly from the east city limits of Sheridan: This project is being considered in the construction program for bond money.

3. Fossil Community Club re improvement of Butte Creek-Summit Pass Section of the John Day Highway. The Engineer advised that this project is low in priority although there are some narrow places that should be improved. No action taken.

4. Dufur Chamber of Commerce re designation of The Dalles-California Highway as a Federal highway route south from The Dalles: The Commission took no action in this matter.

5. Lane County Court re traffic survey in Eugene, Springfield and vicinity: The Engineer recalled that the Commission previously authorized the survey provided agreement can be reached with cooperating parties concerning costs.

6. County Judge C. W. Craddock, Harney County, re improvement of a county road extending northerly from the town of Crane to a junction with the Central Oregon Highway at Buchanan; also re Central Oregon Highway and Folly Farm Road: The Engineer explained that the Crane-Buchanan road is an entirely new project. The Commission took no action.

7. J. S. Burris et al, re improvement of Wasco-Heppner State Secondary Highway, particularly the west end thereof. The Commission took no action.

8. Portland City Council re sewer construction on 82d Avenue: The Engineer advised that the Commission previously authorized an expenditure of $50,000 of State Highway funds to assist in financing this project; however, it is now estimated that the project is to cost $230,000 and the city is asking the State to contribute an additional sum because the adjacent property owners object to larger assessments against their property. The Commission decided not to contribute additional funds for this work.

9. Delegation from Roseburg remonstrating against a proposed relocation of the Pacific Highway near the hospital in Roseburg: The Engineer advised it would not be possible to change the location.

The Engineer requested authority for the Right of Way Department to negotiate acquisition of a cinder pit on the Ladd Canyon Section of the Old Oregon Trail Union County, which pit is controlled by E. G. Bickmore, Assistant Division Engineer at LaGrande. The Commission approved the request unanimously.

The Engineer brought up for discussion the question of acquiring right of way from Mr. Lofts in connection with the improvement of the Columbia River Highway through the City of Hood River. He recalled that the highway location was changed to avoid Mr. Lofts' land, which no longer is needed. He recommended against purchase of the property. The Commission approved the recommendation.

A letter was presented from Mr. William E. Healy, Assistant Secretary of State, inquiring as to the possibilities of securing space in the new Highway Building in Salem for temporary use by the State Department of Veterans Affairs. Mr. Healy advises that the Veterans Department will need 7,000 square feet of space for a year or more in connection with its activities. The Secretary was instructed to inform Mr. Healy that the Commission is not in a position presently to commit any unallocated space in this building because there are possibilities that the entire building will be needed for highway purposes.

The Commission discussed a letter from Allen's Press Clipping Bureau, Portland, soliciting resumption of service rendered by that Bureau in the past. The Commission decided that it is not in need of such service at the present time and instructed the Secretary to so inform the Bureau.

The Chief Counsel brought up for discussion the question of permitting advertising signs to extend beyond the curb line on city streets that are State Highway routes. He particularly mentioned such signs that extend over the widened portions of the Pacific Highway East north of the railroad underpass in Salem. The signs, he said, are too low and are unsafe, but the State has no authority to control them, although the city council could if it wanted to. He was instructed by the Commission to ask the city council to remedy this situation.

The Chief Counsel also brought to the Commission's attention a complaint from the City Attorney at Grants Pass, Mr. W. W. Balderree, concerning undue noise caused by diesel freight trucks passing through Grants Pass. He suggested as a remedy that such traffic could be routed on another street. He was instructed to inform Mr. Balderree that the Commission will give the matter serious consideration if the request comes from the City Council.

The Commission discussed a request from the Coos Bay Timber Operators to lease a small tract of State-owned land in the City of North Bend for a period of 10 years. The Right of Way Engineer advised that the property consists of five lots for the use of which the company will pay $85 per year plus taxes that may be assessed in excess of $25 per year; also, that the lease will contain a 6-months' cancellation clause. He recommended approval of the request. The Commission approved the recommendation unanimously. (Lease agreement covering the matter was signed by the Commission on the following day.)

The Commission also discussed an agreement with the Oretown Cheese Association covering a building encroachment on the right of way of the Oregon Coast Highway at Oretown, Tillamook County. The Right of Way Engineer advised that this encroachment has existed for a number of years, but it was not until recently that the Association would admit it. The proposed agreement, he said, permits the Association to maintain its building on the Highway property but prohibits the parking of vehicles on the northerly 30' of the east front of the building, and allows the State to maintain "NO PARKING" signs on this area. He recommended approval of the agreement. The Commission approved the recommendation. (The agreement was signed on the following day.)

The Engineer reported that the City of Cove has satisfied the legal requirements with respect to the expenditure of state tax street funds accruing to the city during the first six months' period of 1949, and that the plans of the project to be financed by such funds have been examined and found satisfactory. He also advised that the cities of Granite, Prairie City and Richland have satisfied the legal requirements with respect to the expenditure of state tax street funds accruing to them during the first 6-months' period of 1950, and that the plans for the projects to be financed by such funds have been assigned and found satisfactory. He also advised that the following cities and towns have satisfied the legal requirements with respect to the expenditure of state tax street funds that accrued to them during the second 6-months' period of 1950 and that the plans of the projects to be financed by such funds have been examined and found satisfactory:

Adams, Bay City, Canyonville, Cornelius, Cove, Culver, Dundee, Eastside, Elkton, Gaston, Gearhart, Haines, Helix, Hubbard, Imbler, Ione, Jordan Valley, Lexington, Lonerock, Manzanita, Monroe, Paisley, Phoenix, Port Orford, Prairie City, Prescott, Riddle, Sublimity, Taft, Troutdale, Tualatin, Turner, Waterloo, Yamhill, and Yoncalla.

He recommended approval of the plans by the Commission in all three instances. The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "K-1", "K-2", and "K-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer reported completion of preliminary surveys for a one-way street system on US30 through the City of The Dalles. He presented a map showing the proposed plan and advised that the over-all cost to put it into effect is estimated at $165,000, of which amount approximately $84,000 is for construction, $56,000 is for right of way and $25,000 is for traffic signals. The City of The Dalles he said, has indicated its willingness to cooperate on this project to the extent of paying 50% of the cost of right of way and traffic signals, amounting to approximately $40,500; however, the city does not have cash on hand but agrees to pay $10,000 in July of this year, and $10,000 annually thereafter until the obligation is satisfied. The Commission deferred its decision in this matter pending receipt of an official request from the City Council for the improvement, including a definite statement as to what cooperation the City is willing to give. The Engineer was instructed to so inform the city council.

The meeting adjourned at 5:00 p.m. to reconvene the following morning at 9:00 a.m. in the same room.

Portland, Oregon
May 25, 1951

The meeting of the State Highway Commission reconvened at 9:00 a.m in the Green Room of the Imperial Hotel. The following were present and participated:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2d Asst. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Fred A. Miller, Assistant Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
M. H. Hawke, Chief Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, at the conclusion of which Chairman Chandler announced that the awards of contracts would be made at 3:00 p. m.

MT. HOOD HIGHWAY IN CLACKAMAS COUNTY
TIMBERLINE JUNCTION SAND STORAGE SHED

Schrader Construction Co., Portland	$ 15,689.00
Erick Enquist, Troutdale	17,186.00
C. M Merrill, Newport	17,484.00
Stockton & Son, Gresham	19,691.40

OREGON COAST HIGHWAY IN COOS COUNTY
RIVERTON SECTION

Coos Bay Dredging Co., Coos Bay	18,886.80
E. L. Gates & Co., Salem	20,089.00
John A. Logan, Portland	21,720.00
I. H. Peters, Eugene	25,196.00

PAULINA SECONDARY HIGHWAY IN CROOK COUNTY
COMBS FLAT (PRINEVILLE-EAGLE ROCK)

J. N. Conley, Portland	89,860.00
M. C. Lininger & Sons, Medford	91,636.00
E. C. Hall Co., Portland	93,174.00
Rogers Construction Co., Portland	96,386.00
E. H. Itschner Co., Molalla	97,430.00
Newport Construction Co., Portland	99,690.00
A. H. Saxton & Sons, Corvallis	101,770.00
F. L. Somers, Klamath Falls *	101,975.00
Loyd Calkins & Co., Ocean Lake	102,850.00

* Bidder will accept only one project.

CENTRAL OREGON HIGHWAY IN HARNEY COUNTY
BURNS-BUCHANAN SECTION

Warren Northwest, Inc., Portland	401,925.00
J. C. Compton Co. & E C. Hall Co., McMinnville	405,425.00
Peter Kiewit Sons' Co., Longview, Wn.	406,325.00
J. N. Conley, Portland	425,615.00
Acme Construction Co., Eugene	433,005.00
Parker-Schram Co., Portland	448,425.00
Babler & Rogers, Portland	477,000.00

PROJECT ON SIX STATE HIGHWAYS IN JACKSON & JOSEPHINE COUNTIES
DIVISION NO. 3, DISTRICT C

J. C. Compton Co., McMinnville	$ 45,654.50
Babler Bros., Inc., Portland	47,794.50

PROJECT AT ROGUE RIVER IN JACKSON COUNTY
(DEPOT AND MAIN STREETS)

No Bids Received

SANTIAM HIGHWAY IN LINN COUNTY
SWEET HOME (NARROWS)

J. C. Denton & Sons, Beaverton	11,232.00
C. M. Merrill, Newport	11,712.00
I. H. Peters, Eugene	14,400.00

SILVER CREEK PARK IN MARION COUNTY
OVERNIGHT CAMP AREA FACILITIES

Salem Sand & Gravel Co., Salem	40,357.50
G. L. Zysset, Salem	42,814.79
Gaylord Construction Co., Portland	44,338.50

CHAMPOEG PARK IN MARION COUNTY
(LATRINE)

Leland J. Plank, Woodburn	3,795.00
Enoch I. Maerz, Salem	5,250.00
A. T. Barnhart, Gates	7,145.00

BENSON PARK IN MULTNOMAH COUNTY
STANDARD LATRINE NEAR MULTNOMAH FALLS

J. Bacaloff Co., Portland	6,616.00

PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY
BRIDGTON ROAD-GERTZ ROAD &
COLUMBIA SLOUGH-COLUMBIA BOULEVARD SECTIONS

	Using Treated Piles	Using Treated and Cast-in-Place Piles	Using Treated and Untreated Piles
R. A. Heintz Constr. Co., Portland	$387,227.00	$ - - -	$383,883.00

(cont.)

PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY
BRIDGTON ROAD-GERTZ ROAD &
COLUMBIA SLOUGH-COLUMBIA BOULEVARD SECTIONS (cont.)

	Using Treated Piles	Using Treated and Cast-in-Place Piles	Using Treated and Untreated Piles
Valley Constr. Co., Portland	$390,615.50	- - -	$387,309.50
C. J. Montag & Son, Portland	- - -	- - -	391,797.00
Parker-Schram Co., Portland	415,481.00	- - -	414.151.00

DALLAS PAVING PROJECT IN POLK COUNTY
(ELLENDALE AVENUE)

Porter W. Yett, Portland	$ 10,700.00
Central Paving Co., Independence	11,670.00
Warren Northwest, Inc., Portland	11,820.00

ISLAND CITY-SOUTH COUNTY ROAD IN UNION COUNTY
ISLAND CITY-(MAIN STREET) & ISLAND CITY-LONE TREE SEC.

Durbin Bros., Eugene	149,442.00
Leonard & Slate, Ore. Ltd. & E. C. Hall Co., Portland	163,304.50
Morrison & Fisher, Walla Walla, Wn.	169,987.00
Porter W. Yett, Portland	170,336.00

FLORA JUNCTION IN WALLOWA COUNTY
MAINTENANCE EMPLOYEES' HOUSE

Bechtel Bros., Elgin	12,470.00

SHANIKO-FOSSIL SECONDARY HIGHWAY IN WASCO COUNTY
EAST UNIT, ANTELOPE-CLARNO SECTION

F. L. Somers, Klamath Falls	214,953.00
Allen E. Sackett, Hood River	230,328.00
C. R. O'Neil, Creswell	243,997.50
R. A. Heintz Construction Co., Portland	253,853.00
Rogers Construction Co., Portland	256,979.70
J. N. Conley, Portland	268,858.00
Stevenson Construction Co., Salem	278,839.00
Leonard & Slate, Ore. Ltd., & E. C. Hall Co., Portland	287,612.50
Parker-Schram Co., Portland	356,744.00
C. J. Eldon, Portland	358,993.50

May 25, 1951

SUNSET HIGHWAY IN WASHINGTON COUNTY
TUNNEL LIGHTING

W. R. Grasle Co., Portland	$ 11,795.00
Farnham Electric Co., McMinnville	11,832.08
Mill Electric Co., S lem	12,217.70
Western Electric Construction Co., Portland	12,605.00
Westates Electric Construction Co., Salem	13,998.00
Huenergard Electric Co., Portland	14,975.00

Hon. Lloyd Rea, County Judge, Baker County, came before the Commission regarding construction of the Baker-Salisbury Section of the Baker-Unity Highway. He was informed by Chairman Chandler that plans and specifications are now being prepared for this improvement and that, according to the present schedule, the project will be advertised for bids to be received at the July meeting of the Commission.

W. O. Cuthbertson, City Manager, Bend, and Marion E. Cady, Manager of Bend Chamber of Commerce, appeared before the Commission in behalf of the Bend Civic Planning Commission concerning future highway routes through the City of Bend in relation to future planning. Mr. Cuthbertson was the principal spokesman. He requested information concerning the plans of the Commission for the future development of highways in Bend, what changes are contemplated, etc. He also asked that the Engineer be given authority to make a detailed study of the situation. Chairman Chandler advised that the thinking of engineers today is to by-pass cities so as to avoid city traffic congestion. The situation in Bend, he said, has been discussed somewhat by the Commission but no definite plan has been arranged, and cannot be arranged until an engineering study has been made and, if the City Council will make a formal request for such study, the Commission very likely will grant it. Mr. Cuthbertson then brough t up for discussion the problem of vertical clearance on the Central Oregon Highway underpass of the Oregon Trunk Railroad in Bend. He was informed by Chairman Chandler that this matter is properly a part of the other and will be studied along with it, if the survey is authorized.

The following persons representing the Sheridan Chamber of Commerce were present regarding improvement of the 2.3-mile section of the Salmon River Highway easterly from the east city limits of Sheridan: L. R. Sackett, Director, Chamber of Commerce; Senator Eugene E. Marsh, City Attorney, McMinnville; Dean Holmes, President, Chamber of Commerce, B. C. Swails, Director Chamber of Commerce. The group was headed by Mr. Sackett and the principal speaker was Senator Marsh. Senator Marsh stated that they are anxious for the improvement of this section of highway because it is a connecting link between two sections already completed. He declared it to be one of the oldest highways in the state, one of the heaviest traveled sections, and that its improvement is justified in order to reduce accidents. The pavement, he said, is beyond

repair by patching, and, if a new pavement were constructed, it would provide a modern highway between Sheridan and McMinnville. He added that the present highway constitues a bottleneck situation, and its improvement should be given priority over other projects. Chairman Chandler advised that the Commission has provided the sum of $300,000 in its over-all program for improvement of this highway between Sheridan and Deer Creek, but, he said, it will be some time, perhaps two years, before the project can go forward. The matter was discussed at some length during which figures concerning traffic volume and class of traffic were brought out, and, as a result thereof, the Commission agreed to give the matter serious study and ascertain if it is possible to rearrange the program to advance the improvement.

A delegation from Fossil was present and asked the Commission to improve the John Day Highway between Fossill and Spray, particularly the Butte Creek-Summit Section thereof which they asked the Commission to regrade and straighten. The group was headed by Mr. Robert Misener, representing the Fossil Community Club and included R. W. Potter, representing Pomona Grange, S. J. Howard, County Judge; Wheeler County; and J. P. Steiwer, Secretary-Manager of the Comunity Club. Mr. Misener read aloud letters from several transportation companies and farmers of the district urgently requesting the improvement, and also a section below Spray, which, they declared, is dangerous to travel and where accidents frequently occur because of the narrowness of the roadbed. Mr. Potter stated that he represents 400 farmers who use this highway and who are particularly anxious to have it improved. Judge Howard gave as his belief that the people of this district are entitled to the improvement of the Butte Creek-Summit Section. Chairman Chandler advised that studies have been made to modernize the highway between Fossil and Dayville, and it has been determined that such modernization work will cost about $4,200,000, which sum, he said, the Commission does not have available; however, the Commission is going to try to find some money to eliminate some of the worst spots which is about all of the encouragement the Commission can give at the present time.

The following persons composed a delegation from Dufur, which urged the Commission to change the routing of Federal Aid Highway Route 97 from Sherman Highway to The Dalles-California Highway north from the point where these two highways connect south of Maupin: C. K. Hill, representing the Dufur Chamber of Commerce; and Carl Elliott, representing the Maupin Lions Club. Mr. Hill read aloud a resolution adopted by the Dufur Chamber of Commerce at its meeting of May 14, 1951 on this subject. He also presented petitions signed by numerous residents and property owners of Wasco County, urging the change in routes, it being their feeling that the logical routing of US97 is through The Dalles, where a new bridge is now under construction across the Columbia River Chairman Chandler explained the requirements for US highway route designations and, as a result of the discussion which followed, the Engineer was instructed to take up the matter with the proper authorities Mr. Elliott also requested a rerouting of The Dalles-California Highway between Dufur and The Dalles to eliminate

what he termed eight crooked miles. He suggested as an alternate proposition reconstruction of the highway on an entirely new alignment, which, he said, will shorten the distance between Dufur and The Dalles about six miles. The present highway, he added is the cause of much complaint by tourists and truck traffic. The Commission took the matter under advisement.

The Commission discussed the salaries of the State Highway Engineer and the Secretary. It was the feeling of the Commission that the Engineer is entitled to a salary of $12,000 per annum, starting May 1, 1951. As to the Secretary, the Commission declared its feeling that the position of Secretary is comparable to the position of Division Engineer and, accordingly, the Secretary should receive the same salary as is paid Division Engineers. In the discussion, it was pointed out that presently Division Engineers are receiving $620.00 per month, where there is now before the Civil Service Commission and the State Budget Director a request for an increase for engineering personnel, which, if approved, will result in a monthly salary of $672.00 for Division Engineers. The Engineer stated that, even if such increase is not granted, very likely a salary of $650.00 a month will be approved. In view of this information, the Commission decided to set the Secretary's salary as of May 1, 1951 at $620.00 per month and $650.00 per month from the first of July. Motion was made by Commissioner Reynolds that the Engineer's salary be $12,000.00 per annum starting May 1, 1951, and that the salary of the Secretary, starting May 1, 1951, shall be $620.00 per month and on July 1, 1951, $650.00 per month, with the understanding that the Secretary shall receive $672.00 starting July 1, 1951 if such rate of pay is approved by the Civil Service Commission and the State Budget Director for division engineers. Commissioner McIver seconded the motion, whereupon Chairman Chandler declared the motion carried by the unanimous vote of the Commission.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. in the same room, the same persons being present and participating.

Chairman Chandler brought up the matter of publicly dedicating the new Highway building in Salem when it is occupied. The Commission decided to conduct the ceremonies when the new office furniture, which has been ordered, has been installed, which, it was thought, would be about June 1, 1951.

The Commission discussed a request from the City of Gold Beach for the placement of a dust palliative to allay dust on some of the city streets. The city also asked for the maintenance of the oiled streets around the Court House square, which was constructed by the State as a joint project a couple of years ago. The Commission referred the matter to the Engineer for investigation and report.

The County Court of Lane County, represented by County Judge C. T. Bayly, County Commissioners Lee Raish and Bob Maclay, came before the Commission regarding a proposed traffic survey in the Eugene -Springfield area. They were accompanied by Mr. Howard Merriam, Chairman of

the Roads and Highways Committee of the Eugene Chamber of Commerce. Judge Bayly, who headed the group, urged the Commission to authorize such a survey. Chairman Chandler advised that the Commission has had this matter under discussion and is willing to conduct such a survey, which is estimated to cost from $25,000 to $30,000, as a joint project among the cities and the county, provided agreement can be reached as to the distribution of costs. The State Highway Department, he said, is willing to contribute $5,000 maximum for this purpose. The group indicated approval of such arrangement.

County Judge C. W. Craddock, Harney County, was present and inquired as to the present status of the realignment project that is proposed for the Sage Hen Hill Section of the Central Oregon Highway. He urged the placement of a light coating of oil on this section if the Commission cannot see its way clear to authorize a major project. He was informed that the Commission does not have funds to improve the section at this time, and that the county will have to be satisfied with ordinary maintenance for the time being. Judge Craddock then asked as to the completion of the Folly Farms Section of the Rome-Princeton Secondary Highway. He was informed that the Commission has made no change as yet in the programming of this project, and there is a question if the work can be done this year Judge Craddock then inquired as to the possibilities of placing the Crane-Buchanan County Road on the State Secondary System. This road, he said, carries heavy traffic through Crane from the Drewsy district and, in his estimation, qualifies as a state secondary highway. He gave as his understanding that a former highway commission, many years ago, agreed to place this road on the Secondary Highway System when conditions warrant, and he expressed that such time has been reached. He was informed that this is an entirely new project to the present Highway Commission and that this Commission does not feel that it would be proper to place the road on the State system now.

In this connection the Commission discussed a request from the County Court of Umatilla County for oiling the Mission County Road (Federal Aid Secondary Highway) south from the town of Mission a distance of 5.67 miles; also for an extension of this highway north from the town of Mission a distance of 2.75 miles to a connection with the Oregon-Washington Highway. The Engineer estimated the cost to oil the Mission south project at $130,000 and the cost to construct the Mission north project, including the bridge, at $146,000. He recommended consideration of the Mission south project for a construction program when funds become available, and that the Mission north project be denied until improvement of the present Federal Aid Secondary system is further advanced. He exhibited a map showing the Federal Aid Secondary system of Umatilla County, 50% of which, he said, is improved. Chairman Chandler gave as his feeling that the Commission should add no more roads to the Secondary Highway system until improvement of the present roads in such system is further advanced. Commissioner Reynolds and McIver indicated concurrence therein, whereupon the Engineer was instructed to render a complete report on the status of Federal Aid Secondary highway projects included in the fifteen-year program. Final decision with respect to the request of the Umatilla County Court was deferred by the Commission pending rendition of such report.

The following persons composed a delegation from Sherman and Gilliam Counties, which appeared before the Commission in the interests of the Cottonwood Grade Section of the Wasco-Heppner State Secondary Highway: J. S. Burris, Lawrence Kenny, E. E. Shell, all of Moro; George Drinkard, Jr., Wasco; R. W. Potter, Condon, representing Pomona Grange; and George Kaseberg, The Dalles. Mr. Burris was principal spokesman. He declared that the surfacing on the East Cottonwood Canyon Section consists of round river gravel that is almost impassable and he urged the Commission to cover this with a suitable layer of crushed material. He alleged that the Commission promised to do that in 1950, but has not fulfilled the obligation as yet. He also asked the Commission to change the routing of this highway westerly from the top of Cottonwood grade along a new route that will shorten, considerably, the distance to the Sherman Highway junction. The Commission agreed to inspect the project some time when it is in that vicinity. The other members of the group endorsed the remarks of Mr. Burris. Mr. Kaseberg expressed pleasure that the Commission has authorized the improvement of the section easterly from the Cottonwood bridge by placement of a crushed rock surface thereon. He inquired whether or not the improvement includes an oiled surface. He was informed that the present allocation makes no provision for oiling work. Mr. Kaseberg alleged that the Commission at its meeting in April agreed to consider the oiling of this section. He was informed by the Chairman that such a statement, if made, would be followed through. The Engineer was thereupon instructed to report to the Commission at the next meeting. Mr. Drinkard urged the realignment of the westerly end of this highway so as to make a more direct connection with the Sherman Highway by way of Wasco rather than by Moro. The Commission instructed the Engineer to report on this subject at its next meeting. This concluded the conference.

The Portland City Council, represented by Mayor Dorothy McCullough Lee, and Councilmen W. A. Bowes, Ormond R. Bean, J. E. Bennett, and Fred L. Peterson, was present regarding storm and sanitary sewer construction on 82d Avenue, route of the Cascade Secondary Highway 160. Mayor Lee stated the problem briefly and called upon City Commissioner Bowes to explain details. Commissioner Bowes recited the history of the project pointing out that, pursuant to agreement reached with the State Highway Department in August, 1949, through an exchange of letters, the Highway Commission authorized a contribution of $50,000 of State Highway funds to assist in financing a storm sewer on this street, which, at that time was estimated to cost about $122,753, it being understood that the city would pay the difference. Actually, he said, the entire project has cost $224,962, of which about $124,588 represents the cost of the storm sewer portion. Mayor Lee advised that the problem confronting the City is to find some way to finance the improvement without causing too great a burden on the owners of the properties that lie within the city limits of Portland. She pointed out that the city boundary line at this location coincides with the center line of 82d Avenue, so it is not possible for the city to assess costs against the property on the east side of the street, thus placing the burden entirely on the property owners on the west side of the street. The situation is not fair, she said, because the property owners on

the east side of the street are being relieved of payment of any sum for benefits that they receive and the property owners on the west side of the street within the city are being assessed double cost, which means in many instances that their property will be confiscated for payment of the assessments which are far greater than the value of the properties. She asked the Highway Commission to authorize an additional contribution of State Highway funds, so as to avoid such a situation.

Chairman Chandler gave as his recollection of the matter that the Highway Commission originally authorized a contribution of $30,000 of highway money to assist in financing the storm sewer which would be of benefit to the highway. However, later on, the Commission, at the City's request, agreed to contribute $50,000 to the cause, it being understood that such contribution was to be the maximum amount the State would pay. The feeling of the Commission now, he said, is in accord with that understanding. He expressed regrets that the people affected must suffer because of the high assessments, but, he added, that is the city's problem and had the Commission known when the matter first came up how much the project was to cost and how much the State was going to be asked to contribute, the Commission would not have joined in the undertaking.

There followed a general discussion with Mayor Lee, Commissioners Bowes and Bennett each taking part. They strongly urged the Commission to reconsider its decision. Chairman Chandler concluded the conference by stating that the Commission will carefully review the records of the project and will discuss it thoroughly among themselves before making a final decision, however, he added, the Council must not hold out much hope that the Commission will increase the State's contribution.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 3:00 p.m., Chairman Chandler announced the Commission's decision with respect to each project as follows, the Commission's action being by unanimous vote:

"Construction of sand storage shed at Timberline Junction, Mount Hood Highway, Clackamas County. The Commission received 4 bids for this work, all of which were rejected as being too high.

"Grading and surfacing the Riverton Section of the Oregon Coast Highway in Coos County. The Coos Bay Dredging Co., Coos Bay, submitted the low bid for this work at $18,886.80. There were three higher bids. The contract has been awarded to the Coos Bay Dredging Co. at its bid price.

"Surfacing the Combs Flat (Prineville-Eagle Rock) Section of the Paulina Secondary Highway, Crook County. 9 bids were submitted for this work, the low one being that of J. N. Conley, Portland, at $89,860. The Commission accepts the bid and has awarded the contract to Mr. Conley at his bid price.

"Paving the Burns-Buchanan Section of the Central Oregon Highway, Harney County. 7 bids were submitted for this work, the low one being that of Warren Northwest, Inc., Portland, at $401.925. The Commission has awarded the contract to Warren Northwest, Inc. at its bid price.

"Reoiling on six state highways in the vicinity of Grants pass, Medford, Ashland, Selma, Trail and Prospect in Jackson and Josephine Counties. J. C. Compton Co., McMinnville, submitted the low bid for this work at $45,654.50. The only other bid was that of Babler Bros., Inc., Portland, at $47,794.50. The Commission has awarded the contract to the low bidder, J. C. Compton Co. at its bid price.

"Grading and paving the Rogue River (Depot and Main Streets) Section of city streets in the town of Rogue River, Jackson County. The Commission received no bids for this work and has ordered the project advertised.

"Construction of guardrail on the Santiam Highway at the Narrows, near Sweet Home in Linn County. 3 bids were submitted for this work, the low one being that of J. C. Denton & Sons, Beaverton, at $11,232. The contract has been awarded to J. C. Denton & Sons at their bid price.

"Construction of overnight camp in facilities in Silver Creek State Park, Marion County. Salem Sand and Gravel Co., Salem, submitted the low bid for this work at $40,357.50. There were two higher bids. The Commission has awarded the contract to the low bidder, Salem Sand & Gravel Co. at its bid price.

"Construction of a latrine, septic tank and disposal field at Champoeg State Park, Marion County, Leland J. Plank, Woodburn, was the low bidder for this work at $3,795. There were 2 higher bids. The contract has been awarded to the low bidder, Leland J. Plank at his bid price.

"Construction of a latrine in Benson State Park near Multnomah Falls, Multnomah County. Only one bid was received by the Commission for this work, which was that of J. Bacaloff Co., Portland, at $6,616. The bid has been rejected as being too high.

"Grading and paving the Bridgeton Road-Gertz Road and Columbia Slough-Columbia Boulevard Sections of the Pacific Highway East (N. E. Union Avenue) near Portland, Multnomah County. R. A. Heintz Construction Co., Portland, submitted the low bid for this work at $383,883 using treated and untreated piling. Its bid, based on the use of treated piles only, was $387,227. They submitted no bid based on the use of untreated and cast-in-piling.

There were three higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, R. A. Heintz Construction Co. at its bid price, using treated and untreated piling, when certain conditions have been satisfied.

"Pavement construction on Ellendale Avenue in the City of Dallas, Polk County. The low bid for this work was submitted by Porter W. Yett, Portland, at $10,700. There were two higher bids. The Commission has awarded the contract to Mr. Yett at his bid price.

"Grading and paving on Main Street in the city of Island City and on the Island City-Lone Tree Section of the Island City-South County Road, Union County. Durbin Bros., Eugene, submitted the low bid for this work at $149,442. There were three higher bids. The Commission has awarded the contract to the low bidder, Durbin Bros., at their bid price.

"Construction of a Maintenance Employees' House at Flora Junction, Wallowa County. The Commission received only one bid for this work, being that of Bechtel Bros, Elgin, at $12,470. The Commission considers this bid satisfactory and has awarded the contract to Bechtel Bros. at their bid price.

"Grading and surfacing the East Unit, Antelope-Clarno Section of the Shaniko-Fossil State Secondary Highway in Wasco County. F. L. Somers, Klamath Falls, was the low bidder for this work at $214.953. There were 9 higher bids. The Commission has referred the bids to the Engineer with authority to award the contract to the low bidder, F. L. Somers' at his bid price when certain conditions have been satisfied.

"Furnish and install a lighting system in Sunset Tunnel on the Sunset Highway in Washington County. W R. Grasle Co., Portland, was the low bidder for this work at $11,795. There were 5 higher bids. The contract has been awarded to W. R. Grasle Co. at its bid price.

A delegation from Roseburg, representing the Doctors' Association of that city, appeared before the Commission and protested the location proposed for rerouting the Pacific Highway through the City of Roseburg. The group was headed by Mr. D. L. Dimmick, Attorney for the group and Director of the Hospital Association, and included Drs. J. W. McAlvin, J. M. Boyles and J. L. Haskin, manager Veterans Hospital, Roseburg. Mr. Dimmick asked the Commission to reconsider its decision with respect to the proposed highway location and to place the highway in a location further removed from their hospital, where highway noises would not be injurious to hospital patients. He recited the history of the hospital project

dating back to 1948, pointing out that it is a community project which cost in excess of $500,000, much of the money being raised from pledges of local people and the balance being Federal monies. He also said that they acquired this particular site for the hospital because they felt it was in a residential area, where it would be free from highway noises, and that they paid $29,000 for it rather than to accept another site which they were offered free of charge north of the city. Mr. Dimmick further advised that the hospital was open for patients in February of this year, and is operating at 100% of capacity without financial loss, but, he protested, if the highway were located as now planned, people will not patronize it because of the noises and, in that event, the project would be a losing proposition. Mr. Dimmick also mentioned that prior to the selection of the present site for the hospital, the local office of the State Highway Department was consulted and information received to the effect that the State Highway Department has no plans for a highway to be located there, but was considering routes along Stevens and Pine Streets. In view of this information, he said, they went ahead with their plans and constructed on the site. He suggested that it would be helpful were the Highway located at least 100 feet east of the present proposed location and suggested that the proposed clover-leaf traffic separation structure be located farther south than is now planned. Mr. Dimmick submitted the following statistics: Since the opening of the hospital in February, there have been 132 operations, 152 babies born and 900 patients admitted. He urged the Commission to seriously consider a revision of its plans and advised that he could furnish additional facts and petitions if the Commission wanted them. He also urged the Commission to inspect the location on the ground before making its final decision, and he gave as his feeling that the adoption of the route as planned would be morally and legally wrong. Mr. Dimmick presented a written brief in support of his oral argument.

Dr. Haskin stated that the highway location in such close proximity to the hospital will handicap operations and will be injurious to patients. He also mentioned that the highway and the clover-leaf structure would take about 32 acres of the hospital grounds, including the recreational area. He added that the highway so close to the recreational area will necessitate removing their playground to a much less desirable location. He also pointed out that the highway will isolate about 17 acres of their land to which they would have no access.

Dr. Boyles mentioned that the Douglas County Old Folks Home is located a short distance north of the hospital and, according to the plan, the highway will be only about 75 feet or 100 feet from this place. He pointed out that there are now sixty-eight aged patients in the home, who could be adversely affected by highway noises. He gave as his feeling that the highway could be located about 4 blocks east of the proposed location and by so doing, the necessity for three bridges and two crossings of the railroad would be eliminated. Chairman Chandler thanked the delegation for its presentation and assured the group that the Commission certainly does not want to spoil the hospital set up. He also said that the Commission plans to make an inspection trip some time in June and will personally investigate conditions along the proposed highway location at that time, before making its final decision.

The Chief Counsel brought up for discussion a condemnation case that is about to be tried in Douglas County, involving acquisition of right of way from a Mr. T. E. Davis for a proposed improvement of the Umpqua Highway near Scottsburg. It appears that the State presently is taking only a portion of Mr. Davis' land, but at some time in the future when the improvement is extended, additional property from Mr. Davis will be required. It also appears that certain buildings are located on the property that will be needed at that time and that Mr. Davis alleges that he is having difficulty in renting the buildings because he does not know when the State intends to continue the improvement and take the property on which the buildings are situate. The Chief Counsel advised that Mr. Davis is going to use such information in the coming trial and he requested instructions as to what answer he should give if the question arises in Court. He was instructed to say that the State will not need the additional property for at least 5 years.

The Engineer brought up for discussion the advisability of replacing with new type mercury vapor luminaire units the existing sodium vapor lights in Bonneville tunnel on the Columbia River Highway. The mercury vapor units, he said, have proven greatly superior to the old type of lights and, in his estimation, it will be of great advantage to make such replacement. He estimated the cost involved at $10,000 and recommended approval of the change. The Commission approved the recommendation unanimously.

The Engineer presented for the Commission's consideration an over-all traffic signal plan suggested by the City of Eugene to modernize the signal system in this city. He estimated the cost to provide such signal system at $49,400, of which amount, he said, the State's share would be approximately $17,000. He also said that the work the city wishes to do this year is to modernize the present corner signals at Willamette Street and Olive Street intersections with 6th Street and 7th Street, which is estimated to cost $12,000, and of which amount the State's share would be $6,000. Signals presently installed, he said, are of the corner type, which are not as satisfactory as the modern overhead type, and, at some time in the future, the change should be made, although he did not believe that the time is propitious because the present signals are fairly satisfactory and there is such a demand for new installations at critical intersections where no signals now exist. He recommended that the City of Eugene be informed that the State is not in a position at this time to cooperate in this work. The Commission approved the recommendation.

The Engineer brought up for discussion the matter of occupying the new Highway Building in Salem prior to actual completion of certain minor finishing work. He said that the building will be ready for occupancy about June 1, except for such minor work, which consists of installation of some hardware that the contractor has not yet received, the cleaning up of the premises, and certain finishing work, all of which can be done later without interference. The question arose whether or not occupancy of the building would be considered by the contractor as acceptance of the work in general.

As a result of the discussion, the Commission authorized occupancy of the building about June 1 on the condition that a written statement is received from the contractor to the effect that such occupancy will not be considered by him as acceptance of the building by the State, and that he will waive any claim for additional compensation due to inconvenience or interference with his operations occasioned by the moving-in activities and the use and occupancy of the building or parts thereof prior to actual completion of the work.

The Engineer requested authority to purchase a multilith duplicating machine with accessories for use by the Office Engineer; estimated cost $4,800. He also requested authority for expenditure of about $600 for purchase of two drafting tables and one filing cabinet for the State Parks Superintendent. The Commission approved both requests.

The Commission discussed a request from the Secretary of State that George Hester, Administrative Assistant, be authorized to attend a meeting of the Association of Motor Vehicle Administrators in Reno, Nevada, on June 6, 1951, to present a paper on the Oregon Weight-Mile Tax Law. The Engineer stated that the Assistant Secretary of State, Mr. Healy, planned to present this paper, but, because of illness, will not be able to do so, and the suggestion has been made that Mr. Hester substitute for him. The Commission unanimously approved Mr. Hester's attendance at the meeting on the condition that the Secretary of State will pay his expenses.

The Commission considered and approved the provisions of a permit from the U. S. Department of Interior, Office of Indian Affairs, for a stockpile site on the Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway in Klamath County. (The agreement was signed by the Commission later in the session.)

Assistant Counsel, Mr. Enfield, brought up for discussion the condemnation action against Mrs. Helen Loving concerning acquisition of right of way for the Sunset Highway. He recalled that the Commission at its meeting in February authorized condemnation proceedings by adoption of an appropriate resolution. However, it now appears that the description of the property as contained in the resolution was in error. He asked the Commission to adopt a new resolution containing an amended description with no change whatsoever in the amount of the offer. The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "L-4", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Parks Superintendent requested authority for an expenditure of approximately $2,500 to conduct traffic counts in State parks in order to determine the approximate number of cars and people that patronize the parks. The Commission approved the request unanimously on the condition that the traffic counts shall be conducted by the Traffic Engineering Department.

The Engineer presented a revised plan for connections to T. H. Banfield Expressway, Portland, at N. E. 12th Avenue and at the Steel Bridge. He pointed out that the original plan provided for construction of a one-way roadway for east bound travel from the Steel Bridge to the expressway, and the routing of west bound traffic along N. E. Third Avenue to Holliday Avenue, thence to the bridge; whereas, the revised plan provides for a more direct connection for west bound travel more closely paralleling the east bound traffic lane. He also pointed out that the revised plan for the connection at N E. 12th Avenue provides for the construction of a roadway along the north side of the expressway from NE 19th Avenue to NE 11th Avenue, for west bound traffic that is destined for points south via the 12th Avenue viaduct, and provides for the construction of a roadway partially on the north side of the expressway and partially on the south side for traffic entering the expressway via the 12th Avenue viaduct. He exhibited a map showing the proposed plan for both connections and pointed out that certain structures are required in connection therewith. He gave as his considered opinion that the proposed changes will provide for the handling of the traffic that enters and leaves the expressway at these points in a manner infinitely better than the original plan, however, he said, the cost to construct the revised plan will be considerably more than the cost to construct the original plan. He recommended approval of the revised plan and that the Right of Way Department be authorized to negotiate necessary right of way from Lloyd Corporation, which owns the property. The matter was discussed by the Commission at considerable length and, as a result thereof, the Commission unanimously approved the revised plan and the securing of options for the right of way at both locations with the understanding that neither connection on the revised plan shall be constructed until some time in the future when emergency conditions require.

The Commission had under discussion items appearing on the Secretary's Summary of Unfinished Business, dated April 13, 1951. as follows:

1. Matters to be presented to the 1951 Legislative Assembly: The Commission ordered this item deleted from the list in view of the fact that the Legislature has adjourned.

2. Request of Baker County Chamber of Commerce for improvement of the Haines-Anthony Lake State Secondary Highway. This item was ordered deleted from the list in view of the fact that the Commission previously at this meeting authorized the Engineer to advertise for bids for the furnishing of about 500 cubic yards of surfacing material per mile for this road.

3. Collection of the amount of bid bond furnished by State Construction Co. in connection with its proposal to construct the Marion Street bridge piers in Salem: The Commission previously during this session instructed the Chief Counsel to try this case in court as a test of the value of the proposal bond The item is to be retained in the list.

4. Proposed addition to Wallowa Lake State Park in order to provide an area for overnight camping: This item was previously discussed at this meeting when negotiations for an option were authorized. The item is to be retained in the list.

5. Request of the City of Nyssa for construction of full width pavement and curbs on US20 within the city: The Engineer estimated the cost of the widening work, about 3,000 feet in length, at approximately $35,000, and recommended approval of the project for immediate undertaking. The Commission approved the recommendation.

6. Proposed park site in Ladd Canyon, Union County: The Commission ordered this item retained on the list of unfinished business pending inspection of the site by Commissioner Reynolds, State Parks Superintendent and the Engineer.

7. Truck-hauling of logs during hours of darkness: This item was previously disposed of at this meeting. The Commission ordered it deleted from the list.

8. Proposed change in the form of real estate options: The Commission ordered this item retained on the list for future consideration.

9. Request for the elimination of the rough condition on the Central Oregon Highway between Juntura and Harper. The Engineer advised that he inspected this section in company with Commission Reynolds, and, in their opinion, neither side of the pavement is unreasonably rough, but he will have the worst spots smoothed up by a pavement patching crew this summer. The Commission ordered the item deleted from the list.

10. Development of park area at McNary Dam: This matter was disposed of earlier in the session when the Commission approved options presented by the Right of Way Engineer.

11. Adoption of a Federal Aid Secondary Highway program for 1952, 1953 and 1954: This item was partially disposed of by the Commission earlier in the session. The Engineer advised that he would endeavor to present to the Commission at its meeting in July tentative five-year secondary program. The item is to be retained on the list.

12. Request of the Union County Court for improvement of the Valley Section of the Alicel-Lower Cove. Road, Union County: The Engineer advised that he inspected this project in company with Commissioner Reynolds and, as instructed by the Commission at its last meeting, he is now preparing an economic report on the highway situation in this district.

13. Proposed improvement of US99 at Portland Stockyards: The Engineer advised that, pursuant to instructions from the Commission, he has made certain investigations in regard to construction of a parking area for the Stockyards in exchange for a right of way that they will

donate for a proposed highway improvement. He said that the survey indicates that 8000 yards of embankment material will be required to fill in an area equal in size and at the same elevation as the property that is needed for right of way. He estimated the cost of the embankment, together with the necessary surfacing, at $12,250. To fill in all of the proposed Stockyard's parking area, he said, containing about 19 acres, would require about 225,000 cubic yards of embankment material, which, he estimated, will cost about $168,750 if the material is hauled in, and about $90,000 if materials are used from dredging operations in connection with work on adjoining property. He gave as his opinion that negotiations should be conducted with the Portland Stockyards for right of way required on a land value basis plus cost of filling, and, when and if the highway is improved, then arrangements can be made for a joint undertaking for construction of the highway fill and the parking area if that seems desirable. The Commission took the matter under advisement, and ordered the item retained on the list of unfinished business.

14. Request of Ken-Nard Timber Co. to purchase timber standing on State-owned property near Yaquina Bay: The Parks Superintendent recalled that this transaction involves an exchange of a wood lot that the Commission owns near the highway south of Newport, for property owned by a Mr. Leonard, adjoining Cape Lookout Park in Lincoln County. The Commission decided unanimously not to dispose of the wood lot and to acquire the tract near Cape Lookout on a separate basis. The Parks Superintendent was authorized to negotiate the purchase of the Leonard tract.

15. Sale of timber on a quarry site located on the South Santiam Highway near Waterloo, Linn County: The Commission decided not to sell this timber, and ordered the item deleted from the list.

16. Request of Andrew Stambuck to acquire a portion of the old right of way of the Pacific Highway at Turkey Hill, Douglas County: The Engineer advised that discussions of this matter are continuing with Mr. George Neuner, Jr., who is Mr. Stambuck's attorney, and that he expects to be able to render his report on the subject at the July meeting of the Commission.

17. Removal of sand from the ocean beach: In the discussion of this matter, it was pointed out that the Legislature passed a law placing control of the ocean beach sand and gravel in the State Land Board. In view, thereof, the Commission ordered the item deleted from the list.

18. Proposed transfer of funds to finance construction of a maintenance headquarters building in Huntington: The Engineer advised that in company with Commissioner Reynolds, he inspected the Huntington site, and it is recommended that the Commission authorize the erection of a building thereon, which is estimated to cost about $15,000. The Commission approved the recommendation.

19. Request of Depoe Bay Chamber of Commerce for construction of footpaths on both sides of the Oregon Coast Highway in the northern part of Depoe Bay. The Commission decided not to construct the footpaths, and ordered the item deleted from the list of unfinished business.

20. Request of McMinnville Chamber of Commerce for elimination of hazardous conditions on US99W near Whiteson, Yamhill County: The Engineer advised that his report on this subject will be rendered as soon as surveys that are now under way are completed. The Commission ordered this item retained in the list.

21. Request for improvement of the Woodburn-Sandy Secondary Highway between Springwater and Estacada to facilitate log hauling: The Commission ordered this item deleted from the list.

22. Request of Rudie Wilhelm Warehouse Company and Portland General Electric Co. for permission to transport over State Highways loads weighing in excess of the statutory weight limitations: The Engineer advised that a conference has been held with the Rudie Welhelm Warehouse Co. and arrangements have been made to issue the company permits if the highways and bridges over which the hauling is to be carried on will sustain the loads without hazard. A similar conference, he said, will be arranged with the Portland General Electric Co. The Commission ordered the item deleted from the list.

23. Request of Elmer Bankus that property near Brookings, which he deeded to the State in connection with a right of way transaction, be deeded back to him: The Commission decided to retain the property and so ordered.

24. Proposed acquisition of wayside strips along the Sunset Highway in the vicinity of Sunset Camp: It was recalled that this matter arose out of a condemnation action against Ray A. Thorensen involving an amount of $15,000, and that action on it was deferred pending inspection of the premises by Commissioner Reynolds. It appears that Commissioner Reynolds subsequently made such inspection, and it was decided not to acquire the property. The Commission confirmed the decision and ordered the item deleted from the list.

25. Employment of boys from the Woodburn Boys' School in State parks: The Parks Superintendent advised there are no new developments. The item was ordered deleted from the list.

26. Tax problem involving Interstate Bridge between Rainier, Oregon and Longview, Washington: The Engineer advised that discussions with the Columbia County Court to determine a suitable county road to be improved under the compromise arrangement are still in progress. The Commission decided unanimously to proceed with the contracting of a county road project suitable to the County Court, and to contribute a maximum sum of $15,000 toward the cost of construction.

27. Question of revising recommendations to the Public Utilities Commissioner covering the truck-hauling of logs over State highways: This matter was disposed of earlier in the session, and the Commission ordered the item deleted from the list.

28. Request for the improvement of the Cottonwood Canyon Section of the Wasco-Heppner State Secondary Highway: The Commission ordered this item deleted from the list of unfinished business. It will be considered as an entirely new item should it again arise.

29. Request of the State Board of Forestry for establishment of three roadside picnic areas along the Sunset Highway as living memorials to certain persons who were prominent in state forestry matters: The Commission decided unanimously against the establishment of such areas, and ordered the item deleted from the list.

30. Question of maintaining signs at each end of reconstruction projects, notifying the public that the work under way is being done by the State Highway Department for their convenience: The Engineer presented wording for the signs as prepared by the Director of the Travel Information Department. Action thereon was deferred pending suggestions by Commissioner McIver.

31. Question of the authority of cities to route state highway traffic over city streets: It was recalled that the Chief Counsel in a letter dated March 7, 1951, gave as his opinion that authority to select and designate the street or streets over which to route state highway traffic is exclusively vested in the State Highway Commission. The Commission ordered the item deleted from the list.

32. Proposed ferry terminal in Astoria: This matter was disposed of by the Commission earlier in the session when it was decided not to construct the new terminal at this time.

33. Proposed improvement of McKenzie Highway through the City of Springfield, using either North "A" Street or South "A" Street for one-way traffic: The Commission ordered this item retained on the list of unfinished business.

34. Request for improvement of the John Day Highway between Fossil and Spray: The Commission instructed the Engineer to ascertain the location of places where improvement is most needed and to report same to the Commission with an estimate of the cost to do the work.

35. Request of the City of Stayton for an allocation of special state tax street monies, and for information regarding the future route of the North Santiam Highway through Stayton: The Commission previously at this session, authorized an expenditure of $1,000 for the improvement of Fourth Street, Stayton; the Engineer advised that he is not prepared as yet to recommend any route for the North Santiam Highway through this place. The Commission ordered the item deleted from the list.

36. Controversy with Nancy M. Finke regarding purchase of right of way at the intersection of Union Avenue and Columbia Boulevard, Portland: This matter was disposed of by the Commission earlier in the session, at which time the Right of Way Engineer was authorized to offer Mrs. Finke $3,000 as settlement in full.

37. Controversy with Arthur C. Lofts regarding proposed location of US30 in the City of Hood River: The Engineer recalled that the Commission at the previous meeting approved realignment of the highway so that none of Mr. Loft's property would be needed. The Commission decided against payment of any sum to Mr. Lofts either for property or as damages.

38. Request of County Commissioner J. C. Minson, Crook County, for elimination of excessive curvature on Ochoco Highway near the Crook-Deschutes County line: This matter was disposed of by the Commission earlier in the session.

39. Request of John Silvertooth for elimination of a sharp point on the Antelope-Clarno Section near Pine Creek, Wasco County: The Engineer advised that the investigations ordered by the Commission regarding this matter are being made, and that appropriate action will be taken.

The Commission discussed, approved and signed agreements, etc, as follows:

Agreement with Arthur E. Hendrickson covering construction and operation of a roadway across Joaquin Miller State Park

"Indenture of Access" with Marin J. Fager et ux re access to Ladd Canyon Section of Old Oregon Trail

Agreement with Secretary of State covering maintenance of new Highway Office Building

Petition re vacation of Greenwood Avenue in the Town of Reedsport

Agreement with Portland General Electric Co. covering reestablishment of power line necessitated by construction of Marion Street Bridge, Salem,

Agreement with U. S. Bureau of Public Roads covering maintenance of North Santiam Highway

Agreement with Union Pacific Railroad Company covering Columbia River Highway crossing of railroad company's tracks at Oregon Trunk Railroad junction.

Agreement with Wasco County covering abandonment of portions of the east unit of the Antelope-Clarno Section of Shaniko-Fossil Secondary Highway

Release of easement acquired from Paine Estate on Santiam River-Albany Section of US99E

Agreement with City of Tillamook providing for financing of improvement on Miller Avenue between 6th Street and 10th Street as a special state tax street fund project. (Authorized August 21, 1950) (This agreement not to be signed unless contract awarded.)

Bargain and sale deed conveying unto Raymond G. Gumpert and wife 2.12 acres of land on the McKenzie-Bend Highway, Deschutes County. Right of way consideration. (Authorized April 12, 1951).

Lease covering land in North Bend to Coos Bay Timber Operators for a 10-year period

Agreement with Oretown Cheese Association, Tillamook Co., covering encroachment of building on US101 at Oretown

Permit from Klamath Indian Tribal Council for stockpile site on land lying within the SE¼ Sec. 2, T. 37S., R. 11 E., W.M., Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway. Consideration $25.00 expires May 31, 1956.

Letter from California-Pacific Utilities Company granting license to attach a flashing beacon to one of their poles at the main intersection of the State Highway in Island City, Oregon. NOA

Agreement with Glens Falls Indemnity Company protecting State against claim of U. S. Government in connection with Denton Contracts.

Project Agreements:

Viento Park-Wygant Park Sec., Columbia River Hwy.
Broadway Br.-Steel Br., Pacific Hwy. West
Snake River Bridge (Weiser) Weiser Spur

Agreement for expenditure of approximately $75,000.00 State Highway funds for stabilization of 4-mile unit of Marks Creek Section of Ochoco Highway. (8j)

Bargain and sale deed conveying to Rex Ellis and wife a parcel of land situate in Cooks addition to the city of McMinnville, Yamhill County.

There being no further business, the meeting adjourned at 4:30 p.m.

Chairman

State Highway Engineer

Commissioner

Commissioner

ATTEST:

Secretary

EXHIBITS "A" THROUGH "N"

Minutes of

May 24 and 25, 1951

EXHIBIT "A"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #3 - T. H. BANFIELD EXPRESSWAY

14886 - Ogilvie, Roy S. and Dora M. (Johnson)
Right of Way
Option expires October 22, 1951

6,800 sq. ft. at $0.12 per sq. ft.	$ 816.00	
1 story, 5-room house with basement. 782 sq. ft.	6,647.00	
Amount to be paid owner - chrg to Right of Way		$ 7,463.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

UNIT #4 - T. H. BANFIELD EXPRESSWAY (cont.)

14843 - Lawpaugh, C. J. and Lulu (Johnson)
Right of Way
Option expires October 8, 1951

20,000 sq. ft. at $0.15 per sq. ft.	$ 3,000.00	
1½-story house, with garage	7,340.00	
60 feet of driveway	160.00	
Amount to be paid owner - chrg to Right of Way		$10,500.00

Takes all -

14852 - Stefan, August and Amelia (Johnson)
Right of Way
Option expires June 4, 1951

10,000 sq. ft. at $0.15	$ 1,500.00	
Allowance - 1½-story, 7-room house and garage	10,143.00	
		$11,643.00
Less salvage value of buildings		-2,500.00
Amount to be paid owner - chrg to Right of Way		$ 9,143.00

Grantor to have possession of property until August 31, 1951

Takes all -

14840 - Geppert, Fred F. (Johnson)
Right of Way
Option expires November 6, 1951

5,000 sq. ft. at $0.25 per sq. ft.	$ 1,250.00	
Warehouse building - 3,520 sq. ft. at $2.75	9,680.00	
Amount to be paid owner - chrg to Right of Way		$10,930.00

Takes all -

(cont.)

UNIT #4 - T. H. BANFIELD EXPRESSWAY (cont.)

14853 - Domenicb, John and Anna (Johnson)
Right of Way
Option expires June 29, 1951

5000 sq. ft. at $0.18 per sq. ft.	$ 900.00	
Allowance - Grape arbor, shrubs, garden, and lawn	300.00	
1½-story, 7-room house with basement	7,056.00	
Total consideration		$ 8,256.00
Less salvage value of house and shed		-1,756.00
Amount to be paid owner - chrg to Right of Way		$ 6,500.00

THINGS TO BE DONE BY THE STATE:

State to pay last half of 51-52 taxes.	Estimated cost $50.00

Takes all -

14868 - Grove, Glen and Charlotte H. (Johnson)
Right of Way
Option expires September 30, 1951

6,834 sq. ft. at $0.30 per sq. ft.	$ 2,050.20	
2-story store and apartment building	21,600.00	
Allowance - for furnishings in 5 apartments	200.00	
Amount to be paid owner - chrg to Right of Way		$23,850.20

Takes all -

EXHIBIT "A" (cont.)

UNIT #4 - T. H. BANFIELD EXPRESSWAY (cont.)

14860 - Newport Construction Company (Mayhew)
Right of Way
Option expires November 10, 1951

Approx. 72,283 sq. ft. at $0.51+ per sq. ft.	$37,041.00	
Allowances:		
Truck storage shed, 30' x 90'		
Equipment shed, 23' x 200'		
Equipment shed, 48' x 160'		
Machine shop, 50' x 125'	24,285.00	
408 lin. ft. cyclone fence at $3.00 per ft.	1,224.00	
Cement floors under sheds	900.00	
Appraisal and damages	300.00	
Total cost		$63,750.00

THINGS TO BE DONE BY THE STATE:

Convey to the grantors above 6,250 sq. ft. acquired from Gustave H. Wagner, et al (File No. 14856) as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes. - 2,500.00

Amount to be paid owner - chrg to Right of Way $61,250.00

Access controled - No access allowed

UNIT #5- T. H. BANFIELD EXPRESSWAY

16925 - Elspas, John L. and Lily (Johnson)
Right of Way
Option expires October 11, 1951

3.18 acres at $1,000 per acre	$ 3,180.00	
Amount to be paid owner - chrg to Right of Way		$ 3,180.00

Takes all -

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

15536 - Tonseth, Margaret May et al (Mayhew)
Right of Way
Option expires September 22, 1951

2.36 acres at $1,250.00 per acre	$ 2,950.00	
42 rods of fencing at $5.00 per rod	210.58	
Amount to be paid owner - chrg to Right of Way		$ 3,160.58

It is understood that the State is to protect a spring water supply that lays North of the R/W, but not on the right of way.

Access controlled - No access allowed

16950 - McGill, Wayne E. et ux (Mayhew)
Right of Way
Option expires October 29, 1951

6.94 acres at $1,250 per acre	$ 8,675.00	
Saleable nursery stock	18,712.15	
Scion and Parent Orchard	40,070.00	
Allowances for:		
Replacement of private road and guard rail	1,188.00	
Gas service change from Sandy to Fairview	872.00	
Power and light service change	950.00	
Severance damage and increased operation cost	8,205.00	
Amount to be paid owner - chrg to Right of Way		$78,672.15

Access controlled - No access allowed

14902 - Nourse, Walter H. and V. Wyatt (Johnson)
Right of Way
Option expires July 3, 1951

0.621 acres $2,000 per acre	$ 1,242.00	
Severance damages	1,203.20	
Amount to be paid owner - chrg to Right of Way		$ 2,445.20

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

16637 - Koeser, John C. and Mildred G. (Johnson)
Right of Way
Option expires July 3, 1951

150 sq. ft. and severance Lump Sum	$ 150.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00

Access controlled - No access allowed

15507 - Stehlik, Marvil H. Fanning (Mayhew)
Right of Way
Option expires June 25, 1951

2.39 acres at $1,500 per acre	$ 3,585.00	
Allowance - cess pool and septic tank system	400.00	
56 rods of fencing at $4.10	230.00	
Severance damages	1,985.00	
Amount to be paid owner - chrg to Right of Way		$ 6,200.00

Access controlled - No access allowed

16863 - Chase, Arthur R. L. and Nellie A. (Mayhew)
Right of Way
Option expires November 8, 1951

2.46 acres at $975.00 minus per acre	$ 2,397.80	
45 rods of fence at $5 per rod	224.22	
Damages	1,177.20	
Amount to be paid to owner - chrg to Right of Way		$ 3,799.22

Access controlled - No access allowed

17096 - Parkrose Water District (Johnson)
Right of Way
Option expires November 8, 1951

0.23 acres at $2,900.00 per acre	$ 667.00	
Allowance: Fee for pipe line crossing permit	5.00	
Amount to be paid to owner - chrg to Right of Way		$ 672.00

Access controlled - no access allowed

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

16103 - Fairview Farms Incorporated (Mayhew)
Right of Way and Access Roads
Option expires November 8, 1951

6.473 acres at $1,234.55 per acre	$ 8,091.25
920 lin. ft. of fence at .303 per ft.	278.76
Damages	5,658.75

Amount to be paid to owner - chrg to Right of Way $14,028.76

Access controlled - No access allowed

15504 - Heusser, Calvin and Lydia (Johnson)
Right of Way
Option expires June 28, 1951

1.2 acres at $2,000 per acre	$ 2,040.00
1½-story house with full basement	14,301.00
Garage and three-room apartment with bath	2,650.00
Concrete fruit room, tool shed and chicken house	1,745.00
Land improvements - Landscaping, rockwalls, pool, orchards, grapes, and berries	3,664.00

Amount to be paid owner - chrg to Right of Way $24,000.00

Access controlled - No access allowed

15512 - Jenkins, J. L. (Johnson)
Right of Way
Option expires June 10, 1951

6.47 acres at $1,000 per acre	$ 6,470.00
Less property to be deeded to Grantor	2,000.00
	$4,470.00

Convey to the grantors above, that portion of Tax Lot 24, lying 100 feet Southerly of the T. H. Banfield Expressway and 100 feet Westerly of 148th Street, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Amount to be paid owner - chrg to Right of Way $4,470.00

Access controlled - No access allowed

(cont)

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

15534 - Burns, J. C. and Mary Burns (Johnson)
Right of Way
Option expires June 4, 1951

0.34 acres at $1,250 per acre	$ 425.00	
Amount to be paid owner - chrg to Right of Way		$ 425.00

Access controlled - No access allowed

17094 - Burns, J. C. and Mary Burns (Johnson)
Right of Way
Option expires June 4, 1951

9.99 acres at $1,250.00 per acre	$12,487.50	
Severance damages	2,500.00	
Allowance - 108 rods of fencing at $5	540.00	
Reestablishing basement drain	200.00	
Amount to be paid owner - chrg to Right of Way		$15,727.50

THINGS TO BE DONE BY THE STATE:

Construct access from Rockwood Road to the remainder of present access road, approximately between Stations 565+00 and 567+00. To be graveled and same width as as present access.

Access controlled -

EXHIBIT "A" (cont.)

BROADWAY BRIDGE TO STEEL BRIDGE SECTION - PAC. HWY. WEST

17322 - Shaver, Anna M. (Johnson)
Right of Way
Option expires October 27, 1951

693 sq. ft. at $0.20 per sq. ft.	$ 138.60	
Allowance - Reestablish driveway and grade lawn	437.00	
Severance damage	150.00	
Amount to be paid owner - chrg to Right of Way		$ 725.60

THINGS TO BE DONE BY THE STATE:

Construct a paved 14' apron, between sidewalk and curb, for driveways. 103 feet west of Station 315+15.

Access not controlled -

ZIG ZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY

12340 - Clackamas County (Witt)
Right of Way
Deed to be signed

33,106 sq. ft. at $0.01½+ per sq. ft.	$ 500.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

Timber reserved by Clackamas County

Access not controlled -

(cont)

EXHIBIT "A" (cont.)

BARBOUR BLVD. -MARION CO. LINE SEC. - W. PORTLAND-HUBBARD HWY.

16679 - Cooney, Francis J. and Muriel M. (Mayhew)
Right of Way
Option expires November 1, 1951

5 acres at $1,000 per acre	$ 5,000.00	
6 acres at $485 per acre	2,910.00	
13.43 acres at $155 + per acre	2,090.00	
Amount to be paid owner - chrg to Right of Way		$10,000.00

THINGS TO BE DONE BY THE STATE:

Frontage road to be connected with highway at Oregon City-Wilsonville Road.
State to be responsible for necessary changes in electrical power service. Estimated Cost $ 500.00

Amount to be charged to Construction	500.00
GRAND TOTAL (Estimate)	$10,500.00

Access controlled -

17440 - Kiplinger, Robert O. and Alyce L. (Johnson)
Right of Way
Option expires October 16, 1951

0.82 acres at $450. per acre	$ 369.00	
Allowance - 20 rods of field fence and 18 large windbreak pine trees.	81.00	
Amount to be paid owner - chrg to Right of Way		$ 450.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY

17390 - Pfund, David and Pearl (Byrum)
Right of Way
Option expires October 23, 1951

0.103 acres at $250 per acre	$ 25.00	
Allowance - 13 rods of fence, and 3 holly trees	75.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE:

Construct private access, South side of highway at Station 485+80.

Access controlled -

17391 - Manning, C. T. and Martha (Byrum)
Right of Way
Option expires October 23, 1951

0.565 acre at $250 per acre	$ 140.00	
Allowance - 45 rods of fence at $3 per rod	135.00	
Garage (12 x 20)	225.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 492+00, South side of Highway.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17399 - Vosika, Thomas J. and Dorothy O. (Byrum)
Right of Way
Option expires October 24, 1951

0.310 acre at $130 per acre	$ 40.00	
0.310 acre at $300 per acre	92.00	
Allowance - 13 rods of fence at $3 per rod	39.00	
Amount to be paid owner - chrg to Right of Way		$ 171.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 514+00. North side.

Access controlled -

17397 - Ferring, Maybelle J. (Byrum)
Right of Way
Option expires October 24, 1951

0.717 acre at $100 + per acre	$ 75.00	
Amount to be paid owner - chrg to Right of Way		$ 75.00

THINGS TO BE DONE BY THE STATE:

Construct private access North side at Station 509+10

Access controlled -

17401 - Wickman, Edward and Edythe (Byrum)
Right of Way
Option expires November 2, 1951

0.930 acre at $275 per acre	$ 255.00	
19 rods of fence at $3 per rod	57.00	
Amount to be paid owner - chrg to Right of Way		$ 312.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17389 - Schaeffer, W. G. and Shirley (Byrum)
Right of Way
Option expires October 31, 1951

0.076 acre at $250 per acre	$ 19.00	
7 rods of fencing at $3 per rod	21.00	
Amount to be paid owner - chrg to Right of Way		$ 40.00

THINGS TO BE DONE BY THE STATE:

Construct private access on North side of highway at station 486+00.

Access controlled -

17401-A- Smith, Willard J. and Juanita O. Wickman, Edward and Edythe (Byrum)
Right of Way
Option expires November 2, 1951

1.354 acres at $250 +per acre	$ 340.00	
10 fruit trees	100.00	
30 rods of fence at $3 per rod	90.00	
Allowance - for moving shed and chicken house	20.00	
- severance damage	100.00	
Amount to be paid owner - chrg to Right of Way		$ 650.00

THINGS TO BE DONE BY THE STATE:

Construct private access on North side at Station 524+75
Construct farm crossing at Station 524+75

Access controlled -

17402 - Elmore, Alvin M. and Marian E. (Byrum)
Right of Way
Option expires November 9, 1951

0.287 acre at $275+ per acre	$ 81.00	
8 rods of fence at $3 per rod	24.00	
Amount to be paid owner - chrg to Right of Way		$ 105.00

Access controlled - No access allowed

EXHIBIT "A" (cont.)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17404 - Perisich, Mary (Byrum)
Right of Way
Option expires November 3, 1951

0.482 acre at $150 per acre	$ 72.00	
Amount to be paid owner - chrg to Right of Way		$ 72.00

THINGS TO BE DONE BY THE STATE:

Construct 61 rods of four strand barb wire fence, on wooden posts set 1 rod apart. Grantor to maintain fence. $6 per rod. Estimated cost $ 366.00

Amount to be charged to Right of Way	$ 366.00
GRAND TOTAL (Estimate)	$ 438.00

Access controlled - No access allowed

17392 - Koski, Otto (Byrum)
Right of Way
Option expires October 23, 1951

0.657 acres at $350 per acre	$ 230.00	
Allowance - 50 rods of fence at $3 per rod	150.00	
- loss of strawberry patch	70.00	
Amount to be paid owner - chrg to Right of Way		$ 450.00

THINGS TO BE DONE BY THE STATE:

Construct private access North side of Highway at Station 490+00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17407 - Vinson, Levi C. and Anna A. (Byrum)
Right of Way
Option expires November 9, 1951

3 acres at $300 per acre	$ 900.00	
2.197 acres at $100 per acre	219.00	
153 rods of fence at $3 per rod and one gate	481.00	
Amount to be paid owner - chrg to Right of Way		$ 1,600.00

THINGS TO BE DONE BY THE STATE:

Construct and gravel new road from County road Easterly to existing road	
State to stock pile four loads of gravel Estimated 20 cu. yds. $50. Charged to Const.	$ 50.00
GRAND TOTAL (Estimated)	$ 1,650.00

Access controlled - No access allowed

17396 - Ferring, Maybelle J. , Michael, Louise M. and Charles (Byrum)
Right of Way
Option expires October 24, 1951

1.875 acres at $250 - per acre	$ 421.00	
40 rods of fence at $3 per rod	120.00	
7 fruit trees at $15. each	105.00	
Allowance for loss of well	40.00	
Amount to be paid owner - chrg to Right of Way		$ 686.00

THINGS TO BE DONE BY THE STATE:

Construct private access on North side of highway at Engineer's Station 508+90

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17400 - Mack, Bessie E. (Byrum)
Right of Way
Option expires November 9, 1951

2½ acres at $275 per acre	$ 687.50	
7 acres at $133 per acre	926.50	
House 28' x 30' and garage	2,736.00	
Barn 30' x 50' Lump Sum	450.00	
Amount to be paid owner - chrg to Right of Way		$ 4,800.00

Takes all -

17413 - Bagley, W. P. and Isabelle (Byrum)
Right of Way
Option expires November 6, 1951

0.40 acre at $250 per acre	$ 100.00	
Allowance - move 100 fence posts and drain field	80.00	
Amount to be paid owner - chrg to Right of Way		$ 180.00

THINGS TO BE DONE BY THE STATE:

Construct private access on South side of highway at Engineer's Station 594+00

Access controlled-

17410 - Titus, J. M. and Alma (Byrum)
Right of Way
Option expires October 25, 1951

0.38 acres at $250 per acre	$ 95.00	
Allowance - 40 rods of fence at $3 per rod	120.00	
Amount to be paid to owner - chrg to Right of Way		$ 215.00

Access controlled - by County Road only

(cont.)

EXHIBIT "A" (cont.)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17412 - Nixon, Samuel and Ina May (Byrum)
Right of Way
Option expires October 24, 1951

0.17 acres at $100 per acre	$ 17.00	
Allowance - 17 rods of fence at $3 per rod	51.00	
Amount to be paid owner - chrg to Right of Way		$ 68.00

Access controlled-

17414 - Nehler, Herman and Irma L. (Byrum)
Right of Way
Option expires October 24, 1951

0.16 acre at $350 per acre	$ 56.00	
Allowance - 21 rods of fencing at $3 per rod	63.00	
Amount to be paid owner - chrg to Right of Way		$ 119.00

THINGS TO BE DONE BY STATE:

Construct private access at Engineer Station 593+50 on North side of Highway

Access controlled-

MCMINNVILLE - NEWBERG SEC. PACIFIC HIGHWAY WEST

17435 - The Roman Catholic Archbishop of the Diocese of Oregon
Right of Way (Harrington)
Option expires October 30, 1951

.27 acre Lump Sum	$ 50.00	
Allowance - moving tool shed	25.00	
Amount to be paid owner - chrg to Right of Way		$ 75.00

THINGS TO BE DONE BY THE STATE:

Construct private access north side of highway at Station 81+50

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

DELAKE SECTION - OREGON COAST HIGHWAY

17590 - Hostetler, H. A. (Benson)
Maintenance Building Site
Option expires November 9, 1951

2.00 acres at $600 per acre $ 1,200.00

Amount to be paid owner - chrg to Maintenance Site $ 1,200.00

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

17024 - Smith, Clarence D. and Ruth R. (Landon)
Right of Way
Option expires July 19, 1951

20,345 sq. ft. at $0.374 per sq. ft. $ 7,621.25
Allowance - installation of 2 gas tanks 425.60
- 2 gas tanks, 6000 gal and 8000 gal 1,677.00

Amount to be paid owner - chrg to Right of Way $ 9,723.85

Takes all -

13878 - Randle, Ed A. (Boone)
Right of Way
Option expires November 7, 1951

3,639 sq. ft. at $0.50 per sq. ft. $ 1,819.50
Allowance - Moving and re-establishing service station 13,180.50

Amount to be paid owner - chrg to Right of Way $15,000.00

THINGS TO BE DONE BY THE STATE:

Construct approaches, with black top paving or concrete at Stations 26+05 - 24' wide, 27+59 - 48' wide, 28+35.5 - 45' wide and 29+05.5 - 35' wide. (Commercial)

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13923 - Smith, Clarence D. and Ruth R. (Haskin)
Slope easement
Option expires November 3, 1951

2 ft. slope easement	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at Station 78+55 west, 25' wide
Right of access at Station 79+45 west. (Commercial)

Access controlled -

13861 - Kumler, O. C. and Florence; Zirbel Lucille (Landon)
Right of Way
Option expires June 18, 1951

700 sq. ft. at $0.60 per sq. ft.	$ 420.00	
+ 2 foot slope easement		
Allowance - moving neon sign	65.00	
Amount to be paid owner - chrg to Right of Way		$ 485.00

THINGS TO BE DONE BY THE STATE:

Construct approach, pave same to relocated right of way line, 26-foot curb opening, west side of highway opposite 17+96. (Commercial)

Access controlled -

13904 - Johnson, W. E. and June R (Haskin)
Right of Way
Option expires October 16, 1951

1481 sq. ft. at $0.05 per sq. ft.	$ 74.05	
Restricted access	25.95	
Amount to be paid owner - chrg to Right of Way		$ 100.00

THINGS TO BE DONE BY THE STATE:

Construct approaches at 58+80, 59+72 east, 25' wide. Comm.

Access controlled -

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SEC. - PACIFIC HIGHWAY EAST (cont.)

13912 - Webber, Lester W. and V. Grace (Haskin)
Right of Way
Option expires October 10, 1951

338 sq. ft. at $0.05 per sq. ft.	$ 16.00	
+ 2 foot slope easement	25.00	
Allowance - flowers and shrubs	30.00	
Amount to be paid owner - chrg to Right of Way		$ 71.00

THINGS TO BE DONE BY THE STATE:

Reestablish existing drain pipe, west side, if disturbed.
Construct catch basin at 66+25.
Reestablish approach at 66+10 west, 25 feet. Commercial

Access controlled -

13925 - Benes, Anton and Mary (Haskin)
Slope easement
Option expires November 3, 1951

2 ft. slope easement	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches at Station 81+05 and Station 82+00 west, commercial access, 25' wide.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SEC. -PACIFIC HWY. EAST (cont.)

13891 - Kerr, S. R. and Catherine C. (Haskin)
Right of Way
Option expires November 9, 1951

4577 sq. ft. at $0.40 per sq. ft.	$ 1,830.80	
+2 foot slope easement		
Allowance - shrubs, trees, and cement driveway	405.90	
Amount to be paid owner - chrg to Right of Way		$ 2,236.70

THINGS TO BE DONE BY THE STATE:

Construct approaches at 37+95 and 41+00, East side 50' wide.
Construct approaches at 39+60, 25' wide East side.
Right of access at 36+45 East, 30' wide,
All commercial accesses.

Access controlled -

16854 - Pioneer Trust Co., A Corp. (Boone)
Right of Way
Bargain and Sale Deed

544 sq. ft. at $0.05+ per sq. ft. + a slope easement	$ 42.90	
Amount to be paid to owner - chrg to Right of Way		$ 42.90

THINGS TO BE DONE BY THE STATE:

Construct access at Station 51+42, 30' wide (Commercial)

Access controlled -

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17250 - Bond, John A. and Maxine C. (Benson)
Right of Way
Option expires October 25, 1951

Lot, 10,125 sq. ft.	$ 700.00	
House, 832 sq. ft. (included garage-private water system, septic tank-shrubs, driveway, etc.)	9,000.00	
Amount to be paid owner - chrg to Right of Way		$ 9,700.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

17245 - Lowe, Oscar F. and Cora Katherine (Benson)
Right of Way
Option expires November 7, 1951

2-story bldg. 1632 sq. ft. each floor + garage
27660 sq. ft. of land Lump Sum $30,000.00

Amount to be paid owner - chrg to Right of Way $30,000.00

Takes all -

Confirmation of phone approval - by Chandler - 5-11-51

17191 - Marsh, Emanual and Mary (Boone)
Right of Way
Option expires November 13, 1951

7500 sq. ft. at $0.05 per sq. ft. $ 375.00
concrete foundation (7 cu. yds. concrete.) 305.00

Amount to be paid owner - chrg to Right of Way $ 680.00

Takes all -

17251 - Lacy, Harold K. and Susan F. (Benson)
Right of Way
Option expires October 11, 1951

House 1035 sq. ft. and Lot 10125 sq. ft. (includes garage, private water system) $11,000.00

Amount to be paid owner - chrg to Right of Way $11,000.00

Takes all -

17263 - Pangra, Mahlon N. Jr. and Dorothy B. (Benson)
Right of Way
Option expires October 16, 1951

House 1105 sq. ft. and Lot 11,000 sq. ft. (includes large garage and private water system) $12,000.00

Amount to be paid owner - chrg to Right of Way $12,000.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

17192 - Hall, Loren W. and Nellie Irene (Boone)
Right of Way
Option expires November 8, 1951

50,094 sq. ft. at $0.05 per sq. ft.	$ 2,504.60	
Allowance - severence damage	95.40	
Amount to be paid owner - chrg. to Right of Way		$ 2,600.00

Access controlled - No access allowed

17256 - Miklia, Julius and Norma (Haskin)
Right of Way
Option expires November 13, 1951

Lot 75 x 135 ft.; 10,125 sq. ft. at $7\frac{1}{2}$ cents per sq. ft.	$ 773.00	
Amount to be paid to owner - chrg to Right of Way		$ 773.00

Takes all -

MEHAMA - MILL CITY SECTION - NORTH SANTIAM HIGHWAY

17018 - Kimsey, Larry and Iva (Benson)
Right of Way
Option expires October 22, 1951

4,000 sq. ft. at $0.13 per sq. ft.	$ 520.00	
Concrete foundation, garage	250.00	
Move board fence	100.00	
Amount to be paid owner - Chrg. to Right of Way		$ 870.00

Access not controlled -

Subject to approval of Highway Construction Department

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

15182 - Richfield Oil Company (Haskin)
Right of Way
Option expires October 5, 1951

0.587 acre at $850 + per acre	$ 500.00	

State to convey to the grantor 0.46 acres of adjoining land purchased from David Loop, File No. 16982 and Floyd A. Sanders, File No. 16983

(cont.)

EXHIBIT "A" (cont.)

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST (cont.)

15182 - Richfield Oil Company (cont.)

as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required or useful for Highway purposes.

Amount to be paid owner - chrg to Right of Way $ 500.00

State to assume cost of moving Richfield Bulk Plant from new right of way.

Present estimated cost - chrg to Right of Way $15,000.00

Payment for moving to be based on actual cost at time of moving.

Cost of land to be deeded $ 1,550.00

Total amount to be paid Grantor. (Estimated) $15,500.00

Access controlled - No access allowed

FOSTER-BRYANT HILL SECTION - SANTIAM HIGHWAY

17431 - Harrang, Arnold K. and Margaret L. (Benson)
Right of Way
Option expires October 26, 1951

0.59 acres at $500.00 per acre	$ 295.00
Allowance - 74 rods of fence at $3 per rod	222.00
Loss of seed crop, and waiver of access	105.00

Amount to be paid owner - chrg to Right of Way $ 622.00

THINGS TO BE DONE BY THE STATE:
Construct access at Station 1030+00, north side, 25' in width. (private)

Access controlled -

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

17433 - Crenshaw, Clinton S. (Reeder)
Gravel Pit
Option expires August 20, 1951

EXHIBIT "A" (cont.)

JUDKINS POINT -GOSHEN SECTION - PACIFIC HIGHWAY (cont.)

17433 - Crenshaw, Clinton S. (cont.)

10.0 acres at $180 per acre	$ 1,800.00	
Amount to be paid owner - chrg to Gravel Pit		$ 1,800.00

GOSHEN-CRESWELL SECTION - PACIFIC HIGHWAY

17441 - Frogner, John E. and Alta L. (Reeder)
Right of Way
Option expires November 4, 1951

0.95 acres at $500 per acre (including 43' well)	$ 475.00	
Wooden frame house, unfinished with concrete floor	1,728.00	
Allowance - Delco Pump & Tank, Hot water tank and outbuilding	152.00	
Amount to be paid owner - chrg to Right of Way		$ 2,355.00

Takes all -

17442 - Luke, Lyle D. and Georgianna J. Luke, Darrel and Alta (Reeder)
Right of Way
Option expires November 7, 1951

1.7 acres at $500 per acre	$ 850.00	
House 16' x 20'	2,136.00	
Pump house and well	98.00	
Allowance: Removal of shop 30' x 24'	266.00	
Amount to be paid owner - chrg to Right of Way		$ 3,350.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach on County Road, Station 44+70, Easterly side.
Gravel a strip approximately 10' x 100' Southerly.

Access controlled - None, except by County Road

EXHIBIT "A" (cont.)

NORTH ROSEBURG-WINCHESTER SECTION - PACIFIC HIGHWAY

16539 - A - Boyer, Blanche (Norlin)
Right of Way (Slide Area)
Option expires June 15, 1951

Lot 50' x 120' with house and garage	$ 8,500.00
Less 210 sq. ft. and damages (approved by Commission 9-28-50)	-1,000.00

Amount to be paid to owner - chrg to Right of Way $ 7,500.00

Takes all -

ROCKY POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

17829 - Ross, Ernest T. and Bertha C. (Reeder)
Right of Way
Option expires October 10, 1951

9.18 acres at $1,000.00	$ 9,180.00	
154 rods of fencing and 1 gate	636.00	
Allowance - House and 2-car garage with concrete foundation, septic tank, picket fence, shrubs, flowers, and top soil. Cattle guard, gas pump and 250 gal. tank. Concrete curb and floor for garage.	3,000.00	
- 2 - 75-foot wells with 6" casing, pump, and water pipe.	1,400.00	
- Old barn, and wood shed with concrete floor	1,940.00	
- Severence damages	1,783.00	
Amount to be paid owner - chrg to Right of Way		$17,939.00

THINGS TO BE DONE BY THE STATE:

Construct concrete head gate, irrigation ditch and install 6" iron pipe. Estimate	600.00

Construct private approach, not to exceed 25' in width on South side.

(cont.)

ROCKY POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY (cont.)

17829 - Ross, Ernest T and Bertha C. (cont.)

Amount to be charged to Construction	$ 600.00
GRAND TOTAL (Estimate)	$18,539.00

Owner to have right to farm proposed R/W until notified by the Highway Commission to vacate same.

Access controlled -

HINDSDALE SLOUGH-LUDER CREEK SECTION - UMPQUA HIGHWAY

3260-A Boye, Frankie L. and Elizabeth E.; Morgan, David R. (Cont. Pur.) (Holt)
Right of Way
Option expires September 13, 1951

4.33 acres at $315 per acre	$ 1,364.00	
.25 acre Lump Sum	125.00	
Allowance - 174 rods of fence at $3 per rod	522.00	
Amount to be paid owner - chrg to Right of Way		$ 1,886.00
Amount to be paid David R. Morgan - chrg to Right of Way		125.00

THINGS TO BE DONE BY THE STATE:

Extend and maintain existing box shape cattle pass at Station 366+25, such pass to retain similar size and shape. Reconstruct private approaches on South side of Highway opposite Stations 354+00 and 368+38. Also North side at 354+77. Estimated cost $ 1,500.00

Amount to be charged to Construction	$ 1,500.00
GRAND TOTAL (Estimate)	$ 3,511.00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

COQUILLE-DOUGLAS COUNTY LINE SECTION - COOS BAY-ROSEBURG HWY.

17434 - Warren, J. F. and Ella L. (Holt)
Maintenance Headquarters Site
Option expires November 8, 1951

1.85 acres at $400 per acre	$ 740.00	
Allowance - to remove house and shed	260.00	
Amount to be paid owner - chrg to Maintenance Site		$ 1,000.00

Access not controlled -

CHROME PLANT-CEDAR POINT SECTION - OREGON COAST HIGHWAY

15612 - Detlefsen, Edward L. and Grace R. (Reeder)
Permit and License

Permit and license for 2.5 acres counterbalance area	$ 367.00	
42 rods of fence at $3.50 per rod	147.00	
Amount to be paid owner - chrg to Right of Way		$ 514.00

Access controlled on Right of Way purchase 15612

Approved by Mr. Chandler by phone 5-11-51

15613 - Prince, Vida (Reeder)
Permit and License

Permit and license for 1.1 acre counterbalance area	$ 100.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access controlled on Right of Way purchase 15613

Approved by Mr. Chandler by phone 5-11-51

(cont.)

EXHIBIT "A" (cont.)

RIVERTON SECTION - OREGON COAST HIGHWAY

17563 - Nitzel, Edward F. and Velma L. (Holt)
Right of Way
Option expires November 8, 1951

0.37 acres - lump sum $ 50.00

Amount to be paid to owner - chrg to Right of Way $ 50.00

Access controlled - No access allowed

17567 - Cross, Cedric and Evelyn G. (Holt)
Right of Way
Option expires November 8, 1951

0.13 acres - lump sum $ 25.00
Amount to be paid to owner - chrg to Right of Way $ 25.00

Access controlled - No access allowed

N. ENTRANCE TO GRANTS PASS SEC. - PACIFIC HIGHWAY

17342 - Greenough, L. J. and Olga (Holt)
Right of Way
Option expires October 31, 1951

440 sq. ft. at $0.80 per sq. ft. $ 352.00
Allowance - 1 willow tree, lilac bushes, assorted shrubs and flower beds $ 48.00

Amount to be paid owner - chrg to Right of Way $ 400.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at Station 25+75, east side. (Comm.)

Access controlled -

17333 - Grants Pass Development Company (Holt)
Right of Way
Option expires November 14, 1951

3,720 sq. ft. at $0.50 per sq. ft. $ 1,860.00
100 ft. easement for drainage structures Gratis

Amount to be paid owner - chrg to Right of Way $ 1,860.00

(cont.)

EXHIBIT "A" (cont.)

N. ENTRANCE TO GRANTS PASS SEC. - PACIFIC HIGHWAY (cont.)

17333 - Grants Pass Development (cont.) (Holt)

THINGS TO BE DONE BY THE STATE:

Construct catch basin or inlet box located Easterly from Station 17+90.
Construct commercial access, 25' wide, East side opposite Station 15+85, 17+50, 18+00 and 18+80.

Access controlled -

17335 - Craig, William L. and Ida M. (Holt)
Right of Way
Option expires October 31, 1951

1000 sq. ft. at $0.50 per sq. ft. $ 500.00

Amount to be paid owner - chrg to Right of Way $ 500.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at Station 19+90, west side. (Comm.)
Right of access reserved at Station 19+05, west side.

Access controlled -

17346 - Ralston, Mae L. (Holt)
Right of Way
Option expires October 24, 1951

500 sq. ft. at $0.75 per sq. ft. $ 375.00

Amount to be paid owner - chrg to Right of Way $ 375.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach on east side at Station 28+70. (Comm.)

Access controlled -

17330 - Hunter, Clinton E. and Millie B. (Holt)
Right of Way
Option expires November 1, 1951

1650 sq. ft. at $0.50 per sq. ft. $ 825.00
Allowance - 10 rods of fencing at $3.00 per rod. 30.00

Amount to be paid owner - chrg to Right of Way $ 855.00

(cont.)

EXHIBIT "A" (cont.)

N. ENTRANCE TO GRANTS PASS SEC. - PACIFIC HIGHWAY (cont.)

17330 - Hunter, Clinton E. and Millie B. (cont.) (Holt)

THINGS TO BE DONE BY THE STATE:

Construct access at Stations 11+42 and 12+70, East side. (Comm.)

Access controlled -

17341 - Goyer, Rufus Lee and Bessie (Holt)
Right of Way
Option expires October 29, 1951

1000 sq. ft. at $0.50 per sq. ft. $ 500.00

Amount to be paid owner - Chrg to Right of Way $ 500.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at Station 24+78, East Side. (Comm.)

Access controled -

17354 - Peterson, Charles D. and Petra A. (Holt)
Right of Way
Option expires October 24, 1951

530 sq. ft. at $0.75 per sq. ft. $ 397.50
+ 10 foot easement.
Allowance - to re-establish lawn area and flowers. 20.00

Amount to be paid owner - chrg to Right of Way $ 417.50

THINGS TO BE DONE BY THE STATE:

State to reconstruct approach on east side at Station 34+98. (Commercial)

Access controlled -

17337 - Foster, Charlie and Frances (Holt)
Right of Way
Option expires October 24, 1951

(cont.)

EXHIBIT "A" (cont.)

N. ENTRANCE TO GRANTS PASS SEC. - PACIFIC HIGHWAY (cont.)

17337 - Foster, Charlie and Frances (cont.) (Holt)

1370 sq. ft. at $0.40 per sq. ft. $ 548.00

Amount to be paid owner - chrg to Right of Way $ 548.00

THINGS TO BE DONE BY THE STATE:

State to reconstruct road approach at Station 21+12, East side. (Commercial)

Access controlled -

17343 - Baily, Earl E. and Bertha M. (Holt)
Right of Way
Option expires October 24, 1951

440 sq. ft. at $0.75 per sq. ft. $ 330.00
Allowance - 1 holly tree, apple tree, and 50' of picket fence 70.00

Amount to be paid owner - chrg to Right of Way $ 400.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 25+75, East side.

Access controlled -

GOLD HILL - SNIDER CREEK SECTION - SAMS VALLEY HIGHWAY

16702 - Bochardy, John and Katherine M. (Holt)
Right of Way
Option expires October 23, 1951

0.81 acres at $100.00 per acre. $ 81.00
0.75 acres at $200.00 per acre. 150.00
Allowance - 69 rods of fencing at $4.00 per rod. 276.00

Amount to be paid owner - chrg to Right of Way $ 507.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach at Station 132+75, north side, not to exceed 25' in width.

Access not controlled -

EXHIBIT "A" (cont.)

GOLD HILL - SNIDER CREEK SEC. - SAMS VALLEY HIGHWAY (cont.)

16705 - Baker, C. L. and Kate L. (Holt)
Right of Way
Option expires October 15, 1951

0.38 acres at $200.00 per acre	$ 76.00	
Allowance - 22 rods of fencing at $4.00 per rod and one gate.	$ 108.00	
Amount to be paid owner - chrg to Right of Way		$ 184.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach at Station 153+75, north side, not to exceed 25' in width.

Access not controlled -

16703-A-Bochardy, John and Katherine M. (Holt)
Right of Way
Option expires October 23, 1951

2.78 acres Lump Sum	$ 100.00	
Allowance - 131 rods of fencing at $4.00 per rod.	524.00	
Amount to be paid owner - chrg to Right of Way		$ 624.00

THINGS TO BE DONE BY THE STATE:

Construct private approach 25' wide, North side, Station 123

Access not controlled -

Approval subject to proof of satisfactory title.

16700 - Tolman, Vola W. (Reeder)
Right of Way
Option expires October 10, 1951

5.65 acres at $100.00 per acre	$ 565.00	
Amount to be paid owner - chrg to Right of Way		$ 565.00

(cont.)

EXHIBIT "A" (cont.)

GOLD HILL - SNIDER CREEK SEC. - SAMS VALLEY HIGHWAY (cont.)

16700 - Tolman, Vola W. (cont.)

THINGS TO BE DONE BY THE STATE:

Fence north and south sides of R/W, with 107 rods of 2 strand woven wire fence, plus steel posts and 5 gates. $1,056.00

Amount to be charged to Right of Way $1,056.00

Construct road approaches, 25' in width on 101+00 and 99+00 south side. Reconstruct approaches at Station 106+75, 108+50 south side and 110+75 north side.
Extend present 3/4" water pipe line approx. 40' south and 50' east, at station 106+00. $ 100.00

Amount to be charged to Construction $ 100.00

GRAND TOTAL (Estimate) $1,721.00

Access not controlled -

16701 - Spatz, M. S. and Clarice (Holt)
Right of Way
Option expires October 16, 1951

0.02 acres Lump Sum $ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

Access not controlled -

16704 - Allison, J. G. and Ruth (Holt)
Right of Way
Option expires October 9, 1951

0.19 acres at $200.00 per acre $ 38.00
12 rods of fencing at $4.00 per rod, and 1 gate. $ 68.00

Amount to be paid owner - chrg to Right of Way $ 106.00

GOLD HILL - SNIDER CREEK SEC. - SAMS VALLEY HIGHWAY (cont.)

16704 - Allison, J. G. and Ruth (cont.) (Holt)

THINGS TO BE DONE BY THE STATE:

Construct and gravel approaches at Station 151+80 north side, not to exceed 25' in width.

Access not controlled -

16706 - Tulare, George and Julia (Holt)
Right of Way
Option expires October 9, 1951

.61 acres at $200.00+ per acre	$ 123.00
54 rods of fence and 1 gate	226.00
Amount to be paid owner - chrg to Right of Way	$ 349.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private road approach at Station 159+60, North side, not to exceed 25 feet in width.

Access not controlled -
Approved subject to obtaining lessees' consent.

CAVE JUNCTION-CALIFORNIA LINE SEC. - REDWOOD HIGHWAY

17311 - Hussey, Elwood and Amy R. (Holt)
Gravel Bar
Option expires October 9, 1951

5 acres at $200.00 per acre	$1,000.00
Amount to be paid owner - chrg to Gravel Bar	$1,000.00

Grantor to remove all buildings from property within sixty days after receipt of payment.

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

VIENTO-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

16991 - Morton, Pearl, et al (Massee)
Right of Way
Option expires October 15, 1951

3.8 acres at $500.00 per acre	$1,900.00	
6.0 acres of timbered land at $100.00 per acre	600.00	
Amount to be charged to Right of Way		$ 2,500.00

THINGS TO BE DONE BY THE STATE:

Construct a concrete catch basin south side of Hwy. connected to an existing 3" pipe, north side at Station 1044+05. Grantor to assume estimated cost of catch basin.	- $ 240.00
Amount to be paid owner	$ 2,260.00

Construct private road approach North, at Station 1021+00

Access controlled -

16989 - Absten, Sylvan M. (Massee)
Right of Way
Option expires October 25, 1951

1 acre cherry orchard	$ 750.00	
7 acres of land at $400.	2,800.00	
29 acres of timber at $86+ per acre	2,500.00	
5 acres pasture at $300. per acre	1,500.00	
10 acres of brush & timber at $50.00 per acre	500.00	
1½ story house, with partial basement	3,300.00	
Wood shed, barn, storage shed, garage, chicken house, rabbit hutch, cottage, 3 old cabins.	3,650.00	
Amount to be paid owner - chrg to Right of Way		$15,000.00

Approval subject to a more accurate description of parcel 2 on Option

Takes all -

Estimated Cost $1,700.00

VIENTO-HOOD RIVER SEC. - COLUMBIA RIVER HIGHWAY (cont.)

16988 - Peters, Albert W. (Massee)
Right of Way
Option expires October 11, 1951

11.05 acres at $75.00 per acre	$ 828.75
Allowance: re-establish fencing	16.00

Amount to be paid to owner - chrg to Right of Way $ 844.75

THINGS TO BE DONE BY THE STATE:

Re-establish Grantor's irrigation pipe crossing Station 997+70.
Construct Private road approach North, Station 982+80, South 985+00

Access controlled -

Approved subject to clearing title.

16992 - Meredith, Thomas Charles, et al (Massee)
Right of Way
Option expires November 9, 1951

73,300 sq. ft. at $.10 per sq. ft.	$7,330.00
11,000 sq. ft. at $.05 per sq. ft.	550.00
1.37 acres at $1,000.00 per acre	1,370.00
Damage - Severance	750.00

Amount to be paid to owner - chrg to Right of Way $10,000.00

THINGS TO BE DONE BY THE STATE:

Re-establish any water pipes disrupted by construction.

Access controlled - access to outer Highway only

17005 - Crag Rats (Massee)
Right of Way
Option expires November 10, 1951

0.09 acres	Gratis
Damage by reason of nearness of hwy.	$300.00

Amount to be paid to owner - chrg to Right of Way $ 300.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

VIENTO-HOOD RIVER SEC. - COLUMBIA RIVER HIGHWAY (cont.)

17008 - Herbert D. Lewis (Massee)
Right of Way
Option expires November 9, 1951

2.53 acres	$ 2,037.50
House 768 sq. ft.	2,462.50

Amount to be paid to owner - chrg to Right of Way $ 4,500.00

THINGS TO BE DONE BY THE STATE:

Re-establish any water pipes disturbed by construction.
Construct approach to frontage road Station 1110+00, North side.

Access controlled - Frontage Road only.

16993 - Helan, James M. and Josephine E. (Massee)
Right of Way
Option expires October 22, 1951

13,068 sq. ft. at $0.20 per sq. ft.	$ 2,613.00
3-unit apt. house, 2 sheds, porch and concrete slab for gas pumps	14,053.00
Service Station equipment	1,900.00

Amount to be paid to owner - chrg to Right of Way $18,566.00

Takes all -

HOOD RIVER MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17065 - Sheppard, C. M. and W. O. (Witt)
Right of Way
Option expires October 17, 1951

436 sq. ft. at $0.15 per sq. ft.	$ 87.20

Amount to be paid owner - chr to Right of Way $ 87.20

Access controlled - No access allowed

EXHIBIT "A" (cont.)

HOOD RIVER MOSIER SECTION - COLUMBIA RIVER HWY. (cont.)

17060 - Apple Growers Association (Massee)
Right of Way
Option expires October 23, 1951

5.0 acres at $10.00 per acre.	$ 50.00	
54,450 sq. ft. at $.025 per sq. ft.	1,361.25	
Amount to be paid owner - chrg to Right of Way		$ 1,411.25

THINGS TO BE DONE BY THE STATE:

Provide drainage facilities beneath highway. Grantor has privilege to construct pipe or pipes beneath and across highway.

Access controlled - No access allowed

17073 - Shogren, F. A. and Maud E. (Witt)
Right of Way
Option expires November 2, 1951

6.32 acres (more or less) at $150.00 per acre.	$ 948.00	
Amount to be paid owner - chrg to Right of Way		$ 948.00

Access controlled - No access allowed

Estimated Cost $1,527,300 - Width 80'

THE DALLES-SEUFERT SECTION - COLUMBIA RIVER HWY.

17321 - Burk, F. Leo and Emily (Witt)
Right of Way
Option expires November 2, 1951

7½ acres at $1,000.00 per acre	$ 7,500.00	
Allowances:		
1-story dwelling, 792 sq. ft. at $7.00	5,544.00	
Frame cabin & new bathroom	1,410.00	
Well, 59', and pump house	746.00	
Damages: Cabin & sign, loss of rental	950.00	
Amount to be paid to owner - chrg to Right of Way		$16,150.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

THE DALLES-SEUFERT SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17108 - Bansch, Minnie and Clarence (Witt)
Right of Way
Option expires November 2, 1951

1.4 acres at $1,500.00 per acre	$ 2,100.00	
1½-story frame Radio Shop & Service Station, new addition, loading platform, concrete walk and steps, 2 gas pumps, 2 tanks,	3,630.00	
Rest Room 6' x 12'	432.00	
Fruit Stand 11' x 26'	858.00	
Damages: Severance & general	2,500.00	
Amount to be paid to owner - chrg to Right of Way		$ 9,520.00

THINGS TO BE DONE BY THE STATE:

Construct stairway across embankment and from owners' walk to highway grade, U. S. Highway 30.
Construct road approach between Stations 110+00 and 112+00, 25' wide.

Access controlled -

ARLINGTON-HEPPNER JUNCTION SEC. - COLUMBIA RIVER HIGHWAY

17296 - Shane, George W. and Lilian M. (Benfield)
Right of Way
Option expires October 16, 1951

63.82 acres at $10.00 per acre	$ 638.20	
Amount to be paid owner - chrg to Right of Way		$ 638.20

THINGS TO BE DONE BY THE STATE:

Fence both sides of R/W, 1454 rods of fence. Est.	7,270.00	
Place 16' gates at 6 entrances.	165.00	
Amount to be charged to Right of Way		$ 7,435.00

EXHIBIT "A" (cont.)

ARLINGTON-HEPPNER JUNCTION SEC. - COLUMBIA RIVER HWY. (cont.)

17296 - Shane, George W. and Lilian M. (cont.) (Benfield)

Construct farm crossing at Station 229+00		
Construct private access, north and south sides of highway at Stations 245+00, 229+00 and 210+00.		
Build concrete underpass, 8'x6' at Station 239+50. Est.	$ 4,500.00	
Place 90' of 4" concrete pipe under highway at Station 242+50 Estimated	90.00	
Amount to be charged to Construction		$ 4,590.00
GRAND TOTAL (Estimate)		$12,663.20

Grantor reserves water right from spring on north side of highway at Station 239+50.

Access controlled -

17297 - Krebs, John W., et al (Benfield)
Right of Way
Option expires September 28, 1951

36.14 acres at $10.00 per acre	$ 361.40	
Amount to be paid owner - chrg to Right of Way		$ 361.40

THINGS TO BE DONE BY THE STATE:

Fence both sides of R/W, 2097 rods fence. Est.	$10,485.00	
Place 16' gates in 2 farm crossing entrances. Est.	55.00	
Amount to be charged to Right of Way		$10,540.00
Construct farm crossing at Station 370+50		
Construct private access, north and south sides of Highway at Stations 343+00, 370+50 and 387+00		
Construct concrete cattle pass, 8'x6' at Station 382+00	$ 4,500.00 Est.	
Amount to be charged to Construction		$ 4,500.00
GRAND TOTAL (Estimated)		$15,401.40

Access controlled -
Estimated Cost $1,150,000.00

(cont.)

EXHIBIT "A" (cont.)

REDMOND SECTION - THE DALLES-CALIFORNIA HIGHWAY

17592 - Lilja, Alex and Mabel E. (Cozad)
Ditch Easement
Option expires November 6, 1951

Easement - 18 feet by 630 Gratis

THINGS TO BE DONE BY THE STATE:

Install 140 feet of 18 inch concrete pipe in road way ditch.

Access not controlled -

OCHOCO HWY. - DESCHUTES CO. LINE - POWELL BUTTE SECONDARY HWY.

17034 - Ernst, Edwin, Carlton and Laura (Cozad)
Right of Way
Option expires October 8, 1951

2.543 acres at $200.00 per acre.	$ 508.60	
Allowance - building 85 rods fence at $3.00 per rod	255.00	
Amount to be paid owner - chrg to Right of Way		$ 763.60

Access not controlled -

17036 - Foster, Frank B. (Cozad)
Right of Way
Option expires October 9, 1951

0.50 acres at $200.00 per acre	$ 100.00	
1.20 acres at $50.00 per acre	60.00	
Allowance - removing and rebuilding 18 rods of fence at $2.00 per rod.	36.00	
Amount to be paid owner - chrg to Right of Way		$ 196.00

Access not controlled -

17033 - Covey, Nancy M. (Cozad)
Right of Way
Option expires November 30, 1951

0.61 acres at $338. - per acre.	$ 206.00	
Allowance - 80 rods of new five wire fence at $3.00	240.00	
290 young juniper trees at $1.00	290.00	
Amount to be paid owner - chrg to Right of Way		$ 736.00

Access not controlled -

Estimated Cost $150,000.00

(cont.)

EXHIBIT "A" (cont.)

OCHOCO HWY. -DESCHUTES CO. LINE SEC. - POWELL BUTTE SECDY. HWY.

17032 - Covey, Charles S. (Cozad)
Right of Way
Option expires November 30, 1951

0.93 acres at $100.00 per acre	$ 93.00	
58 rods woven wire fence at $3.00 per rod	174.00	
Amount to be paid to owner - chrg to Right of Way		$ 267.00

Access not controlled -

OCHOCO HWY. -DESCHUTES CO. LINE-POWELL BUTTE SECDY. HWY.

17035 - Coyner, V. T. and Ruth (Cozad)
Gravel Pit
Option expires October 10, 1951

1.778 acres at $50.00 per acre.	$ 88.90	
Amount to be paid owner - chrg to Gravel Pit		$ 88.90

THINGS TO BE DONE BY THE STATE:

Remove fence along right of way, using same to fence quarry site on grantors remaining property.		
50 rods of fence at $4.00 per rod.	$ 200.00	
GRANT TOTAL - to be chrg to Gravel Pit		$ 288.90

Access not controlled -

KENO SECTION - GREEN SPRINGS HIGHWAY

10483 - Jacobsen, Robert
Keno Maintenance Site

Renewal of lease for additional three years to June 1, 1954, at the same rental rate of $10.00 per month

EXHIBIT "A" (cont.)

SUMMIT-CLARNO SECTION - SHANIKO-FOSSIL HIGHWAY

17078 - Dillard, Catherine McRae (Massee)
Right of Way
Option expires August 12, 1951

15.77 acres at $10.00 per acre	$ 157.70	
Allowance: 369 rods fence at $3.00 per rod	1,107.00	
Amount to be paid owner - chrg to Right of Way		$ 1,264.70

THINGS TO BE DONE BY THE STATE:

Provide water pipe from spring at station 426+20 to grantors water trough at station 430+05. Est. Cost	$ 65.00	
Amount to be charged to construction		$ 65.00
GRAND TOTAL (Estimate)		$ 1,329.70

Access not controlled -

17074 - Taylor, Ben (Cozad)
Right of Way and Quarry site
Option expires August 8, 1951

31.50 acres at $10.00 per acre	$ 315.00	
30.95 acres at $10.00 per acre	309.50	
Allowance: 1388 rods fence at $3.00 per rod	4,164.00	
Amount to be paid owner	$ 4,788.50	
Amount to be charged to Right of Way		$ 4,479.00
Amount to be charged to Quarry Site		309.50

THINGS TO BE DONE BY THE STATE:

Provide stock guard, south side at Station 118+50 as entrance to quarry site (Est. Cost) 250.00	
Amount chargeable to Right of Way	$ 250.00
GRANT TOTAL (Estimate)	$ 5,038.50

Access not controlled -

Width 100' - Estimated Cost $272,000.00

EXHIBIT "A" (cont.)

SUMMIT-CLARNO SECTION - SHANIKO-FOSSIL HIGHWAY (cont.)

17075 - Taylor, Ben (Contract pur. Emil Maurer) (Massee)
Right of Way
Option expires August 13, 1951

16.03 acres at $10.00 per acre	$ 160.30	
9.98 acres at $200.+ per acre	2,000.00	
Allowance: 996 rods of fence, at $3.00 per rod	2,988.00	
Amount to be paid to owner - chrg to Right of Way		$ 5,148.30

Access not controlled -

17076 - Maurer, Catherine and Emil (Massee)
Right of Way
Option expires August 13, 1951

18.63 acres at $10.00 per acre	$ 186.30	
Allowance: 1,784 rods fence at $3.00 per rod.	5,352.00	
Amount to be paid owner - chrg to Right of Way		$ 5,538.30

Note: The above fencing allowance included 1151 rods for fencing land Grantor has leased from the State Land Board and now has fenced.

Access not controlled -

17079 - Chapman, Charles R. (Massee)
Right of Way
Option expires August 13, 1951

0.15 acres at $250.00 per acre	$ 37.50	
Allowance: 40 rods of fencing at $3.00 per rod.	120.00	
Amount to be paid owner - chrg to Right of Way		$ 157.50

Access not controlled -

EXHIBIT "A" (cont.)

LA GRANDE-LADD CANYON SECTION - OLD OREGON TRAIL

17088 - Metcalf, Glenn A. (Benfield)
Right of Way
Option expires October 27, 1951

0.09 acre at $600.00 per acre.	$ 54.00	
Allowance - for re-establishing new parking area.	175.00	
Amount to be paid owner - chrg to Right of Way		$ 229.00

THINGS TO BE DONE BY THE STATE:

Construct commercial access on south side of highway at Stations 17+00 and 18+30.

Access controlled -

Estimated Cost $1,000,000.00 - Width 250'

BURNS - BUCHANAN SECTION - CENTRAL OREGON HIGHWAY

17439 - Smith, Frank E. (Cozad)
Gravel Pit
Option expires November 7, 1951

20 acres exchange property.

Convey to the grantor above, the State owned 20 acre tract in the West half of the Northwest quarter of the Southeast quarter of Section 28, Township 22 South, Range 32½ East, W.M., Harney County, File No. 3650, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access not controlled -

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17196 - Bello, Frank and Lillie D. (Boone)
Right of Way
Option expires November 15, 1951

16,500 sq. ft. at $0.05 per sq. ft.	$ 825.00	
Amount to be paid owner - chrg to Right of Way		$ 825.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

17198 - Green, Thurman and Eva (Boone)
Right of Way
Option expires November 15, 1951

29,150 sq. ft. at $0.05 per sq. ft.	$ 1,457.50	
Amount to be paid owner - chrg to Right of Way		$ 1,457.50

Access controlled - No access allowed

17253 - Blensly, Robert C. and Colleen F. (Haskin)
Right of Way
Option expires November 15, 1951

9450 sq. ft. at $0.07 per sq. ft.	$ 661.50	
House-936 sq. ft. (includes well, garage, septic tank, etc.)	8,188.50	
Amount to be paid owner - chrg to Right of Way		$ 8,850.00

Takes all

GOLD HILL-SNIDER CREEK SECTION - SAMS VALLEY HIGHWAY

16703 - Lowd, Philip B. and Claudia (Holt)
Right of Way
Option expires October 25, 1951

1.57 acres. Lump Sum	$ 50.00	
53 rods of fence at $4.00 per rod plus one gate.	222.00	
Amount to be paid owner - chrg to Right of Way		$ 272.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approaches on north side at Stations 148+70 and 139+60, 25' wide.

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

ARLINGTON-HEPPNER JUNCTION SEC. - COLUMBIA RIVER HIGHWAY

17299 - Gilliam County (Benfield)
Right of Way
Option expires November 8, 1951

2.6 acres at $10.00 per acre. $ 26.00

Amount to be paid owner - chrg to Right of Way $ 26.00

Access controlled - No access allowed

17298 - White, Glenn P. and Gladys O. (Smith)
Right of Way
Option expires November 13, 1951

286.75 acres at $10.00 per acre. $ 2,867.50

Amount to be paid owner - chrg to Right of Way $ 2,867.50

THINGS TO BE DONE BY THE STATE:

Fence south side of R/W only.
Approx. 666 rods at $6.00 per rod.
Estimated Cost $ 3,996.00

Amount to be charged to Right of Way $ 3,996.00

State to construct private access at Stations 496+00 and 525+00.

GRAND TOTAL (Estimated) $ 6,863.50

Access controlled -

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13865 - Williams, Delvyn H. and Nan L. Byerley, David H. and (Haskin)
Right of Way Vivian V.
Option expires Nov. 13, 1951 3260 Portland Rd. Salem

542 sq. ft. at $0.60 per sq. ft. $ 325.20
+ 2 ft. slope easement.
Allowance - loss parking area. 1,274.80

Amount to be paid owner - chrg to Right of Way $ 1,600.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at 20+56 east, 25 ft. (Commercial)

Access controlled -

EXHIBIT "A" (cont.)

VIENTO-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

16994 - Brinkley, John B. (Massee)
Right of Way
Option expires November 16, 1951

0.25 acres, more or less.	$ 750.00	
Amount to be paid owner - chrg to Right of Way		$ 750.00

Takes all -

16986 - Johnson, Lawrence C. and Edna (Massee)
Right of Way
Option expires November 14, 1951

6.46 acres at $25.00 per acre.	$ 161.50	
Amount to be paid owner - chrg to Right of Way		$ 161.50

THINGS TO BE DONE BY THE STATE:

Grantor to have unrestricted use of oil surface connecting road.

Access controlled - No access allowed

16987 - Galligan, Margaret Locke (Massee)
Right of Way
Option expires November 13, 1951

37.3 acres of pasture land at $155.76+ per acre.	$ 5,810.00	
11.6 acres orchard and cultivated land at $31.94 per acre.	3,705.00	
129 trees at $10.00 per tree.	1,290.00	
Barn, 1970 sq. ft. & sheds, 900 sq. ft.	3,180.00	
100 rods of fence at $3.00 per rod.	300.00	
Septic tank and garage.	715.00	
Amount to be paid owner - chrg to Right of Way		$15,000.00

THINGS TO BE DONE BY THE STATE:

Construct private access south at Engineer's Station 958+50 and 969+00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17248 - Erwert, Warren J. and Mary Lou (Haskin)
Right of Way
Option expires November 17, 1951

9310 sq. ft. at $0.07 per sq. ft.	$ 651.70	
House, 1020 sq. ft. at $8. per sq. ft.	8,160.00	
Garage, 260 sq. ft. at $3. per sq. ft.	780.00	
Electric pump and well.	408.00	
Concrete drive, patio, septic tank, lawn and shrubs	300.00	
Amount to be paid owner - chrg to Right of Way		$10,300.00

Takes All -

17201 - Bollinger, John W. and Naomie E. Smith, William E. (Boone)
Right of Way and Mamie C.
Option expires November 15, 1951

113,745 sq. ft. at $0.05 per sq. ft.	$ 5,687.25	
20 fruit trees.	100.00	
Amount to be paid owner - chrg to Right of Way		$ 5,787.25

Access controlled - No access allowed

17205 - Pickerel, Lester C. and Elsie (Boone)
Right of Way
Option expires November 17, 1951

566 sq. ft. at $0.05 per sq. ft.	$ 28.30	
Amount to be paid owner - chrg to Right of Way		$ 28.30

Access controlled - No access allowed

WINCHESTER-SHADY POINT SECTION - PACIFIC HIGHWAY

17633 - Rockwell, Hilda L. Hill, Elmore L. (Norlin)
Right of Way and Lois J.
Option expires Novdmber 15, 1951

7800 sq. ft. at $0.12+	$ 1,000.00	
House, 1048 sq. ft. at $5.58+	5,800.00	
Amount to be paid owner - chrg to Right of Way		$ 6,800.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

HOOD RIVER - MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17063 - General Petroleum Corp. of Calif. (Witt)
Right of Way

3485 sq. ft. at $0.25 per sq. ft.	$ 871.40	
Amount to be paid owner chrg to Right of Way		$ 871.40

Access controlled - to service road only.

17066 - Tum-A-Lum Lumber Company (Witt)
Right of Way

3128 sq. ft. at $0.30 + per sq. ft.	$ 950.00	
Allowance - re-establishing fence and entrance gate.	50.00	
Amount to be paid owner - chrg to Right of Way		$ 1,000.00

Access controlled - to service road only.

17067 - Standard Oil Co. of Calif. (Witt)
Right of Way

5793 sq. ft. at $0.25 per sq. ft.	$ 1,448.35	
Less charges for transfer of State Land	925.65	
	$ 522.70	

Convey to the Standard Oil Co. of Calif. 0.085 acre of property acquired from the U. S. Army Engineers File No. 11449, as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission is no longer needed, required or useful for highway purposes.

Allowance - moving garage and office building - rebuilding cyclone fence and re-establishing electric equipment. At cost + 10% Estimated Cost.	$ 4,500.00	
Amount to be paid owner - chrg to Right of Way		$ 5,022.70

(cont.)

EXHIBIT "A" (cont.)

HOOD RIVER - MOSIER SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17067 - Standard Oil Co. of Calif. (cont.) (Witt)

THINGS TO BE DONE BY THE STATE:

Grade part of area conveyed above, for new location of buildings. Est. by Engineer	$ 1,500.00	
Amount to be charged to Construction Est. Cost		$ 1,500.00
GRAND TOTAL (Estimated)		$ 6,522.70

Access controlled - by service road only

CITY OF CANYONVILLE SECTION - PACIFIC HIGHWAY

15559-A-Jensen, Walter R. and Blanche L. (Norlin)
Right of Way
Option expires November 16, 1951

24,700(sq. ft. at $0.10 per sq. ft.	$ 2,470.00	
House - 1200 sq. ft. at $6. per sq. ft.	7,200.00	
Garage - 288 sq. ft. $2.00 per sq. ft.	576.00	
Boat shed - 240 sq. ft. at $1.05+ per sq. ft.	254.00	
Total Consideration		$10,500.00
Less previous settlement - Approved Aug. 21, 1950		2,500.00
Amount to be paid owner - chrg to Right of Way		$ 8,000.00

Takes all -

UNITY DAM-MILL GULCH SECTION - BAKER-UNITY HIGHWAY

12720 - Higgins, Thomas J. and Maud E. (Benfield)
Gravel Pit
Option expires November 15, 1951

4.5 acres at $150.00 per acre.	$ 675.00	
Amount to be paid owner - chrg to Gravel Pit		$ 675.00

EXHIBIT "A" (cont.)

UNITY DAM-MILL GULCH SECTION - BAKER-UNITY HIGHWAY (cont.)

12720 - Higgins, Thomas J. and Maud E. (cont.)

THINGS TO BE DONE BY THE STATE:

Fence gravel pit, with 108 rods of fence
108 rods at $5.00 per rod. Est. Cost $ 540.00

Amount to be charged to Gravel Pit $ 540.00

GRAND TOTAL (Estimated) $ 1,215.00

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17193 - Polzel, Emery E. and Jenny (Boone)
Right of Way
Option expires November 20, 1951

81,200 sq. ft. at $0.05 per sq. ft. $ 4,060.00

Amount to be paid owner - chrg to Right of Way $ 4,060.00

Access controlled - No access allowed

17200 - Ramsey, Charles W. and Leota (Boone)
Right of Way
Option expires November 20, 1951

23,375 sq. ft. at $0.05 per sq. ft. $ 1,168.75

Amount to be paid owner - chrg to Right of Way $ 1,168.75

Access controlled - No access allowed

17208 - Ferguson, John C. and Margaret J. (Boone)
Right of Way
Option expires November 20, 1951

0.006 acre Lump Sum $ 15.00

Amount to be paid owner - chrg to Right of Way $ 15.00

Access controlled - No access allowed

EXHIBIT "A" (cont.)

UMATILLA - GOLD SPRINGS - COLUMBIA RIVER HIGHWAY

17638 - Potter, Merrill and Ivie R. (Benfield)
Hat Rock State Park
Option expires November 18, 1951

0.16 acres plus cost of survey and title.	$ 1,050.00	
Amount to be paid owner - chrg to Park Sites		$ 1,050.00

17487 - Kik, Charles (Benfield)
Hat Rock State Park
Option expires November 18, 1951

175 acres at $28.57+ per acre.	$ 5,000.00	
Amount to be paid owner - chr to Park Sites		$ 5,000.00

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY

16304 - Stephens, Wilfred R. & Beulah Stephens, George W. & (Reeder)
Gravel and Borrow Pit Clara W.
Option expires July 15, 1951 Lessee: Jay F. Oldham

4 fractional lots + accretions, 46000 sq. ft. at$0.0435 sq. ft.	$ 2,000.00	
Amount to be paid owners		$ 2,000.00
Allowances-to-Lessee- 36 months rental at $15.00 per month.	$ 540.00	
Repair and Maintenance of Bridge over Mill Race. Lump Sum	195.00	
Amount to be paid Lessee		$ 735.00
GRAND TOTAL (Estimate) to be charged to Gravel Pit		$ 2,735.00

Lessee, Jay F. Oldham has right to take 2500 cubic yards from River within 30 days.

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

16477 - Beringer, Glenn F. CORRECTION REPORT (Benson)
Right of Way

(cont.)

EXHIBIT "A" (cont.)

MEHAMA-MILL CITY SECTION - NORTH SANTIAM HIGHWAY (cont.)

16477 - Beringer, Glenn F. (cont.) CORRECTION REPORT (Benson)

2.40 acres at $100.00 per acre.	$ 240.00	
Approximately 99 rods of fence at $2.50 per rod.	247.50	
Amount to be paid owner - chrg to Right of Way		$ 487.50
Previous approval: Aug. 21, 1950		
2.78 acres at $50.00	$ 139.00	
107 rods fence at $2.50	267.50	
	$ 406.50	

Access controlled - No access allowed

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17247 - Rehb, Anna (Benson)
Right of Way
Option expires October 29, 1951

13 lots at $700.00 per lot. (95, 300 sq. ft)	9,100.00	
1 lot at $650.00 per lot. (5600 sq. ft.)	650.00	
Amount to be paid owner - chrg to Right of Way		$ 9,750.00

Takes all -

17247-A-Rehb, Anna (Benson)
Right of Way
Option expires October 29, 1951

6 lots at $700.00 per lot.	$ 4,200.00	
5 lots at $750.00 per lot.	3,750.00	
Amount to be paid owner - chrg to Right of Way		$ 7,950.00

Takes all - total of 116,644 sq. ft.

EXHIBIT "B"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land along and adjacent to the Old Oregon Trail, described as follows, to-wit:

> A parcel of land lying in the NE¼ of Section 9, and the NW¼ of Section 10, Township 2 North, Range 32 East, W. M., Umatilla County, Oregon, said parcel of land being described as follows:
>
> All that land bounded on the south by the northerly right of way line of the Union Pacific Railroad; bounded on the north by a line parallel to and 50 feet southerly from the center line of the Old Oregon Trail Highway; bounded on the west by a line perpendicular to the northerly right of way line of said railroad and 20 feet easterly, measured along said railroad right of way, from the intersection of said northerly right of way line and the easterly line of SW 20th Street in the City of Pendleton, Oregon; and bounded on the east by a line perpendicular to said northerly right of way line and 375 feet easterly measured along said railroad right of way, from the intersection of said right of way line and easterly line of SW 20th Street, containing 28,200 square feet (0.65 A), more or less.

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $21,500.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount, upon the basis of two commercial accesses, of not more than thirty feet in width, to the Old Oregon Trail, the exact location of which to be approved by State Highway Engineer and the purchaser.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of Chapter 437, Oregon Laws 1949.

Sealed bids for the sale of the said property shall be received by the said Secretary in the office of the Commission in Salem, Oregon, at 2:00 PM, on the 5th day of July, and shall be opened in the presence of the Commission's Chief Counsel or his authorized representative.

The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

The published notice for the receiving of bids shall fix a minimum price of $21,500.00 for which the property shall be sold and shall further provide that the sale shall be made for cash.

May 24, 1951

EXHIBIT "C"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, the number of transactions which involve the creation of indebtedness and claims of various kinds and character growing out of and arising in connection with the location, relocation, construction reconstruction improvement, maintenance, and repair of highways and the acquisition of real properties has grown to such proportions that the time of the Commissioners consumed in signing the various vouchers encroaches seriously on time which should be left free to the Commissioners for the consideration of matters and business the disposition of which can not be delegated to others, since such matters and business are committed by law to the discretionary power of the Commissioners alone; and

WHEREAS, by the enactment of Chapter 156, Oregon Laws 1951, the legislature has authorized the Commission to designate its Secretary, or some other officer or deputy, to approve voucher claims in connection with which the indebtedness or expense set forth in the voucher has previously been authorized and approved by the Commission; and

WHEREAS, H. B. Glaisyer is the duly appointed, qualified and acting Secretary to the Commission, and in such capacity is under official bond; and

WHEREAS, it is the judgment of the Commission that said H. B. Glaisyer, as Secretary to the Commission, is qualified to act for the Commission in the signing of vouchers where the claims and indebtedness represented thereby have been authorized and approved by the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS ORDERED AND RESOLVED by this Commission as follows:

1. That, for the purpose of facilitating and promoting the business of the Commission, H. B. Glaisyer hereby is designated and authorized to approve and sign voucher claims on behalf of the Commission, but such authority may be exercised by said Secretary only with respect to voucher claims covering indebtedness or expense previously authorized and approved by the Commission, which authorization and approval must be a matter of record in the Commission's records.

2. That said designated official shall make monthly reports to the Commission, in which monthly reports there shall be listed the voucher claims signed by said designated official during the preceding month and there shall be disclosed, also, in said report such other information or data as the Commission may require.

(cont.)

EXHIBIT "C" (cont.)

3. This appointment or designation may be revoked at the pleasure of the Commission.

4. The signing of said vouchers shall be in the following form:

"Oregon State Highway Commission

By _____
Secretary, acting under the
provisions of Chapter 156,
Oregon Laws 1951"

5. A copy of this resolution, certified to by H. B. Glaisyer, Secretary to the Commission, as a true and correct copy of the original of the same, shall be delivered to the Secretary of State. In paragraph 4 of said certified copy, the Secretary shall subscribe his name, and all claims, vouchers or other papers which are signed by the Secretary pursuant to the provisions and authority of this resolution, shall be signed in the manner in which said signature is placed in said paragraph 4.

6. This resolution and order shall be entered in the minutes and records of the Commission as of the twenty-fourth day of May, 1951, and immediately thereafter the authority hereby vested in said Secretary shall become effective.

EXHIBIT "D-1"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, it is deemed advisable by the Commission that there be prescribed and adopted a fixed procedure and instruction with respect to the acquisition of real properties needed for right of way purposes; and

WHEREAS, it is considered by the Commission appropriate to relate the time of taking options covering real properties needed for right of way and other highway purposes to the time when a survey is submitted by the Engineer and accepted, approved and adopted by the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, all members being present and affirmatively voting, as follows:

1. That whenever the survey for the route of a new highway or the relocation of an existing highway, or section thereof, is submitted by the Engineer and such survey is approved and adopted by the Commission, such acceptance and adoption shall constitute and be an authorization and instruction by the Commission to the Legal and Right of Way Departments to proceed at once to take options on all real properties needed for such project and submit said options to the Highway Commission for acceptance or rejection.

2. The Engineer is hereby instructed, immediately upon the approval and adoption of a survey for a new highway or for the relocation of an existing highway, or section of an existing highway, to prepare all necessary maps, profiles and descriptions covering all real properties needed for such project and deliver the same to the Right of Way and Legal Departments.

3. That this resolution be entered in the minutes and records of the Commission as of the twenty-fourth day of May, 1951.

May 24, 1951

EXHIBIT "D-2"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's minutes or records;

AND, WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission;

AND, WHEREAS, for the purpose of supplementing such informal record and action, it is the purpose of the Commission at this time to ratify all options so taken;

THEREFORE, Be It And It Hereby Is Resolved by the Commission, all Members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction or other improvement of the highway projects listed on the attached three sheets, which sheets for identification purposes are marked A, B and C and dated May 16, 1951, are hereby declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby approved.

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified;

3. That this resolution be entered in the minutes and records of the Commission as of May 24, 1951, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached pages, A, B and C.

(cont.)

EXHIBIT "D-2" (cont.)

PURCHASE OF RIGHT OF WAY TO BE AUTHORIZED BY OREGON STATE HIGHWAY COMMISSION

County and Section	Highway
BAKER	
Salisbury Junction-Poker Creek	Sumpter Valley #411
East Baker	Old Oregon Trail
BENTON	
Summit-Lobster Valley	County Road
North Corvallis	Pacific West
Philomath-Alsea Mountain	Alsea
South Fork	Alsea-Deadwood 201
CLACKAMAS	
Zig Zag-Rhododendron	Mount Hood
CLATSOP	
Big Creek	Columbia River
Silver Point-Hug Point	Oregon Coast
Cannon Beach-Arcadia	" "
Seaside-Hamlet Junction	
COOS	
Catching Slough-Enegren Ferry	Coos River Secondary
Bay Park-Delmar	Oregon Coast
Cedar Point-Coquille	" "
Sunset-Bay Park	Park
Riverton	Oregon Coast
CROOK	
Marks Creek-Summit	Ochoco
Post-Paulina	Paulina
Ochoco Highway-Deschutes Co. Line	Powell Butte Secondary
CURRY	
California State Line-Cave Junction	Redwood
Brookings-California State Line	Oregon Coast
Rogue River-Gold Beach	" "
DESCHUTES	
O'Neil Junction	The Dalles-California
DOUGLAS	
Canyonville-Days Creek	Tiller Trail
N. Unit Canyonville-Johns	Pacific
Glendale Junction	Parks
N. Roseburg-Winchester	Pacific
Drain	"
Winchester-Shady Point	"
Deady to Winchester	"

(cont.)

EXHIBIT "D-2" (cont.)

County and Section	Highway
GILLIAM	
Arlington-Heppner Junction	Columbia River
GRANT	
Hamilton-Round Basin Creek	Kimberly-Long Creek
HARNEY	
Princeton-Malheur Cave	Rome-Princeton
Malheur Cave-Folly Farm	" "
Lawen-Crane	Burns-Crane
Diamond Valley	Crane-Princeton
Burns-Buchanan	Central Oregon
HOOD RIVER	
Viento-Hood River	Columbia River
JACKSON	
Rocky Point to Blackwell Hill	Pacific
Bear Creek-Ashland	"
JOSEPHINE	
Hays Hill	Redwood Highway
N. Entrance to Grants Pass	Pacific
Cave Junction-California State Line	Redwood
KLAMATH	
Rocky Creek-Wocus Marsh	Klamath Lake Secondary
Chemult-Diamond Lake	The Dalles-California
Bly Section	Klamath-Lakeview
Pelican City - S. 6th Street	Klamath Falls-Malin
LAKE	
Valley Falls-Lakeview	Fremont #19
Drews Gap-Lakeview	Klamath Falls-Lakeview
Drake Creek-Adell	Warner Secondary #431
LANE	
Goshen-Creswell	Pacific
Goshen-Walker	"
Greenleaf Creek	Siuslaw #34
Nimrod-Blue River	McKenzie
Springfield Section	"
Springfield	Gravel Bar
N. Fork, The Siuslaw	Siuslaw
Florence-Mapleton	"
LINCOLN	
Scott Creek-Alsea	Alsea
Waldport Section	Alsea No. 27

(cont.)

EXHIBIT "D -2" (cont.)

County and Section	Highway
LINN	
Scio-Thomas Creek	Albany-Lyons
Sweet Home-Foster	Santiam
Foster-Bryant Hill	"
MALHEUR	
Ontario-Nyssa	Old Oregon Trail
MARION	
Lana Ave-Academy Street	Pacific East
MULTNOMAH	
T. H. Banfield Expressway	Banfield Expressway
Broadway Bridge-Steel Bridge	Pacific West
Sylvan Section	Sunset Highway
Vista Avenue-Multnomah Co. Line	Sunset Highway
N. E. Union Avenue	Pacific East
Union-Denver Avenue	Pacific West
SHERMAN	
Biggs Junction	Columbia River
TILLAMOOK	
Muscot & Weed Bridges	Bridges - Little Nestucca
UMATILLA	
Milton-Washington State Line	Oregon-Washington
Hat Rock Park	Park
UNION	
Hilgard Junction-Red Bridge	Starkey Secondary
WALLOWA	
Washington State Line-Flora Junction	Enterprise-Lewiston
Enterprise-Forest Boundary	" "
WASCO	
Rowena-Chenoweth Park	Columbia River
Tumwater	" "
Rowena-The Dalles	" "
The Dalles-Seufert	" "
WHEELER	
Jones Ranch-Mitchell	Ochoco
Mitchell-John Day River	"
YAMHILL	
Yamhill River Bridge-Dayton	Three Mile Lane

EXHIBIT "E"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance;

Contract No. 3274 with George E. Corliss, for grading and oil mat surfacing on the Scott Canyon Section of the Scott Canyon County Road in Sherman County, completed May 10, 1951.

Contract No. 3346 with J. C. Compton Co., for grading and paving on the Cave Junction-California State Line Section of the Redwood Highway in Josephine County, completed November 1, 1950. Acceptance has been held pending removal of contractor's equipment and cleanup of plant site.

Contract No. 3347 with Grover C. Pomeroy and C. R. Badger, for furnishing crushed material in stockpiles on the Hampton-Gap Ranch Section of the Central Oregon Highway in Lake, Harney and Deschutes Counties, completed December 23, 1950. Acceptance has been held pending removal of contractor's equipment and cleanup of plant site.

Contract No. 3414 with Rich & Sons Nursery, for constructing guard rail on the Reedsport-Scottsburg Section of the Umpqua Highway in Douglas County, completed April 1, 1951.

Contract No. 3416 with F. C. Scott Construction Co., for embankment construction on the West Salem Section of the Salem-Dallas Highway in Polk County, completed November 30, 1950. Acceptance has been held pending cleanup.

Contract No. 3434 with Rush Construction Co., for furnishing crushed material in stockpiles on the Lime-Payette Junction Section of the Old Oregon Trail Highway in Malheur and Baker Counties, completed April 13, 1951.

Contract No. 3452 with Babler Bros., Inc. for grader work and oil mat surfacing on the Prineville Section of the Crooked River Highway in Crook County, completed April 28, 1951.

Contract No. 3272 with Hamilton & Thoms for constructing the Coast Fork Willamette River bridge on the Willamette Highway in Lane County, completed April 4, 1951.

(cont.)

EXHIBIT "E" (cont.)

Contract No. 3356 with Lindstrom Brothers, Inc., for constructing the 12th Avenue bridge in the City of Seaside in Clatsop County, completed April 6, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "F-1"

Minutes of May 24 and 25, 1951

RESOLUTION LIFTING REDUCED LOAD LIMITS ON VARIOUS STATE HWYS.

WHEREAS, on the 26th day of February, 1951, and on the 13th day of April, 1951, the Commission passed and adopted resolutions reducing the maximum load limits on various state highways and sections of state highways; and

WHEREAS, subsequent to the passage of said resolutions, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limits set out in said resolutions.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in the said resolutions of February 26th and April 13, 1951, on various state highways or sections thereof, to-wit:

HIGHWAYS LISTED IN RESOLUTION OF FEBRUARY 26, 1951

Name of Hwy. and No.		County	Section of Highway	Date Lifted 1951
Weston-Elgin	330	Union	Road to Summerville (M. P. 37.94) to Jct. Wallowa Lake Hwy. (M. P. 41.39)	Apr. 16
Warner	431	Lake	Jct. Fremont Hwy. (M. P. 0.00) to Drakes Creek (M. P. 21.35)	Apr. 26

HIGHWAYS LISTED IN RESOLUTION OF APRIL 13, 1951

Medical Springs	340	Union	Catherine Creek (M. P. 9.57) to Baker Co. Line (M. P. 22.90)	Apr. 18
Diamond Valley	441	Harney	Crane (M. P. 0.00) to Jct. Rome-Princeton Hwy. (M. P. 11.15)	Apr. 30
Rome-Princeton	442	Harney & Malheur	Entire Length	Apr. 30

be and the same hereby is rescinded and cancelled as of the respective dates shown above and the maximum load limit permissible on such highways subsequent to such dates shall be the maximum load provided by law.

(cont.)

EXHIBIT "F-1" (cont.)

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and a like copy to the Superintendent of the Department of State Police for his information.

Dated this 24th day of May, 1951.

OREGON STATE HWY. COMMISSION

R. H. Baldock
State Highway Engineer

By Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

ATTEST:
H. B. Glaisyer, Secretary

EXHIBIT "F-2"

Minutes of May 24 and 25, 1951

RESOLUTION LIFTING REDUCED LOAD LIMIT ON NEHALEM RIVER BRIDGE

WHEREAS, on the 13th day of April, 1951, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution, effective March 30, 1951, reducing the maximum load limit on a certain state highway bridge, to-wit:

NEHALEM SECONDARY HIGHWAY NO. 102

M. P. 42.40	Bridge No. 3140 over Nehalem River 2 1/2 miles north of Mist	10 tons (20,000 lbs.)

and

WHEREAS, subsequent to the passage of said resolution conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution on the said state highway bridge;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the said bridge be and the same is hereby rescinded and cancelled as of April 19, 1951, and the maximum load limit permissible on the said bridge structure hereafter shall be the maximum load limit provided by law; and

IT IS FURTHER ORDERED that a certified copy of this resolution be furnished to the county clerk of the county in which said highway bridge is located, and that a certified copy of the resolution be furnished to the Superintendent of the Department of State Police for his information.

Dated this 24th day of May, 1951.

OREGON STATE HIGHWAY COMMISSION
By: Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer
Secretary

May 24, 1951

EXHIBIT "G"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made on the Crater Lake Highway in the vicinity of Trail, and more particularly and completely discribed and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation, the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are greater than is reasonable and safe under conditions found to exist upon or with respect to the section of highway hereinafter set forth and more particularly described and defined hereinafter, and that the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed shall be as specifically set forth hereinafter; and

WHEREAS, based also upon said engineering and traffic investigation, the Commission has determined that, due to the narrowness of the bridge over Trail Creek located at Mile Post 23.82 on said highway section, it is unsafe for trucks to pass each other while on said structure, either while moving in the same direction or in opposite directions.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which any vehicle may be driven upon said section of said state highway shall not exceed the rate of speed set forth immediately following:

Name of highway: Crater Lake

Highway number: 22 Route number: Oregon 62

EXHIBIT "G" (cont.)

Location of Termini		Established Speed
M. P. 23.70 (0.14 mi. south of jct. with Ore. Hwy. 227)	to M. P. 23.90 (0.06 mi. north of jct. with Ore. Hwy. 227)	30 mi. per hour

BE IT FURTHER ORDERED that no truck shall pass another truck while moving over the said Trail Creek Bridge and said bridge structure shall be maintained and posted for one-way traffic for trucks only.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places and in sufficient number, adequate signs giving notice of the particular applicable speed on said state highway, and additional signs calling public attention to the one-way restriction for truck traffic on the Trail Creek Bridge.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to the section of highway specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of May, 1951.

EXHIBIT "H"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway: Coos Bay-Roseburg

Highway number: 35 Route number Oregon 42

Location of Termini		Established Speed
M. P 44. 20 (0. 24 mile west of Camas Valley Store)	M. P. 44. 70 (0. 26 mile east of Camas Valley Store)	40 mi. per hour

(cont.)

May 24, 1951

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the State Highway Commission as of the 24th day of May, 1951.

EXHIBIT "I"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Enterprise-Lewiston Highway No. 11 known as the South Unit, U. S. Forest Section in Wallowa County, the Southerly terminus of which is at Highway Engineer's Station 0+00 of the relocated line and the northerly terminus of which is at Highway Engineer's Station 212+11 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, which eliminated sections or units will no longer be needed for highway purposes; and

WHEREAS, the contract for the construction of this relocated section of the Enterprise-Lewiston Highway was completed on September 15, 1950, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "A" and is shown colored in brown on map attached hereto and marked "Exhibit A", and is more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 16+70 of the relocated Enterprise-Lewiston Highway in the Northeast quarter of the Northwest quarter of Section 36, Township 2 North, Range 44 East, W. M.; thence Northerly via the former route of the Enterprise-Lewiston Highway to the beginning of the Starvation Creek road in the Northeast quarter of the Southwest quarter of Section 25, Township 2 North, Range 44 East, W. M.

(cont.)

shall be and hereby is abandoned as a part of said highway, and hereafter all right, title and interest which the State has in said right of way shall be permitted to revert to the owners of the abutting land.

2. That the portions of the old right of way, which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "C", "D", "E", "F" and "G" and are shown colored in brown on map attached hereto and marked "Exhibit A", ** and are more particularly described as follows:

Unit "C"

Beginning at State Highway Engineer's Station 62+13 of the relocated Enterprise-Lewiston Highway in the Southwest quarter of the Northwest quarter of Section 25, Township 2 North, Range 44 East, W. M.; thence northerly along the former route of the Enterprise-Lewiston Highway to the south line of the Northwest quarter of the Northwest quarter of Section 25, Township 2 North, Range 44 East, W.M.

Unit "D"

Beginning at State Highway Engineer's Station 99+50 of the relocated Enterprise-Lewiston Highway in the Northwest quarter of the Southwest quarter of Section 24, Township 2 North, Range 44 East WM.; thence northerly along the former route of the Enterprise-Lewiston Highway to State Highway Engineer's Station 102+70 of the relocated Enterprise-Lewiston Highway in the Northwest quarter of the Southwest quarter of Section 24, Township 2 North, Range 44 East, W.M.

Unit "E"

Beginning at the State Highway Engineer's Station 115+30 of the relocated Enterprise-Lewiston Highway in the Southeast quarter of the Northeast quarter of Section 23, Township 2 North, Range 44 East, W.M.; thence northerly along the former route of the

(cont.)

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No 232 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I" (cont.)

Enterprise-Lewiston Highway to State Highway Engineer's Station 120+75 of the relocated Enterprise-Lewiston Highway in the Southeast quarter of the Northeast quarter of Section 23, Township 2 North, Range 44 East, W. M.

Unit "F"

Beginning at State Highway Engineer's Station 121+55 of the relocated Enterprise-Lewiston Highway in the Southeast quarter of the Northeast quarter of Section 23, Township 2 North, Range 44 East, W. M.; thence northerly along the former route of the Enterprise-Lewiston Highway to State Highway Engineer's Station 147+60 of the relocated Enterprise-Lewiston Highway in the Southeast quarter of the Southeast quarter of Section 14, Township 2 North, Range 44 East, W. M.

Unit "G"

Beginning opposite State Highway Engineer's Station 161+90 of the relocated Enterprise-Lewiston Highway in the Northeast quarter of the Southeast quarter of Section 14, Township 2 North, Range 44 East, W. M.; thence northerly via the former route of the Enterprise-Lewiston Highway to State Highway Engineer's Station 180+90 of the relocated Enterprise-Lewiston Highway in the Southeast quarter of the Northeast quarter of Section 14, Township 2 North, Range 44 East, W. M.

shall be abandoned as parts of said highway and hereafter shall be under the jurisdiction and control of the County Court of Wallowa County and may be vacated or kept by the County for such public use as the County may determine.

3. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "B" and is shown colored in orange on map attached hereto and marked "Exhibit A", and is more particularly described as follows:

Unit "B"

Beginning at the beginning point of the Starvation Creek road in the Northeast quarter of the Southwest quarter of Section 25, Township 2 North, Range 44, East, W. M.; thence northerly via the former route of the Enterprise-Lewiston Highway to State Highway Engineer's Station 60+15 of the relocated Enterprise-Lewiston Highway in the Southwest quarter of the Northwest quarter of Section 25, Township 2 North, Range 44 East, W. M.

(cont.)

shall be and hereby is retained for public use and shall be under the jurisdiction and control of the United States Forest Service as a connection to the Starvation Creek road and shall be maintained by the United States Forest Service until returned to the jurisdiction and control of the State Highway Commission, in accordance with the agreement between the State Highway Commission and the United States Forest Service dated February 27, 1951.

4. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

5. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Wallowa County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A".

EXHIBIT "J"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Oregon Coast Highway known as the Summit-Hug Point Section in Clatsop County, the northerly terminus of which is at highway engineer's station 165+00 of the reconstructed line and the southerly terminus of which is at highway engineer's station 488+64.7 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, the State Highway Commission and Clatsop County entered into an agreement dated the 22nd day of July, 1946, in respect to the areas or sections of the right of way affected by the said relocation; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the construction of the section of the Oregon Coast Highway, State Highway No. 9, which section begins at engineer's station 97+47.61 on the new route and extends through engineer's station 210+00, is now completed; therefore, the sections of the old road herein defined and described as Units A, B, C, D, E, F, G and H shall no longer be part or parts of the route of the Oregon Coast Highway, State Highway No. 9, but shall be and hereby are eliminated therefrom.

2. That the portions of the old right of way which by reason of the relocation of the said highway are no longer within the boundaries of the right of way, which parts or units, for the purposes of this relocation, are itemized as Units A, B, C, D, E, F, G and H, and shown in brown on the print attached hereto marked "Exhibit A" and by this reference incorporated herewith, and are more particularly described as follows:

(cont.)

FOOTNOTE: **

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 233 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J" (cont.)

Unit "A"

Beginning at engineer's station 100+60 of the relocated Oregon Coast Highway in Section 9, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon, thence southerly via the former route of the Oregon Coast Highway to engineer's station 110+00 in Section 16, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon.

Unit "B"

Beginning at engineer's station 113+00 of the relocated Oregon Coast Highway in Section 16, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon, thence Southerly via the former route of the Oregon Coast Highway to engineer's station 116+30 of the relocated Oregon Coast Highway in Section 16, Township 5 North, range 10 West, W. M., Clatsop County, Oregon.

Unit "C"

Beginning at engineer's station 120+30 of the relocated Oregon Coast Highway in Section 16, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon, thence Southerly via the former route of the Oregon Coast Highway to engineer's station 130+60 of the relocated Oregon Coast Highway in Section 16, Township 5 North, range 10 West, W. M., Clatsop County, Oregon.

Unit "D"

Beginning at engineer's station 133+10 of the relocated Oregon Coast Highway in Section 16, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon, thence southerly via the former route of the Oregon Coast Highway to engineer's station 138+00 in Section 16, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon.

Unit "E"

Beginning at engineer's station 140+30 of the relocated Oregon Coast Highway in Section 17, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon, thence southerly via the former route of the Oregon Coast Highway to engineer's station 153+00 in Section 17, Township 5 North, Range 10 West, W. M., Clatsop County, Oregon.

EXHIBIT "J" (cont.)

Unit "F"

Beginning at engineer's station 165+00 of the relocated Oregon Coast Highway in Section 17, Township 5 North, Range 10 West, W.M., Clatsop County, Oregon, thence southerly via the former route of the Oregon Coast Highway to engineer's station 185+40 in Section 20, Township 5 North, Range 10 West, W.M., Clatsop County, Oregon.

Unit "G"

Beginning at engineer's station 191+20 of the relocated Oregon Coast Highway in Section 20, Township 5 North, Range 10 West, W.M., Clatsop County, Oregon, thence southerly via the former route of the Oregon Coast Highway to engineer's station 195+00 in Section 20, Township 5 North, Range 10 West, W.M., Clatsop County, Oregon.

Unit "H"

Beginning at engineer's station 196+00 of the relocated Oregon Coast Highway in Section 20, Township 5 North, Range 10 West, W.M., Clatsop County, Oregon, thence southerly via the former route of the Oregon Coast Highway to engineer's station 208+30 in Section 20, Township 5 North, Range 10 West, W.M., Clatsop County, Oregon.

shall hereafter be maintained by Clatsop County as county roads for the benefit and service of persons living thereon and communities served thereby. The Commission hereby surrenders all jurisdiction thereof and hereby consents that jurisdiction over said roads may be assumed and exercised by the county court of Clatsop County and said road shall hereafter be maintained by Clatsop County for public travel.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway and other public purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

(cont.)

4. The boundaries of all real properties acquired for right of way and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission as of the 24th day of May, 1951, and the Secretary hereby is directed to mail to the County Clerk of Clatsop County a duly certified copy thereof, and shall file with the Clerk of Clatsop County a like certified copy, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover.

Form cc-43

EXHIBIT "K-1"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Cove .....$ 681.38

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of May, 1951.

May 24, 1951

Form cc-43

EXHIBIT "K-2"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Granite	$ 265.33
Prairie City	2,162.79
Richland	783.66

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of May, 1951

Form cc-43

EXHIBIT "K-3"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Adams	$ 466.91	Lonerock	$ 116.73
Bay City	2,340.71	Manzanita	1,038.27
Canyonville	2,420.58	Monroe	1,115.06
Cornelius	3,056.44	Paisley	638.93
Cove	863.18	Phoenix	2,319.21
Culver	924.61	Port Orford	2,051.96
Dundee	946.11	Prairie City	2,521.95
Eastside	2,733.90	Prescott	362.47
Elkton	614.36	Riddle	1,843.08
Gaston	1,108.92	Sublimity	1,127.35
Gearhart	1,714.06	Taft	1,373.09
Haines	986.05	Troutdale	1,563.55
Helix	565.21	Tualatin	755.66
Hubbard	1,508.25	Turner	1,870.72
Imbler	457.70	Waterloo	552.92
Ione	792.52	Yamhill	1,652.63
Jordan Valley	715.73	Yoncalla	1,922.95
Lexington	724.94		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

Form cc-43

EXHIBIT "K-3" (cont.)

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 24th day of May, 19 51.

EXHIBIT "L-1"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or by any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "L-1" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the T. H. Banfield Expressway, for the purpose of establishing, constructing and maintaining a throughway, the following-described parcels of real property, to-wit:

Parcel No. 1
Owner: Harrison W. Jensen
File No. 16777

A parcel of land lying in Lot 6, Block 1, Parkrose Heights, Section 27, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon; the said parcel being that portion of said Lot 6 lying between the southerly right of way line of the O. W. R. & N. Co. and a line parallel to and 70 feet southerly of the center line of the T. H Banfield Expressway, as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 372+71.28, said Station being 1723.55 feet South 86° 22' 41" East of the northwest corner of said Section 27; thence on a spiral curve to the right (the long chord of which bears South 83° 23' 42" East 399.84 feet) a distance of 400.00 feet to Engineer's Station 376+71.28, the southerly line of said parcel crossing the west and east lines of said Lot 6 approximately opposite Station 373+08 and Station 374+09, respectively, said parcel being further described as follows:

Beginning at the northwest corner of said Lot 6; thence easterly 101.25 feet along the northerly line of said lot to the northeast corner thereof; thence south 102.41 feet, more or less, along the east line of said lot; thence westerly to the west line of said lot along a line parallel to and 70 feet southerly of the above-described center line; thence north 104.88 feet more or less, along the west line of said lot to the point of beginning.

The parcel of land to which this description applies contains 0.236 acre

Parcel No. 2
Owner: Clay C. Miller
File No. 16952

A parcel of land lying in the Jacob Zimmerman D. L. C., Section 28, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, and being a portion of that property conveyed

by that deed to Clay C. Miller and Ruth M. Miller, husband and wife, recorded in Book 568, Page 71, of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, being 100 feet wide on the northerly side and extending to the railroad right of way on the southerly side of the center line of the T. H. Banfield Expressway as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 637+39.11, said Station being 630.69 feet south and 3732.95 feet west of the east quarter corner of said Section 28; thence on a 2291.83 foot radius curve to the left (the long chord of which bears North 82° 43' 10" East 998.89 feet to Engineer's Station 647+38.00, the northerly line of said strip of land crosses the west and east lines of said property approximately opposite Station 637+82 and Station 645+57, respectively.

The parcel of land to which this description applies contains 2.99 acres.

Parcel No. 3
Owner: William F. Loser
File No. 16104

A parcel of land lying in the E. R. Scott D. L. C., also in Section 28, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, and being a portion of that property conveyed by that deed to William F. Loser, recorded in Book 1033, Page 12, of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, being 100 feet wide on the northerly side and extending to the railroad right of way on the southerly side of the center line of the T. H. Banfield Expressway as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 652+38.00, said Station being 302.38 feet south and 2293.19 feet west of the east quarter corner of said Section 28; thence North 63° 59' East 548.48 feet; thence on a spiral curve to the right (the long chord of which bears North 66° 24' 48" East 540 feet to Engineer's Station 663+26.48; the northerly line of said strip of land crosses the west and east lines of said property approximately opposite Station 654+97 and Station 659+55, respectively.

The parcel of land to which this description applies contains 3.96 acres.

(cont.)

2. That the Commission does hereby find and declare that there is needed and required and is being appropriated for right of way of the T. H Banfield Expressway for the purpose of establishing, constructing and maintaining a throughway, and for right of way of a connecting or approach road to be constructed and maintained between the said T. H. Banfield Expressway and the existing Columbia River Highway, a parcel of real property located in Multnomah County, Oregon, and described as follows. to-wit

Owner: Lizzie Luscher
File No. 17037

A parcel of land lying in the East half ($E\frac{1}{2}$) of the East half ($E\frac{1}{2}$) of Section 28, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon; the said parcel being described as follows

Beginning at the northwest corner of that tract of land conveyed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 1362, Page 399, of Multnomah County Deed Records; said point being approximately 238 feet west and 428 feet north of the east quarter corner of said Section 28; thence south along the west line of said State property 162 feet more or less to the northerly line of the right of way of the O. W. R and N. Co; thence southwesterly along said northerly line approximately 890 feet to the east line of that tract conveyed to Wayne E. McGill by deed recorded in Book 562, Page 340, of Multnomah County Deed Records; thence along the boundaries of said McGill tract as follows; North 156. 5 feet; west 154 feet and north 435 feet more or less to a point which is 46. 89 feet southerly from the intersection of the easterly line of said McGill tract with the southerly line of the Columbia River Highway; thence; leaving said McGill boundary, South 75° 01' East 225. 28 feet; thence South 78° 56' 58" East 314. 76 feet, thence South 86° 33' 22" East 216. 75 feet; thence North 83° 11' East 200 feet more or less to the point of beginning.

The parcel of land to which this description applies contains 7. 50 acres.

3. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for an approach or connecting road to be constructed and maintained between the T H. Banfield Expressway and the existing Columbia River Highway a parcel of real property located in Multnomah County, Oregon described as follows, to-wit

EXHIBIT "L-1" (cont.)

Owner: William F. Loser
File No. 16104

A parcel of land lying in the E. R. Scott D. L. C., also in Section 28, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, and being a portion of the following-described property; that tract of land which was conveyed by that certain deed to William F. Loser, recorded in Book 1033, Page 12 of Multnomah County Record of Deeds; the said parcel being described as follows:

Beginning at the northwest corner of said property; said point being the intersection of the southerly line of the Columbia River Highway (Sandy Road) with a line parallel to and 825.0 feet easterly from the west line of the E. R. Scott D. L. C.; thence south along the west line of said property 43.93 feet; thence South 60° 26' East 445.5 feet to the east line of said property; thence north along said east line 158.74 feet to the southerly line of the Columbia River Highway; thence westerly along the southerly line of the Columbia River Highway to the point of beginning.

The parcel of land to which this description applies contains 0.93 acre.

4. That in addition to acquisition of fee simple title to the parcels of real property described in paragraphs 1 and 2 hereof, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the T. H. Banfield Expressway, when constructed upon the said parcels of real property described in paragraphs 1 and 2 hereof, to the remaining abutting lands of the larger tracts, of which said larger tracts the said parcels of real property described in paragraphs 1 and 2 hereof are parts, and that all access, ingress, egress and regress to, from and between the said parcels of real property described in paragraphs 1 and 2 hereof, including any highway to be constructed thereon, and said remaining abutting properties be prohibited.

5. That the highway facilities for which the aforesaid parcels of real property are required and are being taken have been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

6. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suits or actions as may be necessary to acquire title to the said parcels of real property.

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fourth day of May, 1951.

EXHIBIT "L-2"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and Control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, and improve the Salem-Hayesville School Section of the Pacific Highway East within the city limits of the City of Salem, Oregon, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Pacific Highway East is a major highway of the State, and as such carries large volumes of traffic, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, construction, improvement and maintenance of the Salem-Hayesville Section of the Pacific Highway East three parcels of real property located in Marion County, Oregon, and described as follows, to-wit:

(cont.)

EXHIBIT "L-2" (cont.)

File No. R 13870
Owner: Elling Halvorson

Parcel No. 1:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of Section 13, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Elling Halvorson, et al., recorded in Book 392, Page 639 of Marion County Record of Deeds; the said parcel being all that portion of the foregoing-described property included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway East as said highway has been located over and across or adjacent to said property; the location of said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 21+84.06 to Station 22+39.04, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 21+84.06 opposite and 40 feet distant from which point the easterly line of the said strip of land intersects the southerly line of said property; said point being 303 feet south and 835 feet east of the northwest corner of Section 13, Township 7 South, Range 3 West, W. M.; thence North 33° 56' East a distance of 54.98 feet to Station 22+39.04 opposite and 40 feet distant from which Station the Easterly line of said strip of land intersects the Northerly line of said property.

The parcel of land to which this description applies contains 2,199 square feet, of which 1,649 square feet lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 550 square feet lie outside of the existing right of way.

ALSO: A maximum slope easement of 7 feet easterly of the above-described strip.

EXHIBIT "L-2" (cont.)

Parcel No. 2:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of Section 13, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Elling Halvorson, et al., recorded in Book 368, Page 417, and in Book 368, Page 421 of Marion County Record of Deeds; the said parcel being all that portion of the foregoing-described property included in a strip of land 40 feet in width, on the easterly side of the center line of the Pacific Highway East as said highway has been located over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 22+39.04 to Station 23+98.90, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 22+39.04 opposite and 40 feet distant from which point the easterly line of the said strip of land intersects the southerly line of said property; said point being 258 feet south and 866 feet east of the northwest corner of Section 13, Township 7 South, Range 3 West, W. M.; thence North 33° 56' East a distance of 159.86 feet to Station 23+98.90 opposite and 40 feet distant from which Station the easterly line of said strip of land intersects the northerly line of said property.

The parcel of land to which this description applies contains 6,394 square feet, of which 4,796 square feet lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 1,598 square feet lie outside of the existing right of way.

ALSO: A maximum slope easement of 7 feet easterly of the above-described strip.

Parcel No. 3:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of Section 13, Township 7 South, Range 3 West, W.M., Marion County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Elling Halvorson, et al., recorded in Book

318, Page 349 of Marion County Record of Deeds; the said parcel being all that portion of the foregoing-described property included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway East as said highway has been located over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 23+98.90 to Station 25+20.90 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 23+98.90 opposite and 40 feet distant from which point the easterly line of the said strip of land intersects the southerly line of said property; said point being 125 feet south and 955 feet east of the northwest corner of Section 13, Township 7 South, Range 3 West, W. M.; thence North 33° 56' East a distance of 122 feet to Station 25+20.90 opposite and 40 feet distant from which Station the easterly line of said strip of land intersects the northerly line of said property.

The parcel of land to which this description applies contains 4,880 square feet, of which 3,869 square feet lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 1,011 square feet lie outside of the existing right of way.

ALSO: A maximum slope easement of 2 feet easterly of the above-described strip.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcels of real property, it is necessary that there be acquired all easements and rights of access and all rights of ingress, egress, and regress to, from and between the remaining land of the larger tracts, of which the above-described parcels of real property are parts, and the above-described parcels of real property and any highway now or hereafter constructed thereon, and that all access to the aforesaid-described parcels of real property and the Pacific Highway East, now or hereafter constructed thereon, from said remaining land of said larger tracts, and all approaches or access from said highway to said remaining land, be prohibited; except that there shall be reserved unto the owners of said remaining land rights of access for four approaches from said remaining land to the Pacific Highway East, as follows.

EXHIBIT "L-2" (cont.)

a. A right of access for an approach not to exceed twenty-five feet in width on the east side of the Pacific Highway East opposite Highway Engineer's Station 24+40.

b. A right of access for an approach not to exceed twenty-five feet in width on the east side of the Pacific Highway East opposite Highway Engineer's Station 24+80.

c. A right of access for an approach not to exceed twenty-five feet in width on the east side of the Pacific Highway East opposite Highway Engineer's Station 23+10.

d. A right of access for an approach not to exceed twenty-five feet in width on the east side of the Pacific Highway East opposite Highway Engineer's Station 22+45.

3. That the highway facility for which the aforesaid-described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief County, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fourth day of May, 1951.

EXHIBIT "L-3"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway, and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Sunset Bay State Park is a park under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop and maintain the Sunset Bay State Park for public park and recreational purposes, and for the convenience of the public and general welfare and pleasure of the motoring public using the Cape Arago Highway, and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows.

1. The Commission does hereby find and declare that there is needed and required for public park and recreational purposes for use in connection with the enlargement, development and maintenance of the Sunset Bay State Park four parcels of real property located in Coos County, Oregon, and described as follows, to-wit:

(cont.)

EXHIBIT "L-3" (cont.)

Parcel No. 1
Owner: Ralph Barker
File No. 16736

A parcel of land lying in Government Lot 2 of Section 9, Township 26 South, Range 14 West, W. M., Coos County, Oregon, and being the following-described property: That tract of land which was conveyed by that certain deed to Ralph Barker, recorded in Book 152, Page 545 of Coos County Record of Deeds; the said parcel being described as follows:

That part of Government Lot 2 lying south of the Cape Arago Highway in Section 9, Township 26 South, Range 14 West; beginning at the southeast corner of the said Government Lot 2; thence north 300 feet along the east line of Government Lot 2, thence west 100 feet, more or less, to the easterly right of way of said highway; thence south and west along the said right of way to the section line between Sections 8 and 9, Township 26 South, Range 14 West; thence south 140 feet, more or less, along said section line to the quarter section corner; thence east along the quarter section line to the place of beginning, containing 5.75 acres.

Parcel No. 2
Owner: D. H. Harding
File No. 16735

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 9, Township 26 South, Range 14 West, W. M., Coos County, Oregon, and being the following-described property: That tract of land which was conveyed by that certain deed to D. H. Harding and George M. Dutch, recorded in Book 173, Page 391 of Coos County Record of Deeds; the said parcel being described as follows:

Beginning at the southeast corner of Block 6, Plat of Sunset View, said point being in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 9, Township 26 South, Range 14 West, W. M., thence South 85° 14' 30" West 250 feet along the southerly line of said Block 6 to the southwest corner thereof, said point being on the easterly boundary of the Cape Arago Secondary highway and on a curve of 477.5 foot radius, the tangent of which at said point bears South 4° 45' 30" East; thence along the said curve to the left, along

(cont.)

the highway boundary through a central angle of 13° 39' 30" for a distance of 106.68 feet; thence South 18° 25' East 118.26 feet along said highway boundary; thence North 54° 35' East 127.77 feet; thence North 45° 44' East 75.92 feet; thence North 16° 10' East 114.70 feet to the point of beginning, containing 0.82 acre, more or less.

That there be reserved to the owners, their heirs and assigns, the right to maintain that portion of the residence building now partially located upon the above-described property upon its existing location during the natural life of said building, and that this reserved right shall automatically cease and terminate whenever the said building shall no longer be suitable for use or when the said building is substantially altered or reconstructed or replaced.

Parcel No. 3
Owner: George W. Landrith
File No. 16734

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of Section 9, Township 26 South, Range 14 West, W.M., Coos County, Oregon; the said parcel being a strip of land 130 feet in width, lying on the easterly side of the center line of the Cape Arago Highway No. 240 as said highway has been constructed over and across or adjacent to the said Northwest quarter ($NW\frac{1}{4}$), which center line is described as follows:

Beginning at a point which is Engineer's center line Station 153+25.3 opposite and 130 feet distant from which point the easterly line of the said strip of land intersects the southerly line of that property conveyed to D. H. Harding and Geo. M. Dutch by deed recorded in Book 173, Page 391, of Coos County Record of Deeds, which southerly property line is the northerly line of the parcel herein conveyed; said point of beginning being 678.82 feet south and 1233.48 feet west of the North quarter corner of said Section 9; thence South 19° 05' East 35.7 feet; thence on a 409.29 foot radius curve right (the long chord of which bears South 0° 53' 30" West 279.62 feet) a distance of 285.4 feet; thence South 20° 52' West 193.6 feet; thence on a 260.45 foot radius curve right (the long chord of which bears South 58° 30' 30" West 318.12 feet) a distance of 342.2 feet; thence North 83° 51' West 4.5 feet; thence on a 260.45 foot radius curve left (the long chord of which bears South 61° 21' West 297.38 feet) a distance of 316.4 feet; thence South 26° 33' West 131.3 feet to Station 166+34.4

equals 165+07.1; thence on a 143.25 foot radius curve left (the long chord of which bears South 27° 40' 30" East 232.42 feet) a distance of 271.1 feet; thence South 81° 54' East 206.1 feet; thence on a 286.5 foot radius curve right (the long chord of which bears South 66° 39' East 150.71 feet) a distance of 152.5 feet to Station 171+36.8, at which Station the southerly end of said strip of land lies at right angles to said center line.

The parcel of land to which this description applies contains 4.28 acres, more or less, outside of the existing right of way.

Parcel No. 4
Owner: George W. Landrith
File No. 16734

A parcel of land lying in the South half ($S\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 9, Township 26 South, Range 14 West, W.M., Coos County, Oregon, and being more particularly described as follows:

Beginning at a point on the west line of the Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 9, Township 26 South, Range 14 West, said point being 156.2 feet north and 1315.8 feet east of the west quarter corner of said Section; thence North 1° 03' West 123 feet; thence west 100 feet to a point on the easterly right of way line of the Charleston-Cape Arago Highway, said point being opposite and 30 feet distant from Engineer's center line Station 174+94.3; thence northerly along a 316.48 foot radius curve left (the long chord of which bears North 15° 39' West 369.8 feet) a distance of 394.9 feet to a point which is opposite and 30 feet distant from Engineer's center line Station 171+36.8; thence North 38° 36' East 100.0 feet; thence North 67° 37' East 565.07 feet; thence east 690.0 feet; thence South 1° 25' East 450.0 feet; thence South 75° 21' West 491.9 feet to the northerly line of a certain private road; thence North 79° 53' 30" West 58.63 feet; thence South 89° 15' West 160.0 feet; thence South 80° 10' West 120.0 feet; thence South 55° 05' West 100.0 feet; thence South 25° 05' West 146.0 feet; thence South 66° 25' West 96.0 feet; thence North 43° 44' West 58.18 feet to the place of beginning, containing 15.39 acres.

2. That the park and recreational facilities for which the aforesaid property is required and is being taken has been planned and will be developed and maintained in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fourth day of May, 1951.

EXHIBIT "L-4"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Sunset Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen and improve the Sylvan Section of the Sunset Highway, and to construct and maintain approach or connecting roads between the said highway and S. W. Scholls Ferry Road, Multnomah County Road No. 1202, S. W. Hewitt Blvd., Multnomah County Road No. 405, and S. W. Humphrey Blvd., Multnomah County Road No. 1263, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, construction, improvement, and maintenance of the Sylvan Section of the Sunset Highway and the construction and maintenance of approach or connecting roads between said highway and S. W. Scholls Ferry Road, Multnomah County Road No. 1202, S. W. Hewitt Blvd., Multnomah County Road No. 405, and S. W. Humphrey Blvd., Multnomah County Road No. 1263, a parcel of real property located in Multnomah County, Oregon, described as follows, to-wit:

(cont.)

EXHIBIT "L-4" (cont.)

A tract of land lying in the West half ($W\frac{1}{2}$) of Section 6, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, being more particularly described as follows:

Beginning at a point 14.96 chains north and 4.5 chains west of the quarter corner between Sections 6 and 7, and running thence west 6.97 chains; thence north 400 feet to the south line of Canyon Road; thence easterly along said south line of Canyon Road 6.97 chains to a point north of the beginning point; and thence south 400 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 4.0 acres of land, of which 0.648 acre lies within the existing rights of way of Multnomah County Road No. 1138 (Canyon Road) and Multnomah County Road No. 979 (Skyline Boulevard), title to which hereby is alleged to be in the public, and 3.352 acres lie outside of said rights of way.

The foregoing-described property is referred to in the records of the Multnomah County Assessor as Tax Lots 45 and 48 of Section 6, Township 1 South, Range 1 East, W. M.

2. That the highway facilities for which the aforesaid property is required and is being taken have been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fourth day of May, 1951.

EXHIBIT "L-5"

Minutes of May 24 and 25, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, or donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the State Highway Commission necessary for the preservation of scenic places and other objects of attraction or scenic value adjacent to or along, or in close proximity to, state highways, or which may be conveniently reached from or by a public highway, and the Highway Commission is also authorized and empowered to acquire land and ground necessary for the development and maintenance of parks, parking places, auto camps, camp sites, roadside development, recreational grounds, or resorts, forest or timbered areas, or other places of attraction and scenic value which, in the judgment of the Commission, are necessary for the convenience of the public and which will contribute to the general welfare and pleasure of the motoring public or road users; and

WHEREAS, the Samuel H. Boardman State Park has been established by and is under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the State Highway Commission plans and proposes to enlarge, develop and maintain the Samuel H. Boardman State Park for public park and recreational purposes, and for the convenience of the public and general welfare and pleasure of the motoring public using the Oregon Coast Highway, and for such purposes and in connection therewith the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed for public park and recreational purposes for use in connection with the enlargement, development and maintenance of the Samuel H. Boardman State Park two parcels of real property located in Curry County, Oregon, and described as follows, to-wit:

(cont.)

EXHIBIT "L-5" (cont.)

Minutes of May 24 and 25, 1951

RESOLUTION

Owner: Harvey D. Crook
File No. 14748

Parcel No. 1:

A parcel of land lying in Section 32, Township 38 South, Range 14 West, W. M., Curry County, Oregon the said parcel being described as follows:

Beginning at a point which is 1401.7 feet east and 410 feet south of the west quarter corner of said Section 32; thence South 0° 43' West 1105 feet; thence South 89° 17' East 150 feet; thence South 0° 43' West 1200 feet to the south line of said Section 32; thence East 250 feet; thence North 0° 43' East 1462 feet to the southerly right of way line of the Oregon Coast Highway; thence westerly and northerly along said right of way line to a point South 89° 17' East 200 feet from the point of beginning; thence North 89° 17' West 200 feet to the point of beginning, containing 13.53 acres.

Except there is reserved to the grantor the right of way over an existing roadway 25 feet in width. The center line of said roadway crosses the west line of the above-described parcel approximately 1,000 feet southerly of the beginning point of said parcel and runs thence easterly and northerly to the southerly line of the Oregon Coast Highway at a point approximately 60 feet westerly of the point where the east line of said parcel meets and bears westerly along said highway line.

Parcel No. 2:

A parcel of land being Lots 3, 4, and 5 of Section 5, Township 39 South, Range 14 West, W. M., Curry County, Oregon. Also, that part of Lot 2 of said Section 5 described as follows.

Beginning at the northwest corner of said Lot 2; thence south to the southwest corner of said Lot 2; thence east to a point midway between the southwest and southeast corners of said Lot 2; thence northwesterly on a straight line to the place of beginning, containing 82.87 acres.

EXHIBIT "L-5" (cont.)

Minutes of May 24 and 25, 1951

RESOLUTION

2. That the park and recreational facilities for which the aforesaid property is required and is being taken has been planned and will be developed and maintained in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the twenty-fourth day of May, 1951.

EXHIBIT "M"

Minutes of May 24 and 25, 1951

MP-928 MP-932 and date

SCHEDULE "B"

AF-.....

No. .....

Class .....

..... of .....

Authorizing the transportation of logs, poles or piling from point of origin to mill, retail yard or shippingpoint, over any and all Oregon State Highways, subject to recommendations of the State Highway Commission to the Public Utilities Commissioner governing the transportation of logs, poles, and piling, which recommendations have been adopted as regulations by the Public Utilities Commissioner pursuant to Sections 115-509 and 115-513, O. C. L. A., and acts amendatory thereto, and are attached hereto and made a part hereof.

SIZE AND WEIGHT: On all highways loads are limited as to weight and dimensions allowed by statute. An additional permit must be obtained from the State Highway Commission for loads exceeding statutory weight or dimensions. The posting of a state highway or structure by the State Highway Commission to reduced limits of weight, dimensions or speed shall be deemed to that extent as modification of this permit as well as the statutory limit.

Transportation of logs, poles, or piling over any county roads or city streets (not on a state highway) requires a permit issued by the County authorities on county roads and City authorities on city streets.

ADDITIONAL AUTHORITY:

and one copy of the attached regulations, Form MP-970, which are a part of this permit/

The weight certificate issued by the Commissioner, stating therein the light and the combined weight of each vehicle, must be carried with the vehicle at all times.

Superseding Schedule "B" No. .....

Dated at Salem, Oregon, this .....day of ....., 19....

By order of the Commissioner.

Commissioner

State Printing Dept. 32689

May 24, 1951

EXHIBIT "N"

Minutes of May 24, 25, 1951

MP 970

AF _____

_____ (Name) of _____ (Address)

THE FOLLOWING MANDATORY REGULATIONS GOVERNING THE TRANSPORTATION OF LOGS, POLES, OR PILING BY MOTOR TRUCK AS PRESCRIBED BY THE STATE HIGHWAY COMMISSION OF OREGON EFFECTIVE AUGUST 2, 1951 ARE SUPPLEMENTAL TO AND SUPERSEDE ALL PREVIOUS REGULATIONS AND ARE HEREBY MADE A PART OF THE PERMIT ABOVE REFERRED TO.

These special regulations are in addition and supplemental to the requirements of the Oregon Motor Vehicle laws and Oregon Motor Transportation Code; also, the Logging Safety Code of the Oregon State Industrial Accident Commission.

The term "logs" as used herein shall be construed to include logs, poles or piling.

RESTRICTED HIGHWAYS:

The transportation of logs, poles or piling over the following highways is strictly prohibited unless authority to use such highways is specifically granted under special permit by the State Highway Commission.

Columbia River Highway between Cascade Locks and The Dalles;
Crown Point Secondary Highway (Old Columbia River Highway) between Troutdale and junction with Columbia River Highway near Dodson;
Little Nestucca Secondary Highway between Little Nestucca River at Mile Post 5.20 and Dolph;
Woodburn-Estacada Highway between Carver Road Junction (M. P. 32.14) and Estacada;
Mt. Hood Highway between Wapanitia Highway Junction and Cooper Spur;
Alsea-Deadwood Secondary Highway between Alpha School (M. P. 10.5) and Preacher Creek Road (M. P. 19.96);
Pacific Highway West between Monmouth and Airlie-Suver Road, new route only;
Oregon Coast Highway between Warrenton Junction (M. P. 8.56) and junction with Old Highway (M. P. 6.52), new route only;

(cont.)

Crater Lake Highway between Crater Lake Park boundary and Fort Klamath,
Territorial Secondary Highway between M. P. 41. 34, near RR grade crossing, and Pacific Highway Junction near Anlauf;
West Diamond Lake Highway between Grater Lake Highway Junction and junction with Crater Lake-North Highway;
East Diamond Lake Highway between Crater Lake-North Highway and Junction with The Dalles-California Highway;
McKenzie-Bend Highway between Tumalo and junction with The Dalles-California Highway near Bend.

REDUCED SPEED ZONES:

No truck engaged in the transportation of logs, poles, and/or piling shall be driven through any of the following described zones at a rate of speed in excess of that specified for such zone:

(1) Little Nestucca Highway across Little Nestucca River Bridge at M. P. 1. 3 - 15 Miles Per Hour.
(2) Siletz Highway from end of oiled road at M. P. 5. 52 to the town of Siletz - 20 Miles Per Hour.
(3) Tiller Trail Highway from M. P. 40. 3 (Dead Horse Canyon) to M. P. 41. 44 - 15 Miles Per Hour.
(4) Elkton-Sutherlin Highway from Umpqua Highway Junction to Pacific Highway Junction - 25 Miles Per Hour EXCEPT from Summit of Marvin Hill to junction with Coles Valley Road - 15 Miles Per Hour.
(5) Alsea-Deadwood Highway from Alpha School to junction with Siuslaw Highway - 15 Miles Per Hour.

ONE-WAY TRAFFIC ZONES:

The following sections of State Highways or bridge structures are limited to one-way traffic for all trucks engaged in transportation of logs, poles, and/or piling, whether loaded or empty, and no truck engaged in such operation shall enter upon any of said sections or structures until said section or structure is free from all other vehicular traffic;

(1) Ochoco Highway - Bridge Creek Bridge at M. P. 67. 79, approximately 4 miles west of Mitchell;
(2) Pacific Highway West-Long Tom River Bridge at Monroe;
(3) Salmon River Highway-Willamina River Bridge at Willamina;
(4) Nehalem Highway-Bridges over Nehalem River at M. P. 's 30. 65, 33. 65, 37. 17, 39. 20, 42. 36, 56. 42, and 58. 32;
(5) Woodburn-Estacada Highway-Molalla River Bridge at M. P. 15. 45
(6) Clackamas Highway-Eagle Creek Bridge at M. P. 38. 67 (North bound trucks to stop before entering structure);
(7) Edyville-Blodgett Highway-S. P. R. R. Undercrossing at M. P. 5. 62 near summit;

(cont.)

(8) Kings Valley Highway - Ritner Creek Bridge at M. P. 17.69;
(9) Territorial Highway-Coyote Creek Bridge at M. P. 26.24;
(10) Albany-Lyons Highway-Crabtree Creek Bridge at M. P. 6.36;
(11) Elkton-Sutherlin Highway-Calapooya River Bridge at M. P. 24.00;
(12) Mehama-Mill City Highway-North Santiam River Bridge at M. P. 0.19 near Mehama;
(13) Sumpter Valley Highway - One-Way Traffic Zone between M. P. 5.71 and M. P. 5.81 (0.17 mile easterly from California Gulch). Flagman shall be maintained at either end of this 0.10-mile section, shall be visible to each other, and not allow a logging truck to enter this zone unless the zone is free and clear of all other traffic.

SPECIAL REGULATIONS:

A. DISPOSAL AND REPORTING OF LOST LOGS OR LOG LOADS

If any log be dropped from any load during its transportation over any of the highways of this state it shall be the duty of the person, firm, or corporation hauling said logs immediately to remove the same from the traveled portion of the roadway, and within a period of not more than 10 days to remove the same from the right of way at his or its own expense. If the hauler of the owner of the logs fails to so remove the logs within the specified time, the owner shall be deemed to have waived any claim to ownership of the logs.

The repeated dumping or loss of logs upon the highway right of way, or the neglect or refusal of any log hauler to remove any log or logs so unloaded or lost in transit shall be considered as an indication of laxity in conforming to loading requirements and shall be cause for the immediate suspension or cancellation of the permit under which said log hauler is operating.

If any log or logs be dropped or lost upon the highway it shall be the duty of the log hauler to report said fact to the Highway Commission within 48 hours thereafter. Said report shall state, among other things:

1. The time the log or logs were lost.
2. The exact location.
3. The number of logs on the truck at the time of the accident.
4. The length of the respective logs.
5. The number of board feet contained on the load.
6. The speed of the truck at the time of the accident.
7. If on a curve, a full description of the curve and surrounding country.
8. What portion of the equipment broke, if any, prior to the loss of said logs.

(cont.)

9. The type and age of equipment, both truck and trailer and the number and size of chains or fastenings used.
10. The date of the last checkup or inspection of the equipment involved.
11. Time logs were removed from highway.

The neglect or refusal of any log hauler to render the above report within the time specified may be considered cause for the immediate suspension or cancellation of the permit under which said log hauler is operating.

The filing of a report as required by these special regulations shall not be construed as relieving the driver of any vehicle from filing an accident report as required by Section 115-316, O. C. L. A., and acts amendatory thereto.

B. METHOD OF LOADING

1. The bunks or bolsters of any truck or trailer shall be either straigh or concave upward. Bunks with the ends lower than their centers will not be pe mitted. Sufficient frame clearance shall be maintained to prevent "bunk binding The ends of the bunks or bolsters shall be provided with chock blocks which can be securely locked in position; and when the vehicle is loaded and chock blocks are in position, each block shall have a height of not less than eight inches above the top of the bunk. Chock blocks shall not extend beyond the end of the bunk. Open V-type blocks shall be one inch or more from the end of the bunk and shall not be turned over. Bunk chains or cables must meet the requirements of Section B. 6 hereof.

2. The method of loading shall be such that the outer logs in any upper tier or layer above the bunk logs will be securely "saddled" with their centers inside of the centers of the outer logs of the next lower tier or layer so that the load is stable without the aid of ties or binders. Ties or binders shall be considered as precautionary measures to insure stability of the load while the vehicle is rounding curves or upon superelevated or sloping surfaces. Loads shall be well balanced on the truck and trailer center plates. Not more than one-third of the weight of any log shall extend to the rear of the last point of support.

3. Loads consisting of seven (7) logs or more than seven logs shall be tied with not less than three (3) binders, two of which shall be placed near the bunks and the third approximately midway between the bunks.

Loads consisting of six (6) or less than six logs shall be tied with not less than two (2) binders placed near the bunks; provided that, in the case of one-log loads, one binder securely fastened to the bunk of the trailer shall be sufficient.

(cont.)

Any binder used at the bunk shall be wrapped around at least the two sides and top of the load and shall be securely fastened to the bunk. Any binder not placed at the bunk shall entirely surround the load.

The bottom logs of all loads must rest securely on both the front and the rear bunks. On all loads consisting of three or more logs, if any of the top logs are too short to be bound by both binders near the bunks, or one binder near the bunk and the center binder, the end of each such log not so bound shall be secured by an additional binder, placed entirely around the load.

Binders shall be so arranged that they may be released from the side of the vehicle away from the dump in unloading, but no loose end of any binder shall be permitted to swing free from the load or vehicle. All such loose ends shall be securely fastened to the load or vehicle so as to prevent their swinging free or striking any person, vehicle or object, on or adjacent to the roadway while the vehicle is in operation. For this purpose one end of the binder shall be equipped with a suitable clamp or fastening device.

4. In the case of short logs transported on solo trucks and loaded lengthwise, the following method of loading may be substituted in lieu of that set forth in paragraphs2 and 3 above: The logs may be loaded between rigid standards attached to the bed of the truck at the bottom and tied across above the load with cable or chain ties. There shall be a standard on each side of the load within two feet of each end of the logs, and a sufficient number of standards shall be provided so that they are spaced not more than eight feet apart on each side of the load. The standards shall be rigidly connected to the bed of the truck or shall be placed in tight-fitting sockets at least twelve inches in depth. They shall be of such size and dimension that when supported at each end a load of 15,000 pounds applied at the center shall not cause failure.

5. In the case of short logs loaded crosswise the following method of loading shall be used if the truck or trailer is not provided with solid ends of a height sufficient to prevent any log in the load from rolling off: Not less than two chock blocks shall be used at each open end of the vehicle and the load shall be held with at least two binders for each row of logs. The binders shall be firmly attached to the ends of the truck or trailer. Rigid standards or stakes may be used in lieu of chock blocks but each such stake shall be either rigidly connected to the bed of the truck or trailer or shall be placed in a tight-fitting socket at least twelve inches in depth.

6. All chains, cables, binders or fasteners, used for any purpose as required by these regulations shall have a minimum breaking strength of not less than 15,000 pounds. If chains are used as binders, they shall be made of welded links and at least one link in every five (5) feet of chain shall be stamped with the manufacturer's mark or symbol guaranteeing that the minimum breaking strength of the chain is not less than 15,000 pounds. No chain

(cont.)

shall be used that does not contain at least one link so stamped. The use of molles or cold shuts in such chains will not be permitted. Cut, cracked, excessively worn or otherwise defective links shall be removed and the chain repaired immediately. Tighteners shall be fitted with hooks which hook over the chain links and shall be used in that manner. If cables are used as binders, they shall consist of one-half inch wire rope. The use of frayed or stranded wire rope will not be permitted. All binders and fastenings thereof shall be inspected frequently and any necessary repairs indicated by such inspection shall be made immediately.

7. All bunk blocks, loose ends of binders, or other equipment shall not be permitted to swing free from loaded or unloaded vehicles.

8. Logs with large limbs, knots, bark slabs or other hazardous projections shall not be transported.

C. GENERAL REGULATIONS

1. Braking equipment shall be maintained in good condition. Hose lines and couplings thereof of vehicles equipped with air brakes shall be immediately repaired or replaced when found defective. Sufficient slack shall be maintained in air brake hose lines to prevent uncoupling when the trailer reach is extended. A brake test shall be made before the start of any trip.

2. Trailer couplings shall be securely locked or the pin shall be keyed. Wooden reaches shall be of good, straight-grained material.

3. Trailers loaded on trucks shall be securely fastened to the truck in such manner that they will not fall, roll or slide off while in transit.

4. All axles on logging trucks and trailers shall be equipped with springs.

5. "The truck hauling logs, poles and/or piling over or across any state highway on Saturday afternoons, between May 23rd and Sept. 8th, Sundays, New Year's Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, Christmas Day and during the period from 8 p.m., Pacific standard time, on any other day to 4 a.m., Pacific standard time, of the day following is prohibited. Hauling equipment operating between 4 a m. and 8 p.m. of any day shall be equipped with and during the hours of darkness shall display lighted lamps and other illuminating devices conforming with all statutory requirements; provided further, that if the overall length of the equipment and load exceeds 50 feet, there shall, in addition, be displayed on each side of the load at the approximate center, amber side marker lamps."

(cont.)

6. No approach to any state highway from a private logging road, entrances and exits both included, may be constructed until a written permit has been obtained from the Oregon State Highway Commission (Chapter 308, Oregon Laws, 1949 as amended). Standard-type warning signs bearing the wording "Look Out for Log Trucks" shall be maintained on the right hand shoulder of the highway at points approximately 500 feet in each direction from the private logging road junction as highway traffic safeguards. The signs are to be furnished by the permittee and installed by him in locations satisfactory to the State Highway Engineer, or his duly-authorized representative. Such signs may be purchased from the State Highway Department, Salem, Oregon, at actual cost.

7. Mud and debris must be removed from the wheels of log-hauling equipment before entering any state highway.

8. All trucks carrying logs must come to a complete stop before crossing any railroad track at grade, unless the crossing has been exempted by a proper order of the Public Utilities Commissioner, (Chap. 107, Oregon Laws, 1949).

9. Operators of all logging trucks shall consent to the inspection and weighing of their loads on state-owned scales or loadometers whenever so requested by "weigh-masters" in the employ of the State Highway Commission, if the scales are not more than five miles distant.

The refusal of any operator to allow his truck to be inspected or weighed shall be considered sufficient cause for the immediate suspension or cancellation of the permit under which he is operating.

10. A truck loaded with logs shall not follow another similarly-loaded truck closer than 500 feet except when overtaking and passing another and no truck carrying a load of logs shall pass another similarly-loaded truck on an ascending grade. A passing maneuver shall not be attempted at any point unless there is a clear vision of the road ahead for at least one-half mile.

11. The speed of any logging truck, either with or without load shall not exceed 15 miles per hour on narrow bridges and/or sharp curves, and shall not exceed 35 miles per hour on other curves.

12. Permittee shall be held responsible and liable for any and all injury or damage to any highway or to any highway structure, occasioned by the transportation of logs over said roads, and he hereby agrees to reimburse the State Highway Commission for the cost or expense of repairing any such injury or damage, such reimbursement to be made within ten days after being billed for the same by the State Highway Commission.

(cont.)

EXHIBIT "N" (cont.)

13. The actual transportation of logs over state highways shall be construed as acceptance by permittee of the provisions of this permit.

14. The violation of any of the regulations hereinabove set forth shall be considered sufficient cause for the immediate suspension or cancellation of the permit under which the equipment involved is being operated.

15. That these regulations are issued subject to the conditions and penalties provided for in Section 115-533, O. C. L. A.

ALL OTHER TERMS AND CONDITIONS OF THE PERMIT TO WHICH THIS AMENDMENT IS ATTACHED, TO REMAIN IN FULL FORCE AND EFFECT.

Dated at Salem, Oregon, this _____ day of _____, 19_____

Public Utilities Commissioner

INSPECTION TRIP

June 18 to June 22, 1951

During the week commencing Monday, June 18, 1951 and ending Friday, June 22, 1951, the members of the State Highway Commission made a personal inspection of projects on the Oregon Coast Highway and on the Pacific Highway, that are being considered for construction with monies derived from the sale of bonds as authorized by the 1951 Legislature. Also inspected on this trip were construction and survey projects now under way, projects previously approved for undertaking but not yet contracted, and State parks. The following persons made up the Commission group:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Asst. State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Commission Secretary
C. H. Armstrong, Parks Superintendent
Ralph Watson, Public Relations Consultant
Forrest Cooper, Right of Way Engineer
F. D. Eason, Division Engineer, Salem
K. D. Lytle, Division Engineer, Roseburg
Ray Conway, Manager, Oregon State Motorist Assoc.
Larry Smythe, reporter, Oregon Journal

Astoria, Oregon

June 18, 1951

Following a motor trip from Portland to Astoria over the Lower Columbia River Highway, during which a number of proposed projects were inspected, the members of the Highway Commission group were luncheon guests of the Astoria Chamber of Commerce at the Astoria Hotel. At the conclusion of the luncheon a short business session was held, with Mr. Clarence E. Short, President of the Chamber of Commerce, presiding. Mr. Short asked the Commission to modernize the Lower Columbia River Highway between Rainier and Astoria. He said that such improvement is deserved from the standpoint of tourist travel, increased population, traffic congestion and Naval activities at Tongue Point. Others speaking in behalf of the local group were: Capt. E. C. McFall, Commander of Tongue Point, who stated that the improvement is needed because the Navy depends now on the successful operation of US30, and will depend on this highway more so

in the future in connection with its activities. The Lower Columbia River Highway, he said, is essential and vital to the Department of the Navy in that logistical support must come over that thoroughfare. He advised that he also speaks for Vice Admiral D. E. Barbey, Seattle, Commander of the Thirteenth Naval District; Capt. R. H. Legg, Commander of the Naval Reserve Fleet, Astoria, who stated that the Thirteenth Naval District now depends upon rail and truck transportation to obtain its logistic supplies from Seattle, and, particularly does it depend upon truck transportation because the supplies can be received much speedier through that means of transportation than by rail. He added that it is imperative that they use truck service, which is routed over the Longview Bridge and US30 Capt. Thorne, representing the U. S. Maritime Commission, stated that all ports on the Pacific are now in use and must be tied together by modern highway facilities, which daily are becoming more and more important since railroad facilities have proved unsatisfactory; W. Arthur Steele, former mayor of Clatskanie, spoke for the improvement of this highway section from the safety standpoint, pointing out that accidents frequently occur on the present highway because it is too crooked and too narrow. Mayor Peter S. Coscovich, Astoria, arrived late, extended a brief welcome to the Commission and its party. Hon. Guy Boyington, County Judge of Clatsop County, expressed confidence in the judgment of the Highway Commission in the expenditure of funds under its control; he also urged the improvement of the Lower Columbia River Highway and construction of a new ferry terminal in Astoria, as has been proposed heretofore. He also spoke for reduced ferry charges, declaring that the public is entitled to a "charge off" on bridge construction, and that a fifty cent minimum fee to transport an automobile across the river would be satisfactory. Judge Boyington took the opportunity to express his views with respect to the fees that are charged truckers for use of the highways of this state. He gave as his feeling that the Commission should not sell bonds for highway construction, as has been authorized by the 1951 Legislature, until commercial users of our highways, particularly freighters, pay their just shares for such use and withdraw their objections to the new law. Senator J. Manley Wilson, Warrenton, advised that he supported the new highway bond law and that he would like to see some of the money derived from the sale of the bonds spent for the improvement of the Lower Columbia River Highway. He endorsed the sentiments expressed by Judge Boyington regarding truck operators. Senator R. D. "Bob" Holmes, Gearhart, gave as his belief that the State Highway Commission should be free to spend highway funds, at least for the next ten years, as it deems best, although he expressed the hope that some of the bond money would be allocated for construction of the Lower Columbia River Highway. Dr. Orville Eaton, State Representative and former mayor of Astoria, endorsed the remarks of the other speakers. Representative Jos. M. Dyer, Astoria, urged improvement of the Lower Columbia River Highway as a safer, better route to travel between Portland and Astoria during the winter time.

Members of the State Highway Commission and the State Highway Engineer were introduced and spoke briefly. Chairman Chandler advised that the purpose of the Commission's trip is to inspect projects that are being considered by the Commission for the construction program for monies derived from the sale of bonds. The Commission, he said, is not in a position today to make any promises or commitments for any project, but, in the over-all picture, the people of the Lower Columbia River district will be treated fairly, and the Commission will do for them the best that it can with the funds available. In conclusion, Chairman Chandler advised that from the information the Commission gathers on this trip, it expects to be able to determine improvements that are most needed and where the expenditure of the funds will be in the best public interests.

The meeting adjourned at 1:00 p. m., following which the Commission motored to Seaside, inspecting projects en route.

Seaside, Oregon

June 18, 1951

The State Highway Commission met informally with a delegation from Seaside at 2:00 p. m. in the Seaside Hotel. Local persons present included E. B. "Mark" Hanna, Chairman, Seaside Chamber of Commerce Road Committee; Lester U. Raw, Mayor of Seaside; Deane Ruth and John A. Royce, City Councilmen; Radford R. Shawcross, City Manager; George Gray, representing the Gray Logging Co., Glenn Corey, representing the Pacific Power and Light Co., William R. Manion, representing the Governor's Regional Safety Committee; Gene Legg, John Phillips and Paul Scoggins Mr. Hanna headed the group. He read aloud a copy of a letter, the original of which, he said, has been forwarded to the Highway Commission's office in Salem, and in which the following improvements are requested. (1) improvement of the Astoria-Seaside Section of US101, (2) construction of a logging truck by-pass for US101 through Seaside so as to relieve traffic congestion on Main Street which is particularly bad during the summer months. Mr. Hanna stressed the construction of the truck by-pass, declaring it very urgent and necessary from the safety standpoint. He said that the by-pass has the endorsement of all the organizations of Seaside and vicinity, including the City Council, Chamber of Commerce, Governor's Safety Council and members of the logging industry. He further declared that it is their first priority project. Mr Hanna mentioned that the people of Warrenton want a highway connection paralleling the railroad across Young's Bay to Smith's Point.

The Engineer offered the information that the by-pass referred to by Mr. Hanna is the route heretofore proposed along Roosevelt Drive and an extension thereof. Chairman Chandler inquired if the Highway Commission should relocate the highway along the proposed by-pass route, will the

City take over and maintain the present route when the new highway is built. Mr. Hanna replied in the affirmative. Chairman Chandler then explained the purpose of the Commission's trip, particularly pointing out that the Commission is seeking information for its proposed long range construction program. He assured the group that the Commission, in its discussion of this subject, will give due consideration to the projects mentioned at this gathering.

The meeting adjourned at 2:30 p. m., following which the Commission motored to Tillamook.

Tillamook, Oregon
4:00 P. M.
June 18, 1951

The State Highway Commission met with a group of citizens in the City Council chambers of the City Hall, all members being present. Local citizens present were H. C. Elliott, Mayor; Fred H. Guyton, F. J. Becker, Thomas H. Bailey, Harold E. Wade, and G. W. Rosenberg, members of the City Council; M. W. Slankard, City Manager; Otto Effenberger, County Judge, Tillamook County; C. Metcalf, Manager, Tillamook Chamber of Commerce; Vern H. Tinnerstet, Manager, Oregon Coast Association; John Aschim; E. Anderson, and Warren McMinimee, Attorney. Mayor Elliott headed the group. He inquired as to the plans of the Highway Commission for construction of a new entrance for the Wilson River Highway into Tillamook. He was informed that presently the Commission has no plans for this improvement, although surveys have been made, but a question has arisen concerning establishment of a one-way traffic plan. Mayor Elliott mentioned that one of the city streets, which is being considered in the one-way traffic set up, is in bad condition, and the city will be compelled to improve it with city funds unless the State improves it as a highway route. The Commission referred the matter to the Engineer for study and report. Judge Effenberger inquired as to the plans of the Commission for construction of the Wilson River Highway connection between Glenwood and North Plains, and was informed that the Commission has this project under study. Judge Effenberger then inquired as to the Commission's plans for development of Cape Lookout State Park. He was informed by the State Parks Superintendent that the Commission's budget contains an item for this park and he now is negotiating for the acquisition of a tract owned by Mr. Leonard. Chairman Chandler advised that the Commission has adopted a new policy with respect to parks, and now is going to spend money for developing them so people can enjoy them, rather than acquire new tracts. Mr. Tinnerstet inquired if the Commission has any plans for construction of the proposed improvement of the Oregon Coast Highway at Kilchis River. He was informed that the Commission has this project in mind and is giving it serious thought. The meeting adjourned at 4 30 p. m., following which the Commission motored to Oceanlake for an overnight stop.

Oceanlake, Oregon

June 18, 1951

Members of the State Highway Commission met in special session at 8:45 p. m. in the "B" Room of the Dorchester House. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
H. B. Glaisyer, Commission Secretary

Matters of routine nature, as follows, were discussed by the Commission:

Proposed improvement of McKenzie Highway in the City of Springfield: Chairman Chandler brought this matter up for discussion, particularly the city's latest proposal for the securing of credits to offset certain items in the city's agreement with the State. Assistant Highway Engineer, Mr. W. C. Williams, explained the proposal, credits, etc., and mentioned one item of $30,000 for sewer construction. He said that, insofar as dollars and cents are concerned, with the exception of this $30,000 sewer item, the proposal is satisfactory. He pointed out that the city states that it must have the Highway Commission's decision with respect to this matter by July 1, 1951, otherwise the improvement will have to take the North "A" Street route. In this connection, Mr. Williams stated that the Southern Pacific Company is strongly opposed to the South "A" Street route because it alleges its property is needed for operation, and indications are that the railroad company will fight the case if it goes to condemnation; further, that if the company loses the condemnation suit, it will probably demand unlimited time for closure of the highway for train movements, probably from twenty to thirty minutes. He added that, insofar as finances are concerned, the city's proposition is satisfactory from the engineering standpoint. The Chief Counsel questioned the authority of the city to conduct the condemnation case. He further advised that, if the case goes to court, it must be proved that the railroad company does not need its property for operation. As to the $30,000.00 item, the Chief Counsel advised that, if the drainage facility is an essential part of the improvement, then, as he understands it, the city will hypothecate city funds (funds that the city will obtain from sewer assessments) to pay this expense. In this connection, Chairman Chandler advised that the city has voted a $4\frac{1}{2}$ mill levy for five years to pay for the sewer on South "A" Street. He suggested that the city be informed that the State Highway Commission

is agreeable to the adoption of the South "A" Street route if the city will clarify the right of way matter with the Southern Pacific Company, the Highway Commission being unwilling to proceed on such route if it has to quarrel with the railroad company As a result of discussion, the Commission voted unanimously to proceed with the construction of the South "A" Street route on the condition that the City of Springfield will clarify right of way matters with the Southern Pacific Company; otherwise, the Commission will adopt the North "A" Street route.

Chairman Chandler also brought up for discussion requests from a number of counties for additions to the Federal Aid Secondary Highway system. He pointed out that certain counties to date have received no benefits from the Federal secondary funds and he gave as his feeling that the Commission should complete improvement of the roads that are included in the present system before enlarging it. He mentioned that the Engineer at the previous meeting was instructed to prepare a complete report on this subject and to furnish a map showing the improved and unimproved mileage on the present system so as to give the Commission a complete picture of the situation. The Engineer advised that the report is being prepared and will be rendered to the Commission at its July meeting.

Chairman Chandler also inquired as to what has been done concerning the securing of approval by the State Budget Director of the per diem allowance of $4.50 for men who are obliged to be away from headquarters temporarily on special assignments. The Engineer advised that the State Budget Director is now in the East, but he will contact him as soon as he returns. He also said that during the absence of the Budget Director, those in charge of his office will not take the responsibility to approve the $4.50 allowance, but will, and have, authorized the payment of $4.00 per day, which the men are now receiving.

Chairman Chandler inquired whether or not the City of Salem has fulfilled, or is fulfilling, its obligations as set forth in its agreement with the State regarding highway improvements in Salem. The Engineer was instructed to render a complete report on the subject at the July meeting of the Commission. The Chief Counsel brought into the discussion the matter of fireproofing the Taylor Building in North Salem. He advised that, pursuant to instructions of the Commission at the previous meeting, he contacted Mayor Al W. Loucks, who has agreed to waive the city's requirement with respect to fireproofing the building if no precedent will will be established thereby. However, he has not as yet received the mayor's final decision in regard to the subject. The Chief Counsel also mentioned that he has discussed with the City Attorney the question whether or not the bridge improvement on Marion Street is considered a change in grade of the city street, and the City Attorney stated that it would depend upon whether or not the city's agreement with the Commission in that regard agrees with the city charter, however, he has not yet heard from him. The Commission ordered a full report on this subject for its July meeting.

The Engineer brought up for discussion the financing of traffic signals. He advised that the 1951 budget, which was approved by the Commission in principle, contains an item of $55,000 for traffic signals within cities and, in accordance with the Commission's policy, the cities will be required to contribute one half of the costs involved. He mentioned the need to purchase pedestals for the signals, for which no provision was made in the budget, and he requested authority to transfer to such account 50% ($27,500) of the amount set up for the signals. Chairman Chandler gave as his feeling that additional signals are required, and he favored a larger appropriation for such purpose. The Engineer advised that 25 signals have already been ordered for stockpiling purposes and, if 25 more were authorized, it would satisfy the requirements for this year. As a result of the discussion, the Commission approved the Engineer's request for the transfer of $27,500 from the traffic signal account to the pedestal account, and, in addition thereto, authorized an expenditure of $50,000 for additional signals. The Engineer was instructed to report at the next meeting if more signals are required.

The Right of Way Engineer presented options obtained for right of way acquisitions, etc. These were carefully considered by the Commission and, as a result thereof, the Commission authorized the closing of the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Right of Way Engineer requested authority to reopen negotiations with Seufert Bros. for right of way needed for an improvement of the Columbia River Highway at its junction with the road leading to the new bridge over the Columbia River east of The Dalles. He recalled that three owners are involved and, when this matter was first discussed, the Commission decided to defer the negotiations for the right of way until after the first of July because it was thought that the Army Engineers would acquire all of the Seufert property, but it now develops that Congress did not provide the funds, so, if the Commission is to take advantage of the offer of Wasco County to rebuild the highway at this location, if the State will acquire the right of way, then negotiations for the right of way must be resumed at once. It was recalled that the county plans to spend approximately $70,000 for this improvement, and that the best estimate for right of way is $30,000 to $35,000. The Commission unanimously authorized the continuance of the negotiations with Seufert Bros.

County Judge Thomas Skelton, Lincoln County, and Messrs. K. Kiesow and Ernst Willer, Directors of US20 Association, were present and discussed with the Commission the matter of constructing latrines at Depoe Bay. Chairman Chandler advised that the Commission considers such matter a local problem, beyond its jurisdiction. He explained that the Commission constructs such structures in its State parks, but does not

provide them in towns. He said if the Commission should approve the request of the people of Depoe Bay, it would have to treat other places in the same manner, which would soon run into a lot of money. He further stated that the Commission feels that it would be improper to spend highway funds for such purposes in such localities. Judge Skelton asked the Commission to expedite the proposed improvement of the Toledo-Corvallis Section of the Corvallis-Newport Highway. He was informed by Chairman Chandler that this project definitely is coming up soon.

The Right of Way Engineer brought to the Commission's attention a request from Mr. and Mrs. Daniel G. Emrich for a change in the access point heretofore granted them on the Sunset Highway between North Plains and Gardner Ranch. He said that the change is for the convenience of the property owners and has been approved by the Assistant Highway Engineer and the Division Engineer. He recommended approval by the Commission. The Commission approved the recommendation unanimously. (An "Indenture of Access" was signed later in the session.)

The Right of Way Engineer also requested approval of a change in access on the Greenleaf Bridge Section of the Siuslaw Highway, which is necessary in order to conform with certain details of the right of way option obtained from Mr. Virgil A. Parker. He said that the access point was erroneously described in the deed of conveyance, which had been made a matter of record, and the change is recommended in order to protect the grantors. The Commission approved the change unanimously. (An "Indenture of Access" was signed later in the session).

The Commission had under discussion an offer from the US Civil Aeronautics Administration to transfer to the State certain Government-owned property located on land which the Government is leasing from the State at Bridal Veil.

The Engineer advised that the property referred to consists of a steel tower, cable, wire and poles, which can be used to advantage by the State Highway Department. He further stated that the Civil Aeronautics Administration wants the State to take over this property in lieu of restoring the premises to its original condition. He recommended acceptance of the offer. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed by the Commission later in the session.)

The Engineer reported a conversation with Mr. Raymond P. Botch, City Manager of Pendleton, regarding an editorial which recently appeared in the Pendleton East Oregonian concerning the Commission's plan to sell a small tract of land situate along the southwest side of US30, approximately between S. W. 17th Street and Umatilla River. It appears that the Commission is being criticized for its decision to dispose of property in the manner planned. The Engineer recalled that the Commission previously decided to sell the property to the highest bidder therefor, at a price not less than $21,500.

and that the advertisement is now being published in conformity with the legal requirements, bids to be received in Salem on July 5, 1951. The Commission decided unanimously not to change its position in regard to this matter.

The Chief Counsel reported that he has reached settlements in the following condemnation cases:

(1) State vs. Burrows, concerning property in Coos County, settlement reached $3,000.

(2) State vs. Leiser, concerning property in West Salem, settlement reached $800.

The Commission approved both settlements unanimously.

The Chief Counsel requested instructions regarding the proposed sale of highway bonds. He particularly mentioned an inquiry from Mr. John W. Shuler, Special Counsel retained in this matter, as to how the Commission desires the bonds to be matured, on a callable or uncallable basis. The Commission decided unanimously to sell the bonds on a definite maturity basis.

The Chief Counsel brought up for discussion matters pertaining to the Commission's case against the State Construction Co. for failure to accept the contract awarded the company for construction of piers for the Marion Street bridge in Salem. He said that question has been raised as to whether or not the Commission has legally awarded the contract because notifiction of the award was not given the contractor until some time after the bids were opened, and there is a possibility that the State's case may be injured thereby. The Commission decided unanimously, not withstanding this feature, to proceed with the case in court, in order to determine the value of the proposal bond.

The Commission had under discussion salary increases for engineering employees and right of way agents as heretofore recommended by the Engineer and the Chief Counsel, and approved such salary increases unanimously. The Commission thereupon signed two letters directed to the Oregon State Civil Service Commission recommending approval of the increases, one of the letters being dated June 14, 1951, setting forth arguments in behalf of increases for engineering employees, and the other dated June 18, 1951, giving reasons why the salaries of the right of way agents should be increased. (For details, see copies of both letters in General Files.)

The Chief Counsel reported that he has received a request from the Attorney General, Mr. George Neuner, that Fred Miller be appointed Assistant Counsel for the State Highway Commission. He recommended approval of the request. After due consideration, the Commission approved

the recommendation. Motion was made by Commissioner Reynolds that Clifton W. Enfield be designated First Assistant Counsel and that Fred Miller be designated Second Assistant Counsel. The motion was duly seconded by Commissioner McIver and carried by the unanimous vote of the Commission.

The Engineer reported on the request from the City of Gold Beach for certain oiling and maintenance work on some of its city streets. He advised that the request has been investigated by Mr. W. W. Stiffler, Assistant Highway Engineer, who states that the city really wants a dust palliative applied to certain streets and maintenance patching on the streets which recently were oiled by the State under contract. The investigation also revealed, he said, that the streets on which the city wants oil applied do not have sufficient base to support an oiled surface, which information was conveyed to the City Council with the result that the city has deferred its request for such oiling. As to the maintenance patching work, he said that inspection reveals that the recently oiled section around the court house is not in need of patching at the present time. He recommended, when such maintenance work becomes necessary, that it be performed with State forces provided the city will agree to pay the costs with city funds. The Commission approved the recommendation.

The Engineer reported the results of receiving bids in Salem on May 28, 1951 for the purchase of scrap materials stored at the highway shops in Salem, Coquille, Klamath Falls and LaGrande. He presented a tabulation showing the high bid received for each item and recommended acceptance of the same by the Commission. The Commission approved the recommendation unanimously. (For details, see tabulation of high bids in Commission files.)

The Engineer reported briefly on a request from citizens of Yachats for the rerouting of the Oregon Coast Highway through this town. He said that the route suggested by the citizens, known as the Hill Route, is entirely unsatisfactory and that the best one would cross the Yachats River some distance west of the present bridge. He further advised that a formal report on the subject will be rendered to the Commission at its next meeting. The Commission took no action, pending the report, but decided to discuss the matter on the following day with Mr. M. E. Sherwood, owner of "Sherwood Lodge", situate on the south bank of the Yachats River, who is particularly concerned.

A communication was presented by Mr. Don Lane, Manager, Jackson County Chamber of Commerce, suggesting, as an accomodation to fishermen, that roadways be constructed from bridge ends to fishing streams so as to permit access to the streams for the launching of boats. The Commission denied the request because of the expense involved, and the impractibility of constructing such roadways.

The Engineer requested authority to construct a temporary equipment storage shed at Elkton on the Umpqua Highway, Douglas County, to replace rented quarters that were recently destroyed by fire. He estimated the cost of the building at $2,500, and suggested the transfer of such sum from the amount budgeted for construction of a truck bay at the Chemult maintenance station. The Commission unanimously approved the expenditure.

The Engineer reported that in conformity with authority previously granted him by the Commission, he has awarded contracts for highway construction projects as follows, the conditions of the awards having been satisfied:

Construction of Metolius-Culver and North Unit, Culver-Juniper Butte Sections on the Metolius-Culver and Culver-Juniper Butte County roads near the towns of Metolius and Culver, Jefferson County. Bids received May 24, 1951, contract awarded June 12, 1951 to F. L. Somers, low bidder.

Grading and paving Tillamook (Miller Avenue) Project in the City of Tillamook, Tillamook County. Bids received May 24, 1951, contract awarded May 31, 1951 to C. H. Grimstad and T. Vanderveldt, low bidder.

Grading, paving and construction of two bridges on the Bunker Hill-Delmar Section of the Oregon Coast Highway, Coos County. Bids received April 12, 1951, contract awarded May 25, 1951, to Porter W. Yett, low bidder.

Construction of the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties. Bids received April 12, 1951, contract awarded June 7, 1951, to General Construction Co., low bidder.

Grading and paving Bridgeton Road-Gertz Road and Columbia Slough-Columbia Boulevard Sections of the Pacific Highway East. Bids received May 25, 1951, contract awarded June 13, 1951, to R. A. Heintz Construction Co., low bidder.

East Unit, Antelope-Clarno Section of Shaniko-Fossil Secondary Highway, Wasco County. Bids received May 25, 1951, contract awarded June 13, 1951, to F. L. Somers, low bidder.

The Commission unanimously confirmed the awards as reported.

The Commission had under discussion a request from City Electric Inc., Salem, for an extension of time of 90 days from May 31, 1951 to August 31, 1951, within which to complete their Contract No. 3435 for installation of traffic signals on the Pacific Highway East in Salem. The company alleges their failure to complete the project within the specified time limit was due to delays in the delivery of necessary materials. The Engineer advised that the reason given by the contractor for overruning the specified time limit is correct; that he is conducting his work as rapidly as he can under prevailing conditions, and that the delay has been through no fault of the contractor. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation unanimously.

The action taken by the State Highway Commission upon the request of City Electric Inc. for an extension of time within which to complete its above-mentioned contract, was based upon the recommendation of the State Highway Engineer and his report, which considered but did not necessarily adopt the reason given by the contractor for failure to complete the project within the specified time limit.

The Engineer reported that Contracts No. 3312, 3344, 3419, 3426, 3455 and 3458 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by adoption of the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from Mrs. Kathryn Moore, Wolf Creek, Oregon, presented by her attorney, Mr. Raymond C. Coulter, Grants Pass, for additional access on the Pacific Highway from her business establishment at Wolf Creek. The Engineer recalled that this matter has been before the Commission on several occasions in the past few years, and that, in every instance, the Commission has denied Mrs. Moore any more access to the highway than was provided for in the option obtained from her in connection with the right of way settlement. To grant an additional approach to the highway now, he said, would be contrary to the established policy of the Commission in retaining access rights once purchased, and he recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed, and upon recommendation of the Engineer, approved a request of Mr. Jack Harber, Estacada, that he be granted permission to conduct truck-hauling operations across a State highway quarry site situate approximately one mile south of the town of Jefferson, Marion County. (Agreement covering the matter was signed by the Commission later.)

The Commission also discussed, and, upon recommendation of the Right of Way Engineer, approved the renewal of a lease agreement with Carl O. Nelson and wife covering a maintenance headquarters at Milo, on the Tiller-Trail Highway in Douglas County. (An agreement was signed later.)

The Commission discussed a proposed agreement with Clatsop County providing for disposal of portions of the Lower Columbia River Highway (old route) in Clatsop County, which have been rendered useless for State highway purposes by reason of alignment revisions. The Engineer exhibited a map showing the portions referred to and recommended approval of the agreement. The Commission approved the recommendation. (The agreement was signed by the Commission later.)

Consideration was given by the Commission to the disposal of a portion of the Klamath Falls-Lakeview Highway (old route) between Quartz Mountain and Drews Valley, Lake County, where the highway has been realigned. The Engineer exhibited a map showing the portions affected and recommended retention of certain sections, and abandonment of other sections in favor of Lake County, which arrangement, he said, is pursuant to agreement hereto reached with the county court. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from the Bureau of Public Roads pointing out that since Oregon Federal Aid Secondary Route No. 234 has been extended over Oregon Forest Highway Route 16 (Tiller-Trail), it becomes necessary, in compliance with the revised rules and regulations for administering forest highways, to change the classification of this route from Class 3 to Class 2. The Bureau asks the Commission to join with the Bureau of Public Roads and the US Forest Service in recommending such classification change to the Chief, Forest Service and Commissioner, Bureau of Public Roads, Washington, D. C. The Commission unanimously approved the request and thereupon signed the following letter in regard thereto.

"Chief, Forest Service
Commissioner, Bureau of Public Roads
Washington, D. C.

"Gentlemen:

"The Forest Highway System selected and submitted by the Oregon State Highway Commission, pursuant to the Rules and Regulations for administering Forest Roads and Trails under the provisions of the Federal Highway Act was approved by the Department in accordance with the recommendations of the Bureau of Public Roads and the Forest Service under date of March 19, 1924 and certain revisions were approved by subsequent letters.

(cont.)

"Inasmuch as the Rules and Regulations for Administering Forest Highways (Revised), approved by the Secretary of Agriculture and the Secretary of Commerce, and published in the Federal Register of March 22, 1950, stipulate that approved Forest Highways on the Federal-aid secondary system shall be classified as Class 2 Forest Highway routes and since Oregon Federal Aid Secondary Route 234 has recently been extended over Oregon Forest Highway Route 16, it is now recommended that the approved Forest Highway System for the State of Oregon be revised to change this route from a Class 3 route to a Class 2 route, as follows:

'Route No.	Name	Termini	Length	Class
16	Tiller Trail	Tiller to Trail	26.3	2

"This revision will bring official Oregon Forest Highway mileage to the following totals:

MILEAGES

"Class 1	Class 2	Class 3	TOTAL
716.8	376.9	288.1	1381.8

"No other changes in the system are contemplated at this time.

Yours very truly,

W. H. LYNCH,
Division Engineer

U.S. FOREST SERVICE, REGION #6

By _____
Regional Forester

STATE OF OREGON
HIGHWAY COMMISSION

Approved: (SEAL)

By /s/ Ben R. Chandler
Chairman

_____
Secretary of Agriculture

By /s/ Chas H. Reynolds
Member

By /s/ M. K. Kelver
Member

_____
Date

ATTEST
/s/ H. B. Glaisyer
Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
ASSISTANT STATE HIGHWAY ENGINEER"

June 18, 1951

The Commission discussed and approved an agreement with Mr. Henry Zorn, covering his lease of a portion of Champoeg State Park for agricultural purposes. In the discussion of the matter, it was pointed out that the lease agreement covers the period from January 1, 1951 to December 31, 1954, and that the consideration is $225 per year plus such taxes as may be assessed against the property. (The agreement was signed later.)

The Commission also discussed, approved, and later in the session signed two letter agreements with the Oregon-Washington Railroad and Navigation Co. and the Union Pacific Railroad Company, whereby the St ate is permitted entry on railroad property at Shogren overcrossing east of Mosier, Hood River County, for the purpose of permitting subsurface explorations needed in connection with a proposed highway improvement at this location.

The Engineer reported that, due to changed conditions, it no longer is necessary to retain the restricted load limitations on the Weston-Elgin State Secondary Highway No. 330 from its junction with the Oregon-Washington Highway at Weston to its junction with the county road which leads to Summerville, and, accordingly, he authorized the lifting of the restriction on Saturday, June 2, 1951. He asked the Commission to confirm his action. The Commission by unanimous vote approved the Engineer's action in this matter by adoption of the attached resolution in regard thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion the matter of reclassifying certain highways from their present classification as Group II highways to a Group I status. The highways involved are (1) Lower Columbia River Highway between Rainier and Astoria, (2) Oregon Coast Highway between Port Orford and Pistol River, (3) Williams State Secondary Highway from its junction with the Redwood Highway to the South Side County Road about a half mile south of the town of Murphy, and (4) the Alsea Highway from its junction with US101 at Waldport to the junction with Fisher County Road. The Engineer explained that these highways have been carefully examined with trial and test runs, and it has been determined that a combination of equipment of truck tractor and full trailer, having an over-all length of 60 feet, can safely negotiate them, or sections thereof, without hazard to other traffic and without any encroachment upon the opposite traffic lane. He recalled that the Commission by its resolution adopted on August 2, 1949, granted him authority to reclassify highways after an engineering examination has been conducted, and he recommended that the Commission approve his action in reclassifying the above mentioned highways from the Group II status to Group I status. The Commission approved such reclassification by unanimous vote.

The Right of Way Engineer brought up for discussion a proposed agreement with Mr. and Mrs. Joseph C. Kaphammer, Troutdale, to settle a damage claim that they have presented against the State. It appears that Mr. and Mrs. Kaphammer executed and delivered to the State a certain real estate option dated October 10, 1947, whereby the owners agreed to sell to the State certain real property consisting of 1.01 acres of land, which was needed as right of way for the Troutdale Section of the Columbia River Highway (new route). It also appears that the option contained provision for the State to carry a certain creek beneath the new highway in such a manner that the owners would have the same amount of water upon their remaining property as before the highway was constructed. It also appears that the State did provide for carrying the creek beneath the highway by means of siphon pipes, but the owners allege that the pipes have retarded the flow of the water and have caused damage to their remaining property, but they are willing to waive and release the State from all claims and demands for damages if the State will exchange certain properties with them. The Right of Way Engineer exhibited a map showing the properties involved, and explained details. As a result of the discussion that followed, the Commission unanimously approved the settlement. (Agreement covering the matter was signed later)

A letter was presented from the Coos Bay - North Bend Water Board stating its desire to purchase a small parcel of Highway Department land situate at the intersection of Newmark Street and Highway 101 in the City of North Bend. The Right of Way Engineer exhibited a map showing the location of the property which is described as the westerly 30 feet of Lots 1 and 2, Block 29, Platt "B" in the City of North Bend, and he advised that the Water Board is willing to pay $235 for this property, with complete restriction of access with the Oregon Coast Highway. He recommended that the property be sold to the Water Board at such figure. The Commission approved the recommendation unanimously.

The Commission discussed and ordered filed a letter from the Recreational and Natural Resources Committee of Portland Chamber of Commerce commending the Commission on its plans to expand wayside picnic areas along State highways.

The Commission also discussed and ordered filed a resolution from the Newberg Chamber of Commerce in which the Chamber goes on record in favor of increasing State highway allocations to cities and counties.

The Commission discussed, and upon the recommendation of the Engineer and the Chief Counsel, approved an agreement with the City of Portland covering construction and illumination of channelizing islands, and installation of traffic-controlled signals, along the Pacific Highway East (S.E. McLoughlin Boulevard) from Ross Island Bridge to the south city limits of Portland. (The agreement was signed by the Commission later.)

The Commission discussed briefly matters pertaining to the proposed bridge over the Coquille River near Bandon, Coos County, commonly known as the Bullard's Bridge. In the discussion, the Engineer advised that the bridge was originally estimated to cost about $600,000, 50% of which was to be paid by Coos County; however, the present day estimate is $690,000 and the county's share, considering it is to pay 50% of the construction costs now is $345,000. The Commission took no action.

The Commission considered the appointment of someone to act as Secretary during the absence from the State of the Commission's Secretary, Mr. H. B. Glaisyer, during the period June 24, 1951 to July 7, 1951. As a result of the discussion, the Secretary's assistant, Mr. Floyd A. Query, was appointed "Acting Secretary" for such period. The attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote upon motion by Commissioner Reynolds, duly seconded by Commissioner McIver.

Consideration was given by the Commission to setting a date for its regular meeting in August, but action thereon was deferred until later.

The meeting adjourned at 11:00 p.m.

Chairman

State Highway Engineer

Commissioner

Commissioner

ATTEST:

Secretary

June 18, 1951

Coos Bay, Oregon
June 19, 1951

The members of the State Highway Commission and its group were luncheon guests of the Coos Bay Chamber of Commerce and Coos Bay Rotary Club at 12:00 Noon, in the Pirates Den of the Tioga Hotel. Following the luncheon, the assemblage was called to order by Dr. Raymond C. McKeown, president of the Coos Bay Chamber of Commerce, who extended a welcome to the highway group. The members of the Commission were then introduced and each responded briefly, Chairman Chandler explaining the purpose of the Commission's trip and introducing the members of the Commission party. The meeting adjourned at 1:00 p.m., following which the Commission motored to Gold Beach for an over-night stop at Sunset Inn.

Gold Beach, Oregon
June 19, 1951

The Highway Commission group were dinner guests of the Gold Beach Chamber of Commerce, at 7:00 p.m., in the dining room of the Sunset Inn. Following the dinner, a brief business session was held with Mr. Orville Gensmer, President of the Chamber of Commerce, presiding. Among the local people present were Mr. C. H. Young, Banker; Dr. W. A. Cartwright, Mayor; Mr. Bill Moore; Alice Costello, Secretary of the Chamber of Commerce; Mr. Elmer Parker, President, Brookings Chamber of Commerce, and Mrs. Parker. Mr. Gensmer welcomed the Commission group in behalf of the Chamber of Commerce, and Dr. Cartwright extended a welcome in behalf of the city. Mr. Young expressed appreciation for completed improvements on the Oregon Coast Highway, and for those which now are under way in Curry County. He asked the Commission to authorize additional improvements. Chairman Chandler responded by explaining the purpose of the Commission's trip. He also advised that, in distributing the highway funds, the Commission must look at the picture from a state-wide standpoint and cannot show favoritism to any particular section, so that, in the final analysis, each section of the State will receive its share of the revenues. He mentioned a proposed improvement of the Oregon Coast Highway between Patterson Bridge and Giesel Monument, concerning which, he said, the Commission is now pondering over the question whether to build an entirely new road or to improve the present one, considering that the highway carries such a heavy volume of traffic. Mr. Young suggested that an entirely new road up the coast will provide a much better facility. Mr. Moore mentioned that a bad condition exists on the present route between Patterson Bridge and Giesel Monument where washouts occur and he suggested that something should be done soon to protect the present highway, otherwise it will be destroyed by another bad winter and in that event Gold Beach will become isolated.

Mr. suggested improvement of US101 over Linville Hill as the most desirable project. Mr. and Mrs. Parker spoke briefly for the people of Brookings. The meeting adjourned at 9:45 p.m.

Brookings, Oregon
June 20, 1951

The Highway Commission met with representatives of the Brookings Chamber of Commerce in Chetco Inn, at 10:00 a.m. Coffee was served, following which Mr. Elmer Parker, President of the Brookings Chamber of Commerce introduced the members of the Commission, who responded with a few brief remarks. Commissioner Reynolds explained the purpose of the Commission's trip. The meeting adjourned at 10:30 a.m., following which the Commission motored to Grants Pass.

Grants Pass, Oregon
June 20, 1951

Following luncheon in the Redwood Hotel dining room, the Commission at 2:40 p.m. conferred with a group of Grants Pass business men representing the local Chamber of Commerce. Local persons present were Messrs. Howard Michael, President, Chamber of Commerce; Hon. Morris Milbank, Mayor; Raymond Lathrop, County Judge; John Parker, City Manager; Chas. McLean, representing Highway Committee Chamber of Commerce; Fred Pierson, representing Redwood Highway Association; and Mr. John Dillard, Cave Junction. Mr. Michael presided. Members of the highway group were introduced. Mr. Michaels explained that they have no particular project in mind, but their meeting with the Highway Commission is simply to get acquainted and to obtain, if possible, an over-all picture of the highway program. The members of the Commission responded, Chairman Chandler stating the purpose of the trip. The meeting adjourned at 3:00 p.m , following which the Commission motored to Ashland for an over-night stop.

Medford, Oregon
June 20, 1951

The Commission and its group were dinner guests of the Jackson County Chamber of Commerce at the Rogue Valley Country Club, Medford, at 7:30 p.m. This gathering was purely social.

Roseburg, Oregon
June 21, 1951

The Commission and its group were guests of the Roseburg Chamber of Commerce for luncheon at Carls Haven, at 12:00 noon. The following were present:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Asst. State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary,

and the remaining members of the party. Following luncheon, a short business session was held. Mayor Albert G. Flegel of Roseburg, presiding. Mayor Flegel extended a welcome to the highway group and advised the only thing they wish to discuss with the Commission is the proposed relocation of the Pacific Highway through Roseburg. He mentioned that the City Council had previously approved a location through the westerly part of their city, but criticism developed because of the proximity of the proposed location to their Community Hospital, and it is their hope that the differences can be ironed out satisfactorily. He called upon Mr. George Neuner, Jr., Attorney, to present the ideas of the Roseburg Chamber of Commerce. Mr. Neuner read aloud a resolution that was adopted by the Board of Directors of the Roseburg Chamber of Commerce at a meeting on June 20, 1951. He particularly pointed out six suggestions as follows, which they believe the Highway Commission should adopt to alleviate the objections offered by the Community Hospital representatives:

1. The alignment should be moved easterly from its present proposed location as far as practicable;

2. Any interchange of traffic at Harvard Avenue should be eliminated;

3. The traffic interchange should be installed to the south of Military Avenue;

4. Measures for sound isolation and air conditioning of the Hospital should be devised;

5. The traffic interchange for proposed Clover Leaf as moved to the south, should be so designed so as to accommodate the future construction of a new bridge across the South Umpqua River to accommodate traffic into the heart of the present business section of Roseburg;

6. The Commission should study the overall problem occasioned by the proximity of the highway to the Hospital and make such suggestions, changes and propose such devices as will alleviate the problems to the Douglas Community Hospital.

He presented the Commission a copy of the resolution. (For details of the resolution, see copy in General Files).

Mr. D. R. Dimmick headed the group representing the Community Hospital. He referred to the memorandum previously submitted to the Commission in behalf of the hospital group and advised that, if the plan offered by the Chamber of Commerce in its resolution, does not prove feasible, then they would like the Commission to consider an alternate plan providing (1) for utilization of the present hospital for highway purposes and construction of a new hospital on a different location, (2) rerouting the highway on a location that would not interfere with the Community Hospital. He asked the Commission to send its engineers to Roseburg to work out a solution of the problem. Dr. J. L. Haskin, head of the Veterans Hospital in Roseburg, spoke in support of Mr. Dimmick's remarks. He pointed out that the proposed highway comes within one hundred yards of the hospital grounds and will necessitate relinquishment of their recreational field, which was provided largely by local contributions. Mayor Flegel mentioned that the city wants the highway constructed as close to downtown Roseburg as possible. Chairman Chandler responded by stating that the Commission will weigh seriously all factors and will endeavor to arrive at a solution of the problem that is satisfactory to all concerned. The meeting adjourned at 1:30 p.m., following which the Commission motored to Eugene for an over-night stop, inspecting projects en route.

Eugene, Oregon
June 21, 1951

The Highway Commission and the members of its group were dinner guests of the Eugene Chamber of Commerce in the Eugene Hotel. The meeting which followed was purely social, with no formalities.

The Commission concluded its trip on Friday, June 22, 1951. Leaving Eugene, the Commission motored to Corvallis, Albany, Salem, thence to Portland by Wilsonville cut-off. A number of highway projects were inspected enroute. There were no formal gatherings on this date.

The following papers were signed by the Commission during the progress of the trip:

Agreement with City of Portland covering the construction and illumination of channelizing islands and installation of traffic control signals along Pacific Hwy. E. (S.E. McLoughlin Blvd.) from Ross Island Bridge to south city limits.

Letter Bureau of Public Roads re changing classification of Tiller-Trail Hwy, from Class 3 to Class 2.

"Indenture of Access" granted Virgil A. Parker to correct the access points on the Greenleaf Bridge Section, Siuslaw Hwy. to conform with details of the option.

"Indenture of Access" granted Ernest Zurcher covering change in access point on North Plains-Gardner Ranch Section, Washington County.

Agreement with Clatsop County providing for abandonment of a portion of Columbia River Highway, rendered useless for highway purposes by reason of alignment revisions.

Permit Agreement granting Jack Harbert permission to conduct truck-hauling operations across State property, approximately one mile south of Jefferson, Oregon.

Lease Agreement with Carl O. Nelson and wife covering Milo maintenance headquarters on the Tiller-Trail Highway, Douglas County.

Letter from Union Pacific permitting entries on railroad property at Shogren overcrossing, east of Mosier for drilling purposes.

Agreement with Henry Zorn covering use of portion of Champoeg State Park for farm purposes.

Agreement with Joseph C. Kaphammer and wife to eliminate damage claim on Kaphammer property at Troutdale.

Agreement with U. S. Civil Aeronautics Adm. to transfer to State certain Government-owned property located on land which the Government is leasing from State at Bridal Veil, in lieu of restoring the premises to original condition.

Memorandum of First Modification on Oregon Forest Highway Project 27-A4, B5, Ochoco.

Agreement with Lyda Brothers covering the use of an area along the Wilson River Highway in Tillamook County for transportation of timber.

Agreement with City of Stayton covering the proposed $250,000 city allotment project on 4th street in city.

Easement for Channel Improvement, Row River, Lane County, with Corps of Engineers.

Chairman

Commissioner

State Highway Engineer

Commissioner

ATTEST:

Secretary

June 22, 1951

EXHIBITS "A" THROUGH "E"

INSPECTION TRIP

June 18 - 22, 1951

EXHIBIT "A"

Minutes of June 18, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT # 4 - T. H. BANFIELD EXPRESSWAY

14858 - Ertz, Harry E. and Mildred G. (Johnson)
Right of Way
Option expires November 6, 1951

4,500 sq. ft. at $0.25 per sq. ft. $ 1,125.00

Amount to be paid owner - chrg to Right of Way $ 1,125.00

Takes All -

(cont.)

EXHIBIT "A" (cont.)

UNIT #5 T. H. BANFIELD EXPRESSWAY

17680 - Graymer, Peter J. & Marie V. (Johnson)
Right of Way
Option expires November 21, 1951

Approximately 3.75 acres at $900.00 per acre.	$ 3,375.00	
House - 822 sq. ft. at $5.00 per sq. ft.	4,110.00	
Garage, bunkhouse & shed	1,032.00	
Barn & chickenhouse. 663 sq. ft.	1,326.00	
Allowance - outdoor fireplace, lawn, shrubs, berries, orchard, drive, paved walk & arbor	657.00	
Amount to be paid owner - chrg to Right of Way		$ 10,500.00

State to assume 1951-52 and subsequent taxes on property.

Takes all -

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15167-A-Morgan, Monroe L. and Breta A. (Mayhew)
Right of Way (Slide Area)
Option expires July 24, 1951

36.52 acres	$ 6,926.00	
Approximately 676 sq. ft. new frame house, electric floor furnace, hardwood floors, picture window, attached garage and fireplace.	7,436.00	
Motel cabins - 5 quarters attached to each other, with garage.	13,750.00	
Allowance - water system, pipe, oil shed, restroom facilities, plans for outfitting 4 more tourist cabins.	488.00	
Amount to be paid owner - chrg to Right of Way		$ 28,600.00

Takes all -

Approved by Ben R. Chandler - May 31-1951

EXHIBIT "A" (cont.)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY

17406 - Waterhouse, David Thorpe, et al (Byrum)
Right of Way
Option expires November 16, 1951

5.758 acres at $250+ per acre.	$ 1,445.00	
135 rods of fence at $3. per rod.	405.00"	
Amount to be paid owner - chrg to Right of Way		$ 1,850.00

Access controlled - no access allowed

17393 - Booth, Clay E. and Anne A. (Byrum)
Control of access only
Deed to come from Clatsop County.

Control of access Lump sum	$ 10.00	
Amount to be paid owner - chrg to Right of Way		$ 10.00

THINGS TO BE DONE BY THE STATE:

Construct private access on North side at Station 497+10 and 500+50.

Access controlled -

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY

17398 - Hennessee, Harold C., Jr. and Pearl F. (Byrum)
Right of Way
Option expires November 16, 1951

.472 acre at $250. per acre.	$ 120.00	
3 Fruit trees and damages.	180.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

Access controlled - by existing highway

17394 - Maki, Arvo V. and Anna M. (Byrum)
Right of Way
Option expires October 23, 1951

EXHIBIT "A" (cont.)

BIG CREEK SECTION - COLUMBIA RI VER HIGHWAY (cont.)

17394 - Maki, Arvo V. and Anna M. (cont.) (Byrum)

0.332 acre at $250. per acre	$ 83.00	
Allowance - 14 rods of fence at $3. per rod	42.00	
- moving garage & shrubs	60.00	
- seven fruit trees at $20. each.	140.00	
Plus low bid for moving house. Tom Deal	2,685.00	
Amount to be paid to owner - chrg to Right of Way		$ 3,010.00

THINGS TO BE DONE BY THE STATE:

Construct private access south side at Station 495+80.

Access controlled

17405 - St. Helens Pulp and Paper (Byrum)
Right of Way
Option expires November 23, 1951

0.323 acre at $100. per acre.	$ 32.30	
Amount to be paid owner - chrg to Right of Way		$ 32.30

Access controlled - no access allowed

17409 - Ramvick, Henry E. and Anne (Byrum)
Right of Way
Option expires December 5, 1951

2 acres at $250. per acre	$ 500.00	
2.27 acres at $100.+ per acre	247.00	
Allowance - lawn	53.00	
Plus low bid for moving. C. B. Burt.	6,437.00	
Amount to be paid owner - chrg to Right of Way		$ 7,237.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

ZIGZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY

17535 - Franzetti, Susette (Johnson)
Right of Way
Option expires November 22, 1951

0.018 acre Lump Sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE:

Construct two approaches west side at Stations 1025+00 and 1027+00. 25' wide. Private

Access controlled -

17531 - Krebs, Maude (Johnson)
Right of Way
Option expires November 30, 1951

0.009 acres Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

Construct access 25' width at Station 1024+40 Commercial.

Access controlled -

17533 - Morris, John H. and Aurelia (Johnson)
Right of Way
Option expires November 30, 1951

0.009 acres Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

Construct access 25' wide at Station 1026+50 Commercial

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13869 - Flake, Edna M. (Haskin)
Right of Way
Option expires November 27, 1951

670 sq. ft. at $0.60 per sq. ft. $ 402.00

Amount to be paid owner - chrg to Right of Way $ 402.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 21+54 east, 25' wide. (Commercial)

Access controlled -

13884 - Townsend, J. M. and Hazel (Landon)
Right of Way
Option expires November 20, 1951

999 sq. ft. at $0.50 per sq. ft.
Lump Sum $ 500.00
Allowance - lawn. 100.00

Amount to be paid owner - chrg to Right of Way $ 600.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing driveway, west side, opposite Station 30+77, 25' wide, and pave same. (Commercial)

Access controlled

17360 - Kerr, D. C. and Lilly (Landon)
Right of Way
Option expires November 16, 1951

257 sq. ft. at $0.60 per sq. ft. $ 154.20
Allowance-moving guard rail fence, 115 ft. 50.00

Amount to be paid owner - chrg to Right of Way $ 204.20

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

17360 - Kerr, D. C. and Lilly (cont.)

THINGS TO BE DONE BY THE STATE:

Quitclaim to the grantor, a two-foot slope easement acquired in a former acquisition December 19, 1950. File No. 13854.
Construct access at Station 12+80, east side, 25' wide. (Commercial)

Access controlled -

16856 - Wirtz, William A. and Jessie V.; Hout, Dwight & Gussie (Landon)
Right of Way
Option expires November 13, 1951

1502 sq. ft. at $0.40 per sq. ft.	$ 600.80	
Amount to be paid owner - chrg to Right of Way		$ 600.80

THINGS TO BE DONE BY THE STATE:

Construct two commercial approaches, west side. 30' curb opening at Station 33+42, and 50' curb opening Station 34+33.

Access controlled -

16852 - Richfield Oil Corporation (Landon)
Right of Way
Option expires December 3, 1951

1800 sq. ft. at $0.60 per sq. ft.	$ 1,080.00	
Allowance-loss of business while moving	500.00	
Low bid for moving service station. C. B. Burt.	8,459.00	
Amount to be paid owner - chrg to Right of Way		$ 10,039.00

THINGS TO BE DONE BY THE STATE:

Construct two commercial approaches, 50' curb openings. Opposite Station 12+95 & Station 13+89. west side, pave same.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST (cont.)

13883 - Steinbruck, A. K. and Freda (Haskin)
Right of Way
Option expires October 17, 1951

1000 sq. ft. at $0.40 per sq. ft.	$ 400.00	
+ 2 ft. slope easement.		
Allowance - loss of parking area, and moving neon sign.	1,205.00	
Amount to be paid owner - chrg to Right of Way		$ 1,605.00

THINGS TO BE DONE BY THE STATE:

State to replace property corners fronting highway.
Re construct driveway at Station 29+70, west side, 31' wide. commercial.

Access controlled -

13889 - DeWitt, Joe and Mabel (Landon)
Right of Way
Option expires November 27, 1951

1000 sq. ft. at $0.40 per sq. ft.	$ 400.00	
Amount to be paid owner - chrg to Right of Way		$ 400.00

THINGS TO BE DONE BY THE STATE:

Construct commercial approach, west side, station 37+14.7. 25' curb opening, pave same.
Access is reserved at Station 36+49, west side.

Access controlled

17359 - DeWitt, Joe and Mabel; Contract Pur. Mike & Julie M. Steinbock (Landon)
Right of Way
Option expires December 5, 1951

1500 sq. ft. at $0.40 per sq. ft.	$ 600.00	
Amount to be paid owner - chrg to Right of Way		$ 600.00

THINGS TO BE DONE BY THE STATE:

Construct two road approaches, west side, 40' wide, opposite Station 34+98 and 35+98. Pave same.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17258 - Hershfelt, Raymond, and Evelyn M. (Haskin)
Right of Way
Option expires December 5, 1951

9540 sq. ft. at $0.07+per sq. ft.	$ 670.00	
House, garage, electric pump and well, septic tank lawn and shrubs.	9,130.00	
Amount to be paid owner - chrg to Right of Way		$ 9,800.00

Takes all -

17199 - Miller, Wilford C. and Elsie A. (Boone)
Right of Way
Option expires November 18, 1951

23,375 sq. ft. at $0.05 per sq. ft.	$ 1,168.75	
Amount to be paid owner - chrg to Right of Way		$ 1,168.75

Access controlled - No access allowed

17262 - Collins, Charlotte B. (Haskin)
Right of Way
Option expires November 21, 1951

9792 sq. ft. at $0.07 per sq. ft.	$ 685.00	
House, garage, electric pump and well, septic tank, drive, walks, lawn, trees and shrubs.	10,815.00	
Amount to be paid owner - chrg to Right of Way		$ 11,500.00

Takes all -

17194 - Polzel, Charles H. and Lucy (Boone)
Right of Way
Option expires November 15, 1951

11,634 sq. ft. at $0.05 per sq. ft.	$ 581.70	
Amount to be paid owner - chrg to Right of Way		$ 581.70

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

17197 - Lawrence, Everett D. and Katherine (Boone)
Right of Way
Option expires November 23, 1951

23,375 sq. ft. at $0.05 per sq. ft. $ 1,168.75

Amount to be paid owner - chrg to Right of Way $ 1,168.75

Access controlled - No access allowed

17195 - Breckheimer, Elmer J. (Boone)
Right of Way
Option expires November 20, 1951

23,375 sq. ft. at $0.05 per sq. ft. $ 1,168.75

Amount to be paid owner - chrg to Right of Way $ 1,168.75

Access controlled - No access allowed

17259 - Alexander, Raymond, and Corrine (Haskin)
Right of Way
Option expires December 7, 1951

9792 sq. ft. at $0.07- per sq. ft. $ 685.00
House, Garage, well and pump, septic tank, driveway, walks, lawn & shrubs 8,515.00

Amount to be paid owner - chrg to Right of Way $ 9,200.00

Takes all -

LANA AVENUE-ACADEMY STREET SECTION - PACIFIC HIGHWAY EAST

16692 - Stortz, Edward and Leah M. (Landon)
Right of Way
No option

Release - dated May 30, 1951, which cancels option dated April 5, 1951. The agreement is to permit State to reconstruct the existing driveway.

Agreement cancels all other State obligations. State is obligated to pay for Neon sign which has been ordered and constructed by O. Cross. $ 305.00

Amount to be paid O. Cross - chrg to Right of Way 305.00

Access not controlled -

Previously approved April 12-13, 1951 $2,865.50

EXHIBIT "A" (cont.)

SALEM SHOPS

17480 - Oregon State Board of Control (Benson)
Shop Area expansion
Option expires November 28th, 1951

5.198 acres Lump Sum $ 2,200.00

Amount to be paid owner - chrg to Maintenance Site $ 2,200.00

Takes all -

ALDER CREEK-PHILOMATH SECTION - ALSEA HIGHWAY

17647 - Shirley, Ray W. and Helena M. (Byrum)
Right of Way
Option expires November 30, 1951

0.05 acre (approximately) Gratis

THINGS TO BE DONE BY THE STATE:

Construct private access South Station 1295+00

Access controlled -

17640 - Schreiber, Rudolph C. and Elizabeth Glyde (Byrum)
Right of Way
Option expires November 23, 1951

3.57 acres at $40. per acre. $ 142.80

Amount to be paid owner - chrg to Right of Way $ 142.80

THINGS TO BE DONE BY THE STATE:

Construct private access west side at Station 1202+90

Access controlled -

17645 - Winterstein, Carl J. et al (Byrum)
Right of Way
Option expires November 30, 1951

0.5 acres at $40. per acre. $ 20.00

Amount to be paid owner - chrg to Right of Way $ 20.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

ALDER CREEK-PHILOMATH SECTION - ALSEA HIGHWAY (cont.)

17649 - Goodrich, Morris and Ethel (Byrum)
Right of Way
Option expires November 30, 1951

0.12 acre Lump Sum $ 5.00

Amount to be paid owner - chrg to Right of Way $ 5.00

Access controlled - No access allowed

17641 - Rollins, John C. and Bernice (Byrum)
Right of Way
Option expires November 24, 1951

2 acres of land at $40. per acre. $ 80.00

Amount to be paid owner - chrg to Right of Way $ 80.00

Access controlled - via old highway

17646 - Dwyer, Leo J. (Byrum)
Right of Way
Option expires December 1, 1951

0.12 acre. Lump Sum $ 5.00

Amount to be paid owner - chrg to Right of Way $ 5.00

THINGS TO BE DONE BY THE STATE:

Construct private access South side of highway at Station 1291+00.

Access controlled

17642 - Rollins, John C. and Bernice (Byrum)
Right of Way
Option expires November 24, 1951

1 acre at $40. per acre. $ 40.00

Amount to be paid owner - chrg to Right of Way $ 40.00

THINGS TO BE DONE BY THE STATE:

Construct private access South at Station 1237+00

Access controlled -

EXHIBIT "A" (cont.)

ALDER CREEK-PHILOMATH SECTION - ALSEA HIGHWAY (cont.)

17639 - Starker, T. J. and Margaret O. (Byrum)
Right of Way
Option expires November 26, 1951

8.44 acres at $40. per acre $ 337.60

Amount to be paid owner - chrg to Right of Way $ 337.60

THINGS TO BE DONE BY THE STATE:

Construct private access on North side at Eng. Stations 1284+00; 1275+76; 1258+00, 1219+70 and 1189+00
Construct private access on South side at Station 1172+00

Access controlled -

JUDKINS POINT-GOSHEN - PACIFIC HIGHWAY

17685 - Hoppe, Marvin and Loucille (Reeder)
Waiver of access

Waiver and Relinquishment of Access 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access controlled - via August Street

17683 - King, William L. and Bonnie (Reeder)
Waiver of Access

Waiver and Relinquishment of Access 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access controlled - via Henderson Avenue

17684 - Toohey, J. R. and Geraldine (Reeder)
Waiver of Access

Waiver & Relinquishment of Access $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

Access controlled - via existing Pacific Highway.

17273 - Konschot, Otto F. and Mina (Reeder)
Waiver of Access

Waiver and Relinquishment of Access 50.00
Amount to be paid owner - chrg to Right of Way $ 50.00

Access controlled - via outer highway only

(cont.)

EXHIBIT "A" (cont.)

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY (cont.)

17274 - Hoffman, Schuchart & Wright, Inc. an Oregon Corporation (Reeder)
Waiver of Access

Waiver & Relinquishment of Access $. 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

Access controlled - via County Road

WINCHESTER-DEADY SECTION - PACIFIC HIGHWAY

17099 - Mar Linn Timber Corporation (Norlin)
Right of Way
Option expires November 30, 1951

28.71 acres at $300. per acre. $ 8,613.00

Amount to be paid owner - chrg to Right of Way $ 8,613.00

THINGS TO BE DONE BY THE STATE:

Provide roadway under railroad over structure.
Estimated 3,600.00
Build roadway from old highway to
said structure, 2 lane, graveled surface
Estimated cost. 750.00
Grantor to maintain said roadway

Amount to be charged to Construction Estimated cost 4,350.00

GRAND TOTAL (Estimate) $ 12,963.00

Access controlled - via County road only

CHROME CEDAR POINT SECTION - COAST HIGHWAY

15612 - Detlefsen, Edward L and Grace R, (Reeder)
Right of Way
Option expires November 27, 1951

4.01 acres at $300. per acre $ 1,203.00
77 rods of fencing at $3.50 per rod. 269.50

Amount to be paid owner - chrg to Right of Way $ 1,472.50

EXHIBIT "A" (cont.)

CHROME-CEDAR POINT SECTION - COAST HIGHWAY (cont.)

15612 - Detlefsen, Edward L. and Grace R. (cont.) (Reeder)

THINGS TO BE DONE BY THE STATE:

Revise drainage canal, place material each side of channel to provide roadway for grantor.
Furnish and install 18" C. I. P. 30' Long, for drainage.
Estimated cost $4.00 per lin. ft. $ 120.00

Amount to be charged to construction $ 120.00

GRANT TOTAL (Estimate) 1,592.50

Access controlled - No access allowed

Approved by Comm. Chandler - 5-31-51

NORTH ENTRANCE TO GRANTS PASS SECTION - PACIFIC HIGHWAY

17340 - Krauss, Robert and Marjorie (Holt)
Right of Way
Option expires November 20, 1951

1360 sq. ft. at $0.50 per sq. ft. $ 680.00

Amount to be paid owner - chrg to Right of Way $ 680.00

THINGS TO BE DONE BY THE STATE:

Construct access at Station 22+50 east side and Station 23+46, East side. (Commercial)

Access controlled -

17336 - Maxon, Margaret J. (Holt)
Right of Way
Option expires November 30, 1951

1320 sq. ft. at $0.40 per sq. ft. $ 528.00

Amount to be paid owner - chrg to Right of Way $ 528.00

THINGS TO BE DONE BY THE STATE:

Construct commercial access at Station 20+26, east side and Station 20+48, east side.

Access controlled -

EXHIBIT "A" (cont.)

NORTH ENTRANCE TO GRANTS PASS SECTION - PACIFIC HWY. (cont.)

17353 - Newman, Edna A. and Robert L. (Holt)
Right of Way
Option expires November 15, 1951

880 sq. ft. at $0.75 per sq. ft. + 10' easement.	$ 660.00	
Allowance - 8 ft. of hedge, lawn.	30.00	
Amount to be paid owner - chrg to Right of Way		$ 690.00

THINGS TO BE DONE BY THE STATE:

State to place 6 in. top soil on easement where lawn is destroyed.
Reconstruct approach at Station 34+15, east side. (Commercial)

Access controlled -

17345 - Buck, Ada B. (Holt)
Right of Way
Option expires November 23, 1951

1020 sq. ft. at $0.50 per sq. ft. + 10' slope easement.	$ 510.00	
Amount to be paid owner - chrg to Right of Way		$ 510.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 27+30, east side. This approach is to be elevated 6" above gutter at R/W line.
Approach reserved at Station 28+00, east side.

Access controlled -

17352 - Halm, Hazel J. (Holt)
Right of Way
Option expires November 22, 1951

EXHIBIT "A" (cont.)

NORTH ENTRANCE TO GRANTS PASS SEC. - PACIFIC HIGHWAY (cont.)

17352 - Halm, Hazel J. (cont.) (Holt)

600 sq. ft. at $0.75 per sq. ft.	$ 450.00	
+ 10' slope easement Allowance - trees and lawn.	50.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE:

Place 6" of top soil on easement where lawn is destroyed.
Reconstruct commercial approach at Station 34+00, east side.

Access controlled -

VIENTO-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

17012 - Trebin, N. J. (Massee)
Right of Way
Option expires November 23, 1951

4.1 acres at $750. per acre.	$ 3,075.00	
Allowance - 73 rods of fencing at $3. per rod.	219.00	
Amount to be paid owner - chrg to Right of Way		$ 3,294.00

THINGS TO BE DONE BY THE STATE:

Construct an approach North from outer highway Station 119+00.
Grantor retains a right for a water pipe beneath and across property at Station 1124+50.
State shall build at sole cost an outer highway.

Access controlled -

17011 - Rand, Florence V. (Massee)
Right of Way
Option expires December 6, 1951

0.22 acres at $750. per acre.	$ 165.00	
Allowance - 12 rods of fencing at $3. per rod.	35.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

VIENTO-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY (cont.)

16955 - Scott, R. E. and Ione S. (Massee)
Right of Way
Option expires December 6, 1951

10300 sq. ft. at $.10 per sq. ft.	$ 1,030.00	
House - 960 sq. ft. at $.75 per sq. ft.	720.00	
Amount to be paid owner - chrg to Right of Way		$ 1,750.00

Takes all -

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17046 - City of Mosier CORRECTION REPORT
Right of Way
Bargain and Sale Deed

4.92 acres	$ 423.00	
Amount to be paid owner - chrg to Right of Way		$ 423.00

Access controlled - No access allowed

Previously approved April 12-13, 1951

7.3 acres at $10. per acre	73.00
7.0 acres at $50. per acre.	350.00
	423.00

Access not controlled -

Correction report eliminates reversion clause and controlls access.

ESPLANADE ST-SOUTH SIXTH ST. SEC. - KLAMATH FALLS-MALIN HWY.

16250 - Massey, Walter W. and Della E. (Cozad)
Right of Way
Option expires August 24, 1951

EXHIBIT "A" (cont.)

ESPLANADE ST. S. SIXTH ST. SEC. - KLAMATH FALLS-MALIN HWY. (cont

16250 - Massey, Walter W. and Della E. (cont.) (Cozad)

19500 sq. ft. at $0.03 per sq. ft.	$ 585.00	
3 bedroom modern house, 1008 sq. ft. at $5.	5,040.00	
Double garage, 2 poultry houses and pens	1,222.00	
670 feet of fence and 260 feet board walk.	190.00	
Allowance - garden, shrubbery, berry bushes, lawn & trees	500.00	
Amount to be paid owner - chrg to Right of Way		$ 7,537.00

Takes all -

BAKER-PLEASANT VALLEY SECTION - OLD OREGON TRAIL

17479 - Burke, William (Benfield)
Scale Site
Option expires November 17, 1951

0.52 acre	Gratis	
33 rods of fencing at $3. per rod.	99.00	
Amount to be paid owner - chrg to Scale Site		$ 99.00

THINGS TO BE DONE BY THE STATE:

State to put three truck loads of dirt on private approach approximately one quarter mile south of scale site. Estimate	$ 25.00	
Amount charged to Scale Site		$ 25.00
GRAND TOTAL (Estimate)		124.00

Access not controlled -

MALHEUR CAVE - PRINCETON SEC. - BURNS-FOLLY FARM

17379 - Cochram, Price and Grace (Cozad)
Haul road easement
Easement

0.38 acres Gratis

Access not controlled -

EXHIBIT "A" (cont.)

LADD CANYON SECTION - OLD OREGON TRAIL HIGHWAY

15844 - McCall, Arthur J. and Audrey L. (Benfield)
Borrow Pit
Permit

Permit for life of construction contract to remove 9,000 cubic yards of borrow material from 8 acres of property $ 360.00
Plus haul road. Payment for haul road to be a permit from highway department to harvest wheat from $2\frac{1}{2}$ acres of the property acquired from Regain, File No. 16122

(E. F. Chidsey, Division Engineer, advised on 7-2-51 that the permit was not to be acquired nor the transaction completed.)

EXHIBIT "B"

Minutes of June 18, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance;

Contract No. 3312, with N. A. Toole Construction Company, for grading, oil mat surfacing and rock production on the North Powder ("E" Street) and Telocaset Junction-Wingville Junction Section of the North Powder City Street and Old Oregon Trail Highway in Union and Baker Counties, completed May 24, 1951.

Contract No 3344, with D-H Paving Company, for reoiling on the Morrow County Line-Condon-Service Creek Section of the Wasco, Heppner and John Day Highways in Gilliam and Wheeler Counties, completed June 4, 1951.

Contract No. 3419, with Western Paving and Construction Company, for grading and bituminous macadam surfacing on the Yoncalla ("B" Street) Section in Douglas County, completed June 4, 1951.

Contract No. 3426, with E. C. Hall Company, for constructing Greenleaf Creek Bridge in Lane County, completed May 29, 1951.

Contract No. 3455, with Warren Northwest, Inc., for pavement resurfacing on the Monmouth-Suver Road Section of the Pacific Highway West in Polk County, completed May 28, 1951.

Contract No. 3458, with A. H. Saxton and Sons, for furnishing crushed rock in stockpiles on the Oregon Coast, Sunset and Necanicum Highways and Saddle and Ecola Park Roads in Clatsop County, completed May 1, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

June 18, 1951

EXHIBIT "C"

Minutes of June 18, 1951

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Klamath Falls-Lakeview Highway No. 20 known as the Quartz Mt.-Drews Valley Section in Lake County, the westerly terminus of which is at highway engineer's station 2860+00 of the reconstructed line and the easterly terminus of which is at highway engineer's station 3174+11.8 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, there are no persons living on said eliminated sections and areas, and there are no communities served thereby; and

WHEREAS, the contract for the construction of this relocated section of the Klamath Falls-Lakeview Highway No. 20 has been completed and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Klamath Falls-Lakeview Highway known as the Quartz Mt.-Drews Valley Section, which begins at highway engineer's station 2860+00 on the new route and ends at highway engineer's station 3174+11.8 of the new route, has been completed and made available for travel, and that the sections of the old route herein defined and described as Units "A" and "B" shall no longer be parts of the route of the Klamath Falls-Lakeview Highway but shall be eliminated therefrom.

2. That parts of the section of the old route of the Klamath Falls-Lakeview Highway lying outside the established right of way of the relocated highway which for the purpose of this agreement are identified as Units "A" and "B" and are more particularly described as follows:

EXHIBIT "C" (cont.)

Unit "A"

Beginning at State Highway Engineer's Station 3098+90 of the relocated Klamath Falls-Lakeview Highway in the Northwest quarter of the Northwest quarter of Section 18, Township 38 South, Range 17 East, W. M., thence Easterly along the former route of the Klamath Falls-Lakeview Highway to State Highway Engineer's Station 3106+60 of the relocated Klamath Falls-Lakeview Highway in the Northwest quarter of the Northwest quarter of Section 18, Township 38 South, Range 17 East, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 3106+50 of the relocated Klamath Falls-Lakeview Highway in the Northwest quarter of the Northwest quarter of Section 18, Township 38 South, Range 17 East, W. M.; thence Easterly along the former route of the Klamath Falls-Lakeview Highway to State Highway Engineer's Station 3170+00 of the relocated Klamath Falls-Lakeview Highway in the Northwest quarter of the Southwest quarter of Section 17, Township 38 South, Range 17 East, W. M.

and are otherwise shown and identified colored in brown on a white print marked "Exhibit A",** and by this reference incorporated herewith, are hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said sections may be assumed and exercised by the County Court of Lake County to be used for county purposes or vacated as the County Court of Lake County may determine.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission hereby does declare and order that posession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

(cont.)

FOOTNOTE:**

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 234 under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

June 18, 1951

EXHIBIT "C" (cont.)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission as of the 18th day of June, 1951, and the Secretary hereby is directed to mail to the County Court of Lake County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall either accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover, or permit said sections to revert to the owners of the abutting property, as the County Court may determine.

EXHIBIT "D"

Minutes of June 18, 1951

RESOLUTION LIFTING REDUCED LOAD LIMIT
on
The Weston-Elgin Secondary Highway

WHEREAS, on the 26th day of February, 1951, at a regular meeting of the Oregon State Highway Commission, two members being present and participating, the Commission passed and adopted a resolution reducing the maximum load limit on the Weston-Elgin Secondary Highway No. 330; and

WHEREAS, subsequent to the passage of said resolution, conditions changed, and the Commission did, on the 24th day of May 1951, remove the restrictions from that portion of said highway between Summerville (M. P 37. 94) and junction with Wallowa Lake Highway (M. P. 41. 39); and

WHEREAS, subsequent thereto, conditions have further changed so that it no longer is necessary or desirable, and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution on any portion of said highway.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in said resolution of February 26, 1951, on the remaining portion of the Weston-Elgin Secondary Highway No. 330, to-wit:

Name of Highway and No.		County	Section of Highway	Date Lifted
Weston-Elgin	330	Umatilla, Union	Jct. Oregon-Wash. Hwy. (M. P. 0. 0.) to Summerville Road (M. P. 37. 94)	1951 June 2

be and the same hereby is rescinded and cancelled as of the date and location listed above, and the maximum load limit permissible subsequent thereto shall be the maximum load limit provided by law.

EXHIBIT "D" (cont.)

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and to the Superintendent of the Department of State Police for his information.

Dated this 18th day of June, 1951

OREGON STATE HIGHWAY COMMISSION

By Ben R. Chandler
Chas. H. Reynolds
M. K. McIver

R. H. Baldock
State Highway Engineer

ATTEST:

H. B. Glaisyer
Secretary

EXHIBIT "E"

Minutes of June 18, 1951

RESOLUTION

WHEREAS, Mr. H. B. Glaisyer is the duly appointed, qualified and acting Secretary for the Oregon State Highway Commission; and

WHEREAS, Mr. Floyd A. Query is assistant to Mr. H. B. Glaisyer in his capacity as Secretary for the Commission; and

WHEREAS, Mr. H. B. Glaisyer will be absent from the State of Oregon from June 24, 1951, until July 7, 1951, and it is necessary that some other qualified person be appointed to act as Secretary for the Commission during the absence of Mr. Glaisyer; and

WHEREAS, Mr. Floyd A. Query is capable and qualified to perform the duties of Acting Secretary for the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That Floyd A. Query is hereby appointed, authorized and directed to perform all of the usual duties of the Secretary for the Commission, except the signing of vouchers pursuant to the authority given to Mr. H. B. Glaisyer by resolution of the Commission dated May 24, 1951.

2. That Mr. Floyd A. Query is authorized to sign for Mr. H. B. Glaisyer, as Secretary for the Commission, all contracts, documents, minutes and other papers or instruments of the Commission which require the signature of the Secretary, and Mr. Query is authorized to prepare on the request of any interested parties copies of any records, documents, contracts or other papers in the custody of the Secretary, and he may certify to the same.

3. Mr. Floyd A Query shall keep in his custody the official seal of the Commission and may impress the same upon all contracts or other papers or documents on which said official seal may be appropriate or necessary.

4. Mr. Floyd A Query shall, in addition to the duties and authorities herein enumerated, and not expressly excepted, is authorized to perform such other functions or duties as may naturally and normally come within the scope of the office of the Secretary for the Commission or as may be required by the Commission.

(cont.)

16826

5. That the authority granted to Mr. Floyd A. Query pursuant to this resolution and the duties to be performed by him in compliance with this resolution shall be during the absence of Mr. H. B. Glaisyer from the State of Oregon during the period from June 24, 1951, to July 7, 1951, inclusive.

6. That this resolution be entered in full in the minutes and records of the Commission as of the 18th day of June, 1951.

VOLUME 36

PART II

PART II

OF

VOLUME XXXVI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JULY 1, 1951

TO

SEPTEMBER 30, 1951

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
J. M. Devers, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1951	Subject
18261	July 16	Parks Superintendent reports on the following matters:
		Casey State Park. Purchase of bldgs. for caretaker's house approved.
		Wallowa Lake State Park. Mrs. Wiggins property to be appraised.
18262		Columbia River Hwy. Tooth Rock Tunnel. Purchase of Alcorn property. Action deferred.
		Vista House. Crown Point. Columbia River Hwy. Jack Flaucher agreement for concession extended for one year.
		Lane County. Fern Ridge Dam Recreational Area. Agreement submitted by Federal authorities approved.
		Benson State Park. Pipe line crossing of Union Pacific Railroad r/w approved.
		Mackin Gulch State Park. Josephine County. Permission granted C. L. Snider for road crossing.
18263		Hood River. Request that Ziba Dimmick State Park be renamed Hood River State Park denied.
		Collier State Park. Request to install salutation at entrance to Museum portion of park approved.
		Federal Security Agency request that Parks Dept. act as screening agency for recreational permits approved.
		Helmick State Park. Construction of latrine authorized.
		Silver Falls State Park. Construction of latrine authorized.
		Cape Lookout State Park. Cascadia Development and Production Company to retain mineral rights on property deeded to State.
		Boys Training School. Boys employed in state parks to be paid for labor.
18264		Harris Beach State Park. Consider purchase of Schneideau property for r/w. Action deferred.
		Clatsop County. Fort Stevens-Peter Airdale County Road. Leo J. Ellis to remove logs from ocean beach. Permission granted conditionally.
		Real Property. Options approved. See EXHIBIT "A". Engineer to expedite preparation of r/w descriptions.
		Condemnation. Property owners to be paid 6% interest from date of filing complaint.
18265		Condemnation offers approved. See EXHIBIT "J-1" thru "J-11".
18268		Sale of miscellaneous properties confirmed.
18269		Umatilla County. Pendleton. W. H. Morrison's bid on Pendleton property accepted.
18270		Jackson County. Pacific Hwy. Johns-Glendale Jct. Assignment of lease to E. S. Skillings, Jr., approved.

Page	Date 1951	Subject
18270	July 16	Coos County. Coos Bay. Lease of land to Walter J. Brandon approved.
		Lane County. Cottage Grove. Easement to U.S. Corps of Engineers re flood control in Row River approved.
		Hood River County. Approved permit to J. A. Bucher for grazing purposes at Dodson.
		Multnomah County. Troutdale. Agreement with O.W.R. & N. and Union Pacific relinquishing two encroachments approved.
18271		Lane County. Siuslaw Hwy. Request of Consumers Cooperative Association to remove rock from quarry approved.
		Klamath County. Klamath Lake Secdy. Hwy. Rocky Creek-Wocus Marsh Section. Agreement re maintenance of dike approved.
		Hood River County. Columbia River Hwy. Cascade Locks-Viento. Change in access points for Ronald K. Miller approved.
		Klamath County. Klamath Lake Secdy. Hwy. Midland-Mac's Section. State to reconvey old quarry site to W. M. Gray and Retha Gray.
18272		Jackson County. Gold Hill. Renewal of lease of gravel pit from Gold Ray Realty Company approved.
		Law suits: Chief Counsel reports on settlements.
18273		Multnomah County. T. H. Banfield Expressway. Entire route to be so designated. See EXHIBIT "B".
		Multnomah County. Portland. Mack Truck Bldg. Commission to accept $22,500 as settlement of claim.
18274		City of Portland. 82nd Street. Request for additional funds for storm sewer denied.
		J. W. DeSouza. Salary increase approved.
		Columbia County. Agreement with Crown Zellerbach Corporation for joint use of quarries approved.
		Douglas County. Pacific Hwy. Relocation of hwy. through city of Roseburg approved. See EXHIBIT "H".
		Clackamas County. Wilsonville Ferry. Complaint of J.F. LaRouche re ferry service. No action.
18275		Wasco County. The Dalles. One-way street plan on U.S. Hwy. No. 30 approved. Agreement to be prepared.
		Equipment. Bids for sale of equipment accepted.
		Personnel. Retention of over-age employees approved.
18276		Sherman County. Wasco-Heppner Secdy. Hwy. Cottonwood Grade. Request for crushed rock surfacing approved.
		Lane County. Eugene-Springfield. Construction of new hwy. on north side of river requested. Action deferred.
		Lane County. Substitution of Mohawk Road No. 439 for Fox Hollow Secdy. Hwy. requested. Action deferred.
		Lane County. Springfield. McKenzie Hwy. South "A" Street. Agreement to be prepared. Hearing before PUC to be held.

Page	Date 1951	Subject
18277	July 16	Wallowa County. Lewiston-Enterprise Hwy. Request for early completion ordered filed.
		Pacific Hwy. Towns protest by-passing in new alignment. Hearings to be held.
		StateTax Street Funds. Plans approved. See EXHIBIT "C".
18278		StateTax Street Funds. Plans approved. See EXHIBIT "D".
		Special State Tax Street Fund Act. Change in population limit of 5,000 suggested. No change to be made.
		Umatilla County. Pendleton-John Day Hwy. Pendleton-Pilot Rock. Improvement requested. Action deferred.
		Lane County. Eugene. Pacific Hwy. Synchronization of traffic signals approved.
18279		Umatilla County. Weston. Installation of traffic signals approved conditionally.
		Oregon Coast Hwy. Timber operators request improvements. Installation of flashing beacon at Sunset Hwy. Jct. approved.
18280		Yamhill County. Three-mile Lane Secdy. Hwy. Request for signal at railroad crossing near Dayton denied.
		Malheur County. US Hwy. 20. Vale. Request to widen Bully Creek Bridge denied.
		Coos County. Coos Bay. Fir Avenue-Ingersoll Avenue. Landscaping and guard fence construction approved.
		Malheur County. Old Oregon Trail. Ontario-Nyssa. Contract 3370. Increase in authorization approved.
18281		Clatsop County. Oregon Coast Hwy. Request for footpath south of Cannon Beach denied.
		Douglas-Coos counties. Oregon Coast Hwy. Reedsport-Hauser Section. Survey adopted. See EXHIBIT "E".
		Extensions of time approved.
18285		Contracts completed and accepted. See EXHIBIT "F".
18286		Claims:
		Columbia River Hwy. Dodson-Bonneville. Railroad claim denied.
		Payment of Norman Board claim for paint on car approved.
		Payment of Hugh Adams claim for removing asphalt from his car approved.
		Payment of Roger Putnam's claim for damages to his car approved.
18287		Payment of Knappton Towboat Company claim for damages in collision with Lewis and Clark River Bridge approved.
		Otis G. Whipple claim for damages to car on Mt. Hood Hwy. denied.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Bid received on highway construction projects.
18290		Lake County. Warner Valley Secdy. Hwy. Log haulers to be advised concerning probable reduced load limit.
		Equipment. Purchase of office furniture and machines approved.

Page	Date 1951	Subject
18290	July 16	Douglas County. Pacific Hwy. Oakland. Request for speed zone denied.
18291		Yamhill County. Pacific Hwy. West. McMinnville. Reduced speed zone approved. See EXHIBIT "G".
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Postmistress requests No Parking zone at post office. Action deferred.
		Wheeler County. Ochoco Hwy. Bridge Creek. Abandonment agreement approved.
		Clatsop County. Lewis and Clark Bridge near Astoria. Protest from A. F. of L. re state force work ordered filed.
		Morrow County. Old Oregon Trail. Heppner Jct.-Boardman. Skoubo request for road crossing approved.
18292		Log hauling. Proposed changes in regulations discussed. Action deferred.
		Permits. Revision of transportation permit forms approved. See EXHIBITS "K-1" and "K-2".
18293		F. B. Crandall authorized to go to Los Angeles September 23.
		R. L. Porter authorized to go to California July 12.
		H. G. Benson authorized to go to California July 12.
		R. H. Baldock, W. W. Stiffler, G. S. Paxson, J. M. Devers, C. W. Enfield, Forrest Cooper, and H. B. Glaisyer authorized to attend AASHO Meeting in Omaha, Nebraska, in October.
		R. W. Cozad authorized to go to Tacoma July 5.
		Wayside development. Letter of commendation from Arthur Kirkham received.
		Unfinished business list of May 25, 1951: State Construction Co. bid bond collection Wallowa State Park Overnight Camping Area Ladd Canyon proposed park site. Real estate option form change Federal Aid Secdy. Hwy. Program Alicel-Lower Cove Road improvement Andrew Stambuck re Pacific Hwy. Turkey Hill Section Pacific Hwy. West. Hazardous condition near Whiteson City of Springfield proposed hwy. improvement Fire-proofing service station north of Salem Underpass Marion Street Bridge. East approach construction The Dalles proposed one-way street system
18295		The Dalles. Designation of Oregon Route 23 as Federal Route 97
		Umatilla County request for oiling and extension of Mission Road
		Wasco-Heppner Secdy. Hwy. East Cottonwood-Canyon surfacing
		City of Portland requests additional contribution on 82nd Avenue drainage.

Page	Date 1951	Subject
18295	July 16	Roseburg Community Hospital requests change in location of Pacific Hwy.
		Pacific Hwy. improvement at Portland Stockyards
		Wording of signs at ends of construction projects
		John Day Hwy. improvement between Fossil and Spray
		Curry County. Oregon Coast Hwy. Brookings. Elmer Bankus request for use of state property again denied.
18296		Clatsop County. Fishhawk Falls Secdy. Hwy. Revocable permit for roadway granted to State Board of Forestry.
		Contract payments. Release of final payments to be expedited.
		Special Commission meeting date set for August 3, 1951.
		Regular Commission meeting date set for August 20-21, 1951.
		Contracts. Revised wording in award of contracts approved.
18297		Contract work discussed. Engineer to speed up start of work on projects.
18298		Baker and Umatilla counties. Improvements on FAS System. Engineer to report.
		Federal Aid Secdy. System. Expenditures. Map to be prepared showing improvements in counties.
		Surveys. Details in surveys and cost of same discussed.
		R/W descriptions. Submission to R/W Dept. to be expedited.
18299		Lincoln County. Oregon Coast Hwy. Yachats. Sherwood offer to donate hwy. to be investigated.
		Douglas County. Umpqua Hwy. Reedsport-Hinsdale. Suggestion to construct hwy. in river to be investigated.
		Contracts. Chairman makes public announcement of awards.
18301	July 17	
18302		Bids received on hwy. construction projects.
18306		Road oiling process. H. A. Engles explains patented process.
		Gilliam-Wheeler counties. John Day Hwy. Wasco-Heppner Secdy. Hwy. Delegation requests improvement.
18307		Lake County. Warner Secdy. Hwy. Delegation urges re-routing. Action deferred.
		Baker County. Delegation requests improvements to roads. No action.
18308		Signs. Wording at ends of construction projects discussed. No action.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Clackamas County. Wilsonville Ferry. J. F. LaRouche protests Bruck's operation of ferry.
18309		Douglas County. Pacific Hwy. Drain. Delegation protests re-routing of hwy. Hearing to be held.
		Gilliam County. Wasco-Heppner Secdy. Hwy. East Cottonwood Canyon Grade. Improvement of section approved.
18310		Deschutes County. Bend delegation requests various improvements and extends thanks for work done.
		Lincoln County. Oregon Coast Hwy. DeLake. Delegation requests curb construction. Action deferred.

Page	Date 1951	Subject
18311	July 17	Marion-Linn counties. County Courts request inclusion of Scio-Stayton Road as Secdy. Hwy. No action.
		Clackamas County. Mt. Hood Hwy. Sale of old maintenance site authorized. See EXHIBIT "I".
		Hood River County. Mt. Hood Hwy. Parkdale-Hood River. Improvement requested. Action deferred.
		Patent rights. Payment of patenting expenses for Louis E. Scott and assistant approved.
18312		Columbia County. Longview Bridge. Oiling of county road approved.
		Multnomah County. Benson State Park. Authorization increased for construction of latrine.
		Construction Program. Five-year program discussed. No action.
		Federal Aid Program. Projects for construction approved.
18318		Bond Program. Projects approved for letting.
18319		Marion County. Salem. State Hwy. Bldg. Veterans' Affairs request space on 5th floor. Action deferred.
		Hood River County. Columbia River Hwy. Herman Creek. Fish Wardens' request to use property approved conditionally.
18320		Contracts. Chairman makes public announcement of awards.
		Lane County. Eugene-Goshen Hwy. Improvement of Anderson Avenue requested. Action deferred.
		Agreements and other papers signed.
18324		Meeting adjourned at 4:30 p.m.
18325		EXHIBIT "A". R/W options
18366		EXHIBIT "B". Banfield Expressway resolution
18368		EXHIBIT "C". State Tax Street Funds
18370		EXHIBIT "D". Special State Tax Street Funds. Allocation of funds
18378		EXHIBIT "E". Reedsport-Hauser Survey
18380		EXHIBIT "F". Contracts completed
18383		EXHIBIT "G". Reduced speed zone north of McMinnville
18385		EXHIBIT "H". Winchester-Shady Point Survey
18387		EXHIBIT "I". Government Camp property sale
18388		EXHIBIT "J-1". Condemnation. Big Creek Section
18392		EXHIBIT "J-2". Condemnation. The Dalles-Seufert Section
18398		EXHIBIT "J-3". Condemnation. Viento-Hood River Section
18402		EXHIBIT "J-4". Condemnation. Viento-Hood River Section
18405		EXHIBIT "J-5". Condemantion. Hood River-Mosier Section
18408		EXHIBIT "J-6". Condemnation. Lana Avenue-Hayesville School
18411		EXHIBIT "J-7". Condemnation. Lana Avenue-Hayesville School
18414		EXHIBIT "J-8". Condemnation. Judkins Point-Goshen Section
18417		EXHIBIT "J-9". Condemnation. Nyssa-Adrian Section
18420		EXHIBIT "J-10". Condemnation. Nyssa-Adrian Section
18423		EXHIBIT "J-11". Condemnation. Banfield Expressway
18426		EXHIBIT "K-1". Transportation permits
18448		EXHIBIT "K-2". Overweight permits

Page	Date 1951	Subject
18462	Aug. 3	Bids received on Traffic Signals in Salem. Bids rejected.
		Bonds. Formalities of bond sale discussed. Resolution adopted.
18466		Parks Superintendent reports on acquisition of Wiggins property at Wallowa Lake. Negotiations to continue.
		Columbia River Hwy. Rooster Rock. Motion Picture request to use part of Rock approved.
18467		Boys Training School. Boys to be paid one dollar per day while working in parks.
		Real property. Options approved. See EXHIBIT "A"
		Portland. T. H. Banfield Expressway. Acquisition of Lloyd property. Action deferred.
		Condemnations. Offers approved. See EXHIBITS "B-1" thru "B-3".
18468		Fulton property to be purchased in entirety if possible.
18469		Sales of miscellaneous properties confirmed.
18470		Yamhill County. Pacific Hwy. West. Dundee-Dayton Jct. Cooperation in moving old school bldg. approved.
		Coos County. Oregon Coast Hwy. Cedar Point-Coquille. Change in access point for John A. Martin approved.
18471		Portland. Halsey Street-134th. Lease to Westfall Engineering Co. approved.
		Multnomah County. Columbia River Hwy. Easement agreement with Railroad Company on east bank of Sandy River approved.
		Lane County. Pacific Hwy. Goshen. Two agreements with Southern Pacific Company re undercrossing approved.
		Coos County. Oregon Coast Hwy. Coos Bay. Access to hwy. granted to Al Pearce Lumber Company.
		Secretary authorized to sign vouchers for payment of contract work. See EXHIBIT "C".
18472		Portland. Mack Truck Bldg. Release agreement approved when Montag pays.
		Marion County. Pacific Hwy. East. Lana Avenue-Hayesville. Halvorson access. Condemnation authorized. See EXHIBIT "D".
		Lincoln County. Oregon Coast Hwy. Beaverly Beach. Settlement with Deal and Christie approved.
18473		Union County. Alicel-Cove Market Road. Engineer reports on reconnaissance survey. No action.
		Engineering expense on contract projects. Engineer presents report. Action deferred.
		Multnomah County. Columbia River Hwy. Troutdale. Request for signing and lighting denied.
		Contracts. Assignment by Acme Construction Company to Porter W. Yett of Contract No. 3392 approved.
		Yamhill County. Grand Island County Road. Request to designate as FAS Hwy. denied.
18474		Portland. Sunset Hwy. Vista Avenue Bridge. Additional expenditure for traffic median and turn-around approved.

Page	Date 1951	Subject
18474	Aug. 3	Marion County. Salem. State Hwy. Shops. Construction of Paint Shop authorized.
		Columbia River Hwy. Squally Hook-Quinton Section. Increase in authorization approved.
		Motor vehicle use study. Request from BPR that Oregon join with other states approved.
18475		Contract forms sent to contractors on bids received July 16 and 17.
		Tillamook County. Oregon Coast Hwy. Bay City-Kilchis River Section. Survey adopted. See EXHIBIT "E".
		Deschutes-Klamath counties. The Dalles-California Hwy. Lapine-Willamette Hwy. Jct. Section. Survey adopted. See EXHIBIT "E".
		Marion County. Pacific Hwy. East. State Street South Section of the Salem By-pass. Survey adopted. See EXHIBIT "E".
18476		Josephine County. Redwood Hwy. Hayes Hill Section. Survey adopted See EXHIBIT "I".
		Extensions of time approved.
18477		Contracts completed and accepted. See EXHIBIT "F".
		Clatsop County. Columbia River Hwy. Agreement with St. Helens Pulp and Paper Company re overhead crossing approved.
		Linn County. Santiam Hwy. Cascadia. Timber on quarry site to be advertised for sale.
18478		Douglas County. Joint use of radio property approved.
		Lane County. McKenzie Hwy. Springfield. Reduced speed zone approved. See EXHIBIT "G".
		Douglas County. Pacific Hwy. Turkey Hill-Chenowith Park Section. Abandonment agreement with County approved.
18479		Baker County. City of Baker. Baker-Unity Hwy. Salisbury-Baker. Agreement re abandonment approved.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Abandonment resolution adopted. See EXHIBIT "H".
		R.H. Baldock. Authority granted to attend meeting in Olympia.
		R.C. Hlensly. Authority granted to attend meeting in SanFrancisco.
		Log hauling. Safety regulations adopted.
18483		Polk County. Salem-Dallas Hwy. West Salem. Additional authorization for embankment approved.
		Benton County. City of Corvallis. Payment for pavement in front of Hwy. property approved.
		Coos County. Coos Bay. Agreement with Southern Pacific Company re exchange of properties approved.
18484		Wheeler County. John Day Hwy. Butte Creek-Summit Section. Widening of narrow spots approved.
		Klamath County. Town of Bly. Construction of maintenance bldg. authorized and transfer of funds from Harper and Juntura.
		Marion County. Salem. Agreement with City for traffic signals approved.

Page	Date 1951	Subject
18484	Aug. 3	Yamhill County. Hillsboro-Silverton Secdy. Hwy. Offer to remove logs from stockpile site accepted.
		Permits. Issuance to operators who have violations outstanding. Action deferred.
18485		Upper Columbia River Hwy. Option agreement with Standard Oil Company approved.
		Pacific Hwy. Strip maps re revised location to be released to newspapers.
		Portland. Columbia River Hwy. Request for connection between 18th and 19th avenues and US30. Action deferred.
		Coos County. Coos River Secdy. Hwy. Agreement with Weyerhaeuser Timber Company concerning bridge approved.
		Washington County. Forest Grove. Agreement pertaining to hwy. improvements approved.
		Union County. La Grande. Prohibition of parking on shop grounds. Engineer to investigate.
18486		Traffic delays due to oiling operations to be reduced.
		Secdy. Hwy. Funds in Division 4. Heavy allocation in southern part to be investigated.
		Marion County. Salem. State Hwy. Bldg. No dedication to be held.
		Coos County. Coos Bay. Installation of signals discussed. Action deferred.
		Per diem payments. Engineer to discuss increase with Budget Director.
		Marion County. Salem. State Hwy. Bldg. Rental of 5th floor space.
		Salary increases. Increase for Secretary approved. Auditor's salary discussed. Action deferred.
18487		Associated Press requests advance copy of Agenda. Approved if they attend Commission meetings.
		Curry County. Brookings. Grootendorst request for roadway easement approved.
		Federal Aid Program. Projects recommended to Commissioner of Public Roads and Forest Service.
18488		Regular Commission meeting date set for October 11 and 12 and November 8 and 9.
		Interim Committee. Meeting to be held with them October 13.
		Agreements and other papers signed.
18490		EXHIBIT "A". Options and real property
18498		EXHIBIT "B-1". Condemnation. Tiller-Trail Hwy.
18501		EXHIBIT "B-2". Condemnation. Redwood Hwy.
18505		EXHIBIT "B-3". Condemnation. Old Oregon Trail
18507		EXHIBIT "C". Contract payments
18508		EXHIBIT "D". Condemnation. Pacific Hwy. East
18512		EXHIBIT "E". Adoption of surveys
18514		EXHIBIT "F". Contracts completed
18516		EXHIBIT "G". Reduced speed zone
18518		EXHIBIT "H". Abandonment resolution. Wasco-Heppner Hwy.
18520		EXHIBIT "I". Redwood Hwy. Adoption of survey

Page	Date 1951	Subject
18521	Aug. 20	Minutes of May 23, 24, 25, 1951 approved.
		Parks Supt. reports on the following matters:
		Humbug Mountain and Cape Sebastian Parks. Sheep grazing permits extended.
		Short Sand Beach Park. St. Helens Pulp and Paper Company authorized to cross park with road.
		Salmon River Hwy. VanDuzer Forest Corridor. Permission granted Coastal Lumber Company to use road.
18522		Yachats Park. Use of park road for truck turn-around denied.
		Hood River County. Columbia River Hwy. Hood River-Mosier. Transfer of waysides and old hwy. to County approved.
		Silver Falls Park. Improvement of water system authorized.
		Curry County. Grazing privileges granted Pacific Coast Borax Company on donated park property.
18523		Concession privileges in state parks. Policy outlined.
		Real property. Options approved. See EXHIBIT "A".
		Josephine County. Redwood Hwy. Hayes Hill Section. Negotiations to continue with Almquist.
		Portland. Banfield Expressway. Acquisition of Lloyd property. Appraisals not yet complete.
18524		Benton County. Alsea-Deadwood Secdy. Hwy. Summit-Lobster Valley. Payment to U.S. Govt. for timber approved.
		Marion County. Pacific Hwy. East. Salem-Hayesville. Settlement with Taylor for fire-proofing bldg. approved.
		Marion County. Pacific Hwy. East. Salem By-pass Section. Sale of houses by public auction authorized.
		Curry County. Harris Beach Park. Crissy property not to be purchased. Price too high.
		Wallowa County. Wallowa Lake State Park. Appraisals made on Wiggins property. Further negotiation to be made.
18525		Sunset and Wilson River Hwys. Exchange of waysides with Forestry Dept. completed. Deeds signed.
		Malheur County. Nyssa-Adrian Hwy. Easement agreement with Bureau of Reclamation approved.
		Portland. Mack Truck Bldg. C. J. Montag and Sons refuse to pay fire damage. Suit to be filed.
		Portland. Halsey Street-134th Avenue. Vanguard-Westfall property. Change in zoning to be resisted.
		Portland. Banfield Expressway. Exchange of property with Lang Bros. not approved.
18526		Portland. Sunset Hwy. near Sylvan. Settlement with Bergman Bros. for property approved.
		Clatsop County. Lewis and Clark River drawbridge. Claim of Knappton Towboat Company to be paid in full.
		Marion County. Salem. Designation of streets for hwy. traffic recommended. No action.

Page	Date 1951	Subject
18526	Aug. 20	Shoreline Construction Company. Contract funds to be released to surety conditionally.
18527		Lake County. Warner Secdy. Hwy. Drake Creek-Adel Section. Spada Brothers declared in default on Contract 3439.
		Acme Construction Company to be notified that better work is expected.
		Inter City Sand and Gravel Company to be warned re dilatory practices.
		Claim of Scott Haddix for injuries of child approved.
18528		Jefferson County. Sam D. Rawson threatens injunction on cinder pit. No action.
		Douglas County. Umpqua Hwy. Reedsport-Koepke Slough. Water level route favored. Survey authorized.
		Gilliam County. Columbia River Hwy. Arlington. Grade crossing plan discussed. Action deferred.
		Umatilla County. Old Oregon Trail. Emigrant Hill-Deadman's Pass Survey authorized.
18529		Forest Hwy. Projects. Approval confirmed.
		Douglas County. Oregon Coast Hwy. Douglas County Line-Hauser Section. Additional allotment requested of BPR.
		Bureau of Public Roads. Priority list of projects to be requested. No substitutions to be made in Program.
		Signs. Wording to be placed on signs at ends of construction projects. Other states to be contacted.
		Coos County. Oregon Coast Hwy. Coos Bay. Installation of traffic signals approved.
18530		Lincoln County. Siletz. Request for full width pavement denied.
		Marion County. Stayton. Cooperative widening of four street intersections approved.
		Multnomah County. Columbia River Hwy. Oneonta Slide. Clean-up of rock in borrow pit approved.
18531		Waterway study. Cooperation with U.S. Geological Survey approved.
		Benton-Lincoln counties. Eddyville-Blodgett Secdy. Hwy. Minor betterment work approved.
		State Tax Street Funds. See EXHIBITS "B" and "C".
18532		Award of contracts. Engineer reports satisfaction of conditions.
		Extensions of time granted.
18536		Contracts completed and accepted. See EXHIBIT "D".
		Portland. Columbia River Hwy. Transfer of funds from 18th and 19th streets to signal work on Burnside Street approved conditionally.
18537		Claims. Repair of neon signs in Sweet Home and Portland approved.
		Clatsop County. Cannon Beach. Request to set cannon on State property approved.

Page	Date 1951	Subject
18537	Aug. 20	Malheur County. Nyssa-Adrian Secdy. Hwy. Abandonment agreement with County approved.
		Wallowa County. Request that salvage steel from two bridges be transferred to County approved.
		Union County. Request that steel from two bridges on ~~Wallowa Lake Hwy.~~ Wrigley Secdy Hwy. be given to County approved.
		Clackamas County. Milwaukie and Oregon City request to install signs near Clackamas River Bridge approved.
18538		Astoria Ferry. Request that ferry eliminate last trip denied.
		Grant County. John Day Hwy. Mrs. Nelson granted permission to install 7-foot pipe under hwy.
		Marion County. North Santiam Secdy. Hwy. Big Cliff Dam. Speed zone and shoulder parking. See EXHIBITS "E-1" and "E-2".
18539		Equipment. Purchase of office furniture and engineering equipment approved.
		Secretary's report on papers signed approved.
		Travel Information Dept. Advisory Committee. Appointment of J. W. Forester, Jr., Mitchell C. Thorn, Paul L. Patterson, Robert C. Notson and Vern Tinnerstet approved.
		W. C. Williams attendance at WASHO meeting in San Francisco approved.
		Test road construction. Agreement with National Academy of Sciences for cooperation up to $20,000 approved.
18540		Robert C. Blensly authorized to go to Olympia August 27.
		Portland. Steel Bridge. Authority granted to advertise steel rails for sale.
		Coos County. Oregon Coast Hwy. Hauser-North Bend. Bridge permits to be secured from Army Engineers.
		Douglas County. Oregon Coast Hwy. Reedsport. Bridge permit to be secured from Army Engineers.
		Marion County. Hillsboro-Silverton Secdy. Hwy. City of Woodburn. Agreement re hwy. in city approved.
		Crook County. O'Neil Secdy. Hwy. Abandonment resolution adopted. See EXHIBIT "F".
18541		Wasco County. The Dalles-California Hwy. Improvement of connection with Columbia River Hwy. approved.
		Union County. La Grande. Land to be purchased to provide parking space for employees' cars. Improvement authorized.
18542		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m. Bids received for construction projects.
18543		Union County. Alicel-Cove Market Road. County Court requests improvement. Survey made. Action deferred.
18544		Contract projects. Reasons for overruns discussed.
		Wallowa County. Wallowa Lake Hwy. Island City to LaGrande. Improvement requested. Action deferred.
		Permits. New permits to log haulers to be issued on temporary basis until violation citations are cleared.

Page	Date 1951	Subject
18544	Aug. 20	Lincoln County. Oregon Coast Hwy. Yachats. Revised alignment as requested by Mr. Sherwood denied.
18545		Benton County. Albany-Corvallis Hwy. No parking regulations approved one mile north of Corvallis. See EXHIBIT "G".
		Clackamas County. Pacific Hwy. East. Canby. Agreement pertaining to traffic signals approved.
18546		Interstate Bridge at Portland. Washington State delegation appears. Location for new bridge discussed. Press release approved.
18549		Linn County. Santiam Hwy. Sweet Home. Request of City that State finance City share of work denied.
		Lincoln County. Oregon Coast Hwy. Waldport. Edgewater Lodge asks permit to do grading work. Action deferred.
		Contract awards. Commissioner Reynolds makes public announcement.
18550		Unfinished business items considered:
		Collection of bid bond from State Construction Co.
		Acquisition of land at Wallowa Lake State Park
		Proposed park site. Ladd Canyon
		Improvement of Alicel-Lower Cove Road in Union County
		Request of Stambuck to acquire part of old r/w at Turkey Hill
18551		Elimination of hazard on US99W near Whiteson
		Fire-proofing service station north of Salem
		Designation of Oregon Route 23 as part of Federal Route 97
		Umatilla County request to extend and oil Mission Road
		Improvement to Pacific Hwy. East at Portland Stockyards
		Wording on signs at end of contract projects
		Tooth Rock Tunnel property acquisition, Columbia River Hwy.
		Addition to Harris Beach State Park
18552		Improvement to hwy. between Pendleton and Pilot Rock
		Lincoln County. Depoe Bay Postmistress request for "No Parking" zone. See EXHIBIT "H"
		Clean-up of payments on completed contracts
		Alignment change on Oregon Coast Hwy. at Yachats
		Lake County Court request that Camas Creek Road be substituted for Adel-Plush Section of the Warner Secdy. Hwy.
		Mt. Hood Hwy. improvement between Parkdale and Hood River
		Department of Veterans' Affairs request space in State Hwy. Bldg. in Salem
		Request for new hwy. on north side of Willamette River between Eugene and Springfield.
18553		Substitution of Mohawk County Road for Fox Hollow Secdy. Hwy.

Page	Date 1951	Subject
18553	Aug. 20	Traffic signals in city of Weston
		Baker and Umatilla counties request hwy. improvements
		Umpqua Hwy. improvement near Reedsport
		Town of DeLake request for concrete curbs
		City of Tillamook requests new entrance for Wilson River Hwy.
		Hwy. improvements in Salem
		Lloyd Corporation property on Banfield Expressway
		Wallowa Lake Hwy. improvement between Island City and LaGrande
		Permits to truckers who have violations against them
18554		Connection to US30 in Portland at N. W. 18th and N. W. 19th avenues
		Secdy. Hwy. Funds in Division 4
		City of Coos Bay traffic lights
		Per diem allowance increase for employees
18555	Aug. 21	Bids received on contract projects.
18557		Lane County. McKenzie Hwy. Springfield. Use of North "A" or South "A" Street. Action deferred.
		Wallowa County. Flora. Bechtel Brothers to construct maintenance bldg. 5 miles south of Flora.
		Lane County. McKenzie Hwy. Delegation requests all-weather route. Reconnaissance survey authorized.
		Crook County. Paulina Secdy. Hwy. Delegation requests oiling Combs Flat Section. Allege poor maintenance. Action deferred.
18559		Clatsop County. Oregon Coast Hwy. Seaside. Delegation requests improvements. Seaside to Astoria. Survey authorized.
		Pacific Hwy. Proposed by-pass of towns. Hearing dates set.
18560		Surveys. Engineer presents status report.
		Bonds. Redemption prior to maturity. Shuler to advertise sale.
		Coos County. Oregon Coast Hwy. Coos Bay-Coquille. Dangerous condition at Green Acres County Road to be investigated.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		U.S. Hwy. Route 26. Delegation urges designation in Oregon. AASHO to be requested to designate.
18561		Ochoco Hwy. Marks Creek-Jones Ranch Section. Request that old route be made state secdy. Action deferred.
		Prevailing wage provision. A.F. of L. requests that such a provision be included in hwy. contracts. Action deferred.
18562		Marion County. Salem. Delegation protests rejection of traffic signal bids. Estimate to be checked.
18563		Contract awards. Commissioner Reynolds makes public announcement.

Page	Date 1951	Subject
18565	Aug. 21	Lane County. Elmira-Richardson Hwy. Delegation requests surfacing and raising of low area. Action deferred.
		Marion-Linn Counties. Request of delegation that Scio-Stayton Road be designated as state secdy. hwy. not approved.
18566		The Dalles-California Hwy. Oregon Route 23. Designation as US197 approved.
		Forest Hwy. Projects. North Santiam Hwy. and Tiller-Trail Hwy. Revised program approved.
18569		Agreements and other papers signed.
18570		EXHIBIT "A". Options for real property
18594		EXHIBIT "B". State Tax Street Funds
18596		EXHIBIT "C". State Tax Street Funds
18597		EXHIBIT "D". Contracts accepted
18599		EXHIBIT "E-1". North Santiam speed zone
18601		EXHIBIT "E-2". North Santiam no parking area
18603		EXHIBIT "F". O'Neil Secdy. abandonment
18605		EXHIBIT "G". Albany-Corvallis Hwy. no parking
18607		EXHIBIT "H". Depoe Bay loading zone
18608	Sept.12	Bonds. Bids for sale of hwy. bonds received.
18611		Bids received on construction projects.
18612		Parks Supt. reports on following matters:
		Camas Mountain Park. Permit granted to Zimpel to use road.
18613		Salmon River Hwy. VanDuzer Forest Corridor. Coastal Lumber Company to pay double indemnity for trees cut.
		Peter Skene Ogden Park. Request of Sickler for concession privileges denied.
		Umpqua Lighthouse and Camp Lookout Parks. Certificates and plaques to Menasha Wooden Ware Company and Cascadia Development and Protection Company.
		Salmon River Hwy. Sale of dead timber to Branton and Lash approved.
		Real property. Options approved. See EXHIBIT "A".
18614		Condemnation. Offers approved. See EXHIBIT "J-1" thru "J-7".
18615		Sale of miscellaneous properties confirmed.
18616		Clackamas County. Government Camp. Community interested in securing old maintenance site. Sale to be deferred.
18617		Hood River County. Columbia River Hwy. Lofts property. Purchase of part from RFC approved.
		Portland. Banfield Expressway. Expenditure for well drilling on Hannan property approved.
		Linn County. Santiam Hwy. Sweet Home. Damage settlement with Max Landon approved.
		Marion County. Pacific Hwy. East. Salem-Hayesville School. Change of access to Fredrickson property approved.

Page	Date 1951	Subject
18618	Sept.12	Coos County. Oregon Coast Hwy. Chrome Plant-Coquille. Change in access to Rhonda-Johnson property approved.
		Wallowa County. Wallowa Lake State Park. Mrs. Wiggins' demands for property and concessions deemed exhorbitant.
		Real property. Informal authorizations to purchase confirmed. See EXHIBIT "C".
		Portland. 134th Street. Westfall lease property. Change of zone class to be resisted.
		Jackson County. Sams Valley Secdy. Hwy. Damage to Dodge Bridge. Court action to be taken.
18619		Permits. Power companies challenge State's right to charge for issuance. No change in procedure.
		Sale of used equipment. Diversion of proceeds to General Fund. Attorney General ruling to be resisted.
		Marion County. Salem. State Hwy. Bldg. Installation of partitions on 5th floor authorized.
18620		Sale of scrap steel from Dodge Bridge. High bid accepted.
		Linn County. Santiam Hwy. Timber near Cascadia. Bid of Drury and Kenady accepted.
		Astoria Ferry. Progress report presented and accepted.
		Coos County. City of Empire request for traffic signal and change in stop sign denied.
		State Tax Street Funds. Plans approved. See EXHIBIT "D".
18621		State Tax Street Funds. Plans approved. See EXHIBIT "E".
		Polk County. Salem-Dallas Hwy. West Salem. Authorization to place additional dredged materials approved.
		Coos County. Coos Bay-Empire Hwy. Request for construction of footpath denied.
		Columbia County. City of Vernonia. Request to install flashing beacon approved conditionally.
18621		Linn County. Albany. Waverly Lake. Timber Carnival's request for continued use approved conditionally.
18622		Construction of parking area and road approved.
		Umatilla County. Town of Athena. Construction of footbridge on Wild Horse Creek Bridge approved.
		Contracts. Engineer reports satisfaction of conditions governing award.
18623		Extensions of time granted.
18625		Contracts completed and accepted. See EXHIBIT "F".
		Wallowa County. Maintenance Bldg. at Flora. Construction five miles south of Flora approved.
		Bonds. Bid of The National City Bank of New York for hwy. bonds accepted.
		Printing of bonds to be done by Irwin-Hodson Company.
18626		Contracts. Commissioner Reynolds announces awards.
		Furniture and supplies. Purchase authorized.
		Marion County. Pacific Hwy. East. Salem By-pass Section. BPR requested to designate as Federal Aid Route 45.

Page	Date 1951	Subject
18627	Sept.12	Klamath County. Fort Klamath. Payment to local group for fire equipment approved.
		Multnomah County. Portland. 82nd Avenue. Co-ordination of speed zones approved. See EXHIBIT "I".
		Benton-Lincoln counties. Eddyville-Blodgett Hwy. Request for speed zone denied.
		Columbia County. Columbia River Hwy. City of Rainier. No Parking regulation approved. See EXHIBIT "G".
18628		Portland. Banfield Expressway. Encroachment agreement with Railroad approved.
		Permits approved. Issuance of overwidth permits for logs loaded crosswise.
		Personnel. Annual salary step increase approved.
		Deschutes County. City of Bend requests plans for curbs.
18629		Bond projects. Approved jobs to be financed with bond money. Bids to be called.
		Federal Aid Program. Changes for fiscal year 1953 approved.
18630		Secdy. Federal Aid Program. Changes approved in Divisions 1, 4 and 5.
		Klamath County. Klamath Lake Secdy. Hwy. Wocus Marsh job. Reasons for high bids discussed.
		R. C. Blensly authorized to go to Sacramento and Carson City.
		Portland. Banfield Expressway. Settlement of Bardell Purcell case approved.
		Marion County. Pacific Hwy. East. North Salem. No exception to be granted Halvorson re access.
18631		Jackson County. Crater Lake Hwy. Camp White. Agreement with Lumber Company re log scale site approved.
		Jackson County. Camp White area. Exchange of properties with White City Lumber Company approved.
		Bureau of Public Roads project agreements approved.
		Hood River County. Columbia River Hwy. Wygant Park - Hood River. Agreement with Railroad re encroachment approved.
		Lane County. Pacific Hwy. Goshen-Judkins Point. Abandonment agreement with County approved.
		Water resources. Agreement with U.S. Geological Survey approved.
18632		Union County. Old Oregon Trail. Ladd Canyon. Release agreement with Sunny Slope Irrigation Ditch Company approved.
		Union County. LaGrande Highway Shops. Purchase of Lot 22 for parking area approved.
		Malheur County. Ontario. Strasbaugh case. R. D. Lytle to be hired as attorney.
		Marion County. Salem. Obligations of City under agreement discussed. Widening work and traffic plan approved. See EXHIBIT "H".

Page	Date 1951	Subject
18633	Sept.12	Marion County. Salem. Off-street parking in North Salem. City to fulfill obligations.
		Marion County. Salem. Pacific Hwy. East. City requests use of property for parking area. Action deferred.
18634		Clatsop County. Oregon Coast Hwy. Seaside-Astoria. Sale of danger trees approved.
		Morrow County. Town of Boardman. Construction of underpass approved.
		Log hauling. Permission granted to haul logs on Sundays. See EXHIBIT "B".
		Agreements and other papers signed.
18636		EXHIBIT "A". Options to purchase real property
18658		EXHIBIT "B". Log hauling on Sunday
18660		EXHIBIT "C". Confirming acquisition of r/w
18662		EXHIBIT "D". State Tax Street Funds
18664		EXHIBIT "E". State Tax Street Funds
18665		EXHIBIT "F". Contracts accpeted
18667		EXHIBIT "G". Columbia River Hwy. No parking
18669		EXHIBIT "H". Designation of hwy. streets in Salem
18673		EXHIBIT "I". Speed zoning on 82nd Avenue
18675		EXHIBIT "J-1". Condemnation. Viento-Hood River
18678		EXHIBIT "J-2". Condemnation. Viento-Hood River
18681		EXHIBIT "J-3". Condemnation. McKenzie Hwy.
18683		EXHIBIT "J-4". Condemnation. Banfield Expressway
18686		EXHIBIT "J-5". Condemnation. West Portland-Hubbard Hwy.
18691		EXHIBIT "J-6". Condemnation. Banfield Expressway
18694		EXHIBIT "J-7". Condemnation. Viento-Hood River

Portland, Oregon
July 16, 1951

The State Highway Commission convened in regular session at 9:00 a.m., in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Fred Miller, Assistant Counsel
Forrest Cooper, Right of Way Engineer
C. H Armstrong, Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

The Parks Superintendent reported on the following park matters:

1. Purchase of a house from the California-Oregon Power Company on the Crater Lake Highway, Jackson County: The Parks Superintendent advised that this building is located on property that the Company leased from Federal Government prior to the State's acquiring it for park purposes; that the building is in very good state of repair, having an appraised value of $8,400, whereas the company is asking $7,500 for it. He recommended purchase of the building at such figure for use as a caretaker's residence at Casey State Park, and advised that, if the State does not buy it, it will be necessary to spend a considerable sum for repairs to the house that the caretaker is now using. The Commission unanimously approved the purchase of the house at the price quoted.

2. Proposed acquisition of Wiggins property at Wallowa Lake State Park, consisting of about 33 acres of land:
The Parks Superintendent advised that in recent discussion with Mrs. Wiggins, she demands, if the State purchases her property, a permanent concession for horses and boats. He recommended against the granting of any such concession. As the result of discussion, the Commission ordered an appraisal of the property by the Right of Way Department, and that an offer be made to Mrs. Wiggins to pay her the amount of the appraised value. The Commission will decide later whether or not to condemn the property if Mrs. Wiggins refuses to accept the amount offered.

3. Proposed purchase of the W. A. and Mildred Alcorn property on the south side of the Columbia River Highway at Tooth Rock Tunnel: The Parks Superintendent advised that the property consists of 20.76 acres owned jointly by Mr. and Mrs. Alcorn, who are separated; Mr. Alcorn, he said, is willing to sell his interest for $3,000, and he gave as his feeling that Mrs. Alcorn will accept a like sum for her share. He pointed out that the State owns the adjoining property, and he advised that in his opinion, the Alcorn property, which is a timbered tract, also should be preserved. He recommended purchase of the property if it can be obtained at the prices mentioned. The Commission deferred its decision in the matter, pending a cruise of the timber and appraisal of the land. The Parks Superintendent was instructed to report the results of the cruise and the appraisal. The Commission will then take final action.

4. Extension of lease given to Jack Flaucher for operation of a concession at the Vista House on the Columbia River Highway at Crown Point: The Parks Superintendent advised that the present agreement with Mr. Flaucher expires on April 1, 1952, but Mr. Flaucher is anxious to know whether or not it is to be extended so he can make his arrangements accordingly. Several other people, he said, are interested in the lease, but he recommended that Mr. Flaucher's lease be extended for a period of one year, because he has operated this concession in a very fine manner and has returned annually to the State at least $5,000. The Commission unanimously approved the extension of Mr. Flaucher's lease for a one year period as recommended.

5. Tentative lease agreement with the Federal Government covering the Fern Ridge Dam Recreational Area, Lane County: The Parks Superintendent advised that the Federal authorities have submitted a tentative form of agreement which appears to satisfy the Highway Commission's requirements. He recommended acceptance of the agreement as prepared. Assistant Counsel Mr. Enfield stated that he has examined the agreement as to form and that, in his estimation the Commission and the State are fully protected. The Commission approved the recommendation unanimously.

6. Pipe line crossing of Union Pacific Railroad right of way at Benson State Park: The Parks Superintendent presented a form of agreement covering this matter and recommended approval of the same. The Commission approved the recommendation. (The agreement was signed later in the session.)

7. Request of C. L. Snider, Wilderville, Oregon, for extension of his agreement with the State covering a road crossing of Mackin Gulch State Park, Josephine County: The Parks Superintendent recommended approval of the request. The Commission approved the recommendation.

8. Request of Lee R. Foster, County Extension Agent, Hood River, Oregon, that Zeba Dimmick State Park be renamed Hood River State Park: The Parks Superintendent advised that this park is located about fifteen miles south of the town of Hood River, and that it was given its present name in honor of a pioneer family by the name of Dimmick, who came to Oregon in 1853, and did much toward the development of the Hood River area. He also said he has received numerous communications protesting any change in the present name. He recommended that Mr. Foster's request be denied. The Commission approved the recommendation.

9. Salutation suggested by Mr. Alfred D. Collier, Klamath Falls, for Collier State Park: The Parks Superintendent advised that Mr. Collier wishes to install the salutation at the entrance to the museum portion of the park. He recommended approval of the suggestion. The Commission approved the recommendation.

10. Request of Federal Security Agency that the State Parks Department act as a screening agency for requests for recreational permits: The Parks Superintendent advised that he is unfamiliar with the details but he is willing to undertake the assignment on a trial basis, if the Commission approves. The Commission authorized the Parks Superintendent to act for the agency on such basis.

11. Construction of latrines at Helmick and Silver Falls State Parks: The Parks Superintendent requested authority to advertise for bids for construction of the latrines, provision for which, he said, is contained in the 1951 budget. The Commission approved the request unanimously.

12. Request of Cascadia Development and Production Company for retention of mineral rights on property it is deeding to the State as an addition to Cape Lookout State Park, Netarts Bay, Tillamook County: The Parks Superintendent pointed out that the company is deeding the property to the State gratis, the State's expense being limited to the cost of an abstract of title and payment of recording fees. He recommended that the company's request be granted. The Commission approved the recommendation unanimously.

13. Question of compensating boys from the State Training School, Woodburn, for services rendered in State parks: The Parks Superintendent advised that some of the boys are employed at Cape Lookout State Park, and that they are doing a good job; further, that the school authorities feel that the boys should be paid a small amount for their labor, and have suggested $1.00 per day. He recommended approval of the payment of such sum. The Commission approved the recommendation unanimously, however, instructed the Parks Superintendent to investigate the Highway Department's liability in the event accidents occur.

14. Proposed addition to Harris Beach State Park, Curry County: The Parks Superintendent advised that Mr. Gus Schneideau, Gold Beach, owns 35 acres of land immediately adjoining the present park, a portion of which property is needed to enlarge the park and a portion for right of way for future highway construction. He also said that Mr. Gordon Kershaw, Medford, holds an option in the amount of $20,000, on the property, for which he paid $500, but he is willing to turn over this option to the State if the State will reimburse him for his expenditure. He requested instructions. The Commission ordered an appraisal of the property, the results of which are to be reported to the Commission at its next meeting.

The Engineer brought up for discussion a request from Mr. Leo J. Ellis, Portland, for permission to remove logs from the ocean beach southerly from Fort Stevens jetty to a point one and a half miles south of Peter Airdale County Road in Clatsop County. The Commission ordered that Mr. Ellis be informed that the State has no objections to the removal of the logs from the beach area and the transportation of the same across the beach and on the highways leading to the beach, if he first obtains approval of the owner of the logs; also, that the movements of the logs across the beach area and on the highway shall be on motorized equipment subject to the restrictions contained in the statutes and in the Highway Commission's permit forms. The Chief Counsel was instructed to communicate this information to Mr. Ellis.

The Right of Way Engineer presented for the Commission's consideration options obtained by the Right of Way Department in connection with real property purchases. After careful consideration, the Commission approved the closing of the options at the prices mentioned therein. The attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

In connection with the discussion of right of way matters, the Commission again urged expediency so as to avoid delays in contracting construction. The Engineer was instructed to expedite preparation of right of way descriptions and to turn them over to the Right of Way Department as rapidly as possible.

The Chief Counsel reported a recent Supreme Court decision concerning condemnation cases, whereby, hereafter, the owner of property which is being condemned must be paid 6% interest on the amount allowed him by the Court for his property starting from the date of the filing of the complaint.

Assistant Counsel, Mr Enfield, requested authority to condemn certain parcels of real property which cannot be acquired at reasonable expense by negotiation. He submitted a list of such properties together with the offer that he recommended in condemnation for each parcel, as follows:

			Recommended Offer
Big Creek Section of the Columbia River Highway			
R 17395	Floyd H. Barrett & William W. Campbell, Jr., et al Right of Way (Clatsop) 0.399 acre		$ 80.00
The Dalles-Seufert Sect. of the Columbia River Hwy.			
R 17107	Seufert Brothers Company (a corporation) Right of Way and Interstate Bridge Approach (Wasco) 17.0 acres		$20,500.00
Viento-Hood River Sect of the Columbia River Hwy.			
R 17665	Alice E. Glass Right of Way (Hood River) 0.24 acre		$ 300.00
R 16985	Sonny Land Company Right of Way (Hood River) 5.66 acres at $75.00 per acre 2.0 acres at $25.00 per acre	$ 424.50 50.00 474.50	$ 500.00
R 17006	Harold L. Frick, et al Right of Way (Hood River) 1.99 acres of land consisting of orchard and landscaped area, a barn, chicken house and fenced yard, driveway and damages		$ 11,500.00
Hood River-Mosier Section of the Columbia River Hwy.			
R 17634	James C. Fulton, et al. Right of Way, Rock Quarry & Haul Road (Wasco) 15.09 acres of land at $10.00 per acre Damage (10% of total value of property $15,000.00)	$ 150.00 1,250.00 $1,400.00	1,500.00

			Recommended Offer
Salem-Hayesville School Sect. of the Pacific Hwy. East			
R 13893	Albert J. Sauers, et al Right of Way (Marion) 462 square feet of land		$ 1,600.00
R 13914	Elmer F. Gaska, et al. Right of Way (Marion) 3900 square feet at 20 cents remove and replace fence value of fir tree taken	$ 780.00 25.00 50.00 $ 855 00	$ 900.00
Judkins Point-Goshen Sect. of the Pacific Hwy.			
R 17055	Ross E. Glass, et al. Gravel Pit (Lane) Entire taking Remaining portion	$20,500.00 14,500.00	
	To be acquired	$ 6,000.00	$ 6,000.00
Nimrod-Blue River Sect. of the McKenzie Hwy.			
R 17313	Frederick Behm , et al. Quarry and Stockpile Site (Lane) Parcel No. 1 1.35 acres at $500.00 Parcel No. 2 6.63 acres at $ 75.00 2.0 acres at $500.00	$ 675.00 497.25 1,000.00 $ 2,172.25	$ 2,175.00
Nyssa-Adrian Sect. of the Nyssa-Adrian Hwy.			
R 17764	Lem E. Wilson, Jr. under contract to E. M. Titus Right of Way (Malheur) 1.55 acres of land		$ 1,500.00
R 17757	Ida C. Ward Right of Way (Malheur) 1.6 acres		$ 1,500.00
R 15695	Rinehart under contract to A. E. Child Gravel Pit (Malheur) 10.15 acres 186 rods of fence to be moved		$ 2,000.00

			Recommended Offer
Nyssa-Adrian Sect. of the Nyssa-Adrian Hwy. (cont.)			
R 17763	R. S. Overstreet under contract to C. P. Resendorfer Gravel Pit (Malheur) Approximately 20 acres		$ 4,000.00
Salisbury-Baker Sect. of the Baker-Unity Hwy.			
R 17585	Charles Greer Right of Way (Baker) Land 0.21 acre at $500 Fence, 13.5 rods at $4.00	$ 105.00 54.00 $ 159.00	$ 200.00
R 17583	H. T. Quin Right of Way (Baker) 1.29 acres at $500 Fence, 45 rods at $4.00 Damage, loss of pasture	$ 645.00 180.00 32.25 $ 857.25	$ 900.00
R 17581	D. E. Clark, under contract to Fay Taylor 1.25 acres at $500 Fence, 41 rods at $3.00 Right of Way (Baker)	$ 625.00 123.00 $ 748.00	$ 800.00
R 17586	Roy E. Young Right of Way (Baker) .023 acre Fence, 6 rods at $3.00	$ 25.00 18.00 $ 43.00	$ 50.00
R 17580	Violet Flossie Cole Right of Way (Baker) Land 2.25 acres at $300 Damage, loss of pasture at $50 Fence, 27 rods at $5.00	$ 675.00 112.00 135.00 $ 922.00	$ 1,000.00
R 17570	O. B. Hindman, under contract to Paul Dalgliesh Right of Way (Baker) Land 7.15 acres at $3.00 Fence, 391 rods at $3.00 Compromise allowance for loss of interest	$2,145.00 1,173.00 200.00 $3,518.00	$ 3,600.00

Unit No. 2 Section of T. H. Banfield Expressway

R 15871 J. A. Lyons

New resolution to be adopted for the purpose of correcting the property description. Amount of the offer to remain that of the same authorized by the Commission on April 12, 1951.

After careful consideration of each item, the Commission unanimously approved the request and the recommended offers by adoption of the attached resolutions relative thereto marked EXHIBITS "J-1", "J-2", "J-3", "J-4", "J-5", "J-6", "J-7", "J-8", "J-9", "J-10" and "J-11", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported sales of miscellaneous properties as follows subsequent to the last meeting of the Commission:

File No.	Location	Sales Price	Purchaser	Items & Remarks
16960-	Tumalo-Bend Sect. McKenzie-Bend Hwy.	$ 30.00	Eldon A. McMullen Camp Living Water, Bend, Oregon	This shack acquired in land trade- considered of no value in trade
14856 -	6826 NE Halsey Street- Banfield Expressway Unit #4- Building "E"	$500.00	Insurance by Fire	Building destroyed by fire May 24, 1951, - total insurance collected
14710-	1030 NE 29th Avenue Unit #2- Banfield Expressway	$ 20.00	Adolph Abendroth, Gales Creek, Oregon	This is mostly a concrete building- the salvage is rafters, doors and windows -
14856-	6826 NE Halsey Street Unit #4- Banfield Expressway- quonset hut	$200.00	N. A. Heckman 3723 N Russett Portland	This hut was partly damaged by fire. Checked department- they had no use for building
14856-	6907 NE Halsey Street, Unit #4 Banfield Expressway-galvanized iron covered building with attached office	$850.00	Newport Construction company- 7031 NE Halsey Street Portland	Newports are in a better position to salvage this bldg. than anyone-also, office back of office bldg. at 6855 NE Halsey Street

File No.	Location	Sales Price	Purchaser	Items & Remarks
14856-	6909 NE Halsey Street, Unit #4 Banfield Expressway- galvanized iron-covered building	$750.00	Newport Construction Company- 7031 NE Halsey St., Portland, Oregon	Newports are in a better position to salvage this building than anyone

The Commission unanimously approved the sales as reported.

The Right of Way Engineer also reported the results of receiving bids in Salem on July 5, 1951 for the purchase of real property located in Pendleton. He said that only two bids were received, one being that of W. H. Morrison, Pendleton, at $22,008 in behalf of two clients, namely Ray L. Comrie and Garland L. Ganger, the other being an adjusted bid of Senator Rex Ellis, Pendleton, at $5,000, detailed as follows:

Rex Ellis, Pendleton		$ 5,000.00

* Detail of above bid:

Bid	$26,000.00	
Cash Payment	5,000.00	
Balance		$21,000.00

Reimbursement of above $21,000.00 to be made by savings to State, computed as follows:

Value of land	$26,500.00	
Improvements (building, etc.)	23,800.00	
	$49,300.00	
Estimated fair yearly return on $49,300.00	$ 3,900.00	
Proposed yearly rental to Secretary of State	1,800.00	
Savings to State per year	$ 2,100.00	
Savings to State for ten years		$21,000.00

The matter was discussed very carefully by the Commission and, as a result thereof, Commissioner McIver moved acceptance of Mr. Morrison's bid in the sum of $22,008, in behalf of his clients. The motion was duly seconded by Commissioner Reynolds and was declared by Chairman Chandler to have received the unanimous vote of the Commission.

The Commission discussed a request from S. T. Humphrey, Glendale, Oregon, for permission to assign to E. S. Skillings, Jr. his lease of 14.25 acres of State Highway property on the Pacific Highway at Johns-Glensdale Junction. The Right of Way Engineer recommended approval of the request. The Commission approved the recommendation. (A "Consent of Assignment" form was signed by the Commission later in the session).

Consideration was given by the Commission to the leasing of a parcel of ground at Bunker Hill, Coos Bay, for a period of ten years, to a Mr. Walter J. Brandon. The Right of Way Engineer advised that the property consists of two city lots, and that Mr. Brandon is willing to pay $125 per year for use of the property; moreover, he will also pay all taxes assessed against the property in excess of $50 a year. He also said that the lease will contain a six months' cancellation clause, so if the State needs the property before the ten years has expired, it may take it over with proper notice. The Right of Way Engineer explained that Mr. Brandon owns the property abutting the State's tract and that he intends to use the area either for parking or landscaping and he will give the State permission to enter upon the property at any time as may be necessary in connection with maintenance of a sewage structure which crosses the property. He recommended approval of the lease under those conditions. The Commission approved the recommendation unanimously. (The lease was signed later in the session.)

The Right of Way Engineer asked the Commission to confirm the telephonic authority given him on June 22, 1951 to grant to the U.S. Corps of Engineers a perpetual easement across State Highway property between Cottage Grove and Walker in connection with a flood control project in Row River. He stated that the property was acquired for a gravel pit and that the granting of the easement will not in any way impair it for future State use. Moreover, approval of the easement is recommended by the Chief Counsel and Assistant State Highway Engineer, Mr. W. C. Williams. The Commission approved the granting of the easement.

The Commission discussed and by unanimous vote approved the granting of a permit to Mr. and Mrs. J. A. Bucher to use certain State owned property situated adjacent to the Columbia River Highway at Dodson overpass for grazing purposes as a compromise settlement of their damage claim against the State. (The permit was signed later in the session).

The Commission also approved a proposed agreement with the O W.R.& N. Railroad Company and the Union Pacific Railroad Company relinquishing two encroachments on railroad property near Troutdale, it appearing from information given by the Engineer that these encroachments are no longer required. (An agreement was signed later in the session).

The Commission discussed a request from the Consumers Co-operative Association of Swisshome for permission to remove 4,000 cubic yards of rock from a State owned quarry on the Siuslaw Highway, Lane County. The Engineer explained that the quarry is located on Government-owned land and that the Federal authorities are willing for the Association to take rock from it, subject to approval by the Highway Commission which has prior rights. He further stated that there are no objections to the taking of the rock from the standpoint of the Highway Department, and he recommended approval of the request. The Commission approved the recommendation. (An agreement covering the matter was signed on the following day.)

The Commission discussed a proposed agreement with the California-Oregon Power Company and Elizabeth Gallogly Geary relating to the reconstruction and maintenance of a dike on the Geary property adjacent to the Rocky Creek-Wocus Marsh Section of the Klamath Lake Secondary Highway, Klamath County. The Chief Counsel explained details in connection with this matter and recommended approval of the agreement. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously. (The agreement was signed on the following day.)

The Right of Way Engineer brought up for discussion a request from Ronald K. and Martha C. Miller for a change in the point of access to their property on the Columbia River Highway between Cascade Locks and Viento. He said that the change has been investigated and it has been determined that the new access will not be detrimental to the State's interests. He recommended approval of the request. The Commission approved the recommendation. (A form of "Indenture of Access" was signed by the Commission on the following day.)

The Commission discussed a proposed settlement with William M. Gray and Retha Gray for a hauling road in connection with the improvement of the Midland-Mac's Store Section of the Lower Klamath Lake Secondary Highway. It appears that in 1947 a quarry and hauling road were acquired for use in connection with the improvement with this highway section and an investigation indicated there was plenty of material available; however, when the contractor opened up the quarry, it was found that the material was not suitable for the purpose intended, and the quarry was abandoned. It also appears that in acquiring the quarry, the State became obligated with respect to the hauling road, and that it would cost about $1,000 to fulfill that obligation. However, the grantors will be satisfied were the hauling road reconveyed to William M. Gray and Retha Gray, and were the quarry redeeded to Veda Gray and Frank and Lawrence F. Gray, from whom they were acquired. The Right of Way Engineer recommended approval of such settlement. The Commission approved the recommendation. (Two bargain and sale deeds covering the matter were signed by the Commission on the following day.)

The Commission considered and approved a two-year renewal of its lease of a gravel pit near Gold Hill, Jackson County, from the owners, Gold Ray Realty Company, Medford. The tract contains 0.98 acres of land and the consideration involved is $3 per year.

The Chief Counsel reported the following settlements of lawsuits since the last meeting of the Commission:

1. The case of the State vs Harrison W. Jensen et al, involving acquisition of right of way for the T. H. Banfield Expressway in Portland. The Chief Counsel advised that the Jensens originally demanded $1,000 for the property for which the State had offered $650, but as a result of negotiations a compromise settlement has been reached at $800. The Commission approved such compromise settlement.

2. State vs John Gilbert et ux concerning acquisition of right of way for the Santiam Highway in the city of Sweet Home in Linn County. The Chief Counsel recalled that the Commission authorized an offer of $1,500 in this case which amount the owners refused. Subsequently, he said, Senator Gill, Attorney for the owners, had three appraisals made of the property, and the Gilberts finally agreed to a compromise settlement of $2,000 which is one-half of the difference between the State's offer and the two lowest appraisals secured by Senator Gill. The Counsel recommended settlement on such basis. The Commission approved the recommendation.

3. State vs Harry Swager et al concerning right of way needed for the Santiam Highway in the City of Sweet Home. The Chief Counsel advised that three appraisals of this property showed a valuation of $2,375. $2,500, and $2,700, respectively, compared with the State's offer of $1,800 which the owners refused. Through the efforts of Senator Gill, he said, the owners have finally agreed to accept the sum of $2,150 for their property which is one-half of the difference between the State's offer and the amount of the lowest appraisal. He recommended approval of the settlement. The Commission approved the recommendation.

4. State vs Ernest W. Buck et al concerning right of way needed for the T. H. Banfield Expressway in Portland. The Chief Counsel advised that Mr. Buck demanded $10,000 for this property but finally agreed to accept $8,475 for it. He recommended approval of the settlement. The Commission approved the recommendation.

5. State vs Markel Service, Inc., involving collection of the sum of $953.55 which represents the cost to repair a bridge on the Pacific Highway at Sutherlin, Douglas County, which was damaged by a truck colliding with it on December 23, 1949. The Chief Counsel advised that the Markel Service has offered to pay the sum of $750 as settlement in full. He recommended acceptance of the offer because there is a question as to who was liable for the damage. The Commission approved the recommendation.

6. State vs B. Folsom et ux concerning acquisition of a slope easement necessary in connection with the improvement of the Oregon Coast Highway in the City of Coquille. The Chief Counsel advised that this case was filed on March 28, 1951 after a formal offer of $750 had been refused; also that subsequently negotiations were continued and as a result an easement has been obtained for the amount of the consideration first offered. The Commission approved the report.

7. State vs Simica Milich concerning right of way needed for the T. H. Banfield Expressway in Portland. The Chief Counsel advised that the Commission's offer in this case was $7000 which Mrs. Milich first refused but finally agreed to accept upon recommendation of her attorney, Mr. Donald H. Joyce, Portland, if the State would allow her an additional $200 to cover expenses incident to moving and re-establishing herself in new accommodations. He recommended approval of the settlement. The Commission authorized payment of $7200 in this case as recommended.

The Chief Counsel brought up for discussion the matter of extending the T. H. Banfield Expressway easterly from its present terminus at the Portland City limits to a connection with the new Columbia River water level Highway near Troutdale. He recalled that the Commission, at its meeting on August 22, 1950 adopted a resolution designating T. H. Banfield Expressway, which was then described as extending only from the east end of the Burnside Bridge in Portland to the easterly city limits of Portland, from which point to Troutdale, the highway would still be called Sullivan's Gulch Highway. He suggested in order to eliminate the confusion that exists in referring to one section of this highway as Sullivan's Gulch Highway and to the other as the T. H. Banfield Expressway, that the entire route between the Burnside Bridge in Portland and the connection near Troutdale be designated as the T. H. Banfield Expressway. The Commission unanimously approved the suggestion by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution, by this reference, is made a part hereof with like effect as though extended in full herein.

The Chief Counsel submitted a status report on the settlement of the State's claim against contractor C. J. Montag arising out of fire that occurred in the Mack Truck Building in Portland which Montag and Sons rented from the State for use during highway construction at this location. He advised that in June of this year, Mr. Montag agreed to pay the State $25,000 cash in settlement of this account but changed his mind later and now refuses to pay more than $22,500 cash, which amount he estimates repairs will cost. As an alternative, Mr. Montag states his willingness to repair the building. The Chief Counsel advised that, if this

matter should go to court, the State would have a very poor chance to collect the amount of its original claim so it is a case of accepting the $22,500 cash or letting Mr. Montag restore the building to its original condition. As a result of discussion, a motion was made by Commissioner McIver that the Commission accept the sum of $22,500 cash as settlement in full of this account. The motion was duly seconded by Commissioner Reynolds and carried by the unanimous vote of the Commission.

The Commission discussed written reports from the Chief Counsel and the Engineer concerning the request of the Portland City Council that the State contribute additional funds to pay the cost of constructing a storm and sanitary sewer on 82nd Street in Portland. A careful review of the facts disclosed therein indicated to the Commission that the State is not liable for payment of a greater sum than already has been authorized as cooperation in this project. Accordingly the Commission voted unanimously to limit its contribution to the $50,000 which it previously authorized for this purpose. (For details see copy of the Engineer's report and Chief Counsel's report in the general files.)

The Chief Counsel requested authority to increase the salary of Mr. J. W. De Souza, attorney assigned to the right of way department, from $450 per month to $500 per month. The Commission unanimously approved the request and so voted.

The Commission considered and, upon recommendation of the Engineer and Chief Counsel, approved an agreement with the Crown Zellerbach Company of Portland for the joint use of State and Company quarries situate in Columbia County in order to obtain road building materials. (The Agreement was signed later.)

The Engineer reported the results of further studies of the proposed relocation of the Pacific Highway through the City of Roseburg, particularly with respect to the objections that have been offered by local representatives of the Roseburg Community Hospital. The matter was discussed at considerable length and, as a result thereof, the Commission decided unanimously to adopt the location heretofore recommended by the Engineer. The attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote upon motion by Commissioner Reynolds and duly seconded by Commissioner McIver. (For details see copy of Engineer's report to the Highway Commission dated July 9, 1951 in general files.)

The Commission discussed a report from the Engineer concerning a complaint filed by Mr. J. F. La Rouche, former operator of the Wilsonville Ferry, about the service being rendered by Mr. T. E. Bruck, present operator. In his letter Mr. La Rouche enumerates his complaint in detail. The Engineer advised that the complaint has been investigated and that all of the statements made by Mr. La Rouche are refuted by the

findings; that Mr. Bruck is furnishing service in conformity with the provisions of his contract and that the ferry boat that he is using has passed inspection by the Coast Guard. The matter was discussed by the Commission, but no action was taken pending personal appearance of Mr. La Rouche on the following day. (For details see copy of Engineer's report dated July 10, 1951 in the general files.) (See ahead for additional paragraph.)

The Commission discussed a resolution from the City Council of The Dalles, Oregon, approving the plans and specifications of the State Highway Department for a one-way street couplet in The Dalles to provide for one-way traffic on US Highway No. 30, including a system of traffic signals. According to the resolution, the City agrees to pay one-half of the cost of the traffic signal installation and to adopt and enforce necessary ordinances to regulate and maintain the flow of traffic in the one-way pattern. The Engineer advised that the overall cost to install the system and the signals is estimated at $165,000 of which amount the City's share is $40,500, representing 50 per cent of the right of way expense and signal costs. He requested instructions whether or not to proceed with the preparation of plans for the project. The Commission indicated a favorable attitude toward the project and, upon receipt of a telegram from Mr. Marshall W. Nelson, Mayor of The Dalles, requesting the improvement in behalf of the City Council, approved the project on the basis of the Engineer's report. Motion to that effect was offered by Commissioner Reynolds, seconded by Commissioner McIver, and carried unanimously. The Commission ordered the arrangement covered by appropriate written agreement with the City. The Engineer was authorized to work up detailed plans of the project.

The Engineer reported the result of the taking of bids in Salem on July 6, 1951 for the purchase of used equipment located at the Highway Shops in Salem, Coquille, Klamath Falls, and La Grande. He presented a tabulation of the high bids received and recommended acceptance of the same. The Commission approved the recommendation unanimously. (For details see copy of the high tabulation in the Secretary's files, File No. 440, Miscellaneous Proposals.)

The Commission discussed a report from the Engineer, including a tabulation listing employees who are subject to the pension and retirement act. The employees are classified in three groups, viz:

(1) Employees who have received their retirement extensions and whose extensions expire during the fourth quarter of 1951;

(2) Employees reaching the original retirement age during the fourth quarter of 1951; and

(3) Employees previously retired who have requested re-employment under the revised retirement law.

In the first category, the Engineer listed Frank T. Young; H. G. Smith; Paul Deuber; Harry G. Benson. In the second group, he listed W. C. Crews; Chester B. Johns; Harvey McClain; John L. Oscar; George P. Boone; William U. Sabin; Fred P. Kuhl; Carl A. Peterson; and P. P. Whitmore. Prince A. Lucas was the only employee listed in the third group. The Engineer recommended that all of the employees listed in groups 1 and 2 be retained on the Highway Department payroll and that Mr. Lucas be reinstated. The Commission approved the recommendation unanimously.

A letter was presented from Senator Stewart Hardie, Condon, requesting the placement of a crushed rock surface on the Cottonwood Grade Section of the Wasco-Heppner State Secondary Highway. The Commission deferred consideration of this matter pending adoption of a construction program later in the session. (The Commission later in the session authorized the expenditure of $32,000 of State funds for this purpose.) (See ahead for additional paragraph.)

A letter was presented from Mr. E. L. Kincade, President, Radio Airways, Inc., Eugene, suggesting construction of a new highway along the north side of the Willamette River between the new Ferry Street Bridge, in Eugene, and Springfield to relieve what he deems a bottleneck condition on US99 at Judkins Point. The Commission deferred action on this matter pending presentation of the Engineer's report on an economic study of the highway situation in the Eugene and Springfield areas which the Commission previously authorized him to make.

In this connection a request was also presented from the County Court of Lane County for substitution of the Mohawk County Road No. 439 for the Fox Hollow State Secondary Highway in the State Secondary Highway system. The Engineer advised that a reconnaissance survey of both roads would have to be made before he could render an intelligent report on the County Court's request. The Commission decided to take no action until the Engineer has rendered his report on the economic studies of this district.

The Commission discussed communications, as follows, from the City of Springfield, concerning the proposed highway improvement in that city: (1) report from the Springfield Chamber of Commerce; (2) resolution passed by the Common Council of the City of Springfield at a meeting held on July 2, 1951; and (3) excerpts from the minutes of a meeting of the Common Council held on May 18, 1951, all having to do with the selection of the South "A" Street Route for this improvement. The Engineer advised that he has studied this material, and it now appears possible, with clarification of matters pertaining to the South "A" Street route, to proceed with construction of the project sometime this year, inasmuch as the Southern Pacific Company has indicated its cooperation with

respect to right of way that is needed from that company. Accordingly he recommended that the Commission enter into a written agreement with the City of Springfield concerning the matter, and that the Public Utilities Commissioner be asked to conduct a hearing with respect to the grade crossing of the Southern Pacific Company's tracks and the use of a switch track across the highway during rush hours. As a result of this discussion the Commission authorized the Chief Counsel to prepare a form of agreement with the City as recommended by the Engineer. This is to be presented to the Commission before it is sent to the City to execute and is not to be given to the City to approve until the hearing on the grade crossing has been had before the Public Utilities Commissioner. The Engineer was authorized to arrange for such a hearing, and he was instructed to render an additional report on the subject when the Public Utilities Commissioner has made his order on the matter.

The Commission discussed and ordered filed a resolution from the Roads and Highways Committee of the Lewiston Chamber of Commerce endorsing a resolution heretofore adopted by the Enterprise Chamber of Commerce, urging the early completion of the Lewiston-Enterprise Highway.

A resolution was presented from the City Council of the City of Gold Hill, Jackson County, objecting to the re-routing of the Pacific Highway that will result in by-passing the City of Gold Hill. The Engineer advised that similar requests have been received from the City of Drain and other towns along the Pacific Highway which, in all probability, will be by-passed when the highway has been relocated. He pointed out that, in order to comply with the Federal law, public hearings must be held in the towns affected, and he suggested that such a hearing be held in each of these places before the Commission adopts the revised location. It was the feeling of the Commission that the hearing should be held subsequent to the adoption of the new location, and it was so ordered.

The Commission had under discussion the approval of the plans of the following cities and towns for expenditure of State Tax Street Funds that have accrued to them during the second six months period of 1950:

Amity	$2,042.75	Fairview	$1,342.38	Mosier	$ 783.31
Antelope	184.31	Gervais	1,394.60	Mount Vernon	1,363.88
Aumsville	857.03	Glendale	2,600.18	Nehalem	826.31
Aurora	746.45	Gold Beach	2,263.91	North Powder	1,231.79
Bonanza	795.60	Gold Hill	1,873.80	Oceanlake	2,107.25
Canyon City	1,554.33	Halsey	1,201.07	Pilot Rock	2,583.38
Columbia City	1,241.01	Hines	2,789.19	Rogue River	1,812.36
Condon	2,967.36	Island City	423.91	Scappoose	2,024.31
Creswell	2,045.82	Lafayette	2,027.39	Siletz	1,747.85
Dayville	878.53	Lostine	546.78	Sodaville	1,256.37
Dufur	1,290.16	Malin	1,827.72	Summerville	224.24
Eagle Point	1,852.29	Maupin	952.26	Waldport	2,094.97
Echo	1,397.67	Metolius	482.27	Wasco	921.54
Estacada	2,890.56	Monument	700.37	Weston	2,085.75
		Moro	1,099.70		

The Engineer advised that each of these cities has fulfilled the legal requirements with respect to the use of the funds in question and that the plans for the proposed improvements have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto and marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also discussed the matter of distributing to the cities and towns of the State their respective shares of highway revenues that accrued to them during the first six months period of 1951. A tabulation showing the amounts due each city and town was presented by the Engineer. As a result of the discussion, the Commission unanimously approved the allocations shown therein by adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion the advisability of raising the limit of population under which cities and towns can participate in the $250,000 special State Tax Street Fund Act. He advised that a number of cities which formerly had a population of less than 5000 have made inquiry as to the possibility of securing the benefits of such funds, notwithstanding the fact that their population by the 1950 census is greater than 5000, the limit heretofore set by the Commission for such participation. He said that there is now a total of 24 cities having a population in excess of 5000 of which seven were added to the list as a result of the 1950 census. He gave as his feeling that the population limit should be raised possibly to 10,000 or at least to 7,500. The Commission voted unanimously to make no change in the present population limit for the time being. Motion to that effect was offered by Commissioner Reynolds and was seconded by Commissioner McIver.

The Commission discussed a request from the Pilot Rock Commercial Association, Pilot Rock, Oregon, for improvement of the Pendleton-John Day Highway between Pendleton and Pilot Rock, a distance of about twelve and one-half miles. The Engineer estimated that it would cost about $528,000 to reconstruct this road properly. The Commission took the matter under advisement.

The Engineer reported that considerable difficulty is being experienced in maintaining the progressive signal system on Franklin and Broadway Boulevards, US 99, in Eugene because the signals are not synchronized and any power failure throws the signals out of progression. He estimated the cost to inter-connect the signals so they will remain in progression at $2,000 and he recommended approval of the expenditure on the condition that the City of Eugene will pay 50 percent of the cost. The Commission approved the recommendation unanimously.

The Commission discussed a request from the City of Weston for installation of traffic signals on the Oregon-Washington and Weston-Elgin Highways in Weston. The Engineer advised that this matter has been investigated by the Traffic Engineering Department whose report indicates that the following provisions will result in a material improvement in the handling of traffic in the City and will result in fewer accidents occuring:

1. that the City trim the trees to a mean height of ten feet above the ground at the southwest corner of Depot and Water Streets,

2. that a "No Parking At Any Time" regulation be instituted along the east side of Water Street between Second Street and Depot Street,

3. that a "No Parking At Any Time" regulation be made effective on the west side of Water Street from Bruce Street to High Street, and on the west side of Water Street from a point fifty feet south of Pomeroy Street to Depot Street,

4. that parallel parking be put into effect on both sides of Main Street between Water Street and Broad Street in lieu of the present angle parking,

5. that a flashing beacon be installed at the intersection of Water Street (ORE 11) and Main Street (ORE 204) which will flash amber to traffic on ORE 11 and red to traffic entering the intersection from ORE 204,

To make the "No Parking" directives effective, he said, will require the adoption of appropriate ordinances by the city.

He estimated the cost of the signal at the intersection of ORE 11 and ORE 204 at $500 which, he said, will be paid with State funds because it is an intersection of State Highways. He recommended approval of the plan as outlined, contingent upon the city's approving and adopting the necessary ordinances. The Commission approved the recommendation unanimously, subject to the conditions mentioned by the Engineer.

The Commission discussed a request from Mr. E. H. Crosby, Chairman of the Board of Governors, Oregon Timber Transport Operators, for improvement of traffic at three locations, viz: (1) US 101 north of Coquille, (2) Junction of Warrenton Secondary Highway with US 101 south of Astoria, and (3) Junction of Sunset Highway with US 101 at Cannon Beach Junction. The Engineer advised that Mr. Crosby's requests have been investigated by the Traffic Engineer and, as a result, the situation on US 101 north of Coquille has been corrected by readjustment of signs routing traffic into and from the Highway Department traffic scales located at that place. He advised that Mr. Crosby suggests construction of a "left turn refuge" for north-bound traffic and the designation of a restricted

speed zone at the junction of the Warrenton Secondary Highway with US 101 south of Astoria. The investigation, he said, reveals that there is no justification for the expense of constructing the "left turn refuge", neither is there justification for the installation of a reduced speed zone at this point. He recommended that the request be denied. As to Mr. Crosby's suggestion for improvement at the junction of Sunset Highway with US 101, the Engineer stated that the information gathered from the Traffic Engineer's investigation reveals that a flashing beacon should be installed at this junction. He estimated the cost of the installation at $500 and recommended approval of the expenditure. The Commission unanimously approved the Engineer's recommendations.

The Commission also discussed a request from Representative Carl H. Francis, Dayton, Oregon, for signalization of the Southern Pacific Company's railroad grade crossing on the Three Mile Lane State Secondary Highway north of Dayton. The Engineer advised that this matter has been investigated by the Traffic Engineer and the information gathered indicates that there is some justification for the signal, although he could not recommend it at this time due to the relatively low priority of the crossing, it being the sixty-fifth on the list of all unsignalized crossings on the State Highway system. In view of this information, the Commission decided not to authorize the installation at this time. The matter is to be reconsidered at some future time.

A resolution was presented from Vale Grange No. 696, Malheur County, requesting either the widening of the present bridge over Bully Creek on US Highway 20 about one and one-fourth miles southwest of Vale, or construction of an entirely new structure of sufficient width to accommodate heavy traffic without hazard. The Engineer advised that it is impractical to widen the present structure and that the cost to replace it with a new one is estimated at about $30,000. He further advised that there are seventeen bridges on the highway system with the same roadway width as the Bully Creek Bridge and sixty-two bridges on the system with horizontal clearance less than that on the Bully Creek Bridge. The sight-distance at the Bully Creek Bridge, he said, is unimpaired for at least a quarter of a mile in either direction and the accident record is very favorable. He recommended that the request be denied but that it be considered again at some future time when conditions change. The Commission approved the recommendation.

The Engineer reported the need to landscape embankment and excavation slopes on the Fir Avenue-Ingersoll Avenue Section of US 101 in the City of Coos Bay in order to prevent raveling of the slopes. He also reported the need to construct about 500 feet of guard fence along the top of the cut slopes as a safety measure. He estimated the cost of the landscaping and the guard fence construction at $7,500 and recommended approval of the expenditure as a minor betterment project, the work to be done by contract. The Commission approved the recommendation unanimously.

The Engineer requested an additional project authorization of approximately $21,000 in connection with the grading and paving of the

Ontario-Nyssa Section of the Old Oregon Trail, State Highway Contract No. 3370. He explained that the over-run of the original authorization was partially due to widening the gravel shoulders with a bituminous binder course in order to secure a satisfactory base on which to construct the widened pavement, and partially because of an over-run in the costs of gravel borrow where there was a greater shrinkage of the material than was estimated. The Commission unanimously approved the additional authorization.

A petition was presented from residents of Cannon Beach and vicinity requesting construction of a foot path along US 101 for a distance of two and one-half miles south from the town of Cannon Beach. The Engineer estimated the cost of the foot path at approximately $13,300, the high cost being partially due to purchase of extra right of way. He pointed out that the highway construction that is now under way at this point will soon eliminate the old highway as the main travelled route, and, when the new highway is opened to traffic, the hazard mentioned by the petitioners will be so materially decreased that the expenditure for the foot path cannot be justified. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported that surveys have now been completed for the relocation of the Oregon Coast Highway between Reedsport and Hauser, the section between Reedsport and the Douglas-Coos County Line having been surveyed by the State Highway Department and the section between the Douglas-Coos County Line and Hauser by the Bureau of Public Roads. The improvement of the entire section, he said, is scheduled for the near future, using State bond money and forest highway funds to finance the work, in view of which it is desired to proceed immediately with the acquisition of necessary right of way. He exhibited maps showing the proposed location and explained details, and he asked the Commission to approve the surveys and to authorize the Right of Way Department to negotiate options for right of way as may be necessary. This matter was given very careful consideration by the Commission, and, as a result thereof, the Commission approved and adopted the survey as recommended. The attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Commission had under consideration the following requests for extensions of time within which to complete certain highway contracts:

1. VaDare Construction Company, Contract No. 3286, for construction of the Spruce Street Bridge on the Coquille-Myrtle Point County Road, in the town of Myrtle Point, Coos County, requested an extension of time of sixty days from May 31, 1951 to July 31, 1951 within which to complete this job. They gave the following reasons for their failure to complete the project within the specified time limit: operations closed during the winter season to avoid danger of possible floods during the removal of the old structure, and need to wait

for suitable weather conditions in the spring to paint the structural steel and guard rail. The Engineer advised that the new structure has been complete for several months and has been in use by traffic; further that he directed the contractor to postpone the removal of the old structure until danger from high water in the river was passed. He recommended that the extension of time be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

2. Parker-Schram Company, Contract No. 3390, for grading and paving the Ochoco Avenue-Milwaukie Service Road along the Pacific Highway East in Clackamas County, requested an additional extension of time of 45 days, from May 15, 1951 to June 29, 1951, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that extremely heavy rains during the month of April prevented the contractor from preparing the subgrade for paving and caused considerable delay in final completion of the work. The traveling public, he said, has not been inconvenienced by the delay, neither has the State incurred any extra expense for engineering supervision. He recommended that the additional extension of time as requested be granted without penalty. The Commission approved the recommendation.

3. Porter W. Yett, Contract No. 3387, for grading and paving the Gresham (N. E. 5th Street to N. E. 10th Drive) city street project in the City of Gresham, requested an extension of time of 289 days, from October 15, 1950 to July 31, 1951, within which to complete this job. He attributed his failure to complete the project within the specified time limit to failure of the City of Gresham to relocate water mains and utilities before winter weather set in. The Engineer advised that the obligation to relocate the water mains and utilities was entirely that of the City of Gresham which failed to perform the work until it was too late for the contractor to work his project as planned. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

4. J. S. Struss, Contract No. 3301, Rock Production on the Canyon Creek Summit-Soda Mountain Section of the John Day Burns Highway, requested an additional extension of time of 92 days from June 1, 1951 to September 1, 1951 within which to complete this project. He attributed his failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that this contractor has been extremely slow in prosecuting his work, in fact the Commission previously granted him an extension of time to June 1, 1951, subject to the penalty of paying engineering costs incurred subsequent to the specified completion date. He recommended that the additional extension of time now requested be granted subject to the same penalty that Mr. Struss will be charged with the

engineering expenses incurred by the State on this job subsequent to the date specified in the contract for completion of the work. The Commission approved the recommendation.

5. H. G. Carl, Contract No. 3332, for construction of the James Avenue Bridge in the town of Silverton, Marion County, requested an additional extension of time of twelve days, from June 1 to June 12, 1951, within which to complete this job. He alleged that the over-run of time limit was due to delay in delivery of paint that was to be used on the structural steel. The Engineer advised that all work on this project, with the exception of painting the structural steel, was completed within the previously extended time limit, but adverse weather forced postponement of the painting work; also, that the contractor experienced difficulty in securing delivery of tested paint. He recommended, in view of the circumstances that the additional extension of time now requested be granted without penalty. The Commission approved the recommendation.

6. Sound Construction and Engineering Company, Contract No. 3250, for construction of the State Highway Office Building in Salem, requested an additional extension of time of eighteen days, from June 1 to June 18, 1951, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to non-delivery of priority items of necessary materials. The Engineer advised that in granting this contractor the first extension of time, the Commission specified that the contractor should reimburse the State for one-half the cost of the steam used in heating the building during construction, and that the contractor be required to reimburse the State for Engineering costs incurred after February 8, 1951, which was the date specified in the contract for completion of the structure. He pointed out that the Highway Department took possession of the building on June 1, 1951 and shortly thereafter occupied it. He recommended, in view thereof, that the extension of time now requested be granted without further penalty but subject, however, to the penalties previously assessed when the first extension of time was granted. The Commission approved the recommendation.

7. Walter Rohde, Contract No. 3333, for construction of a latrine in Catherine Creek State Park in Union County, requested an extension of time of 285 days, from July 31, 1950 to May 12, 1951, within which to complete this job. He gave the following reason for failure to complete the project within the specified time limit: "misinterpretation of the specifications, weather conditions and plumbing could not be tested as water had not been run into the building until the month of May 1951". The Engineer advised that this job was completed except for testing the plumbing, within the specified time limit, but the contractor was not able to make the test because the water supply was not provided by the State until May of this year. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty.

The Commission approved the recommendation.

8. The Gilpin Construction Company, Contract No. 3105, for construction of the Sauvies Island Bridge on Gillihan County Road in Multnomah County, requested an additional extension of time of 184 days, from April 30, 1951 to November 1, 1951, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to high water conditions in Willamette Slough. The Engineer advised that the structure was completed last fall and was opened to traffic during the winter time. He recalled that the first extension of time was granted up to and including April 30, 1951 to permit painting of the structure during suitable weather, and placement of the lower part of the web wall between the piers during extreme low water. Suitable water level was not reached, he said, during the spring season so it was necessary to postpone the placing of the web wall until this fall. He also said that the public has not been inconvenienced by the delay, neither has the State incurred any extra expense for engineering supervision. He recommended, in view of the circumstances, that the additional extension of time now requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The recommendation was approved unanimously by the Commission.

9. R & M Construction Company, Contract No. 3408, for widening the Union Creek Bridge on the Crater Lake Highway at M. P. 57.29, requested an additional extension of time of 30 days, from June 30, 1951 to July 30, 1951. They attributed their failure to complete the project within the previously extended time limit to a 30-day breakdown of the plant from which they were obtaining their cement. The Engineer advised that this contract was awarded late in the fall of 1950 but could not be completed before cold weather set in so he ordered postponement of the work until spring, and the Commission granted the first extension of time without penalty. The closing down of the cement plant at Gold Hill for repairs, he said, caused a further delay of about 30 days. He recommended, in view of the circumstances, that the additional extension of time be granted without penalty. The Commission approved the recommendation.

10. Parker-Schram Company, Contract No. 3318, for grading and paving the approaches to the Sauvies Island Bridge on the Columbia River Highway and Gillihan County Road in Multnomah County, requested an extension of time of fifteen days, from June 30, 1951 to July 15, 1951, within which to complete this job. They attributed their failure to complete the project within the specified time limit to a change in plans for the improvement whereby the tonnage of Class "B" asphaltic concrete was increased in lieu of oil mat surfacing. The engineer advised that the change in plans was at the request of Multnomah County which is paying the additional costs. He recommended that the extension of time as requested be granted without penalty. A letter was presented

from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

11. R. A. Heintz Construction Company, Contract No. 3303, for grading and paving the South Unit of the Denver Avenue-Columbia Slough Section of the Pacific Highway East in Multnomah County, requested an additional extension of time of 92 days, from June 30 to September 30, 1951, within which to complete this job. They gave the following reasons for failure to complete the project within the previously extended time limit: (1) Embankment on the "E" line over the slough kept settling due to saturation and subsidence caused by rise in river levels during the spring months, necessitating delays to await drying out of the fill materials; (2) Seeding work was not permitted by the landscape division of the Highway Department until late summer; and (3) difficulties in employing experienced blade operators for finishing work. The Engineer advised that the reasons given by the contractor for failure to complete the project within the previously extended time limit are correct. He recommended, in view of the circumstances, that the additional extension of time now requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

12. Cosmo Gilo, Contract No. 3421, for grading the Stout Creek-Mill City Section of the North Santiam Highway in Marion County, requested an extension of time of ninety days, from July 15 to October 15, 1951, within which to complete this job. He attributed his failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that the reason given by Mr. Gilo for failure to complete the project within the specified time limit is correct. He recommended that the extension of time as requested be granted without penalty with the understanding that if the project is not completed by October 15, 1951, then the contractor shall be charged with the engineering expense incurred after that date. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously. (See FOOTNOTE).

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts Nos. 3257, 3370, 3372, 3382, 3391, 3442, 3451, 3469, 3492, 3286, 3332, 3333, 3389, 3453, 3473,

3305, 3386, 3387, 3390, and 3422 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration, the Commission, by unanimous vote, accepted said contracts by the adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion claims against the State Highway Department as follows:

1. Claim of the Union Pacific Railroad Company in the amount of $51,965.61 for alleged damages to railroad facilities by reason of a slide at Moffett Creek on the Columbia River Highway between Dodson and Bonneville. In the discussion of this matter, the Commission had the benefit of a report from the Engineer, dated July 6, 1951, in which the Engineer states that there is no foundation for the claim and recommends that the claim be denied. The Engineer also points out that the location is an ancient landslide which has been unstable for years; that the material is only kept in place by friction and that the lubrication of the slip plane plus added weight of the water started the slide movement; moreover, a geological investigation reveals positive evidence of slide movement before any materials were removed to build the highway. In view of the Engineer's report, the Commission, by unanimous vote, decided not to allow the claim. The Chief Counsel was instructed to resist the claim in court if necessary.

2. Claim of Norman Board in the amount of $27.50, representing cost to remove paint from his automobile. The Engineer advised that a Highway Department maintenance crew was painting guard fences in the vicinity of Reith on April 5, 1951, using both spray and brush methods dependent upon whether or not any motor vehicles were parked in the vicinity. Mr. Board's car, he said, was parked about 75 feet from the fence and the crew had no idea that the spray would reach it although it evidently did because inspection showed the car speckled with white paint which evidently was carried to it by the wind. He recommended payment of the claim. The Commission approved the recommendation.

3. Claim of Hugh Adams in the amount of $24.25, representing the cost to remove asphalt that was sprayed on his automobile as a result of paving crew operations on Court Street in Salem. The Commission approved the payment of this claim on recommendation of the Engineer and Chief Counsel.

4. Claim of Roger Putnam in the amount of $17.34, representing the cost to repair his car which was damaged when driven into an unlighted traffic island on North Commercial Street in Salem. The Engineer advised that the median island was constructed on Commercial Street under a contract with Warren Northwest Inc. for the Commercial and Liberty Streets one-way street plan, and, at the time the accident

occured, the island was not lighted. He gave as his feeling that the claim is a just one and recommended payment of the same. The Commission approved the recommendation.

5. Claim of the Knappton Towboat Company in the amount of $652.34, representing actual cost of repairs to its tug, "Betsy L", which was damaged when it collided with the draw span of the Lewis and Clark River Bridge on US 101 between Astoria and Seaside. The Assistant State Highway Engineer, Mr. W. W. Stiffler, explained details in connection with this claim, particularly pointing out that it resulted because of a mechanical failure of one of the parts of the draw span. He recommended payment of the claim. The Commission approved the claim unanimously on motion of Commissioner McIver which was duly seconded by Commissioner Reynolds.

6. Claim of Otis G. Whipple in the amount of $554.14, representing losses incurred by him as the result of an accident on the Mt. Hood Highway. Mr. Whipple alleges that the accident occured by reason of the failure of the State's paving crew to place signs a sufficient distance ahead of where oiling operations were being carried on, to give the public proper warning of the operations. The Engineer advised that Mrs. Whipple, who was driving the car at the time, passed three sets of signs before reaching the freshly oiled pavement and, upon application of the brakes, the car skidded across the road into a large fir tree, completely demolishing the rear end of the car. He gave as his opinion as a result of a review of all the reports that have been submitted in this case, that the maintenance crew was not negligent in the performance of its duties, and accordingly he recommended that the claim be denied. The Commission approved the recommendation.

The meeting recessed at 12:00 noon for luncheon and reconvened at 2:00 p. m. with the same persons present and participating.

At 2:00 p. m. bids as follows, for highway construction projects were opened and read aloud by the Secretary in conformance with previously published notice, and Chairman Chandler then announced that the award of contracts would be made at 5:00 p. m.

HUNTINGTON MAINTENANCE BUILDING IN BAKER COUNTY

Johnson Construction Company, Ontario	$14,309.00
Loree Building Service, La Grande	16,046.68

BAKER-UNITY HIGHWAY IN BAKER COUNTY
SALISBURY-BAKER SECTION

Newport Construction Company, Portland	$399,185.50
Babler and Rogers, Portland	464,981.50
E. C. Hall Company, Portland	470,691.00
K. F. Jacobsen & Co. Inc. and J. M. Arenz, Portland	474,075.25
Parker-Schram Company, Portland	476,424.50

OREGON COAST HIGHWAY IN CLATSOP COUNTY
CANNON BEACH - ARCADIA SECTION

Leonard & Slate Oregon Limited, Portland	$449,224.50
C. J. Eldon, Portland	473,381.00
Natt McDougal Company, Portland	485,624.00

COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES
HOOD RIVER - MOSIER SECTION

Parker-Schram Company, Portland	$479,600.00
Sather and Sons, Yardley, Washington	518,960.00
Guy F. Atkinson Company, Portland	557,700.00
Natt McDougal Company, Portland	574,160.00
Peter Kiewit Sons Company, Longview, Washington	575,000.00
Kuckenberg Construction Company, Portland	590,800.00
General Construction Company, Portland	594,400.00
Leonard & Slate Oregon Lmtd. and E. C. Hall Co. Portland	645,600.00
Babler and Rogers, Portland	690,600.00
McNutt Brothers, Longview	820,720.00

JACKSON COUNTY
ROGUE RIVER (DEPOT AND MAIN STREETS)

T. R. Florey, Medford	$23,633.50

JEFFERSON COUNTY
MADRAS (THIRD AND "C" STREETS)

Babler Brothers, Inc., Portland	$9,528.00
Coast Blacktop Paving Company, Bend	10,008.00

WILLAMETTE HIGHWAY IN LANE COUNTY
MERIDIAN DAM-DUVAL CREEK SECTION

Parker-Schram Company, Portland	$456,125.00
Central Heating Company, Eugene	461,280.50
E. C. Hall Company, Portland	479,928.50
D & H Paving Company, Vancouver, Washington	489,297.50
J. N. Conley, Portland	500,745.00
Babler and Rogers, Portland	534,790.00
Edwin C. Gerber, Oregon City	567,790.00
McNutt Brothers, Eugene	611,035.00

SALEM SERVICE BUILDING IN MARION COUNTY

Cecil A. Lantz, Salem	$43,857.40
Barham Brothers, Salem	49,080.00
Erwin E. Batterman, Salem	50,515.00
Smith and Nelson, Salem	50,719.00
H & R Construction Company, Beaverton	56,454.98
Carl M. Halvorson, Inc., Portland	57,063.00

BENSON PARK LATRINE IN MULTNOMAH COUNTY

Gilbert Roberts, Hood River	$4,695.00
Chas. R. Schmiedeskamp, Portland	5,796.00
Lorentz Bruun Company, Portland	6,389.00
J. Bacaloff Company, Portland	6,428.00
Thompson and Georgeson, Inc.	6,592.00

UMATILLA COUNTY
STANFIELD (COE AVENUE)

Russell Olson Construction Co., Inc., Pendleton	$21,675.00
Leslie Harris, Pendleton	22,785.70
Morrison and Fisher, Walla Walla, Washington	23,851.00

WALLOWA COUNTY
WALLOWA (OLD HIGHWAY)

H. J. and H W. Miller, Baker	$15,124.00
Morrison and Fisher, Walla Walla, Washington	21,458.00

July 16, 1951

WALLOWA COUNTY
WALLOWA LAKE PARK OVERNIGHT CAMPING AREA

Bechtel Brothers, Elgin	$47,720.50
Jack R. Robinson, Bend	49,693.00

OCHOCO HIGHWAY IN WHEELER COUNTY
BRIDGE CREEK SECTION

Loyd Calkins and Company, Ocean Lake	$70,845.00
Leonard & Slate Oregon Limited, Portland	75,870.00
C. J Eldon, Portland	78,400.00
John A. Logan, Portland	84,958.00

The Engineer reported information from the US Forest Service in Lakeview that approximately 500,000,000 feet of merchantable timber is to be moved from the Warner Valley Section of Lake County and that this timber will be transported over approximately sixteen miles of the Warner Valley Secondary Highway between its junction with US 395 and the road to Plush, the sale and the marketing of the timber to be on a controlled basis, resulting in from 20,000,000 to 30,000,000 FBM transported over the highway annually during the next 20 years. The highway, he said, will not withstand statutory loads when the bearing value of the road bed and the soil is decreased during the spring months and for that reason, he recommended that the Commission adopt a resolution authorizing the posting of this section of highway for reduced weight loads during the spring months, February to June. The Commission gave the matter very careful consideration and decided not to adopt such a resolution. However, the Engineer was instructed to send a general letter to all log haulers, lumber and timber interests in the vicinity advising them of the conditions and that very likely it will become necessary, in order to protect the highway, to order a 50 percent reduced load restriction during the spring months, so they should govern themselves accordingly.

The Engineer requested authority for an expenditure of $1,860 to purchase office furniture for the Legal Department, $340 for purchase of an electric calculator for the Administrative Assistant, George Hester, and $11,556 for the purchase of equipment for the Maintenance Department, Auditing Department, and Department of City and County Relations, details of which are contained in the Engineer's letters to the Commission, dated June 29 and July 9, 1951. The Commission approved the request by unanimous vote.

A petition was presented from residents of Union Gap, a community located on the Pacific Highway south of Oakland, requesting designation of a 35-mile per hour speed zone on this highway through their community. The Engineer advised that this matter has been investigated by the Traffic Engineer whose report on the subject clearly indicates that the reduced speed zone is not warranted. He recommended that the request be denied and that

in lieu thereof two signs be erected on the highway approaching this community, bearing the wording "Look Out for Pedestrians Ahead". The Commission approved the recommendation.

The Engineer reported a request from the City of McMinnville for designation of a reduced speed zone on US 99 West northerly from the McMinnville north city limits. He advised that this matter has been investigated by the Traffic Engineer whose report indicates that a 40-mile per hour speed limit is warranted, particularly along the section between the north city limits of McMinnville (M. P. 38.02) and McDonald Lane (M. P. 37.27). He recommended the establishment of a 40-mile speed zone between such limits. The Commission unanimously approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from Mrs. Clara M. Dodson, Postmistress, Depoe Bay, for establishment of a "No Parking-Loading" zone on the Oregon Coast Highway in front of the Depoe Bay Postoffice. The Engineer recommended approval of the request. The Commission questioned the advisability of establishment of a "No Parking" zone at this place or in other similar localities, which appear to be more or less for private convenience. Accordingly the matter was referred back to the Engineer for further investigation and report.

The Commission discussed and approved an agreement with the Wheeler County Court, providing for the disposal of a small portion of the Ochoco Highway (old route) at Bridge Creek Bridge, when the new highway has been completed at this location. (The agreement was signed later in the session.)

The Commission discussed and ordered filed a resolution from the Oregon State Federation of Labor, J. T. Marr, Executive Secretary, protesting the performance of certain work on the Lewis and Clark Bridge near Astoria by State maintenance forces which they believe is an encroachment upon the rights of local contractors and local union labor; is unwarranted and discriminatory.

The Commission also discussed and approved a request from Mr. Ralph K. Skoubo for a temporary private road crossing of the Heppner Junction-Boardman Section of US 30, pending completion of a private roadway he is building across a nearby swamp. The Chief Counsel advised that the State acquired certain real property from Mr. Skoubo for right of way purposes for the revised location of the Columbia River Highway, including a complete restriction of access except on the north and south sides of the highway opposite Engineer's Station 1320+50; further that because of the swamp and undrained land on the northerly side of the highway, it is impossible for Mr. Skoubo to use the designated access at all times of the year in traveling to and from his home and other lands owned by him on the southerly side of the highway. Mr. Skoubo, he said, is now constructing a private roadway

across this undrained area and wants a temporary permit to cross the highway at another point for a period of one year. He recommended approval of the request. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously. (A form of temporary permit was executed later in the session)

The Engineer brought up for discussion proposed revisions of the Public Utilities Commissioner's Schedule "B" log-hauling permit form; also proposed revisions of the "Manditory Regulations", which form a part of each Schedule "B" permit. He recalled that the Commission at its last meeting approved certain revisions in these forms, but it now appears that additional changes are required to overcome certain objections by the Public Utilities Commissioner, particularly some of the "regulations" which have been provided for elsewhere in the Motor Vehicle Laws or the Motor Transport Code. He presented revised forms and recommended approval of the same as substitutes for the forms approved by the Commission at its May 24 meeting The Commission deferred action on the matter until its August meeting in order to give the Chief Counsel time to "iron out" additional inconsistencies.

The Engineer reported that because of the enactment of Chapter 405 Oregon Laws 1951, which repeals all former statutes relating to truck sizes and weights, it has become necessary to revise all of the transportation permit forms which are issued through the Permit Office. He particularly mentioned the following forms:

1. Form E-242, Revised, Transportation Permit for Continuous Operation of Overlength and Overweight Vehicles-Group I Highways.

2. Form E-243, Revised, Transportation Permit for Continuous Operation of Overweight Vehicles - Group II Highways.

3 Form E-271, Revised, Transportation Permit (Temporary) for Continuous Operation of Overlength or Overweight Vehicles - Group I or II Highways.

4. Form E-250, Revised, Transportation Permit for Single Trip Oversize or Overweight Load.

5. Form E-322, Transportation Permit for Excess Weight or Length Logs, Poles, or Piling (6-Wheeler).

6. Form E-323, Transportation Permit for Excess Length Logs, Poles, or Piling (4-Wheeler).

He presented to the Commission copies of the forms listed above and requested approval of the same. As a result of discussion of this matter, the Commission approved the revised forms as recommended. The attached resolutions relative thereto, marked EXHIBITS "K-1" and "K-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission unanimously.

The Commission considered and approved out-of-state travel authorizations as follows:

(1) F. B. Crandall, Traffic Engineer; J. Al Head, Assistant Traffic Engineer, to attend the 22nd Annual meeting of Institute of Traffic Engineers in Los Angeles, September 23 - 27, 1951, estimated cost $180.00 each.

(2) R. L. Porter, Assistant Right of Way Engineer, and H. G. Benson, Right of Way Agent, to attend meeting of Right of Way and Appraisal Section of California Highway Department, July 12 and 13, 1951.

(3) R. H. Baldock, State Highway Engineer; W. W. Stiffler, Assistant State Highway Engineer; G. S. Paxson, Bridge Engineer; J. M Devers, Chief Counsel; C. W. Enfield, Assistant Counsel; Forrest Cooper, Right of Way Engineer, and H. B. Glaisyer, Secretary, to attend meeting of American Association of State Highway Officials in Omaha, Nebraska in October.

(4) R. W. Cozad to go to Tacoma on July 5 and 6, 1951 to negotiate with Weyerhaeuser Timber Company for right of way needed for the West Klamath Secondary Highway, estimated cost $26.55

The Commission discussed a letter from Mr. Arthur R. Kirkham, Vice President, Radio Station KOIN, in which the State Highway Department is complimented for the manner in which it is maintaining highway wayside stopping places. The Secretary was instructed to forward to Mr. Kirkham an appropriate letter of thanks.

The Commission discussed items of "Unfinished Business" listed in the Secretary's summary dated May 25, 1951, and took the following action thereon.

(1) Collection of the amount of bid bond furnished by State Construction Company in connection with its proposal to construct piers for the Marion Street bridge. The Commission ordered this item retained on the list.

(2) Acquisition of additional area to accommodate overnight parking at Wallowa Lake State Park: The Commission ordered this item retained on the list.

(3) Proposed park site in Ladd Canyon, Union County: The Commission ordered this item retained on the list.

(4) Proposed change in form or real estate options: The Commission ordered this item deleted from the list; it is to be considered as new business should it come up later.

(5) Secondary Federal Aid Highway Program, 1952, 1953, 1954: This item is to be retained on the list of "Unfinished Business".

(6) Proposed improvement of FAS 479, Valley Section of Alicel-Lower Cove Road, Union County: The Engineer advised that his report on this subject will be ready for the August meeting of the Commission

(7) Request of Andrew Stambuck to acquire a portion of the old right of way on the Pacific Highway at Turkey Hill, Douglas County: The Engineer advised that discussions with Mr. Stambuck's attorney, George Neuner, Jr. are still being carried on; this item is to be retained on the list of "Unfinished Business".

(8) Request of McMinnville Chamber of Commerce for elimination of Hazardous condition on US99W near Whiteson: The Engineer advised that the survey of this highway has not yet been completed, so he is not in a position to render a report on the subject.

(9) Proposed highway improvement through the City of Springfield: The Commission ordered this item deleted from the list.

(10) Fireproofing service station north of Salem underpass, estimated cost $10,000: The Chief Counsel advised that he wrote Mr. Al Loucks, Mayor of Salem, regarding this matter in an endeavor to have the City requirement waived, but has not yet received a reply; the item is to be retained in the list.

(11) Matters pertaining to construction of the east approach to the Marion Street Bridge in Salem: The Commission ordered this item deleted.

(12) Proposed one-way street system for US30 through The Dalles: This matter was previously disposed of earlier in the session.

(13) Request for designation of ORE Route No. 23 as a part of Federal Route 97 south of The Dalles: The Engineer advised that he is not yet ready to report on this subject; the item is to be retained on the list.

(14) Request of Umatilla County for oiling and extension of Mission County Road as a Federal Aid Secondary Highway: The Engineer advised that his report on the subject is not yet prepared.

(15) Request for surfacing the East Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway No. 300: The Engineer advised that a search of the Commission's records indicates that the Commission has made no commitments with respect to this highway, which have not been fulfilled. The Commission ordered the item deleted from the "Unfinished Business" list.

(16) Request of the City of Portland that the State increase its contribution toward the cost of constructing a sanitary and storm sewer on 82nd Avenue: This matter was disposed of earlier in the session when the Commission denied the request.

(17) Request of Roseburg Community Hospital for change in the proposed relocation of the Pacific Highway through Roseburg: This matter was disposed of earlier in the session when the Commission decided to adhere to the original location recommended by the Engineer.

(18) Proposed improvement to US99 at Portland Stock Yards: The Commission ordered this item reinstated on its list of "Unfinished Business".

(19) Wording for signs at each end of construction projects: The Commission ordered this item reinstated on the list.

(20) Request for improvement of John Day Highway between Fossil and Spray: The Commission ordered this item reinstated on the list and instructed the Engineer to investigate and report where improvement is most needed and how much it will cost.

The Chief Counsel presented a request from Mr. Elmer Bankus, Brookings, for the filling in of State Highway property between the Oregon Coast Highway and his private holdings just north of the Town of Brookings, or that this property be reconveyed to him, so he can do the work. In the discussion,

it was pointed out that this matter has been before the Commission on two or three occasions in the past and each time the request was refused. The Commission again denied the request.

A letter was presented from Mr. Dwight L. Phipps, Acting State Forester, requesting the use of the right of way that the State Highway Commission acquired for the proposed Fishhawk Falls State Secondary Highway in Clatsop County. Mr. Phipps advises that the State Board of Forestry and Clatsop County intend to sell timber standing on property located adjacent to this right of way, and that it is essential that the successful bidder have access to this timber which the right of way will afford; also, that one of the terms of sale of the timber is that the successful bidder must construct a roadway. The Engineer recommended that a revokable permit be granted to the State Board of Forestry to use as much of the highway right of way as is necessary on a year-to-year permit basis. The Commission approved the recommendation.

The Engineer reported on completed contracts in connection with which final payments have not been made. He submitted a list of contracts in this category, which the Commission carefully studied. It was the expressed feeling of the Commission that the contract payments should be released at once unless there are very good reasons for holding them up. The Engineer was instructed to report at the next meeting what can be done to expedite the payments.

The Commission discussed the date for its next regular meeting and decided unanimously to hold such a meeting in Portland on Monday and Tuesday, August 20 - 21, 1951. The Commission also decided to hold an adjourned meeting on Friday, August 3, 1951 for the purpose of discussing the sale of bonds authorized by the 1951 Legislature. The Secretary was instructed to make the usual arrangements to hold both meetings in the Green Room of the Imperial Hotel, Portland.

The Commission discussed the wording hereafter to be used in announcing contract awards, particularly awards that require concurrence by the Bureau of Public Roads, those in which cities are cooperating, and those in connection with which right of way negotiations have not been completed. This matter arose as a result of allegations of a contractor who recently defaulted, that the contract awarded him was not awarded by the Commission, but by the Engineer, who had no legal authority to make the award. The Chief Counsel suggested wording as follows, which, he said, would satisfy the requirements:

1. Wording to be Used Involving Cooperation of Cities

"The bid of _____ in the sum of $ _____ is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of _____ and provision has been made by said City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State."

2. Wording to be Used Involving Federal Aid and Right of Way

"The bid of _____ in the sum of $ _____ is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads."

The Commission unanimously approved such wording, which is to be used hereafter in those cases in which a clean-cut award of the contract is not made when the awards are announced by the Commission.

The following matters were brought up for discussion by members of the Commission:

1. Chairman Chandler mentioned that the Commission is seriously concerned by the failure of certain contractors to start working their projects when they have been notified of the contract award, and to keep working them expeditiously. He gave as the feeling of the Commission that there has been some negligence on the part of the engineers, and he instructed the Engineer to do something about it. The Engineer advised that he likewise is concerned and to correct the situation, he is placing into immediate effect the following procedure, to wit Division Engineers will be notified to write to each contractor who has not appeared upon the work within 30 days after the contract has been awarded to him, and request immediate information as to the plans of the contractor to prosecute the work, and the date when he plans to start operations. The Division Engineer, he

said, will forward two copies of his letter to the Salem Office, one of which will be forwarded to the Manager of the Associated General Contractors with a request that he extend his efforts to induce the contractor to start work. If the contractor has not appeared on the job in 60 days, he said, the Division Engineer will notify the First Assistant State Highway Engineer, who will immediately communicate with the contractor and surety on the bond, and the matter will also be brought to the attention of Contractors Association. The Engineer gave as his feeling that this procedure will bring desired results.

2. Commissioner Reynolds stated that he had mentioned some time ago that the county courts of Baker County and Umatilla County requested improvements on the Federal Aid Secondary Highway system. He recalled that the Commission referred these requests to the Engineer for investigation and report, which have not yet been rendered. The Engineer stated that he would report on this matter within the next week.

3. Chairman Chandler inquired as to the furnishing of maps showing the Federal Aid Secondary system, and expenditures already made for improvements on such system. He gave as the feeling of the Commission that no county having already received funds for improvements of this kind should receive the benefits of additional funds until the other counties have had their share. The Engineer advised that he would expedite the preparation of the maps.

4. Commissioner Reynolds brought up for discussion the making of surveys. He said that delays in making the surveys are costly and that the Commission wants them expedited. Assistant State Highway Engineer, W. C. Williams, mentioned the shortage of engineers. Chairman Chandler brought into the picture the cost of the surveys, which, he said, in numerous instances are very expensive. The Engineer promised to investigate the matter thoroughly.

5. The matter of furnishing right of way descriptions to the Right of Way Department was also discussed. The Engineer was instructed again to expedite preparation of the descriptions, so as not to delay contracting of the work in connection with which the right of way is required.

6. Chairman Chandler inquired as to the status of the Engineer's report on the proposed change in the alignment of the Oregon Coast Highway at Yachats. He said that Mr. Sherwood, owner of Sherwood Lodge on the south side of the Yachats River, has in mind a location which he thinks might prove satisfactory, and, if it is adopted, he will donate about 75% of the right of way that will be required. The Engineer was instructed to have someone contact Mr. Sherwood for details.

7. Chairman Chandler also inquired as to the proposition offered by Mr. O. H. Hinsdale, Reedsport, in regard to construction of a section of the Umpqua Highway near Reedsport on water grade alignment, using dredged materials. It appears that Mr. Hinsdale has plans to do certain dredging work in the Umpqua River, and he is of the feeling that the dredged materials could be used to good advantage in constructing a water grade highway along his holdings. The Engineer advised that he is not in a position to report on this subject at the present time, but will do so as soon as possible.

The Commission discussed with the Engineer the bids received at 2:00 p.m. for highway construction work, and at 5:00 p.m., Chairman Chandler announced awards as follows, the action of the Commission in each instance being by unanimous vote:

"Construction of a maintenance building at Huntington, Baker County. The Commission received two bids for this work, both of which are considered too high and have been rejected.

"Grading and paving and construction of a bridge on the Salisbury-Baker Section of the Baker-Unity Highway, Baker County. Newport Construction Company, Portland, was the low bidder on this work at $399,185.50. There were four higher bids. The bid of Newport Construction Company in the sum of $399,185.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of the Cannon Beach-Arcadia Section of the Oregon Coast Highway near Cannon Beach, Clatsop County. The Commission received three bids for this work, all of which have been rejected as being too high.

"7.36 miles of topping and slope protection on the Hood River-Mosier Section of the Columbia River Highway. Parker-Schram Company of Portland submitted the low bid for this work at $479,600.00. There were nine higher bids. The bid of Parker-Schram Company of Portland in the sum of $479,600.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving Rogue River (Depot and Main Streets) Project, Jackson County. The Commission received only one bid for this project, being that of T. R. Florey, Medford at $23,633.50. The bid is considered too high and has been rejected.

"Madras Oiling Project on Third and "C" Streets in Madras, Jefferson County. Two bids were received for this work, the low one being that of Babler Brothers, Inc., Portland at $9,528.00. The other was that of Coast Blacktop Paving Company, Bend at $10,000.00. The contract has been awarded to Babler Bros., Inc. at their bid price.

"11.70 miles of topping and paving on the Meridian Dam-Duval Creek Section of the Willamette Highway, Lane County. Eight bids were received for this work, the low one being that of Parker-Schram Company, Portland, at $456,125.00. The contract has been awarded to Parker-Schram Company at its bid price.

"Construction of a service building at the Highway Department shops in Salem, Marion County. Cecil A. Lantz, Salem, was the low bidder for this work at $43,857.40. Barham Brothers, Salem, submitted the next low bid at $49,080.00. There were four higher bids. The Commission has awarded the contract to the low bidder, Cecil A. Lantz, at his bid price.

"Construction of a latrine in Benson State Park, Multnomah County. Gilbert Roberts, Hood River, submitted the low bid of $4,695.00. There were four higher bids. The contract has been awarded to Gilbert Roberts at his bid price.

"Grading and bituminous macadam construction on the Stanfield (Coe Avenue) Section in the City of Stanfield, Umatilla County. Russell Olson Construction Co., Inc., Pendleton, was the low bidder for this work at $21,675.00. There were two higher bids. The bid of Russell Olson Construction Co., Inc., Pendleton, in the sum of $21,675.00 is accepted, and

the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Stanfield and provision has been made by said City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"Wallowa (Old Highway) Paving Project in the City of Wallowa, Wallowa County. H. J. and H. W. Miller, Baker, were the low bidders for this work at $15,124.00. There was one higher bid. The bid of H. J. and H. W. Miller in the sum of $15,124.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Wallowa and provision has been made by said City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"Wallowa Lake Park Overnight Camping Area, roadway and building construction, parking areas, camp sites, plumbing, lighting and other miscellaneous work, Wallowa County. The low bid for this work was submitted by Bechtel Brothers, Elgin at $47,720.50. Jack R. Robinson, Bend, submitted the only other bid at $49,693.00. The Commission awarded the contract to Bechtel Brothers at their bid price.

"Drainage, surfacing and construction of a concrete bridge at Bridge Creek on the Ochoco Highway, Wheeler County. The low bid for this work was submitted by Loyd Calkins and Company, Oceanlake, at $70,845.00. There were three higher bids. The contract has been awarded to the low bidder, Loyd Calkins and Company, at its bid price."

The meeting adjourned at 5:10 p.m., to reconvene on the following morning in the same room.

Portland, Oregon
July 17, 1951

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, with the following persons present and participating

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Fred A. Miller, Assistant Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

Pursuant to previously published notice, bids as follows, were received, opened and read aloud by the Secretary, who then announced that the awards of contracts would be made at 4:00 p.m.

CLACKAMAS COUNTY
TIMBERLINE JUNCTION HOUSES AND SAND STORAGE SHED

McKel, Inc., Portland	$68,328.20
Schrader Construction Company, Portland	71,791.00
Delbert E. Johnson, Milwaukie	74,650.60
Gene H. Settergren, Portland	75,968.80
Chas. R. Schmiedeskamp, Portland	85,493.80
H. and R. Construction Company, Beaverton	89,759.82

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY
BIG CREEK SECTION

J. N. Conley, Portland	$227,361.00
Berke Brothers, Portland	227,658.00
C. J. Eldon, Portland	231,883.00
Natt McDougal Company, Portland	248,881.00
Leonard and Slate Oregon Limited, Portland	265,530.00
K. F. Jacobsen Company, Inc., & J. M. Arenz, Portland	267,343.00
General Construction Company, Portland	267,941.50
Grimstad and Vanderveldt, Astoria	287,516.00

RAINIER-APIARY COUNTY ROAD AND EXTENSION IN COLUMBIA COUNTY
APIARY SECTION

Harr and Horton, Portland	$16,873.00
Oregon Asphaltic Paving Company, Portland	17,262.00
E. C. Gerber, Oregon City	17,280.00

COUNTY ROAD IN DOUGLAS COUNTY
WORTHINGTON BRIDGE

	Using Irving Steel Deck	Using I-Bm-LoK Deck
C. J. Eldon, Portland	$49,713.50	---
Hamilton and Thoms, Eugene	51,995.40	---
Howard Halvolson Co., Portland	56,797.90	---

KLAMATH LAKE SECONDARY HIGHWAY IN KLAMATH COUNTY
ROCKY CREEK-WOCUS MARSH SECTION

McNutt Brothers, Eugene	$589,959.50

LINCOLN COUNTY
DeLAKE MAINTENANCE BUILDING

Robert C. Wilson, Corvallis	$ 10,340.00
C. M. Merrill, Newport *	10,893.00
V. C. Johnson, Oregon City	11,383.00

* Bidder will accept only one project at this letting

LINN COUNTY
SANTIAM JUNCTION MAINTENANCE BLDG. EXTENSION AND SAND STORAGE SHED

C. M. Merrill, Newport *	$ 24,355.00
Robert C. Wilson, Corvallis	24,709.00
McKel Inc., Portland	27,303.00

* Bidder will accept only one project.

LINN COUNTY
HALSEY (FIRST STREET) PAVING PROJECT

Western Paving & Construction Company, Albany *	$ 13,021.00
Warren Northwest Inc., Portland	13,195.00

* Bidder will make reduction of $300 if also awarded Brownsville (Main Street) Project.

* Bidder will accept award of only two projects.

July 17, 1951

LINN COUNTY
BROWNSVILLE (MAIN STREET) PAVING PROJECT

Warren Northwest Inc., Portland	$ 11,917.50
Western Paving & Construction Company, Albany *	13,460.00

* Bidder will accept award of only two projects.

MALHEUR COUNTY
ONTARIO (EAST FIRST STREET SOUTH) PAVING PROJECT

Babler and Rogers, Portland *	$ 14,390.00
Acme Construction Company, Eugene **	15,120.00
H. J. and H. W. Miller, Baker	15,270.00

* Bidder will accept this project only in combination with the Nyssa (King and Park Avenue) Project.

** Bidder will accept award of this project only in combination with the Nyssa-Adrian Project.

MALHEUR COUNTY
NYSSA (KING & PARK AVE.) OIL MAT SURFACING PROJECT

Babler and Rogers, Portland *	$ 11,210.00
D. F. McKenzie, Salem	16,160.00

* Bidder will accept award of this project only in combination with the Ontario (East First Street South) Paving Project.

NYSSA-ADRIAN HIGHWAY IN MALHEUR COUNTY
NYSSA-ADRIAN SECTION

Bidder	Nyssa-Adrian Project	Nyssa (Locust-Bower Sts.) Project	Lump Sum Reduct.	Combined Bids
Babler & Rogers, Portland	$298,888.00	$28,720.00		$327,608.00
Porter W. Yett, Portland	301,976.50	34,856.00	$1,000.00	335,832.50
Acme Const. Co., Eugene	312,935.00	28,637.50		341,572.50
Parker-Schram Co., Portland	334,245.10	26,032.00		360,277.10
J. N. Conley, Portland	330,996.00	32,023.00		363,019.00
E. C. Hall Co., Portland	350,243.00			
H. J. and H. W. Miller, Baker		31,160.00		
C. E. Leseberg, Nyssa **		24,865.10		

** Bidder disqualified his bid on the Nyssa-Adrian Project

MARION COUNTY
STATE HIGHWAY BUILDING GROUNDS LANDSCAPING

Rich and Sons Nursery, Hillsboro	$ 14,656.80
Parkrose Nursery and Pearcy Nursery, Portland	15,738.09
Portland Construction Company, Portland	16,461.61
Ernest Ferrante and Son, Portland	16,474.71
F. A. Doerfler and Sons, Salem	18,168.90

PACIFIC HIGHWAY IN MARION COUNTY
HAYESVILLE-SALEM SECTION

D and H Paving Company, Vancouver, Washington	$149,696.00
Warren Northwest Inc., Portland	156,651.00

MARION COUNTY
TURNER ("C", 2d, and "D" STREETS) PAVING PROJECT

Western Paving & Construction Company, Albany *	$ 11,426.00
Warren Northwest Inc., Portland	12,369.00

* Bidder will accept award of only two projects

T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY
FAIRVIEW-SUNDIAL SECTION

K. F. Jacobsen Company, Inc., & J. M. Arenz, Portland	$341,105 20
C. J. Montag and Sons, Portland	346,270.50
Parker-Schram Company, Portland	368,965.70
Kuckenberg Construction Co., Inc. Portland	372,861.10
Babler and Rogers, Portland	378,146.00

SALEM-DALLAS HIGHWAY IN POLK COUNTY
WEST APPROACHES TO SALEM BRIDGES

F. C. Scott Construction Company, Portland	$ 87,360.00
C. T. Malcom and Company, Portland	99,860.00
John A. Logan, Portland	105,320.00
Kuckenberg Construction Co., Inc., Portland	105,370.00
D. F. McKenzie Company, Salem	106,150.00
G. D. Dennis and Sons, Portland	121,800.00

July 17, 1951

UMATILLA COUNTY
EMIGRANT SPRINGS PARK BUILDINGS

Loree Building Service, La Grande	$ 5,687.70
Rohde Construction Company, Pendleton	6,102.00

UMATILLA COUNTY
UMATILLA ("G" and "I" STREETS)

Russell Olson Construction Co., Pendleton	$ 8,040.00
Morrison and Fisher, Walla Walla, Wash.	9,588.00
Leslie Harris, Pendleton	10,634.80

WASCO COUNTY
DUFUR (NORTH FIRST STREET)

Babler Brothers, Inc., Portland	$ 6,585.00
Edwin C. Gerber, Oregon City	10,147.00

WASCO COUNTY
SHANIKO MAINTENANCE BUILDING

Swendig and Son, Redmond	$ 13,430.00
Ward and Greene, Contractors, Portland	16,432.00

Mr. H. A. Ingalls, Wasco, California, was present and explained to the Commission a special oil process for road building, which he has patented. The Commission referred him to the Engineer, who was instructed to investigate the process.

A delegation from Fossil and Condon was present. Composing the group were J. P. Steiwer, Secretary, Fossil Community Club; Senator W. H. Steiwer, Fossil; and E. R. Fatland, representing the Condon Commercial Club. Mr. J. P. Steiwer headed the group and explained briefly what they have in mind. Mr. Fatland urged the construction of a top surfacing on the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway while the State's contractor is working on the adjoining section. He also asked for improvement of the Butte Creek-Summit Section of the John Day Highway and advised that these two projects are the major requirements of their district. Mr. W. H. Steiwer stressed the importance of the Butte Creek-Summit project, declaring that it will eliminate the main bottleneck of the John Day Highway, although, he said, the Butte Creek-Spray Section is also in bad condition, and should be improved. He urged improvement of

the Butte Creek-Summit Section at an early date. Chairman Chandler advised that the Commission has the Butte Creek-Summit Section in mind and is now awaiting an engineering report on the subject. He also advised that the surfacing of the Cottonwood Grade Section is estimated to cost about $35,000 and that the Commission now is trying to find some money to finance the work this fall, which may necessitate rearranging the construction program somewhat. Concerning the Butte Creek-Summit Section, he advised that to do the work properly is a major undertaking and will cost more money than the Commission can spare at the present time; however, the Commission's instructions to the Engineer are to report what it will cost to improve some of the points where the worst hazards exist. Commissioner Reynolds endorsed Chairman Chandler's remarks. He added that the Commission wants to eliminate the worst places, if possible, and is considering a major project for its next construction program. This concluded the conference. (The Commission later in the session definitely authorized expenditure of $32,000 State funds to finance the surfacing of the Cottonwood Grade Section.)

A delegation from Lake County, including County Judge J.R. Heckman, County Commissioner Roy Moorehouse, and Forrest Cooper, attorney, Lakeview, was present and urged the rerouting of the Warner State Secondary Highway from the Fish Hatchery to the Town of Plush, along what is locally known as the Camas Creek County Road. Judge Heckman briefly outlined what they have in mind. Mr. Cooper presented their request in detail. He stated that the present road to Plush is about fifty miles long and that the proposed road will be about twelve miles shorter; also, that about 18% of the county tax base is collected from that part of the county. He further stated that the county has an improved road up Camas Creek, which is graveled and which is maintained for all-year traffic; however, the County does not own the right of way, but the owners of the right of way have, for the most part, stated their willingness to donate it. He presented a letter signed by the property owners to that effect. Mr. Cooper presented a map showing the location of the proposed road and some plats showing property ownerships, both private and public. He advised that this project is the number 1 road project for Lake County and urged the Commission to authorize an engineering investigation. The Commission referred the matter to the Engineer for such investigation and written report.

A delegation from Baker County, consisting of State Senator Sam Coon, Baker; L. W. Adler, Baker, Chairman of the Highway Committee of the Baker Chamber of Commerce, and Loring Perkins, farmer, Haines was present. Senator Coon headed the group. He asked the Commission for two projects, viz: improvement of the Richland-Halfway Section of the Baker-Homestead and

Halfway Highways, and the surfacing and oiling of the Anthony Lakes Road. He read aloud a petition signed by 215 residents requesting the improvement. In support of his request for the Richland-Halfway improvement, Senator Coon stated that the present road is crooked and narrow and dangerous to travel; in fact, accidents frequently occur by reason thereof. Mr. Perkins endorsed the remarks of Senator Coon, and he added that the projects are merited because of the heavy volume of traffic that uses the roads. Mr. Adler stated that the Richland-Halfway and the Anthony Lakes Road projects are the number 1 and number 2 projects of their district. He gave as his understanding that the Richland-Halfway project was set up for improvement in the Commission's ten-year plan; however, he added that it is now three years behind schedule, and they would like to have something done about it. He pointed out that plans are in the offing for construction of a dam at Hell's Canyon, in the Snake River, which will require a good access road. In this connection, he advised that the Hell's Canyon Club of Baker, in its advertising, is stressing Hell's Canyon as the deepest canyon in the world. He urged improvement of the Anthony Lakes Road as a tourist attraction. Commissioner Reynolds advised that he inspected the Anthony Lakes Road and, as a result thereof, the Commission decided to improve it by putting on some crushed rock; however, it couldn't spare the money necessary to oil it. There was some delay, he said, in getting the rock crushed, which is the reason the work has not been done. Senator Coon stated that they have been anticipating an oiled surface for this road. In replying, Commissioner Reynolds mentioned the money that the Highway Commission has spent in the Baker vicinity, particularly an obligation of about $400,000 recently made plus the underpass at Baker, which totals about $1,300,000. He said that the Commission must be very careful in distributing the funds it is disbursing, so that each district in the State will receive a fair allotment. This concluded the conference.

The Commission discussed briefly the wording for signs to be maintained at the ends of construction work that is under way, but reached no conclusion with respect thereto.

The meeting adjourned for luncheon at 12:00 noon and reconvened at 2:00 p.m. with the same persons present and participating.

Mr. J. F. LaRouche, Portland, was present regarding the Wilsonville ferry operation across the Willamette River at Wilsonville. He objected to continuance of the operation by the present contractor, Mr. T. E. Bruck, declaring that Mr. Bruck is not furnishing service as required by his contract with the State. Moreover, the ferry that he is using has not been properly inspected by the U. S. Coast Guard. He recommended to the Commission the cancellation of its contract with Mr. Bruck and that the contract be awarded to him on the basis of the bid that he submitted to the Commission on January 23, 1951.

He was informed that the Commission now has a bona fide contract with Mr. Bruck, whom, reports indicate, is serving the public in conformity with the specifications contained in his contract; also that the ferry has passed inspection by the Coast Guard, in view of which the Commission has no cause to cancel Mr. Bruck's contract at this time.

A delegation from the Town of Drain, Douglas County, appeared before the Commission regarding the proposed relocation of the Pacific Highway, which will by-pass their town. Mr. James Whipple headed the group, which included H. L. Goodmanson, Highway 38 Association, W. E. McIntosh, Mayor; Harold Johnston, Service Station Owner; H. A. Blyth, Insurance and Real Estate; W. S. Carlson, Motel owner; all of Drain; and R. C. Wamsley, grocer; Fred Booth, Feed dealer; and C. W. Daugherty, Service Station operator; all of Yoncalla. Mr. Whipple advised that they have heard rumors to the effect that the highway is to be rerouted about four miles east of Drain, and he inquired whether or not the rumor is based on fact, and what they can hope for. He was informed by Chairman Chandler that the rumors are correct; however, a definite route has not yet been adopted. The engineers, he said, are studying several locations but before construction is undertaken on either one of them, a public hearing will be held in the city in conformity with Federal requirements. He pointed out that there are a number of towns along the Pacific Highway that are in the same category and in which public hearings will be held. In reply to the inquiry from Mr. Whipple as to when the Commission expects to proceed with construction, Chairman Chandler advised that that depends on the sale of bonds, but the Commission hopes to contract the work some time next year. Mr. Whipple requested assurance from the Commission that they can go home with confidence that the Commission will give their wishes consideration and will let them have an opportunity to be heard again regarding the matter before a definite decision is reached. Chairman Chandler again mentioned the hearing in Drain, which, he said, is public and to which anyone interested is invited to attend to express his views. He also assured the group that they can appear at the regular meetings of the Commission at any time they wish. This concluded the conference.

A delegation was present from Gilliam County consisting of two members of the County Court, James D. Burns, County Judge and Chas. Quinn, Commissioner, both of Condon; State Senator Stewart Hardie, Condon; Bryce Logan, Mayor, Condon; Marshall Nelson, Mayor; George E. Kaseberg, farmer; Chas. Hampton, merchant; Loyd Brady, city manager, all of The Dalles; and Shelt Burres, rancher, Moro, was present in the interests of Wasco-Heppner State Secondary Highway No. 206. Senator Hardie headed the group. He brought to the Commission's attention what

he claimed is an unsatisfactory condition on a five-mile section of this highway, extending easterly from the John Day River bridge. This section, he said, is surfaced with river gravel which will not stay in place. He urged the Commission to authorize the placement of a top surfacing of crushed rock on this section in conjunction with surfacing work that is now under way on the adjoining section. Commissioner Reynolds advised that this matter was discussed with another delegation during the morning session, and the Commission is going to see what can be done to remedy the situation this year He mentioned that the improvement is tentatively scheduled for the 1952 program, but if some money can be found to finance it this year, the Commission very likely will authorize it and issue a call for bids at its August meeting. Others speaking in behalf of the improvement were Marshall Nelson, Mayor of The Dalles; Loyd Brady, City Manager of The Dalles; Bryce Logan, Mayor of Condon; County Judge James D. Burns, Gilliam County. Following departure of the group, the Commission resumed discussion of the matter and upon being assured by the Auditor that State money in the amount of $32,000, the estimated cost of the work, is available, authorized the Engineer to advertise the project for bids. A motion to that effect was made by Commissioner Reynolds, duly seconded by Commissioner McIver, and was declared by Chairman Chandler to have received the unanimous vote of the Commission.

The following persons were present representing the Central Oregon Chamber of Commerce: M. A. Lynch, Madras, merchant, former member of the State Highway Commission; Howard Turner, Redmond, and Marion E. Cady, Bend. Mr. Lynch headed the group. He thanked the Commission for arranging to improve The Dalles-California Highway south of Bend, which, he said, was one of the projects they intended to request at this hearing, but they learned upon arriving that the project had been taken care of. He requested improvement of the Terrebonne-Crooked River bridge section of this highway north of Redmond, and elimination of the bottleneck condition that exists on the Mount Hood Highway at Government Camp, particularly during the winter season when travel is held up by winter sports enthusiasts. He said that the group is bringing no recommendation to the Commission, but simply wants to call the Commission's attention to the things that they have in mind.

Messrs. Leslie V. Wolfe, Mayor of the City of Delake, and Raymond G. Wood, City Attorney, were present in behalf of the Delake City Council. They urged the establishment of a permanent grade and construction of concrete curbs along the Oregon Coast Highway through their city. Mr. Wood, who was the principal spokesman, recited improvements that the city has made, including lighting system, etc. and advised that their request is to further the development of their community. He mentioned that the present highway right of way is sufficiently wide to accommodate the improvement without purchase of additional property. He also stated that the improvement

they have in mind extends from the schoolhouse north of "D" River southerly to the south limits of Delake, which is approximately three-fourths of a mile south of "D" River, and that, while they are not presently asking for pavement full width between curbs, they will, of course, want that later on. The Commission referred the matter to the Engineer for study and report.

The County Courts of Marion and Linn Counties, represented by Judge Rex Hartley and Commissioners Ed Rogers and Roy Rice, of Marion County, and Judge E. G. Arnold and Commissioners W. E. Downing and Floyd Jeaks, of Linn County, were present in the interests of the Scio-Stayton County Road. Judge Arnold was spokesman for the group. He said that the section is nine miles in length and is the only unpaved section of an alternate highway route between Lebanon and Portland, which will provide a big saving in distance for local people who now use the Pacific Highway East. He urged favorable consideration by the Commission of this project. There was no discussion of the matter.

The Right of Way Engineer requested authority to advertise for sale the Highway Department maintenance site at Government Camp, including improvements. The appraised value of the land, he said, is $1,000 and the improvements are appraised at from $2800 to $3000, so the Commission should receive nearly $4000 for the property. He also stated that the Engineer has certified that the property is no longer needed by the State Highway Department because of the development of a new site further removed from this congested point. The Commission unanimously approved the request by adoption of the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof, with like effect as though extended in full herein.

Commissioner Reynolds reported a request for improvement of the Mount Hood Highway between Parkdale and the City of Hood River, Hood River County. The Commission referred the matter to the Engineer for investigation and written report as to the need for the improvement.

The Engineer reported that Lewis E. Scott, State Highway Geologist, and his assistant, Richard Van Pelt have devised a process for using an inferior class of stone, such as sandstone or shale, in connection with road construction. The process is of value, he said, and, in his estimation, should be patented in order to protect the State's interests. He estimated the initial cost in connection with the patent proceedings at $30.00 and later expense at about $100.00. He recommended that this expense be paid by the State. The Commission approved the recommendation.

The Engineer brought up for discussion the Commission's agreement with Columbia County to satisfy the State's obligation to pay $15,000 in connection with the settlement of the Longview Bridge tax matter. He said that pursuant to the agreement, the Commission at this meeting received bids for oiling the Apiary Section of the Rainier-Apiary County Road, 5.5 miles in length, Harr and Horton, Portland, being the low bidder at $16,873. The State's obligation, he said, is for a contribution of $15,000, and the county has $2,500 county money as cooperation, making a total of $17,500 that is available to finance the project, exclusive of engineering costs. The County, he said, is anxious to secure the benefit of the entire amount so he suggested that the work be extended or reduced, as may be necessary to take up the full amount of the appropriation. He advised that such arrangement has been provided for in the provisions of the contract. The Commission approved the suggestion unanimously.

The Engineer requested an increase in the project authorization for the construction of a latrine in Benson State Park. He explained that in working up the original authorization for this job, the cost of certain work, such as water and electrical connections, which is to be performed by State forces and is estimated at $500, was overlooked. The increase, he said, will bring the total authorization for this project to $5,844.38. The Commission approved the request unanimously.

The Commission discussed briefly but deferred action on a tentative five-year construction program suggested by the Engineer for Federal Aid funds and for monies derived from the sale of bonds.

The Commission also considered a tentative draft of a construction program prepared by the Engineer to utilize Federal Aid funds which are expected to be made available for contracting in October or November 1951. As a result of careful consideration, the Commission unanimously approved the following program for such funds totaling $12,827,000.00:

FEDERAL AID PROGRAM

FEDERAL FISCAL YEAR 1953
PRIMARY FEDERAL AID

County	Highway, Section and Description	Amount
	DIVISION NO. 1	
Washington	Sunset. Quartz Creek-N. Plains, 32.3 mi. A. C. Paving	$ 700,000
Multnomah	Pacific West. Steel Bridge-Ankeny Street, 0.3 mi. Landscaping	50,000

FEDERAL AID PROGRAM (cont.)
FEDERAL FISCAL YEAR 1953

PRIMARY FEDERAL AID

County	Highway, Section & Description	Amount
	DIVISION NO. 1 (cont.)	
Washington	Pacific West. Tigard-Onion Flat, 5 mi. Grading and Paving	$ 335,000
	Subtotal, Division No. 1	$1,085,000
	DIVISION NO. 2	
Clatsop	Columbia River. Big Creek Sect., 2.04 mi. Paving & Landscaping	$ 110,000
Marion	Pacific East. Hayesville School-State St., (Salem By-pass), 4.2 mi. Grad. and Top. (2-lane)	345,000
Lincoln, Polk & Tillamook	Salmon River. Sulphur Creek Rogue River, 10.0 mi. Widening, A.C. Resurf. and Landscaping	205,000
Tillamook	Wilson River. Wilson R. Tunnel Sect., 0.4 mi. Grad. and Pav. (Addit. to $180,000 to 1952 funds)	120,000
	Subtotal, Division No. 2	$ 780,000
	DIVISION NO. 3	
Douglas	Coos Bay-Roseburg. Suicide Creek-Pacific Hwy., 11.6 mi. Surface & A.C. Paving	$ 350,000
Douglas	Pacific. Chenowith Park-M.P. 182. 2 mi. Grad., Structures & Paving	550,000
Jackson	Pacific. North Unit Medford-Ashland Sect., 5 mi. Grad. & Pav. (4-lane)	550,000

FEDERAL AID PROGRAM (cont.)
FEDERAL FISCAL YEAR 1953

PRIMARY FEDERAL AID

County	Highway, Section & Description	Amount
	DIVISION NO. 3 (Cont.)	
Lane	Pacific. Judkins Pt.-Goshen, 4.9 mi. Surf., Paving & Landscaping	$ 420,000
	Subtotal, Division No. 3	$1,870,000
	DIVISION NO. 4	
Hood River & Wasco	Columbia River. Bridge over Hood River at Hood River	$ 250,000
Klamath	The Dalles-California. MP 181.3 to 186.0 (5 mi. N. of Gilchrist), 4.7 mi. Widening and A.C. Resurfacing	250,000
Wasco	Columbia River. Mosier-The Dalles, 4.0 mi. Grad. & Top. (West Unit)	710,000
	Subtotal, Division No. 4	$1,210,000
	DIVISION NO. 5	
Grant	John Day. Mt. Vernon-John Day, 8.3 mi. Grad. and A. C. Paving	$ 400,000
Grant	John Day. W. Unit, Austin Spur-Forest Bdry. Sect. (MP 191-195), 4.0 mi. Widening and A. C. Resurf.	160,000
Union	Old Oregon Trail. La Grande-N. Powder, 24.4 mi. Paving	800,000
	Subtotal, Division No. 5	$1,360,000
	Total, All Divisions	$6,305,000

FEDERAL AID PROGRAM (cont.)
FEDERAL FISCAL YEAR 1953

URBAN FEDERAL AID

County	Highway, Section & Description	Amount
	DIVISION NO. 1	
Multnomah	Pacific East (Union Ave.), Bridgeton Road-Schmeer Road, Construction of Service Roads	$ 150,000
Multnomah	T. H. Banfield Expressway. 82nd Street-Fairview, 7.00 mi. Grading	1,400,000
	Subtotal, Division No. 1	$1,550,000
	DIVISION NO. 3	
Douglas	Pacific. Roseburg Sect. (Umpqua River-Fairgrounds), 1.2 mi. Grad. and Top.	$ 300,000
	Subtotal, Division No. 3	$ 300,000
	Total, All Divisions	$1,850.000

SECONDARY FEDERAL AID

	DIVISION NO. 1	
Clackamas	Clackamas. Eagle Creek Line Change, 0.6 mi. Grad., Pav. and Bridge over Eagle Creek	$ 225,000
Clackamas	County Road. Bridge over Tualatin River (W. of West Linn)	150,000
Washington	Nehalem. Buxton to Summit, 5 mi. A. C. Resurf.	90,000
	Subtotal, Division No. 1	$ 465,000

FEDERAL AID PROGRAM (cont.)
FEDERAL FISCAL YEAR 1953

SECONDARY FEDERAL AID

County	Highway, Section & Description	Amount
	DIVISION NO. 2	
Clatsop	Nehalem. Nehalem River Bridge at MP 33.7 (Near Jewell)	$ 100,000
Linn	County Road (FAS-216). Tangent Section, 10 mi. Grad., Surf. & Oil.	250,000
Marion	North Santiam. Stout Cr.-Mill City, 9.5 mi. Paving	300,000
Marion	Hillsboro-Silverton. Woodburn-Mt. Angel, 8.0 mi. A. C. Resurf.	200,000
Polk	Salem-Dallas-Coast. Dolph Corner-Rickreall, 4.4 mi. Grad. & Pav.	275,000
	Reserve	30,000
	Subtotal, Div. No. 2	$1,155,000
	DIVISION NO. 3	
Coos	Coos River. Catching Slough-Enegren Ferry, 2.8 mi. Grad. & Surf. (Connections to Bridge)	$ 200,000
Douglas	County Road (N. Umpqua). Lonerock Bridge-Rock Creek, 4.1 mi. Grad., Pav. and Bridge over Umpqua River at Lonerock	350,000
Douglas	Elkton-Sutherlin. Calapooya Cr.-Sutherlin, 3.45 mi. Grad., Br. & Pav.	350,000
Lane	Territorial. Benton Co. Line-Cheshire, 6.6 mi. Grad. & Paving	275,000
	Subtotal, Division No. 3	$1,175,000

FEDERAL AID PROGRAM (Cont.)
FEDERAL FISCAL YEAR 1953
SECONDARY FEDERAL AID

County	Highway, Section & Description	Amount
	DIVISION NO. 4	
Crook	Powell Butte. Powell Butte-Deschutes Co. Line, 7.7 mi. Grad., Surf. and Oil.	$ 150,000
Crook	O'Neil. MP 9.1 - MP 14.1, 5 mi. Grad., Surf. and Oil.	100,000
Klamath	Klamath Lake. Wocus Marsh-Lake O'Woods Road, 8.7 mi. Grad. and Top., 21 mi. Surf. & Oil.	450,000
Klamath	County Road (FAS-418). Jct. Lakeview Hwy. to Bonanza, 7 mi. Grad., Surf. & Oil.	200,000
	Subtotal, Division No. 4	$ 900,000
	DIVISION NO. 5	
Harney	Rome-Princeton. N. Unit, Princeton-Follyfarm, 13 mi. Grad. & Top.	$ 170,000
Malheur	County Road (FAS 528). Ontario-South, 4 mi. Grad., Surf. and Oil	150,000
Morrow & Umatilla	Heppner. Lena-Nye (MP 63.07 to 84.37), 21.3 mi. A.C. Paving	507,000
Wallowa	County Road (FAS-485). Prairie Cr.-Zumwalt, 3 mi. Grad., Surf. & Pav.	150,000
	Subtotal, Division No. 5	$ 977,000
	Total, All Divisions	$4,672,000

July 17, 1951

FEDERAL AID PROGRAM (Cont.)

FEDERAL FISCAL YEAR 1953

SUMMARY

(Contracting to begin November, 1951)

Division No.	Primary Federal Aid	Urban Federal Aid	Secondary Federal Aid	Total
1	$1,085,000	$1,550,000	$ 465,000	$3,100,000
2	780,000	--	1,155,000	1,935,000
3	1,870,000	300,000	1,175,000	3,345,000
4	1,210,000	--	900,000	2,110,000
5	1,360,000	--	977,000	2,337,000
Totals	$6,305,000	$1,850,000	$4,672,000	$12,827,000

Above amounts, when combined with corresponding amounts for the fiscal years 1951 and 1954, are in conformance with the division allotment formula.

The Commission also discussed a revised schedule for the contracting of certain projects during the remaining months of this year, and which it is proposed to finance with monies derived from the sale of bonds. The Engineer advised that the program had to be revised because of new demands of the Union Pacific Railroad Company, and that certain projects previously authorized for contracting in August had to be postponed until September. As a result of discussion, the Commission approved the rearrangement of the projects for contracting in August and September, as follows:

PROPOSED CONTRACT LETTINGS - BOND PROGRAM

1951

August 1951

Forest Bdry. -Mill Creek (Warm Springs Hwy.), 14.45 mi. Paving	$ 400,000
North Grants Pass Section, 0.83 mi. Grad. & Paving	150,000
	$ 550,000

PROPOSED CONTRACT LETTINGS - BOND PROGRAM
(Cont.)
1951

September, 1951

Gorton Creek-Warren Creek, 3.03 mi. Grad., Br. & Paving	$1,700,000
Warren Creek-Viento, 1.84 mi. Grad. & Paving	1,100,000
Wygant Park-Hood River, 5.92 mi. Grad., Br. and Paving	1,700,000
S. Unit, Deschutes Co. Line-Willamette Jct., 12 mi. Grad. & Paving	800,000
Bay City-Tillamook, 2.15 mi. Grad., Br. & Paving	500,000
Reedsport-Winchester Bay, 3.72 mi. Grad., Br. and Paving	900,000
	$6,700,000

Mr. W. F. Gaarenstroom, Director, Department of Veterans Affairs, was present regarding the temporary use of space on the fifth floor of the State Highway Building for his department, during the processing of payments of the bonus to Oregon World War II veterans which was authorized by vote of the people last November. He was informed by Chairman Chandler that the Commission has decided not to make any commitment with respect to the occupancy of the unused space in this building due to the fact that the Highway Department is not yet settled in the building and it is not known how much space the Highway Department will need. He also pointed out that the Commission has promised another State agency first refusal on any space that might be available, so the outlook is not very good, although the Commission will discuss it.

Mr. A. G. Suomela, State Master Fish Warden, was present regarding the use of about three acres of State Highway property situate adjacent to the Columbia River Highway at Herman Creek, Hood River County. He explained that the Fish Commission has plans to expand its existing facilities at this location for the handling of the large run of fall Chinook salmon and, in order that the program may be carried out to a successful conclusion, it is essential that the Fish Commission acquire the three acres of land that the Highway Commission owns adjoining the Herman Creek Fisheries station, which, he understands, is not being used by the Highway Department. The Engineer advised that the property in question is an old quarry and that there are possibilities that it might be needed in construction of the new highway at this

location. Other than this, he added, the Highway Department has no use for the property. He suggested that the Highway Department retain title to the quarry until the highway work is done, and then deed the property to the Fish Commission. Mr. Suomela indicated his approval of the suggestion, whereupon the Commission adopted the suggestion unanimously and so ordered.

The Commission discussed with the Engineer bids received at the morning session for highway construction, and at 4:00 p.m., Commissioner Reynolds announced the Commission's decision with respect to each project, such decision having been reached by the unanimous vote of the Commission:

"Construction of four frame dwellings and one frame sand storage shed at the Timberline Junction on Mount Hood Highway, Clackamas County: McKel, Inc., Portland was the low bidder for this project at $68,328.20. There were five higher bids. The Commission has awarded the contract to the low bidder, McKel, Inc. at its bid price.

"Construction of the Big Creek Section of the Lower Columbia River Highway, Clatsop County: J. N. Conley, Portland, submitted the low bid for this project at $227,361.00. There were seven higher bids. The bid of J. N. Conley in the sum of $227,361.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Oiling the Apiary Section of the Rainier-Apiary County Road in Columbia County: The low bid for this work was submitted by Harr and Horton, Portland, at $16,873. There were two higher bids The contract has been awarded to the low bidder, Harr and Horton, at their bid price.

"Construction of the Worthington Bridge over the South Umpqua River on a county road five miles east of Canyonville, Douglas County. This is a county project for which bids were received by the Commission as a courtesy to the Douglas County Court. The Bids are all being referred to the county court for further handling.

"Grading, surfacing and construction of a bridge on the Rocky Creek-Wocus Marsh Section of the Klamath Lake Secondary Highway, Klamath County: McNutt Brothers, Eugene, submitted the only bid for this work at $589,959.50. The bid has been rejected as being too high.

"Construction of a masonry block building in Delake, Lincoln County. The Commission received three bids for this work, the low one being that of Robert C. Wilson, Corvallis, at $10,340.00. The contract has been awarded to Mr. Wilson at his bid price.

"Construction of a maintenance building extension and a sand storage shed at Santiam Junction, Linn County. C. M. Merrill, Newport, submitted the low bid of three for this project at $24,355.00. The contract has been awarded to Mr. Merrill at his bid price.

"Halsey (First Street) paving project in the City of Halsey, Linn County. Western Paving and Construction Company, Albany, submitted the low bid for this work at $13,021.00. Warren Northwest, Inc., Portland, submitted the next low and only other bid at $13,195.00. The contract has been awarded to Western Paving and Construction Company at its bid price.

"Brownsville (Main Street) paving project in the City of Brownsville, Linn County. The low bid for this work was that of Warren Northwest, Inc., Portland at $11,917.50. Western Paving and Construction Company submitted the only other bid at $13,460.00. The contract has been awarded to the low bidder, Warren Northwest, Inc., Portland, at its bid price.

"Ontario (East First Street South) paving project in the City of Ontario. Babler and Rogers, Portland, submitted the low bid for this work at $14,390.00. There were two higher bids. The bid of Babler and Rogers in the sum of $14,390.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Ontario and provision has been made by said City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"Nyssa (King and Park Avenue) oil mat surfacing project in the City of Nyssa, Malheur County. Babler and Rogers, Portland, was the low bidder for this work at $11,210.00. D. F. McKenzie, Salem, was the next low and only other bidder at $16,160.00. The contract has been awarded to the low bidder, Babler and Rogers, at their bid price.

"Grading and paving the Nyssa-Adrian Section of the Nyssa-Adrian Highway in Malheur County. Babler and Rogers, Portland, submitted the low bid for this work at $298,888.00. Porter W. Yett, Portland, was the next low

bidder at $301,976.50. There were six higher bids. Bids for this project were considered with the bids received for construction of the Nyssa (Locust Street-Bower Street) Section of the Old Oregon Trail. The low combination bid was that of Babler and Rogers at $327,608.00. Porter W. Yett was the next low combination bidder at $335,832.50. The combination bid of Babler and Rogers in the sum of $327,608.00 is accepted, and the Engineer is instructed to have contracts prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Landscaping the State Highway Building grounds in Salem, Marion County. Rich & Sons Nursery, Hillsboro was the low bidder for this work at $14,656.80. There were four higher bids. The contract has been awarded to the low bidder, Rich & Sons Nursery, at its bid price.

"Grading and paving the Hayesville-Salem Section of the Pacific Highway East, Marion County. Two bids were submitted for this work, the low one being that of D and H Paving Company, Vancouver, at $149,696.00. The bid of D and H Paving Company in the sum of $149,696.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Turner ('C', 2d, and 'D' Streets) paving project in the city of Turner, Marion County. Western Paving and Construction Company, Albany, was the low bidder at $11,426.00. Warren Northwest, Inc., Portland, was the next low bidder at $12,369.00. The Commission has awarded the contract to the low bidder, Western Paving and Construction Company at its bid price.

"Grading and paving the Fairview-Sundial Section of the T. H. Banfield Expressway, Multnomah County. The low bid for this work was submitted by K. F. Jacobsen Company, Inc., and J.M Arenz, Portland, as a joint venture, at $341,105.20. The bid of K. F. Jacobsen Company, Inc., and J.M. Arenz, Portland, in the sum of $341,105.20 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as the right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Embankment construction along the west approach to the Salem bridge on the Salem-Dallas Highway, Polk County. F.C. Scott Construction Company, Portland, was the low bidder for this work at $87,360.00. There were five higher bids. The contract has been awarded to the low bidder at his bid price.

"Construction of buildings at Emigrant Springs State Park on the Old Oregon Trail, Umatilla County. Two bids were received by the Commission for this work, the low one being that of Loree Building Service, LaGrande, at $5,687.70. The contract has been awarded to this bidder at his bid price.

"Grading and bituminous macadam surfacing on 'G' and 'I' Streets in the City of Umatilla, Umatilla County. Russell Olson Construction Company, Pendleton, was the low bidder for this work at $8,040.00. The contract has been awarded to this company at its bid price.

"Grading and oiling on North First Street in the City of Dufur, Wasco County. Babler Brothers, Inc., Portland, were the low bidders for this project at $6,585.00. Edwin C. Gerber, Oregon City, was the only other bidder at $10,147.00. The Commission has awarded the contract to the low bidder, Babler Brothers, Inc. at their bid price.

"Construction of a masonry block maintenance building on State Highway No. 42, Shaniko, Wasco County. Swendig and Son, Redmond, submitted the low bid for this work at $13,430.00. There was one higher bid. The Commission has awarded the contract to the low bidder at its bid price."

Commissioner Reynolds reported receipt of a letter from Mr. Oscar Furuset, Attorney, Portland, concerning a problem relating to the grading and widening of Henderson Avenue from its junction with the Eugene-Goshen Highway to the south end of land owned by his brother, Mr. Elmer Furuset. The matter was referred to the Engineer for immediate attention.

The Commission signed agreements, etc., as follows:

Pipe line crossing of Union Pacific Railroad right of way.

"Consent of Assignment" - S. T. Humphrey to E. S. Skillings, Jr. of lease rights of 14.25 acres of State Land.

Lease with Walter J. Brandon for parcel of ground at Bunker Hill, Coos Bay - 10 years.

Permit granting Mr. and Mrs. Buther use of State-owned property at Dodson overpass.

Agreement with O. W. R. & N. Co. and U. P. Co. relinquishing two encroachments on railroad property at Troutdale.

Agreement with Consumers Cooperative Association of Swisshome, Oregon, Authorizing Association to remove 4,000 cu. yds. rock from quarry on Siuslaw Highway.

Agreement with California-Oregon Power Co., and Elizabeth Gallogly Geary re reconstruction and maintenance of dike on Geary property located on Rock Creek-Wocus Marsh Section of Klamath Lake Secondary Highway.

"Indenture of Access" granting Ronald K. and Martha C. Miller change of access on Cascade Locks-Viento Section of Columbia River Highway.

2 Bargain and Sale Deeds with respect to hauling road across land owned by William M. Gray and Retha Gray on Midland-Mac's Store Section of the Lower Klamath Lake Secondary Highway.

Agreement with Wheeler County Court providing for disposal of small portion of Ochoco Highway (old route) when highway has been realigned.

Temporary Access Permit to Ralph K. Skoubo granting temporary crossing on the Heppner Junction-Boardman Section, pending construction of roadway across swamp.

Agreement with C. E. Brown relative to sale of timber in Short Sand Beach State Park in Tillamook County.

Bargain and Sale Deed to Newport Construction Company, Santa Rosa Park Addition Multnomah County. T. H. Banfield Expressway. This parcel of land contains 6,250 sq. ft.

Agreement with Columbia County covering construction of county road known as Rainier-Apiary Road.

The meeting adjourned at 4:30 p.m. to reconvene at 9:00 a.m. on Friday, August 3, 1951, in the Green Room of the Imperial Hotel, Portland, Oregon pursuant to action previously taken at this meeting.

Chairman

Commissioner

Commissioner

State Highway Engineer

ATTEST:

Secretary

EXHIBITS "A" THROUGH "K"

Minutes of

July 16 and 17, 1951

EXHIBIT "A"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows

BARBOUR BLVD. - MARION CO. LINE SEC. - W. PORTLAND-HUBBARD HWY.

4846 - Sagert, Fred and Orpha (Smith)
Right of Way
Option expires December 6, 1951

2.24 acres at $400. per acre.	$ 896.00	
Severence damages.	200.00	
Allowance - 55 rods of fence at $3.60 per rod.	198.00	
Amount to be paid owner - chrg to Right of Way		$ 1,294.00

Access controlled - No access allowed

EXHIBIT "A" (cont.)

BARBOUR BLVD. -MARION CO. LINE SEC. -W. PORTLAND-HUBBARD HWY. (cont)

17486 - Bushnell, Jesse L. and Florence A. (Smith)
Right of Way
Option expires December 20, 1951

.17 acre at $500.00 per acre.		$ 85.00	
Allowances:	Severance damages	41.50	
	Fencing, 6 rods at $3.50 per rod	21.00	
	To reestablish power service	40.00	
Amount to be paid owner - chrg to Right of Way			$ 187.50

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 328+99, West side.

Access controlled -

17488 - Bushnell, Olive E. (Smith)
Right of Way
Option expires December 20, 1951

.77 acre at $500.00 per acre		$ 385.00	
Allowances:	Fencing, 17 rods at $3.50 per rod	59.50	
	To reestablish power service	40.00	
Amount to be paid owner - chrg to Right of Way			$ 484.50

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 332+70, West side.

Access controlled -

17483 - Wark, Amy T. and Glenn D. (Smith)
Right of Way
Option expires December 25, 1951

.08 acre at $500.00 per acre	$ 40.00	
11 trees	110.00	
Fencing, 12 rods at $3.60 per rod	43.20	
Amount to be paid owner - chrg to Right of Way		$ 193.20

Access controlled - No access allowed

EXHIBIT "A" (cont.)

BARBOUR BLVD. -MARION CO. LINE SEC. -W. PORTLAND-HUBBARD HWY. (co

17482 Peterson, Alice S. (Smith)
Right of Way
Option expires January 1, 1952

2 acres at $340.00 per acre	$ 680.00
7.32 acres at $225.00 per acre	1,647.00
Allowances:	
Fencing, 163 rods at $3.59 per rod.	585.00
Severance damages	875.00
Replacement of well	2,010.00
Replacement of utilities & roadway	250.00
Removal of barn	2,000.00
Removal of small cabin, shed and well house	925.00
Damage to 23 fruit and nut trees at $7.50 each	172.50
Reestablishment of chicken house and pen	50.00
Amount to be paid owner - chrg to Right of Way	$ 9.193.50

THINGS TO BE DONE BY THE STATE:

10-yr. easement for tool house - encroaches 1 foot

Access controlled - No access allowed

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY

17393 Clatsop County (Byrum)
Right of Way
Deed taken

3.118 acres of land	Gratis

THINGS TO BE DONE BY THE STATE:

Clear and rock 1.7 acres of land South of Parcel # 2, (Part of construction contract)	
Move county shed and gas tank, low bid C. B. Burt	$ 1,865.00
78 rods of fence at $8.00 per rod + 2 gates at $25.00 each, Estimated cost:	674.00
GRAND TOTAL (Estimate) - Chrg to Right of Way	$ 2,539.00

Access controlled -

(cont.)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17408 - Hagglund, Roy and Marcele (Byrum)
Right of Way
Option expires December 27, 1951

6 acres exchange land
Allowances: moving shrubs and reestablishing lawn $ 200.00
moving house, garage, and shed 5,950.00

Amount to be paid owner - chrg to Right of Way $ 6,150.00

THINGS TO BE DONE BY THE STATE:

Convey to Hagglund a parcel of land acquired from Statier M. Hepburn described as: A parcel of land in Section 20, Township 8 North, Range 7 West, containing 10 acres, more or less, (file 17770) as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Takes all -

17411 - Brock, Otto and Burris (Byrum)
Right of Way
Option expires November 18, 1951

0.987 acre at $300 + per acre. $ 296.00
12 rods of fence at $3. per rod. 36.00
Severance damages 218.00

Amount to be paid owner - chrg to Right of Way $ 550.00

Access controlled - No access allowed

17403 - Johnson, Arthur L. and Ethel M. (Byrum)
Right of Way
Option expires December 18, 1951

1.311 acres at $300+ per acre. $ 400.00
Allowance - 40 rods of fencing at $3. per rod. 120.00
- 15 fruit trees at $20 per tree. 300.00
- Severance damages 380.00

Amount to be paid owner - chrg to Right of Way $ 1,200.00

Access controlled - No access allowed

(cont.)

EXHIBIT "A" (cont.)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17770 - Hepburn, Statier M.
Right of Way
Option expires December 24, 1951

$9\frac{1}{2}$ acres at $355.00 + per acre $ 3,400.00

Amount to be paid owner - chrg to Right of Way $ 3,400.00

Access not controlled -

SEASIDE-HUG POINT SECTION - OREGON COAST HIGHWAY

10335 - Carlson, Olaf and Marion CORRECTION REPORT (Benson)
Right of Way
Option

Right of way optioned in 1943.
0.78 acres $ 853.30
State to move house when necessary
Low bid for moving by A. C. Baumback. 6,762.50

Amount to be paid owner - chrg to Right of Way $ 7,615.80

Access not controlled -

SALEM-HAYESVILLE SCHOOL SEC. - PACIFIC HIGHWAY EAST

13890 - Welsh, Orda and Grace M. (Landon)
Right of Way
Option expires December 16, 1951

1001 sq. ft. at $0.40 per sq. ft. $ 400.40

Amount to be paid owner - chrg to Right of Way $ 400 40

THINGS TO BE DONE BY THE STATE

Construct approach 25' wide, opposite Station 37+40
West side and 20' wide at Station 38+17. (Commercial)
The intention being to provide 40' approach on north
line, and 50' approach on south line, using half of each
to serve this property and half to serve adjoining properties.

Access controlled -

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SEC. - PACIFIC HIGHWAY EAST (cont.)

13892 - Nelson, Harley F. and Ella M. (Landon)
Right of Way
Option expires December 16, 1951

100 sq. ft. at $0.40 per sq. ft.	$ 400.00	
Amount to be paid owner - chrg to Right of Way		$ 400.00

THINGS TO BE DONE BY THE STATE:

Construct approach, 20' wide, west side, opposite Station 38+37 and 25' approach at Station 39+14.5. (Commercial) The intention being to provide one 40' approach on this property on south line, using one half to serve this property, and to provide one 25' opening for this property only.

Access controlled -

13893 - A. Sauers, Albert J. and Irma; Campbell, Byron A. & Nora L. (Landon)
Right of Way
Option expires December 20, 1951

1540 sq. ft. at $0.40 per sq. ft.	$ 616.00	
Allowance - Lawn, 529 sq. ft.	52.90	
- Existing driveway curbs and blacktop	439.50	
- moving neon sign. Mick Sign Co.	180.00	
Amount to be paid owner - chrg to Right of Way		$ 1,288.40

THINGS TO BE DONE BY THE STATE:

Construct two approaches, pave same to relocated right of way line, 40' wide, west side, Station 39+79 and 40+29. (Comm.)

Access controlled -

13868 - Moore, Ray M. and Frances Inez (Haskin)
Right of Way
Option expires January 2, 1952

EXHIBIT "A" (cont.)

SALEM-HAYSEVILLE SCHOOL SEC. - PACIFIC HIGHWAY EAST (cont.)

13868 - Moore, Ray M. and Frances Inez (cont.)

588 sq. ft. at $0.60 per sq. ft.	$ 352.80	
Allowance for loss of parking area and gravel thereon	2,947.20	
Amount to be paid owner - chrg to Right of Way		$ 3,300.00

THINGS TO BE DONE BY THE STATE:

Reconstruct driveways, 16' and 22' wide, at Station 21+08 and Station 20+62, East side, Commercial Access. Driveway at Station 20+62 East to be used jointly by grantor and abutting property owner on South.

Access controlled -

13888 - John J. Roberts, an Oregon Corporation (Haskin)
Right of Way
Option expires December 28, 1951

1,220 sq. ft. at $0.40 per sq. ft.	$ 488.00	
Allowances: For trees, shrubs and fence	325.00	
To move signs	75.00	
For gravel in driveway and parking area	88.00	
Amount to be paid owner - chrg to Right of Way		$ 976.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches at Stations 35+40 and 35+86, East side; Commercial access.

Access controlled -

13894 - Baker, Fred and Eileen P. (Landon)
Right of Way
Option expires December 26, 1951

1,000 sq. ft. at $0.40 per sq. ft.	$ 400.00	
Amount to be paid owner - chrg to Right of Way		$ 400.00

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SEC. - PACIFIC HIGHWAY EAST (cont.)

13895 - Baker, Fred and Eileen P. (cont.) (Landon)

THINGS TO BE DONE BY THE STATE:

Construct 40'foot commercial access West side, at Station 44+04.

Access controlled -

16855 - Thompson, Virginia Eckerlin, and Jack E. (Landon)
Right of Way
Option expires November 8, 1951

2,269 sq. ft. at $0.40 + per sq. ft. $ 917.60

Amount to be paid owner - chrg to Right of Way $ 917.60

THINGS TO BE DONE BY THE STATE:

Move 2 signs, and take care of lawn sprinkling system where disturbed. Estimated cost: 150.00
Construct four road approaches with certain widths at Stations 41+38, 41+99, 42+44, and 43+28; same to be paved to relocated R/W line.
State not to damage weeping willow tree.

GRAND TOTAL (Estimate) - chrg to Right of Way $ 1,067.60

Access controlled -

13901 - Pioneer Trust Co., Trustee for Lloyd T. Reynolds Estate (Boone)
Right of Way
Option expires December 15, 1951

6412 sq. ft. at $0.04+ per sq. ft.	$	270.00
4 large trees, cherry and walnut.		80.00
Damage to fir grove, approx. 30 trees		75.00
Approximately 80 rods of fence at $3.00 per rod.		240.00
Severance damage and 6575 sq. ft. easement.		584.40

Amount to be paid owner - chrg to Right of Way $ 1,250.00

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SEC. - PACIFIC HIGHWAY EAST (cont.)

13901 - Pioneer Trust Co., Trustee for Lloyd T. Reynolds Estate (cont.) (Boone

THINGS TO BE DONE BY THE STATE:

Construct commercial access 30' wide, west side opposite Stations 54+00, 55+30, 56+65 and 61+00 and 57+75. And on the East side, at Stations 46+70 and 51+40.

State to pay 1951-52 taxes.

Access controlled -

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17364 - Berger, S. D. and Madeleine (Boone)
Right of Way
Option expires December 6, 1951

3.71 acres at $2181. - per acre.	$ 8,090.25	
Allowance - 1 acre of goose berries	300.00	
1 acre of fescue and clover	200.00	
- 60 rods of fencing at $5. per rod.	300.00	
- severance damages	750.00	
Amount to be paid owner - chrg to Right of Way		$ 9,640.25

Access controlled - No access allowed

17254 - Scott, Kenneth E. and Betty J. (Haskin)
Right of Way
Option expires December 21, 1951

9450 sq. ft. at $0.07+ per sq. ft.	$ 664.00	
House, 832 sq. ft. at $6.25	5,200.00	
Garage, 262 sq. ft. at $3.	786.00	
Well, electric pump, septic tank, etc.	500.00	
Lawn, shrubs, drive and walks.	150.00	
Amount to be paid owner - chrg to Right of Way		$ 7,300.00

Take all -

EXHIBIT "A" (cont.)

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

17249 - Wagers, Ralph C. and Dorothy A. (Haskin)
Right of Way
Option expires December 4, 1951

9,310 sq. ft. at $0.07 + per sq. ft.	$ 656.00	
House, 1008 sq. ft. and garage 420 sq. ft.	10,844.00	
Amount to be paid owner - chrg to Right of Way		$11,500.00

Takes all -

17252 - Hott, Alfred W. and Evelyn (Haskin)
Right of Way
Option expires December 19, 1951

9,310 sq. ft. at $0.07+ per sq. ft.	$ 660.00	
House, 1,056 sq. ft. at $7.42+ per sq. ft.	7,840.00	
Well and electric pump	350.00	
Septic tank and drainage field	150.00	
Amount to be paid owner - chrg to Right of Way		$ 9,000.00

Takes all -

CORVALLIS-MONROE SECTION - PACIFIC HIGHWAY WEST

6579 - Smith, J. M. and Pearl E. (Byrum)
Right of Way
Option expires December 11, 1951

1.24 acres at $200 per acre.	$ 248.00	
320 rods of fencing at $3. per rod.	960.00	
Amount to be paid owner - chrg to Right of Way		$ 1,208.00

THINGS TO BE DONE BY THE STATE:

Construct private access, west side at Stations 412+63, 404+13, 369+55 and 359+05. (When Hwy. reconstructed)

Access controlled -

EXHIBIT "A" (cont.)

PEORIA JUNCTION SEC. - CORVALLIS EAST SIDE HIGHWAY

17660 - Beach, Homer and Ernestine (Byrum)
Right of Way
Option expires December 13, 1951

0.33 acre LUMP SUM $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access not controlled -

JUDKINS POINT - GOSHEN SECTION - PACIFIC HIGHWAY

17507 - Oldham, Jay F. et ux (Reeder)
Slope Easement

Easement, 20' x 80' strip Gratis

Access not controlled - off highway

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY

16303 - City of Springfield (Reeder)
Gravel & Borrow Pit
Option expires December 10, 1951

79,260 sq. ft. Gratis

THINGS TO BE DONE BY THE STATE.

State of Oregon will not obstruct millrace.

Takes all -

NIMROD-BLUE RIVER SECTION - MCKENZIE HIGHWAY

17565 - Gullion, Anna W. (Reeder)
Quarry Site
Option expires December 13, 1951

0.77 acre at $500. per acre. $ 385.00

Amount to be paid owner - chrg to Quarry Site $ 385.00

EXHIBIT "A" (cont.)

NIMROD-BLUE RIVER SECTION - MCKENZIE HIGHWAY (cont.)

17314 - Miller, Robert W. and Virgie Eileen (Reeder)
Quarry Site
Option expires December 10, 1951

0.4 acre at $600. per acre.	$ 240.00	
Allowance - severance damages	160.00	
Amount to be paid owner - chrg to Quarry Site		$ 400.00

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

14952 - Coos Bay Lumber Company CORRECTION REPORT (Byrum)
Right of Way

15.37 acres	Gratis	
Cruise shows 22.956 M F. B. M at $10.00	$ 229.56	
Amount to be paid owner - chrg to Right of Way		$ 229.56

Balance of timber is reserved by grantor.

Takes all -

Previously approved - 4/12/51
15.37 acres. Gratis
Pay to grantor fair cash market value for standing timber which is removed. Est. $100.00
Amt. Paid owner - chrg to R/W. Est. $100.00

CEDAR POINT - COQUILLE SEC. - OREGON COAST HIGHWAY

16885 - Oerding, Charles H. and Mary (Reeder)
Option and Agreement re moving
Option expires December 4, 1951

Agreement and option cancells previous agreement and option of January 18, 1951 for moving of Oerdings Myrtlewood factory. Due to springs - moving impractical.	
Under this agreement and option, State to pay Oerding	$15,500.00
State to pay Burk for work done in connection with attempted move. - chrg to Right of Way	865.00
	$16,365.00

EXHIBIT "A" (cont.)

CEDAR POINT COQUILLE SEC. - OREGON COAST HIGHWAY (cont.)

16885 Oerding, Charles H. and Mary (cont.) (Reeder)

THINGS TO BE DONE BY THE STATE

Construct 25' commercial approach 861+60 and 864+20, north side.	
Fill area North side, Sta. 860+80 to 861+70, 25' wide to proposed highway grades. Est. Cost	$ 200.00
Gravel connecting road between existing road approach at Stations 860+70 and 861+60 north side. Estimated Cost	400.00
(approach at 863+00 eliminated, also fill area at Station 863+00 to 864+20.) - Grand Total Est.	$16,965.00

Access controlled -

Previous approval - Resolution 2-26-51

Deed 0.25 acre and allowances for improvements and loss of business	$ 1,025.00
Low bid for moving building.	7,693.00
Amount paid owner - chrg to R/W	8,743.00

THINGS TO BE DONE BY THE STATE:

Construct commercial approach at 861+60.	
Reconstruct commercial approaches at 863+00 and 864+20, north side.	
Gravel connecting road, Est.	$ 700.00

GRAND TOTAL Estimate 9,443.0

0.25 acre deed has been secured and the $1,025.00 paid; al other items on 2/26/51 Resolution cancelled by option which expires December 4, 1951, as shown above.

Phone approval by Ben R. Chandler 6/11/51.

16887 - Watson, Helen L. and Neil O. Mintonye, Amzy and (Reeder)
Right of Way Doris A
Option expires December 26, 1951

7,000 sq. ft. at $0.05 per sq. ft. $ 350.00

Amount to be paid owner - chrg to Right of Way $ 350.00

CEDAR POINT-COQUILLE SECTION - OREGON COAST HIGHWAY (cont.)

16872 - Watson, Helen L. and Neil O. Mintonye, Amzy and Doris A. (cont.) (Reeder)

THINGS TO BE DONE BY THE STATE:

Construct commercial road approaches, not to exceed 25 feet in width, at Stations 833+70, 835+20, and 836+75, Southerly side of highway.

Access controlled -

NORTH ENTRANCE TO GRANTS PASS SEC. - PACIFIC HIGHWAY

17350 - Williams, Melbourne V. B. and Dorothy (Holt)
Right of Way and Easement
Option expires December 5, 1951

600 sq. ft. at $0.78+ per sq. ft. + 10' slope easement.	$ 470.00	
Amount to be paid owner - chrg to Right of Way		$ 470.00

THINGS TO BE DONE BY THE STATE:

If walnut tree destroyed, $100. shall be paid owner. Reconstruct road approach at Station 32+28, east side. (commercial)	$ 100.00	
GRAND TOTAL (Estimate) Chrg to Right of Way		$ 570.00

Access controlled -

17331 - Trotter, Wallace W. and Clara A. (Holt)
Right of Way
Option expires December 5, 1951

800 sq. ft. at $1.00 per sq. ft.	$ 800.00	
+ low bid, C. B. Burt, for moving restaurant	6,940.00	
Allowance to owner for moving signs	10.00	
Amount to be paid owner - chrg to Right of Way		$ 7,750.00

EXHIBIT "A" (cont.)

NORTH ENTRANCE TO GRANTS PASS SEC. - PACIFIC HIGHWAY (cont.)

17331 - Trotter, Wallace W. and Clara A. (cont.) (Holt)

THINGS TO BE DONE BY THE STATE:

Reconstruct Commercial approaches at Station 12+95, East side and Station 13+45, East side, and blacktop same to right of way line.

Access controlled -

17347 - Pollitt, Arthur O. and Harriet (Holt)
Right of Way
Option expires December 10, 1951

500 sq. ft. at $1.05 per sq. ft.	$ 525.00	
Damage to remainder.	150.00	
Allowance - 40 ft. of picket fence.	20.00	
Plus low bid for moving. C. B. Burt	4,415.00	
Amount to be paid owner - chrg to Right of Way		$ 5,110.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 29+20, east side.

Access controlled -

17348 - Kitchen, Judson S. and Mabel R. (Holt)
Right of Way
Option expires November 22, 1951

1000 sq. ft. at $1.25 per sq. ft.	$ 1,250.00	
16'x24' office building, at $6.00 per sq. ft.	2,304.00	
One 16'x20' motel unit, at $6.00 per sq. ft.	1,920.00	
Reduction in area.	1,081.00	
Plus low bid for reestablishing west wall of existing motel office. C. B. Burt	4,350.00	
Plus low bid for moving electric sign. Grants Pass Sign Co.	71.00	
Amount to be paid owner - chrg to Right of Way		$10,976.00

EXHIBIT "A" (cont.)

NORTH ENTRANCE TO GRANTS PASS SEC. - PACIFIC HIGHWAY (cont.)

17348 - Kitchen, Judson S. and Mabel R. (cont.) (Holt)

THINGS TO BE DONE BY THE STATE:

Grantor to be notified 30 days in advance of letting of contract. State to remove real estate office from property as soon as possible after approval of option by Highway Commission. Reconstruct approach at Station 29+70, east side. Commercial

Access controlled -

17349 - Condray, Ora W. and Beatrice V.; Loomis, Oscar J. & Theola M. (Holt)
Right of Way
Option expires November 23, 1951

1335 sq. ft. at $1.05 per sq. ft.	$ 1,400.00	
Plus low bid for moving electric sign. Grants Pass Sign Co.	61.00	
Amount to be paid owner - chrg to Right of Way		$ 1,461.00

THINGS TO BE DONE BY THE STATE:

Construct commercial approach east side, Station 32+07.

Access controlled -

17332 - Sprague, Lewis W. and Elizabeth (Holt)
Right of Way
Option expires November 23, 1951

1700 sq. ft. at $1.00 per sq. ft.	$ 1,700.00	
Plus low bid for moving 3 flood light poles and electric sign. Grants Pass Sign Co.	128.00	
Allowance - Move trees and shrubs	35.00	
Amount to be paid owner - chrg to Right of Way		$ 1,863.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches at Stations 14+00 and 14+95, east side, and blacktop same to right of way line. Commercial
Reconstruct curb along westerly property line.

Access controlled -

EXHIBIT "A" (cont.)

NORTH ENTRANCE TO GRANTS PASS SEC. - PACIFIC HIGHWAY (cont.)

17339 - Bestul, Juel N. and Estelle F. (Holt)
Slope easement

10' slope easement, 675 sq. ft. Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE:

Commercial access granted at Station 23+02, west side, not to exceed 25' in width.

Access controlled -

17344 - Woodworth, Claude C. and Cathryn M.; Shearer, Irene (Holt)
Right of Way
Option expires November 15, 1951

1000 sq. ft. at $0.90 per sq. ft.	$ 900.00	
2 trees and shrubs.	55.00	
Plus low bid for moving building. C. B. Burt	5,735.00	
Plus low bid for moving sign. Grants Pass Sign Co.	48.00	
Amount to be paid owner - chrg to Right of Way		$ 6,738.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approaches at Stations 26+40 and 27+18. East side.

Access controlled -

17356 - Mendum, Wilfred C. and Margaret A. (Holt)
Right of Way
Option expires December 14, 1951

EXHIBIT "A" (cont.)

NORTH ENTRANCE TO GRANTS PASS SEC. - PACIFIC HIGHWAY (cont.)

17356 - Mendum, Wilfred C. and Margaret A. (cont.) (holt)

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 36+52, east side.

Access controlled -

State to pay $907.50 to Mortgagee of above total.

HAYES HILL SECTION - REDWOOD HIGHWAY

17384 - Belding, Maxine W. (Harrington)
Right of Way
Option expires December 5, 1951

0.14 acre Lump Sum $ 35.00

Amount to be paid owner - chrg to Right of Way $ 35.00

THINGS TO BE DONE BY THE STATE:

Remove and re-establish any fence or gateways, if necessary.
Reconstruct commercial approaches at Stations 84+50 and 86+75, North side.

Access controlled -

17381 - Happel, G. F. and Wilma (Harrington)
Right of Way
Option expires December 6, 1951

1.23 acres at $200. + per acre. $ 250.00

Amount to be paid owner - chrg to Right of Way $ 250.00

THINGS TO BE DONE BY THE STATE:

Construct culvert at approximately Station 67+00.
Move and reconstruct fence, if necessary

Access granted at Station 68+50. State NOT obligated to construct.

Access controlled -

EXHIBIT "A" (cont.)

VIENTO-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

16996 - Stenhjem, William Henry (Witt)
Right of Way
Option expires December 12, 1951

3.2 acres at $1000 + per acre.	$ 3,251.30	
2-story frame dwelling 26'x28'	4,852.50	
Frame chicken house & tool shed, 432 sq. ft. at $0.60 per sq. ft.	259.20	
Amount to be paid owner - chrg to Right of Way		$ 8,363.00

Takes all -

16997 - Burkholder, H. B. (Witt)
Right of Way
Option expires December 11, 1951

1.61 acres at $1000 + per acre.	1,656.00	
1½ story frame dwelling 24'x32'	3,840.00	
Fruit stand - 291 sq. ft. at $2. per sq. ft.	582.00	
Chicken house - 216 sq. ft. at $1.25 per sq. ft.	270.00	
2 sheds attached to dwelling	1,008.00	
Amount to be paid owner - chrg to Right of Way		$ 7,356.00

Takes all -

17010 - McWilliams, W. R., et ux (Massee)
Right of Way
Option expires December 11, 1951

2.19 acres at $750. per acre.	$ 1,642.50	
3.30 (approximately) acres at $260. - per acre. (severed portion)	857.50	
Amount to be paid owner - chrg to Right of Way		$ 2,500.00

Access controlled - No access allowed

EXHIBIT "A" (cont.)

VIENTO-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY (cont.)

(Massee)

17542 - City of Hood River
Right of Way
Deed signed

14.15 acres at $10. per acre.	$ 141.50	
Amount to be paid owner - chrg to Right of Way		$ 141.50

Access controlled - No access allowed -

(Witt)

17003 - Williams, J.
Right of Way
Option expires December 28, 1951

1.7 acres at $1,000.00 per acre	$ 1,700.00	
2-story frame house, 26'x44'	5,520.00	
Large frame barn	1,000.00	
Mink pens and sheds	230.00	
Amount to be paid owner - chrg to Right of Way		$ 8,450.00

Takes all -

(Massee)

17668 - Krumenacher, Kenneth S., et al.
Right of Way
Option expires December 27, 1951

5.45 acres at $1,750.00 per acre	$ 9,537.50	
Allowance: 30.25 rods fence at $2.00	62.50	
Amount to be paid owner - chrg to Right of Way		$ 9,600.00

Access Controlled - No access allowed

(Massee)

17663 - Inman, Martha Jensen
Right of Way
Option expires December 27, 1951

2.39 acres at $875.00 per acre	$ 2,110.25	
21 fruit trees	310.00	
Allowance for grantor to move 6'x11' chicken house & 10 rods fencing	40.00	
Amount to be paid owner - chrg to Right of Way		$ 2,460.25

(cont.)

VIENTO-HOOD RIVER SEC. - COLUMBIA RIVER HIGHWAY (cont.)

17663 - Inman, Martha Jensen (cont.)

THINGS TO BE DONE BY THE STATE:

Grantor has permanent right for the water pipes. State to re-establish any of said pipes disturbed.

Access controlled -

17664 - Ramsby, Maude (Massee)
Right of Way
Option expires December 19, 1951

1.0 acre at $800.00 per acre	$ 800.00	
0.75 acre at $1,000.00 per acre	750.00	
Allowance for 55 rods fencing at $2.00 per rod and 1 gate at $10.00	120.00	
Bid for moving, A. C. Baumback (house)	2,095.00	
Amount to be paid owner - chrg to Right of Way		$ 3,765.00

Access controlled - No access allowed

17661 - Keir, Nellie Mae (Massee)
Right of Way
Option expires December 18, 1951

0.29 acre, or 5 lots at $50.00 per lot	$ 250.00	
Allowances: For stone wall, 6 cherry trees	220.00	
To remove tent house & garage	30.00	
Bid for moving 16'x16' garage, A. C. Baumback	946.00	
Amount to be paid owner - chrg to Right of Way		$ 1,446.00

THINGS TO BE DONE BY THE STATE:
Reestablish any pipe lines disturbed by construction.
Construct approach from North service road to Grantor's property, Station 1125+25.

Access controlled - State to construct frontage road

EXHIBIT "A" (cont.)

VIENTO–HOOD RIVER SEC. - COLUMBIA RIVER HIGHWAY (cont.)

17667 - Wyers, Teunis J. et ux (Massee)
Right of Way
Option expires December 19, 1951

10 lots at $100.00 per lot	$ 1,000.00	
15 lots at $ 50.00 per lot	750.00	
Allowance for 50 rods fencing at $3.00 per rod	150.00	
Amount to be paid owner - chrg to Right of Way		$ 1,900.00

THINGS TO BE DONE BY THE STATE:

Install culvert, Station 1134+80 for additional 6" water pipe. Install 12" sewer pipe, 75 lineal feet, estimate (chrg to Const.)	150.00
GRAND TOTAL (Estimate)	$ 2,050.00

Access controlled - State to construct frontage road

17009 - Smith, Frank S. (Massee)
Right of Way
Option expires December 17, 1951

2.03 acres at $750.00 per acre	$ 1,522.50	
Amount to be paid owner - chrg to Right of Way		$ 1,522.50

THINGS TO BE DONE BY THE STATE:

Install a 3" pipe at Station 1113+00. Construction of pipe - estimate cost:	$ 300.00	
Grantor to have use and right for water pipe line at that location.		
GRANT TOTAL (Estimate) - chrg to Right of Way		$ 1,822.50

Access controlled - access via outer highway (State to build outer highway)

EXHIBIT "A" (cont.)

VIENTO-HOOD RIVER SEC. - COLUMBIA RIVER HIGHWAY (cont.)

17712 - Rogers, Frank E. (Massee)
Right of Way
Option expires December 21, 1951

6 - 25 x 100' lots at $75.00 per lot	$ 450 00	
2 houses - 18' x 20' and 20' x 24'	150.00	
Amount to be paid owner - chrg to Right of Way		$ 600.00

Takes all -

17662 - Keir, Paul E. (Massee)
Right of Way
Option expires December 18, 1951

0.15 acre at $875.00 per acre.	$ 131.25	
Amount to be paid owner - chrg to Right of Way		$ 131.25

Access controlled - via frontage road only.

HOOD RIVER - MOSIER SECTION - COLUMBIA RIVER HIGHWAY

16862-A-Hood River County (Witt)
Right of Way
Deed signed

0.82 acre	Gratis	
4.97 acres at $50.00+ per acre.	$ 250.00	
Amount to be paid owner - chrg to Right of Way		$ 250.00

Access controlled - No access allowed

17062 - Port of Hood River Commission (Witt)
Right of Way
Bargain & Sale Deed

0.61 acre.	Gratis

Access controlled - No access allowed

EXHIBIT "A" (cont.)

HOOD RIVER - MOSIER SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17631 - Nichols, G. M. (Witt)
Right of Way
Option expires December 28, 1951

29,000 sq. ft. at $0.05 per sq. ft.	$ 1,450.00	
Boat building plant - Maintenance building 34' x 86' at $1.25 per sq. ft.	3,655.00	
Machine shed. 38' x 80' at $1.00 per sq. ft.	3,040.00	
Cost of piling and ship ways.	355.00	
Amount to be paid owner - chrg to Right of Way		$ 8,500.00

THINGS TO BE DONE BY THE STATE:

Fill area covering approximately 50' x 160', for location of new plant. (Est. by H. G. Smith)	$ 4,000.00	
Construct access road from 2nd Street overpass to connect with Mole north of new plant location.		
Amount charged to Construction		4,000.00
GRANT TOTAL (Estimate)		$12,500.00

Access controlled - access by 2nd St.

Phone approval by Charles Reynolds 7-9-51

17061 - Nichols, Luke and Inez Port of Hood River Commission (Witt)
Right of Way
Warranty Deed

208,000 sq. ft. river frontage (land) Gratis

Access controlled - no access

17711 - Jackson, Lee and Grace B. (Massee)
Road Closure
Option expires December 27, 1951

EXHIBIT "A" (cont.)

HOOD RIVER - MOSIER SEC. - COLUMBIA RIVER HIGHWAY (cont.)

17711 - Jackson, Lee and Grace B. (cont.) (Massee)

76.9 acres at $20.00 per acre	$ 1,500.00
Allowance for timber (estimated value by Oregon Lumber Co.)	4,500.00
Amount to be paid owner - chrg to Right of Way	$ 6,000.00

THINGS TO BE DONE BY THE STATE:

Grantor has a right for a period of one year after deeding this property to the State to salvage any improvements, consisting of a house, light plant, and water pipes.

Takes all -

ROWENA - THE DALLES SEC. - COLUMBIA RIVER HIGHWAY

17444 - Parmeter, David H. (Massee)
Right of Way
Option expires December 10, 1951

0.42 acres at $4663 + per acre.	$ 1,954.50
2.35 acres at $2500. per acre	5,875.00
House: 864 sq. ft. at $8.00 per sq. ft.	6,912.00
Garage: 384 sq. ft. at $4. per sq.ft.	1,536.00
Utility shed: 176 sq. ft. at $1.00 per sq. ft.	176.00
Severance damages	1,000.00
Amount to be paid owner - chrg to Right of Way	$17,453.50

Access controlled - No access allowed

PRINEVILLE-EAGLE ROCK SECTION - PAULINA SECONDARY HIGHWAY

17302 - Breese, Ralph and Ora M. (Cozad)
Quarry, Stock pile & Haul Road
Option expires December 20, 1951

20.4 acres exchange property.

EXHIBIT "A" (cont.)

PRINEVILLE-EAGLE ROCK SEC. - PAULINA SECONDARY HIGHWAY (cont.)

17302 - Breese, Ralph and Ora M. (cont.) (Cozad)

Convey to the grantors above 23 acres, which was acquired under File No. 17302, by deed dated March 26, 1951, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

THINGS TO BE DONE BY THE STATE:

Provide stock guard with wire gate at Station 369+11. Est. State to protect water pipe near quarry site & haul road.	$ 250.00	
Amount to be charged to Quarry Site Estimate		$ 250.00

This exchange for correction purposes only

ROCK CREEK- WOCUS BAY SEC. -- KLAMATH LAKE HIGHWAY

16932 - California Oregon Power Company (Cozad)
Right of Way
Option expires January 1, 1952

68.2 acres at $10.00 per acre	$ 682.00	
Amount to be paid owner - chrg to Right of Way		$ 682.00

Grantor reserves the right to remove from said land, rock, gravel, and other materials so long as the same are used in the repair, maintenance and rebuilding of dykes on Upper Klamath Lake which are responsibility of Grantor.

Access not controlled -

WOCUS BAY - GEARY RANCH SEC. - KLAMATH LAKE SECDY. HIGHWAY

16937 - Geary, R. E. and Roland W. (Cozad)

EXHIBIT "A" (cont.)

WOCUS BAY-GEARY RANCH SEC. - KLAMATH LAKE SECDY. HWY. (cont)

16937 - Geary, R. E. and Roland W. (cont.) (Cozad)
Right of Way
Option expires December 27, 1951

2.13 acres in cultivation at $200.00 per acre	$ 426.00	
12.17 acres at $10.00 per acre	121.70	
Allowance: for building 707 rods new fence at $3.00	2,121.00	
for building 742 rods old fence at $2.00	1,484.00	
for two concrete watering troughs, $100. each	200.00	
Amount to be paid owner - chrg to Right of Way		$ 4,352.70

THINGS TO BE DONE BY THE STATE:

Provide underpass $5\frac{1}{2}$' x $6\frac{1}{2}$' at Station 1775 and reestablish service road each side, gravel surface, approximate Stations 1790 to 1805. Estimate: $ 5,000.00
Construct new canal Station 1824 to 1832, before existing canal is filled in.

Protect domestic water pipes.

Section between Stations 1805 and 1790 not to be constructed while feed lots in use (winter months)

Provide one main road crossing Station 1800.

All irrigation system to be protected.

GRANT TOTAL (Estimate)- chrg to Right of Way $ 9,352.70

Access not controlled -

16934 - Geary, E. A., Elizabeth, and Arthur M. (Cozad)
Right of Way
Option expires December 27, 1951

EXHIBIT "A" (cont.)

WOCUS BAY-GEARY RANCH SEC. - KLAMATH LAKE SECDY. HWY. (cont.)

16934 - Geary, E. A., Elizabeth, and Arthur M. (cont.) (Cozad)

6 acres at $200.00 per acre	$ 1,200.00	
8.2 acres at $10.00 per acre	82.00	
Allowance for building fence, 680 rods at $3.00 per rod	2,040.00	
Amount to be paid owner - chrg to Right of Way		$ 3,322.00

THINGS TO BE DONE BY THE STATE:

Provide access each side at Stations 1690, 1644, and 1663+50. Protect irrigation system; install culverts and ditch connections before destroying present installation; plus agreement in connection with responsibility with Copco for dike breakage to be attached before option becomes effective.

To be taken subject to rights of way of record and to membership in drainage district.

Access not controlled -

16933 - Agnes M. Geary Estate (Cozad)
Right of Way
Option expires December 27, 1951

2.40 acres at $10.00 per acre	$ 24.00	
Allowance for building 103 rods fence at $3.00	309.00	
Amount to be paid owner - chrg to Right of Way		$ 333.00

THINGS TO BE DONE BY THE STATE:

Provide access each side of Station 1625.

Option taken subject to easements of right of way on record and to membership in drainage districts.

Access not controlled -

EXHIBIT "A" (cont.)

WOCUS BAY-GEARY RANCH - KLAMATH LAKE SECDY. HWY. (cont.)

16936 - Geary, E. A. and Arthur M. (Cozad)
Right of Way and (Lease) for Cinders
Option expires December 27, 1951

5.15 acres at $10.00 per acre	$ 51.50	
2-year lease, 3.2 acres, only for cinders, Lump sum	800.00	
Allowance to Grantor for building 333 rods fence at $3.00 per rod	999.00	
Amount to be paid owner - chrg to Right of Way		$ 1,050.50
chrg to Cinder Pit		800.00

THINGS TO BE DONE BY THE STATE:

Provide underpass 8' x 8' at Station 1695, Estimated cost: chrg to Constr: 4,500.00
Provide access, East and West sides at Station 1699; West side at Station 1702; East side at Station 1708. To protect irrigation system

Option taken subject to easements and right of way of record; release of record, and to membership in drainage districts, (Copco release)

GRANT TOTAL (Estimate) - $ 6,350.00

Access not controlled -

SOUTH 6th STREET SEC. - KLAMATH FALLS - LAKEVIEW HWY.

15958 - Miller, W. D. and Lottie (Cozad)
Right of Way
Option expires December 12, 1951

2,005 sq. ft. at $0.50 per sq. ft.	$ 1,002.50	
Amount to be paid owner - chrg to Right of Way		$ 1,002.50

THINGS TO BE DONE BY THE STATE:

Construct 35' Commercial access South side at Stations 48+50 and 50+35.

Access controlled -

JOHN DAY - PRAIRIE CITY SECTION - JOHN DAY HIGHWAY

16458 - Oliver, Frank and Esther E. (Landon)
Stockpile Site
Lease renewal expires July 19, 1952

1.24 acre land, one-year lease, renewal	$ 50.00	
Amount to be paid owner - chrg to Stockpile Site		$ 50.00

S. UNIT, ENTERPRISE-FOREST BOUNDARY SEC. -ENTERPRISE-LEWISTON HWY.

17100 - County Court, Wallowa County, Oregon (Benfield)
Truck Scale Site
Option expires December 5, 1951

Land: 0.46 acre Gratis

BAKER - SALISBURY SECTION - BAKER-UNITY HIGHWAY

17572 - Holden, Ward R. and Areta M. (Benfield)
Right of Way
Option expires December 12, 1951

5.9 acres at $225.00 per acre.	$ 1,327.50	
226 rods of fencing at $3. per rod.	678.00	
Allowance - re-arranging irrigation system.	75.00	
Amount to be paid owner - chrg to Right of Way		$ 2,080.50

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 144+70 and 168+40, east side.

Access controlled -

17574 - Gard, Mattie E. (Benfield)
Right of Way
Option expires December 18, 1951

0.5 acre cultivated land at $200 per acre.	$ 100.00	
2.38 acres range land at $10. per acre.	23.80	
80 rods of fence at $3. per rod.	240.00	
Amount to be paid owner - chrg to Right of Way		$ 363.80

(cont.)

BAKER-SALISBURY SECTION - BAKER-UNITY HIGHWAY (cont.)

17574 - Gard, Mattie E. (cont.) (Benfield)

THINGS TO BE DONE BY THE STATE:

Construct private access west side at Stations 236+00 and 267+00.

Access controlled -

17578 - Oregon Lumber Company (Benfield)
Right of Way
Option expires December 18, 1951

2.0 acres at $300. per acre.	$ 600.00	
Amount to be paid owner - chrg to Right of Way		$ 600.00

THINGS TO BE DONE BY THE STATE:

Move approximately 80 rods of fence. Est. cost $5.00 per rod.	$ 400.00	
Construct private access at Station 509+70, east.		
GRANT TOTAL - Estimate Charged to Right of Way		$ 1,000.00

Access controlled -

17588 - Hall, Thomas R. and Lucy E. (Benfield)
Right of Way
Option expires December 27, 1951

1.1 acres at $500.00 per acre	$ 550.00	
House, 1,932 sq. ft.	2,110.00	
Chicken house, barn, wood shed, and fencing	1,190.00	
Amount to be paid owner - chrg to Right of Way		$ 3,850.00

Takes all -

EXHIBIT "A" (cont.)

BAKER-SALISBURY SECTION - BAKER-UNITY HIGHWAY (cont.)

(Benfield)

17573 - Gard, Bert N.
Right of Way
Option expires December 21, 1951

13.2 acres, exchange land
Fencing: 160 rods at $3.00 per rod. $ 480.00

Amount to be paid owner - chrg to Right of Way $ 480.00

THINGS TO BE DONE BY THE STATE:

State to transfer its title in Sumpter Valley R.R. Right of Way through Mr. Gard's property to Mr. Gard, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required or useful for Highway purposes.
State to have the privilege of removing gravel from R.R. R/W.

Construct private access on East side at Stations 213+00, 227+00, and 230+40.

Access controlled -

HUNTINGTON SECTION - BAKER HIGHWAY

(Porter)

17432 - Union Pacific Company
Maintenance Site

3.00 acres plus Lump Sum $ 350.00

Amount to be paid owner - chrg to Maintenance Site $ 350.00

TIGARD-MIDDLETON SECTION - PACIFIC HIGHWAY WEST

(Smith)

17629 - Sanders, William and Claire
Right of Way
Option expires December 6, 1951

1.711 acres at $1,285.80 per acre $ 2,200.00

Allowances.

For moving well, 120' deep	1,200.00
For moving house, 20' x 20'	3,200.00
For moving greenhouse, 10' x 27'	540.00
For moving 20,000 nursery plants	2,800.00

Amount to be paid owner - chrg to Right of Way $ 9,940.00

Takes all -

(cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY CORRECTION REPORT

16615 - Hannan, Ralph and Anna H; Celoria, John P. and Catherine E. (Mayhew)
Right of Way
Option expires August 11, 1951

Clearing and drainage overlooked on contract for construction of private road. Chrg to right of way. $ 497.07

Previously approved April 12, 13 - 1951
Amount to be paid owner 27,722.50
Of which the cost of locating new road from Arata Road to new location of buildings - Low Bid H. M. Peterson 2,122.50

Plus construction of water drainage ditch. Charged to construction 150.00

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY
CORRECTION REPORT

12332 - Hardesty, Eugene (Lyle & Olga M. Lowman-Cont. Pur.) (Reeder)
Right of Way
Option expires August 20, 1951

For furnishing and installing 80 feet of 8" sewer pipe, overlooked on original contract. Chrg. to R/W $ 154.75

Previously approved April 12, 13 - 1951
Amount to be paid owner $ 7,165.00
Of which cost of relocating sewer drainage field, Low bid-Roy Peterson Plumbing Co., was 625.00

CEDAR POINT-COQUILLE SEC. - OREGON COAST HIGHWAY

16871 - Barton, J. S. and F. A. CORRECTION REPORT (Reeder)
Right of Way
Option expires June 13, 1951

Extra for installing septic tank and drainage field (not considered necessary at time moving bids were taken) Chrg to R/W 250.00

Previously approved Feb. 26, 27 - 1951
Amount paid owner-on low bid for moving. (C. B. Burt) $ 5,837.00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

CEDAR POINT-COQUILLE SEC. - OREGON COAST HIGHWAY (cont.)

16868 - Paulson, Ole — CORRECTION REPORT — (Reeder)
Right of Way
Option expires May 28, 1951

Furnishing & installing 96' of 6" drainage tile — $ 124.80
(Foundation excavation for new location of building had to be drained.)
Charge to Right of Way

Previously approved Feb. 26, 27 - 1951
Amount paid owner - $ 1,217.00
Of which cost of moving.
C. B. Burt 685.00

Access controlled -

MEHAMA-MILL CITY SEC. - NORTH SANTIAM HIGHWAY

16485 - Ward, Alfred M. and Nellie R. CORRECTION REPORT
Right of Way

Loss of 3 fruit trees. $ 100.00
28 rods of fence at $2.50 per rod. 70.00

Amount to be paid owner - chrg to Right of Way $ 170.00

(Error made in original negotiation)

Previous approval September 28, 1950
Exchange of 6.94 acres of new R/W from Wards for 1.47 acres of abandoned R/W.
189 rods of fence at $2.50 per rod. 472.00

Amount paid to owner 1-16-51 Chrg to R/W $ 472.00

ROCK CREEK-GEARY RANCH SEC. - KLAMATH LAKE SECONDARY

16929 - Weyerhaeuser Timber Company (Cozad)
Right of Way

EXHIBIT "A" (cont.)

ROCK CREEK-GEARY RANCH SEC. - KLAMATH LAKE SECDY. (cont.)

16929 - Weyerhaeuser Timber Company (cont.) (Cozad)

116.43 acres at $15.00 per acre.	$ 1,746.45	
Logging expense above normal operation 1056 M at $12.50 per M.	13,200.00	
Cruising Expense.	300.00	
Amount to be paid owner - chrg to Right of Way		$15,246.45

Optionor to have 60 days from notice of acceptances of option to remove timber.

Access not controlled -

BAKER-SALISBURY SEC. - BAKER-UNITY HIGHWAY

17569 - Dickinson, Randal W. and Margaret S. (Benfield)
Gravel Pit and access control
Option expires January 4, 1952

17.54 acres at $425.00+ per acre	$ 7,500.00	
Amount to be paid owner - chrg to Gravel Pit		$ 7,500.00

THINGS TO BE DONE BY THE STATE:

Fence east and south boundary of gravel pit, 144 rods of fence at $5.00 per rod.	$ 720.00	
Install metal gate at entrance to haul road.	35.00	
Construct private access east side at Stations 382+20, 389+40, 394+20, 410+20 and 422+00.		
Grantor to have use of haul road and right to top soil.		
Amount to be charged to Gravel Pit.		$ 755.00
GRAND TOTAL		$ 8,255.00

Access controlled -

EXHIBIT "A" (cont.)

BAKER-SALISBURY SEC. - BAKER-UNITY HIGHWAY (cont.)

(Benfield)

17587 - Watkins, Carolyn T.
Right of Way
Option expires January 5, 1952

0.56 acre at $500. per acre.	$ 280.00	
14 rods of woven wire fence at $4.50 per rod.	63.00	
Allowance-for damages to remainder of property.	110.00	
Amount to be paid owner - chrg to Right of Way		$ 453.00

Access controlled - no access allowed

(Benfield)

17589 - Baker County
Right of Way
Option expires January 5, 1952

One city lot, approximately 50' x 100'	150.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00

Takes all -

ZIGZAG-RHODODENDRON SECTION - MT. HOOD HIGHWAY

(Mayhew)

12342 - Perkins, Henry L. and Gladys B.
Right of Way

Moving of general store, post office, garage, service station and small apartment house, necessitated by change of grade after right of way was purchased. Low bid for moving A. C. Baumback	$ 8,715.00	
Amount to be paid owner - chrg to Right of Way		$ 8,715.00

EXHIBIT "A" (cont.)

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY

17571 - Miller, Robert L. (Massee)
Right of Way
Option expires February 9, 1952

3.3 acres at $225.00 per acre.	$ 742.50	
338 rods of fence at $3.00 per rod	1,164.00	
Amount to be paid owner - chrg to Right of Way		$ 1,906.50

THINGS TO BE DONE BY THE STATE:

Re-establish that portion of irrigation system which they disrupt.
Construct approaches east side at Stations 190+80, 186+50, 178+80, 182+25. And at Stations 170+10 and 190+00 west side. (private)

Access controlled -

17575
17576 - DeRoest, Bruno (Massee)
Right of Way
Option expires January 9, 1952

5.74 acres	Gratis	
Allowance - 334 rods of fence at $2.00 per rod.	$ 668.00	
- 32 foot well and concrete water tank.	1,050.00	
- 11 fruit trees at $10.00 each.	110.00	
Allowance - for moving 28'x25' house	1,972.00	
Amount to be paid owner - chrg to Right of Way		$ 3,800.00

THINGS TO BE DONE BY THE STATE:

Construct private approaches east side at Stations 480+75, 461+80, 481+15, and 503+15 west side.

Access controlled -

EXHIBIT "A" (cont.)

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY (cont.)

17579 - Powell, Arthur and Nina A. (Massee)
Right of Way
Option expires January 9, 1952

0.19 acres Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

Construct private access west side, opposite Station 512+00.

Access controlled -

17582 - Hunt, Thomas C. and Marie A. (Massee)
Right of Way
Option expires January 10, 1952

0.56 acres at $500.00 per acre $ 280.00
Allowance - fence 68.00
- remove barn, & replace well 102.00

Amount to be paid owner - chrg to Right of Way $ 450.00

Access controlled - no access allowed

17584 - Hardwick, C. E. and Marjorie B. (Benfield)
Right of Way
Option expires January 10, 1952

0.39 acre at $500.00 per acre. $ 195.00

Amount to be paid owner - chrg to Right of Way $ 195.00

THINGS TO BE DONE BY THE STATE:

Fence east side of right of way and install gate in entrance. 32 rods of fence and 1 gate. $ 227.00
Construct private access at Station 543+70.

GRAND TOTAL (Estimate) Charged to Right of Way $ 422.00

Access controlled -

EXHIBIT "A" (cont.)

NYSSA-ADRIAN SECTION - NYSSA-ADRIAN HIGHWAY

17762 - United States Bureau of Reclamation (Cozad)
Gravel Pit
Verbal permit granted

25.37 acres Gratis

17758 - United States of America (Cozad)
Right of Way
Verbal permit granted

0.33 acre Gratis

Access not controlled -

17761 - Elliot, Threlma (Cozad)
Right of Way
Option expires January 9, 1952

0.38 acre at $300.00 per acre.	$ 114.00	
Allowance - 18 rods of fence at $3.00 per rod	55.00	
- athletic back stop	75.00	
Amount to be paid owner - chrg to Right of Way		$ 244.00

Access not controlled -

17889 - Parker, Don Grover (Cozad)
Right of Way
Option expires January 11, 1952

0.02 acre Lump Sum	$ 50.00	
5 apricot trees and small amount of fencing	50.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access not controlled -

17760 - Gowey, John A. (Cozad)
Right of Way
Option expires January 9, 1952

0.12 acre at $300.00 per acre	$ 36.00	
Allowance - 15 rods of fence at $3.00 per rod.	45.00	
Amount to be paid owner - chrg to Right of Way		$ 81.00

(cont.)

EXHIBIT "A" (cont.)

NYSSA-ADRIAN SECTION - NYSSA-ADRIAN HIGHWAY (cont.)

17760 - Gowey, John A. (cont.) (Cozad)

THINGS TO BE DONE BY THE STATE:

Re-establish 8 inch pipe, Station 641+85 East side for present access road, using 12-inch pipe.

Access not controlled -

17759 - Zobell, H. D. (Cozad)
Right of Way
Option expires January 12, 1952

1.30 acres at $800.00 per acre.	$ 1,040.00
Beet crop at $362.50 per acre.	470.00
60 rods of fence at $2.50 per rod.	140.00
Amount to be paid owner - chrg to Right of Way	$ 1,650.00

THINGS TO BE DONE BY THE STATE:

Protect irrigation system now in existence.

Access not controlled -

SALEM-WEST SALEM SEC. - SALEM-DALLAS HIGHWAY

16387 - Cummins, C. L. and Lillian H. (Benson)
Right of Way
Option expires January 15, 1952

3900 square feet at $0.17 per sq. ft.	$ 663.00
Damage by reason of restricted area remaining.	2,237.00
Amount to be paid owner - chrg to Right of Way	$ 2,900.00

THINGS TO BE DONE BY THE STATE:

Fill lot to Edgewater Street elevation.
Assume responsibility for any damage to foundation pier under building by bulldozer in full operation.

Access controlled - no access allowed

EXHIBIT "A" (cont.)

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY

17568 - Currey, Eugene Elsworth et al (Landon)
Gravel Pit
Option expires January 11, 1952

5.19 acres at $400.00 per acre	$ 2,076.00	
85 rods of fence at $4.00 per rod.	340.00	
Amount to be paid owner - chrg to Gravel Pit		$ 2,416.00

THINGS TO BE DONE BY THE STATE:

Relocate irrigation ditch along westerly line of property between Stations 365 and 376.
Construct cattle guard on haul road between said parcel and highway.

Access not controlled -

LADD CANYON SECTION - OLD OREGON TRAIL HIGHWAY

15714-A Bickmore, E. G. (Benfield)
Cinder Pit
Assignment of Lease

Approximately 10 acres more or less	$ 950.00	
Amount to be paid owner - chrg to Cinder Pit		$ 950.00

EXHIBIT "B"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, the Oregon State Highway Commission by a resolution made a part of the official minutes of the Commission meeting of May 25, 1948, adopted the survey of a route for a new highway to be known as the Sullivan Gulch Highway and to be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the throughway law, Chapter 226, Oregon Laws 1947; and

WHEREAS, the Commission by a resolution made a part of the official minutes of the Commission meeting of August 22, 1950, designated all of that portion of said Sullivan Gulch Highway within the corporate limits of the City of Portland as the T. H. Banfield Expressway; and

WHEREAS, it is desirable that all of said highway route, the survey of which was adopted by said resolution of May 25, 1948, including the portions thereof, both within and without the corporate limits of the City of Portland, be designated by the same name; and

WHEREAS, it is deemed by this Commission fitting and appropriate that all of said route should bear the name of and be known as the T. H. Banfield Expressway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. That the highway to be constructed over and along a route defined as beginning at the Harbor Line, which is at the east end of the Burnside Bridge, extending thence easterly for a distance of 5.34 miles to a junction with 92nd Avenue at the easterly boundary of the Portland city limits; thence along a location immediately south of and parallel to the Union Pacific Railroad tracks to a point approximately 2,000 feet east of Rockwood Road; thence across the railroad and continuing parallel to the railroad on the north side to a point near Arrata Road; thence in a northeast direction to a connection with the Upper Columbia River Water Level Highway near the proposed Sundial Underpass, Engineer's Station 740+80, said highway being 14.03 miles in length and being more particularly shown on the map marked "Exhibit A" and attached to and made a part of said resolution of May 25, 1948, together with suitable on and off connections or traffic interchanges, shall be and hereby is named and shall forever be known as the "T. H. Banfield Expressway".

(cont.)

EXHIBIT "B" (cont.)

2. That appropriate plaques be prepared and one erected and thereafter maintained in attractive and proper repair and condition at each entrance to said expressway, on which plaques shall be the words "T. H. Banfield Expressway".

3. That said resolution of August 22, 1950, designating the section of said route within the corporate limits of the City of Portland as the "T. H. Banfield Expressway", is hereby amended and supplemented to include all of said route above described.

4. That this resolution be entered in the minutes and records of the Commission as of the 16th day of July, 1951.

EXHIBIT "C"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Amity	$2,042.75	Fairview	$1,342.38	Mosier	$ 783.31
Antelope	184.31	Gervais	1,394.60	Mount Vernon	1,363.88
Aumsville	857.03	Glendale	2,660.18	Nehalem	826.31
Aurora	746.45	Gold Beach	2,263.91	North Powder	1,231.79
Bonanza	795.60	Gold Hill	1,873.80	Oceanlake	2,107.25
Canyon City	1,554.33	Halsey	1,201.07	Pilot Rock	2,583.38
Columbia City	1,241.01	Hines	2,789.19	Rogue River	1,812.36
Condon	2,967.36	Island City	423.91	Scappoose	2,024.31
Creswell	2,045.82	Lafayette	2,027.39	Siletz	1,747.85
Dayville	878.53	Lostine	546.78	Sodaville	1,256.37
Dufur	1,290.16	Malin	1,827.72	Summerville	224.24
Eagle Point	1,852.29	Maupin	952.26	Waldport	2,094.97
Echo	1,397.67	Metolius	482.27	Wasco	921.54
Estacada	2,890.56	Monument	700.37	Weston	2,085.75
		Moro	1,099.70		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and

(cont.)

thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 16th day of July, 1951.

EXHIBIT "D"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by the enactment of Chapter 149, Oregon Laws 1949, it is provided as follows.

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act".

AND, WHEREAS, by said law it is further provided that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities".

AND, WHEREAS, by section 3 of said act it is provided that:

"Funds accrued and payable to cities under this act shall be remitted semiannually by the secretary of state to the financial officer of each city. The funds appropriated by this act shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the state highway commission who shall certify such apportionment to the secretary of state. Upon receipt of such certificate the secretary of state shall issue his warrants therefore payable to the cities in the amounts set out".

(cont.)

WHEREAS, a copy of the allocation of state highway revenues, made by the Commission during the January 23-24 session of the Commission, was delivered to the Secretary of State, and

WHEREAS, pursuant to the foregoing statutes and prior to the enactment of Chapter 15, Oregon Laws 1951, the Highway Commission, when in regular session on January 23 and 24, 1951, duly and regularly made and adopted a resolution providing for the allocation and distribution of said state highway revenues, which said allocation and distribution was made on the basis of the 1940 United States census, a copy of which allocation and distribution was delivered to the Secretary of State, and

WHEREAS, by the enactment of Chapter 15, Oregon Laws 1951, allocations and distributions of state highway revenues by the Highway Commission to cities and municipalities of the State of Oregon are to be made on the basis of the preliminary count of the 1950 census pending the publication of the official 1950 United States census, and

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of January 1 to June 30, inclusive, of the year 1951, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of Section 115-135, O. C. L. A. (motor vehicle license fees)	$ 5,273,648.35
Funds resulting under the provisions of Section 15, Chapter 413, Oregon Laws 1945, as amended by Section 4, Chapter 114, Oregon Laws 1947 (gasoline tax)	11,885,289.80
Funds resulting under the provisions of Section 29, Chapter 467, Oregon Laws 1947 (motor carrier fees)	2,622,147.50
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws	139,580.87
	$19,920,666.52

AND, WHEREAS, the statutory ten per cent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $1,992,066.65, from which sum there is to be deducted one-half of the sum of $250,000, thus leaving for allocation and distribution during the period January 1 to June 30, 1951, the sum of $1,867,066.65, and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 149, Oregon Laws 1949, and Chapter 15, Oregon Laws 1951, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

I. Cities of Populations 1,000 or More

City	Population	Amount
Albany	10,076	$ 25,733.13
Ashland	7,702	19,670.16
Astoria	12,220	31,208.70
Baker	9,425	24,070.54
Bandon	1,212	3,095.33
Beaverton	2,504	6,394.97
Bend	11,347	28,979.14
Brownsville	1,176	3,003.39
Burns	3,068	7,835.37
Canby	1,673	4,272.68
Carlton	1,078	2,753.11
Central Point	1,657	4,231.82
Coos Bay	5,956	15,211.05
Coquille	3,529	9,012.72
Corvallis	16,173	41,304.27
Cottage Grove	3,521	8,992.29
Dallas	4,744	12,115.72
Drain	1,170	2,988.07
Elgin	1,222	3,120.87
Empire	2,212	5,649.23
Enterprise	1,702	4,346.74

(cont.)

EXHIBIT "D" (cont.)

I. Cities of Populations 1,000 or More (cont.)

City	Population	Amount
Eugene	35,672	$ 91,102.83
Florence	1,013	2,587.10
Forest Grove	4,332	11,063.51
Freewater	1,458	3,723.59
Garibaldi	1,249	3,189.83
Gladstone	2,432	6,211.09
Grants Pass	7,980	20,380.15
Gresham	3,048	7,784.30
Heppner	1,626	4,152.65
Hermiston	3,783	9,661.42
Hillsboro	5,122	13,081.09
Hood River	3,696	9,439.23
Independence	1,975	5,043.96
Jacksonville	1,183	3,021.27
John Day	1,573	4,017.29
Junction City	1,466	3,744.02
Klamath Falls	15,803	40,359.33
La Grande	8,596	21,953.35
Lakeview	2,804	7,161.14
Lebanon	5,829	14,886.70
Madras	1,247	3,184.72
McMinnville	6,593	16,837.88
Medford	17,170	43,850.52
Mill City	1,795	4,584.26
Milton	2,352	6,006.78
Milwaukie	5,254	13,418.21
Molalla	1,491	3,807.87
Monmouth	1,941	4,957.13
Mount Angel	1,314	3,355.83
Myrtle Creek	1,769	4,517.85
Myrtle Point	2,028	5,179.32
Newberg	3,934	10,047.05
Newport	3,217	8,215.91
North Bend	5,960	15,221.26
Nyssa	2,510	6,410.30
Oakridge	1,555	3,971.32
Ontario	4,412	11,267.82
Oregon City	7,616	19,450.53
Oswego	3,310	8,453.42
Pendleton	12,218	31,203.59
Philomath	1,283	3,276.66

EXHIBIT "D" (cont.)

I. Cities of Populations 1,000 or More (cont.)

City	Population	Amount
Portland	247,341*	$ 631,684.95
Prineville	3,178	8,116.30
Rainier	1,281	3,271.55
Redmond	2,927	7,475.27
Reedsport	2,278	5,817.79
Rockaway	1,094	2,793.97
Roseburg	8,205	20,954.77
St. Helens	4,703	12,011.01
Salem	43,064	109,981.28
Sandy	1,000	2,553.90
Seaside	3,843	9,814.65
Sheridan	1,913	4,885.62
Silverton	3,117	7,960.52
Springfield	10,771	27,508.09
Stayton	1,521	3,884.49
Sutherlin	2,227	5,687.54
Sweet Home	3,620	9,245.13
The Dalles	7,645	19,524.59
Tillamook	3,658	9,342.18
Toledo	2,308	5,894.41
Union	1,299	3,317.52
Vale	1,512	3,861.50
Vernonia	1,372	3,503.96
Wallowa	1,049	2,679.04
Warrenton	1,898	4,847.31
West Linn	2,938	7,503.37
Wilamina	1,071	2,735.23
Woodburn	2,396	6,119.15
Wood Village	1,202	3,069.79
TOTALS	673,407	$1,719,816.26

* 2/3 of 1950 census, as provided in Chapter 425, Oregon Laws 1947

II. Cities of Populations Less than 1,000

City	Population	Amount
Adams	152	$ 388.19
Amity	665	1,698.35
Antelope	60	153.23
Arlington	681	1,739.21

(cont.)

EXHIBIT "D" (cont.)

II. Cities of Populations Less than 1,000 (cont.)

City	Population	Amount
Athena	751	$ 1,917.98
Aumsville	279	712.54
Aurora	243	620.60
Banks	375	957.71
Barlow	75	191.54
Bay City	762	1,946.07
Boardman	119	303.91
Bonanza	259	661.46
Butte Falls	373	952.61
Canyon City	506	1,292.28
Canyonville	788	2,012.48
Cascade Locks	732	1,869.46
Cave Junction	270	689.55
Chiloquin	661	1,688.13
Clatskanie	890	2,272.97
Coburg	693	1,769.85
Columbia City	404	1,031.78
Condon	966	2,467 07
Cornelius	995	2,541.13
Cove	281	717.65
Creswell	666	1,700.90
Culver	301	768.72
Dayton	714	1,823.49
Dayville	286	730.42
Delake	635	1,621.73
Donald	186	475.03
Dufur	420	1,072.64
Dundee	308	786.60
Eagle Point	603	1,540.00
Eastside	890	2,272.97
Echo	455	1,162.03
Elkton	200	510.78
Estacada	941	2,403.22
Fairview	437	1,116.06
Falls City	848	2,165.71
Fossil	637	1,626.84
Gaston	361	921.96
Gates	422	1,077.75
Gearhart	558	1,425.08
Gervais	454	1,159.47
Glendale	866	2,211.68
Gold Beach	737	1,882.23

(cont.)

EXHIBIT "D" (cont.)

II. Cities of Populations Less than 1,000 (cont)

City	Population	Amount
Gold Hill	610	$ 1,557.88
Granite	37	94.49
Grass Valley	195	498.01
Haines	321	819.80
Halfway	311	794.26
Halsey	391	998.58
Hammond	516	1,317.81
Harrisburg	853	2,178.48
Helix	184	469.92
Hines	908	2,318.94
Hubbard	491	1,253.97
Huntington	730	1,864.35
Idanha	441	1,126.27
Imbler	149	380.53
Ione	258	658.91
Island City	138	352.44
Jefferson	633	1,616.62
Jordan Valley	233	595.06
Joseph	665	1,698.35
Juntura	108	275.82
Lafayette	660	1,685.58
Lexington	236	602.72
Lonerock	38	97.05
Long Creek	283	722.75
Lostine	178	454.59
Malin	595	1,519.57
Manzanita	338	863.22
Maupin	310	791.71
Merrill	828	2,114.63
Metolius	157	400.96
Mitchell	407	1,039.44
Monrce	363	927.07
Monument	228	582.29
Moro	358	914.30
Mosier	255	651.25
Mount Vernon	444	1,133.93
Nehalem	269	687.00
North Powder	401	1,024.12
Oakland	825	2,106.97
Oceanlake	686	1,751.98
Paisley	208	531.21
Phoenix	755	1,928.20
Pilot Rock	841	2,147.83

(cont.)

EXHIBIT "D" (cont.)

II. Cities of Populations Less than 1,000 (cont.)

City	Population	Amount
Port Orford	668	$ 1,706.01
Powers	895	2,285.74
Prairie City	821	2,096.76
Prescott	118	301.36
Richland	220	561.86
Riddle	600	1,532.34
Rogue River	590	1,506.80
St. Paul	223	569.52
Scappoose	659	1,683 02
Scio	444	1,133.93
Scotts Mills	218	556.75
Shaniko	60	153.23
Sherwood	573	1,463.39
Siletz	569	1,453.17
Sisters	718	1,833.70
Sodaville	409	1,044.55
Stanfield	844	2,155.50
Sublimity	367	937.28
Summerville	73	186.43
Sumpter	143	365.21
Taft	447	1,141.60
Talent	730	1,864.35
Troutdale	509	1,299.94
Tualatin	246	628.26
Turner	609	1,555.33
Umatilla	871	2,224.45
Waldport	682	1,741.76
Wasco	300	766.17
Waterloo	180	459.70
Weston	679	1,734.10
Wheeler	288	735.52
Yamhill	538	1,374.00
Yoncalla	626	1,598.74
TOTALS	57,657	$147,250.39

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of July 16, 1951.

EXHIBIT "E"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Reedsport-Hauser Section of the Oregon Coast Highway in Coos and Douglas Counties, and in connection therewith prepare a map or maps showing the route and location of said section or sections of highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey or surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, surveys, field notes, maps, and other engineering data, it is the judgment of the Comission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Reedsport-Hauser Section of the Oregon Coast Highway, beginning at Engineer's Station 505+00 in Reedsport and ending at Engineer's Station 15+00 in the town of Hauser, south of Reedsport, together with the map, which for identification purposes bears Map Nos. 7B - 7 - 12, 13, 14 and 15 and the date of July, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

(cont.)

EXHIBIT "E" (cont.)

4. That the survey of the section or unit of said Oregon Coast Highway has been made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission, November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 16th day of July, 1951.

EXHIBIT "F"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

Contract No. 3305, with Porter W. Yett, for grading and paving on the Goshen-Creswell Section of the Pacific Highway in Lane County, completed June 14, 1951.

Contract No. 3386, with Parker-Schram Co., for paving on the Denver Avenue-Vanport Connection Section of the Pacific Highway West in Multnomah County, completed June 15, 1951.

Contract No. 3387, with Porter W. Yett, for grading and paving on the Gresham (N. E. 5th Street-N E. 10th Drive) Section of Gresham City Streets, completed June 21, 1951.

Contract No. 3390, with Parker-Schram Co., for grading and paving on the Ochoco Avenue-Milwaukie Section of the Pacific Highway East in Clackamas County, completed June 5, 1951.

Contract No. 3422, with Heavy Hauling Co., for furnishing crushed material in stockpiles on the Birkenfeld-Washington County Line Section of the Nehalem Highway in Columbia County, completed May 31, 1951.

Contract No. 3257, with Stevenson Construction Co., for grading and oil mat surfacing on the West Unit, Hamilton-Long Creek Section of the Kimberly-Long Creek Highway in Grant County, completed June 28, 1951.

Contract No. 3370, with Rogers Construction Co., for grading and paving on the Ontario-Nyssa Section of the Old Oregon Trail in Malheur County, completed June 12, 1951.

Contract No. 3372, with Warren Northwest Inc., for grading and paving on the Salem (Pine, Commercial, and Liberty Streets) Section of the Pacific Highway East in Marion County, completed June 7, 1951.

(cont.)

EXHIBIT "F" (cont.)

Contract No. 3382, with E. H. Itschner Co., for furnishing crushed material in stockpiles on the Mt. Vernon-Prairie City Section of the John Day Highway in Grant County, completed May 8, 1951.

Contract No. 3391, with Grimstad and Vanderveldt, for grading and bituminous macadam surfacing on the Warrenton (Hayes Street-Morton Street) Section of the Warrenton Highway in Clatsop County, completed June 30, 1951.

Contract No. 3442, with E. C. Hall Co., for furnishing crushed materials in stockpile on the Service Creek-Mt. Vernon Section of the John Day Highway in Grant and Wheeler Counties, completed June 14, 1951.

Contract No. 3451, with G. D. Dennis & Sons, for grading and bituminous macadam surfacing on the Heppner (May Street-Heppner School) Section of the Heppner Highway in Morrow County, completed May 7, 1951.

Contract No. 3469, with Morrison & Fisher, for grading and oil mat surfacing on the Hermiston (Railroad to Hurlburt Avenue) Section of the Old Oregon Trail in Umatilla County, completed May 23, 1951.

Contract No. 3492, with J. C. Compton Co., for reoiling on the Division No. 1, District B, Section of the Mt. Hood Highway in Clackamas County, completed June 22, 1951.

Contract No. 3286, with VaDare Construction Co., for constructing Spruce Street (Myrtle Point) Bridge on the Coquille-Myrtle Point County Road in Coos County, completed June 27, 1951.

Contract No. 3332, with H. G. Carl, for constructing James Avenue Bridge on Silverton City Street in Marion County, completed June 11, 1951.

Contract No. 3333, with Walter Rohde, for constructing a latrine in Catherine Creek State Park in Union County, completed May 12, 1951.

Contract No. 3389, with City Electric, Inc., for constructing traffic signals on the Pacific Highway in Corvallis in Benton County, completed June 27, 1951.

EXHIBIT "F" (cont.)

Contract No. 3453, with Theodore J. Patzer, for constructing caretaker's cottage in Yaquina State Park in Lincoln County, completed June 28, 1951.

Contract No 3473, with Hamilton and Thoms, for constructing Riverview Street Viaduct on the Pacific Highway in Eugene, Lane County, completed June 1, 1951.

THEREFORE, BE IT RESOLVED, that the work covered by State Highway contracts for the construction of said State highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "G"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: PACIFIC HIGHWAY WEST

Highway Number: 1-W Route Number: 99-W

Location of Termini			Established Speed
M. P. 37.27 (McDonald Lane north of McMinnville)	to	M. P. 38.02 (North City limits of McMinnville)	40 miles per hr.

July 16, 1951 (cont 1)

EXHIBIT "G" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Highway Commission as of July 16, 1951.

EXHIBIT "H"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Winchester-Shady Point Section of the Pacific Highway in Douglas County, and in connection therewith prepare a map or maps showing the route and location of said section or sections of highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey or surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Winchester-Shady Point Section of the Pacific Highway beginning at Engineer's Station 2230+00 about one and one-half miles north of Winchester and extending southerly to Engineer's Station 2750+00 at Shady Point, about two miles south of Roseburg, together with the map, which for identification purposes bears map numbers 7B-7-10 and 7B-7-11 and the date of May, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the section or unit of said Pacific Highway has been made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission, November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 16th day of July, 1951.

EXHIBIT "I"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, the STATE OF OREGON, by and through its State Highway Commission, is the owner of a parcel of land described as follows, to-wit:

> Lots 7 and 8, Block 5, Townsite of Pompeii, Clackamas County, Oregon, containing 10,000 square feet, and

WHEREAS, after consideration, this Commission hereby finds and declares that the said property is no longer needed, required, or useful for highway purposes, and

WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $4,000.00, and the Commission is desirous of selling and disposing of said property, at a price not less than the said appraised amount, upon the basis of complete restriction of access to the abutting Mount Hood Highway

NOW, THEREFORE, be it resolved that the Secretary of the Commission be, and he hereby is, authorized and instructed, to advertise the said property for sale in accordance with the terms and provisions of Chapter 437, Oregon Laws, 1949, as amended by Chapter 154, Oregon Laws 1951. Sealed bids for the sale of the said property shall be received by the said Secretary in the offices of the Commission in Salem, Oregon, at 2.00 o'clock P. M. Daylight Saving Time on the 20th day of September, 1951, and shall be opened in the presence of the Commission's Chief Counsel or his authorized representative. The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

The published notice for the receiving of bids shall fix a minimum price of $4,000.00 for which the property shall be sold and shall further provide that the sale shall be made for cash.

EXHIBIT "J-1"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate in part, widen, construct, improve and maintain the Big Creek Section of the Columbia River Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows.

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation in part, widening, construction, improvement and maintenance of the Big Creek Section of the Columbia River Highway real property located in Clatsop County, Oregon, and described as follows, to-wit:

R 17395
Floyd H. Barrett, et ux.
William W. Campbell, Jr., et ux

A parcel of land lying in the Northeast quarter (NE$\frac{1}{4}$) of Section 24, Township 8 North, Range 8 West, W M., Clatsop County, Oregon, and

(cont.)

being a portion of that property conveyed by that deed to William W. Campbell and Floyd H. Barrett, recorded in Book 198, Page 209, of Clatsop County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable feet in width, lying on the southerly side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning on the south line of the Northeast quarter (NE$\frac{1}{4}$) of Section 24 at Engineer's center line Station 487+13.9, said Station being 80.7 feet east of the center of said Section 24; thence North 46° 46' 30" East 109.35 feet; thence on a spiral curve right (the long chord of which bears North 48° 06' 30" East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears North 66° 51' 15" East) 1607.92 feet to Station 508+31.17; the southerly line of said strip of land intersecting the west and east lines of the said property approximately opposite Stations 496+85 and 501+85, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Southerly Side of Center Line
496+00	501+00	80
501+00	502+00	100
502+00	505+00	80

The parcel of land to which this description applies contains 0.399 acre lying outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcel of real property, it is necessary that there be acquired all easements and rights of access and all rights of ingress, egress and regress to, from and between the remaining land of the larger tract of which the above-described property is a part and the above-described property and any highway now or hereafter constructed thereon, and that all approaches or access from the Columbia River Highway to said remaining land and from said remaining land to the Columbia River Highway be prohibited, except that there shall be reserved unto the owners of said remaining property rights of private access for two approaches from said remaining land to the Columbia River Highway as follows:

1. A private right of access not to exceed twenty-five feet in width on the south side of the Columbia River Highway opposite Highway Engineer's Station 498+00

2. A private right of access not to exceed twenty-five feet in width on the south side of the Columbia River Highway opposite Highway Engineer's Station 499+70.

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of the highway.

The State shall have the right, at its option, to build at any future time at its sole cost a frontage road upon right of way now owned or lands to be acquired by the State, and upon construction of such frontage road the rights of private access for the said two approaches to the relocated, in part, and improved Columbia River Highway herein set forth to be reserved shall terminate and cease and the owners of said remaining property shall thereupon have access to the frontage road. Said frontage road shall be connected to the main highway only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4 That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "J-2"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission, in cooperation with Wasco County, plans and proposes to realign, widen and improve The Dalles-Seufert Section of the Columbia River Highway, including connections with The Dalles-California Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the realigning, widening, construction, improvement and maintenance of The Dalles-Seufert Section of the Columbia River Highway, including connections with The Dalles-California Highway, real property located in Wasco County, Oregon, and described as follows, to wit:

R 17107
Owner: Seufert Brothers' Co.

(cont.)

EXHIBIT "J-2" (cont.)

Parcel No. 1:

A parcel of land lying in Lot 3 and the Northeast quarter (NE$\frac{1}{4}$) of the Northeast quarter (NE$\frac{1}{4}$) of Section 1, Township 1 North, Range 13 East, and in Lot 1 of Section 36, Township 2 North, Range 13 East, W. M., Wasco County, Oregon; the said Parcel being a strip of land of variable widths over and across said subdivisions and lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 74+00, said Station being 1480 feet south and 2285 feet west of the northeast corner of said Section 1; thence North 63° 46' East 314.88 feet to Station 77+14.88 equals Station 1166+75.01 (crossing the south line of said Lot 3, Section 1, approximately at Station 77+00;) thence on a spiral curve left (the long chord of which bears North 62° 36' East) 400 feet; thence on a 3274.05 foot radius curve to the left (the long chord of which bears North 55° 18' East) 567.62 feet; thence on a spiral curve to the left (the long chord of which bears North 48° 00' East) 400 feet; thence North 46° 50' East 193.99 feet; thence on a 9549.3 foot radius curve to the left (the long chord of which bears North 40° 55' 30" East) 1969.44 feet to Station 1202+06.06; said last curve crossing the line between said Sections 1 and 36 approximately at Station 1188.55 and crossing the east line of said Section 36 approximately at Station 1193+20, 350 feet, more or less, north of the southeast corner of Section 36. The northerly line of said strip of land follows along the southerly right of way line of the O. W. R. & N. Co. from the south line of said Lot 3, Section 1, to a point northerly of and opposite Station 1176+42.63; from Station 1176+42.63 to Station 1182+36.62, said northerlyline is parallel to and 125 feet northerly of said center line and from Station 1182+36.62 to the east line of said Section 36, said northerly line is parallel to and 100 feet northerly of said center line. The southerly line of said strip of land begins at the intersection of the south line of said Lot 3, Section 1, and the east line of the W. C. Laughlin D. L. C., and runs thence along the south line of said Lot 3 to a point which is 200 feet southerly of (measured at right angles to) said highway center line, and thence parallel to and 200 feet southerly of said center line to the east line of said Section 36.

EXCEPT the existing right of way of said Columbia River Highway.

The parcel of land to which this description applies contains 14.37 acres.

EXHIBIT "J-2" (cont.)

Parcel No. 2:

A parcel of land lying in Lot 5 of Section 31, Township 2 North, Range 14 East, W. M., Wasco County, Oregon, and being a portion of that property conveyed by that deed to Seufert Brothers' Company, recorded in Book U, Page 205, of Wasco County Records of Deeds; the said parcel being a triangular strip of land, the southeasterly line of which is along the southeasterly line of said Seufert Brothers' Company property; the northeasterly line is at right angles to the relocated center line of the Columbia River Highway at Engineer's center line Station 1204+15.14 and the northwesterly line is parallel to and 75 feet northerly of said relocated highway center line, which center line is described as follows:

Beginning at Engineer's center line Station 1204+15.14, said Station being 1226.9 feet north and 669.1 feet east of the southwest corner of said Section 31; thence South 35° 01' West 209.08 feet to Station 1202+06.06; thence on a 9549.3 foot radius curve to the right (the long chord of which bears South 37° 40' 30" West) 886.06 feet to Station 1193+20; said last Station being approximately on the west line of Section 31 and 350 feet, more or less, north of the southwest corner of said Section 31.

EXCEPT the existing right of way of said Columbia River Highway.

The parcel of land to which this description applies contains 0.46 acre.

Parcel No. 3:

A parcel of land lying in Lot 4 of Section 31, Township 2 North, Range 14 East, W. M., Wasco County, Oregon; the said parcel being a strip of land of variable widths, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1205+65.14, said Station being 1349.7 feet north and 755.1 feet east of the southwest corner of said Section 31; thence North 35° 01' East 317.36 feet; thence on a 2864.79 foot radius curve to the left (the long chord of which bears North 30° 09' East) 486.7 feet; thence North 25° 17' East 260.8 feet to Station 1216+30. That part of said strip of land which lies northerly of said center line extends from a line at right angles to said center line at Engineer's Station 1205+65.14 to a line at right angles to said center line at Engineer's Station 1216+30. That part of said strip of land which lies southerly of said center line extends from the south line of said Lot 4, Section 31, to a line at right angles to said center line at Engineer's Station 1213+00.

The widths in feet of the strip of land above referred to are as follows:

(cont.)

Station	to Station	Width on Northerly side of Center Line
1205+56	1211+00	75
1211+00	1216+30	40

	Width on Southerly side of Center Line
South line of Lot 4 to 1213+00	200

EXCEPT the existing right of way of said Columbia River Highway.

The parcel of land to which this description applies contains 3.71 acres.

2. That in addition to the acquisition of fee simple title to the aforesaid-described parcels of real property, it is necessary that there be acquired all easements and rights of access, and all rights of ingress, egress, and regress to, from and between the remaining land of the larger tract of which the above-described parcels of real property are parts, which said larger tract is described as follows, to wit:

The Northeast quarter (NE$\frac{1}{4}$) of the Northeast quarter (NE$\frac{1}{4}$) and Lot 3 of Section 1, Township 1 North, Range 13 East, W. M., Lot 1, Section 36, Township 2 North, Range 13 East, W. M., Lot 4, Section 31, Township 2 North, Range 14 East, W. M., and that portion of Lot 5 (Southwest quarter of the Southwest quarter) of Section 31, Township 2 North, Range 14 East, W. M., described as follows, to-wit:

Commencing 7.58 chains north of corner to Townships 1 and 2 North, Ranges 13 and 14 East, at point on north side of county road leading from Dalles City to Lower Des Chutes Bridge; thence north 12.70 chains; thence east 11.54 chains; thence South 44° 35' West 16.82 chains to the place of beginning, all in Section 31, Township 2 North, Range fourteen East of Willamette Meridian, containing 7.31 acres and situated in Wasco County, Oregon. EXCEPT the rights of way of all public roads and the rights of way of the O. W. R. and N. Co. and the Union Pacific Railroad Company.

and the above-described parcels of real property and any highway now or hereafter constructed thereon, and all other portions of the right of way of the Columbia River Highway upon which said remaining land abuts, and that all approach or access from the Columbia River Highway to said remaining land and from said remaining land to the Columbia River Highway be prohibited; except that there shall be reserved unto the owners of said remaining land rights of access for three approaches

from said remaining land to the Columbia River Highway as follows:

1. A right of private access not to exceed twenty-five feet in width on the north side of the Columbia River Highway opposite Highway Engineer's center line Station 1194+57 to a connecting or approach road to be constructed upon the right of way of the Columbia River Highway and northerly of the traveled portion of said highway; said approach or connecting road to connect with said traveled portion of said highway opposite Highway Engineer's center line Station 1190+30.

2. A right of private access not to exceed twenty-five feet in width on the south side of the Columbia River Highway opposite Highway Engineer's center line Station 1213+64.

3. A right of access not to exceed twenty-five feet in width on the north side of the Columbia River Highway opposite Highway Engineer's center line Station 1213+64.

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of the highway.

The State shall have the right, at its option, to build at any future time at its sole cost frontage roads upon right of way now owned or lands to be acquired by the State, and upon construction of such frontage roads the rights of access to the Columbia River Highway herein set forth to be reserved shall terminate and cease and the owners of said remaining property shall thereupon have access to the frontage roads. Said frontage roads shall be connected to the main highway only at such points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private unjury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire

title to the said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "J-3"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and in the event right of way or property of any railroad company is required or needed for state highway location or state highway construction, and if any portion of such property or right of way is likewise needed and required by the railroad company for the proper operation of its trains and the usual and ordinary conduct of its business, but which property or land the said railroad company is willing to deed to the state for highway purposes in exchange for a like amount of land in close proximity thereto, the State Highway Commission is authorized to acquire by purchase, agreement, or by the exercise of the right and power of eminent domain, an equal amount of land or property contiguous thereto, or as nearly adjacent thereto as possible, and, after acquiring said land or property, to convey the same to said railroad company in exchange for the land or property needed and required from said railroad company for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Viento-Hood River Section of the said Columbia River Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Viento-Hood River Section of the Columbia River Highway the parcel of real property located in Hood River County, Oregon, and described as follows, to-wit:

File No. 16985
Owner: Sonny Land Company

Parcel No. 1:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) and in Government Lot 4 of Section 31, Township 3 North, Range 10 East, W.M., Hood River County, Oregon; the said parcel being that part of said Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) and said Lot 4 lying north of the existing Columbia River Highway and lying south of the right of way of the Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company; also, that part of said Lot 4 lying south of the existing Columbia River Highway and lying north of a line which is parallel to and 175 feet southerly of the relocated center line of the Columbia River Highway; and, also, that part of said Lot 4 lying north of the right of way of the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company and lying south of a line which is parallel to and 30 feet northerly of said relocated center line of the Columbia River Highway; said relocated center line of the Columbia River Highway being described as follows:

Beginning at Engineer's center line Station 890+69.24, said Station being 22.2 feet north and 117.6 feet west of the west quarter corner of said Section 31; thence on a spiral curve to the left (the tangent of which at said beginning point bears North 60° 18' 25" East and the long chord bears North 58° 22' 50" East) a distance of 340 feet to Station 894+09.24 equals Station 894+70.67, at which point the tangent to said spiral bears North 57° 25' East; thence North 57° 25' East 1429.39 feet to Station 909+00.06; thence on a spiral curve to the right (the long chord of which bears North 59° 30' East) 500 feet to Station 914+00.06, said center line crossing the east line of said Lot 4 approximately at Station 908+52

The parcel of land to which this description applies contains 4.88 acres.

EXHIBIT "J-3" (cont.)

2. The Commission does hereby find and declare that, in exchange for a like amount of land to be deeded by the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company to the State of Oregon for right of way of said Columbia River Highway, there is needed and required for conveyance by the State of Oregon to the said Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company for right of way for use in connection with the relocation, construction and maintenance of their railway a parcel of real property located in Hood River County, Oregon, and described as follows, to-wit:

Parcel No. 2:

A parcel of land lying in Government Lot 4 of Section 31, Township 3 North, Range 10 East, W.M., Hood River County, Oregon, the said parcel being that part of said Lot 4 lying north of the right of way of the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company and also lying north of a line which is parallel to and 30 feet northerly of the relocated center line of the Columbia River Highway, said relocated center line being described as follows:

Beginning at Engineer's center line Station 890+69.24, said Station being 22.2 feet north and 117.6 feet west of the west quarter corner of said Section 31; thence on a spiral curve to the left (the tangent of which at said beginning point bears North 60° 18' 25" East and the long chord bears North 58° 22' 50" East) a distance of 340 feet to Station 894+09.24 equals Station 894+70.67, at which point the tangent to said spiral bears North 57° 25' East; thence North 57° 25' East 1429.39 feet to Station 909+00.06; thence on a spiral curve to the right (the long chord of which bears North 59° 30' East) 500 feet to Station 914+00.06, said center line crossing the east line of said Lot 4 approximately at Station 908+52.

The parcel of land to which this description applies contains 2.78 acres.

3. That the highway facility requiring and making necessary acquisition of the aforesaid parcels of real property has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That in addition to acquisition of fee simple title to the aforesaid parcel No. 1, it is necessary that there be acquired all existing easements and rights of access to, from and between the remaining land of the larger tract, of which said parcel No. 1 is a part, and said parcel No. 1 and the relocated Columbia River Highway to be constructed thereover, and that there be acquired such interest, if any

(cont.)

there be, by which a right of access or any right in the nature of a right of access may accrue to the owners' remaining property by reason of the adjacency of the relocated Columbia River Highway, when constructed upon said parcel No. 1, to said remaining real property. The owners shall retain their existing rights of access to those portions of the existing Columbia River Highway that will be adjacent to their said remaining property, which said portions of the existing Columbia River Highway shall connect with the relocated Columbia River Highway.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "J-4"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Viento-Hood River Section of the said Columbia River Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Viento-Hood River Section of the Columbia River Highway the parcel of real property located in Hood River County, Oregon, and described as follows, to wit.

R 17006
Owner: Harold L. Frick, et ux.

(cont.)

EXHIBIT "J-4" (cont.)

A parcel of land lying in the Northeast quarter (NE$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) of Section 27, Township 3 North, Range 10 East, W. M., Hood River County, Oregon, and being a portion of that property conveyed by those certain deeds to Harold L. Frick and Eloise Frick, recorded in Book 23, Page 643, and in Book 25, Page 137, of Hood River County Records of Deeds; the said parcel being that portion of said property included in a strip of land 275 feet in width, 100 feet northerly and 175 feet southerly of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1080+00, said Station being 951.2 feet north and 369.3 feet west of the south quarter corner of said Section 27; thence North 72° 55' 30" East 2396.56 feet to Station 1103+96.56; the said center line crossing the west and east lines of said property approximately at Stations 1097+76 and 1101+29, respectively.

The parcel of land to which this description applies contains 1.99 acres.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property it is necessary that there be acquired all existing easements and rights of access to, from and between the remaining land of the larger tract, of which the above-described property is a part, and the above-described property and any highway now or hereafter constructed thereover, and that there be acquired such interest, if any there be, by which a right of access or any right in the nature of a right of access may accrue to the owners' remaining property by reason of the adjacency of the relocated Columbia River Highway, when constructed upon the above-described real property, to said remaining real property, except that there shall be reserved unto the owners of the remaining real property rights of access to a frontage road to be constructed by the State upon the aforesaid-described real property and northerly of the main highway, said frontage road to be connected to the main highway only at such points as designated by the State of Oregon.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute

to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "J-5"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiation and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, widen and improve the Hood River-Mosier Section of the Columbia River Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way, quarry site, haul road and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes for use in connection with the proper construction of a connecting or approach road between the relocated Columbia River Highway and the existing Columbia River Highway a parcel of real property located in Wasco County, Oregon, and described as follows:

R 17634
Owner: James C. Fulton, et ux.

Parcel No. 1:

A parcel of land lying in Government Lot 6 of Section 2, Township 2 North, Range 11 East, W. M., Wasco County, Oregon; the said parcel being described as follows:

Beginning at a point 333.95 feet south and 1430 feet east of the westerly southwest corner of the J. A. Mosier D. L. C. No. 37;

(cont.)

said point also being on the southerly right of way line of the Columbia River Highway; thence on said right of way line North 79° 53' 30" East a distance of 167.68 feet; thence along a right of way line parallel to and 100 feet distant southerly from the Union Pacific Railroad center line South 73° 22' East a distance of 210.51 feet to the westerly line of the Frank Ginger property; thence along the said property line South 0° 55' 30" West a distance of 280 feet; thence North 60° 39' 30" West a distance of 516.42 feet; thence North 56° 43' East a distance of 105.18 feet to the point of beginning.

The parcel of land to which this description applies contains 1.91 acres.

2. The Commission does hereby find and declare that there are needed and required as a quarry site for the acquisition of road building materials and for haul road purposes for use in connection with the proper relocating, widening, construction, improvement and maintenance of the Hood River-Mosier Section of the Columbia River Highway two parcels of real property located in Wasco County, Oregon, and described as follows:

Parcel No. 2:
(Quarry Site)

A parcel of land lying in Government Lots 5 and 7 and the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 2, Township 2 North, Range 11 East. W. M., Wasco County, Oregon; the said parcel being described as follows:

Beginning at a point 855.71 feet east and 1143.0 feet south of the westerly southwest corner of the J. A. Mosier D. L. C. No 37; thence South 23° 42' West a distance of 120.66 feet; thence South 8° 48 East a distance of 446.23 feet; thence South 25° 03' 30" West a distance of 428.01 feet; thence South 53° 31' 30" West a distance of 355.96 feet; thence South 85° 23' 30" East a distance of 736.61 feet; thence North 06° 20' East a distance of 1059.18 feet; thence North 72° 34' West a distance of 201.30 feet; thence North 65° 21' West a distance of 232.46 feet to the point of beginning, containing 11.42 acres.

Parcel No. 3
(Haul Road)

A parcel of land lying in Government Lots 5 and 6 of Section 2, Township 2 North, Range 11 East, W. M., Wasco County, Oregon; the said parcel being 40 feet wide, 20 feet on each side of a line described as follows:

Beginning at a point on the southerly right of way line of the Union Pacific Railroad, said point being 1249.17 feet east and 201.18 feet south of the westerly southwest corner of the J. A. Mosier D. L. C.

(cont.)

No. 37; thence South 40° 38' East a distance of 121.87 feet; thence South 4° 09' West a distance of 112.55 feet; thence South 24° 24' West a distance of 206.48 feet; thence South 50° 43' West a distance of 276.73 feet; thence South 20° 53' 30" West a distance of 408.40 feet to the northerly line of the quarry site described as parcel No. 2 above, containing 0.91 acre.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Co unsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein the Chief Counsel. or in his absence the Assistant Counsel. is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "J-6"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, and improve the Lana Avenue-Hayesville School Section of the Pacific Highway East within the city limits of the City of Salem, Oregon, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Pacific Highway East is a major highway of the State, and as such carries large volumes of traffic, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, construction, improvement and maintenance of the Lana Avenue-Hayesville School Section of the Pacific Highway East the parcel of real property located in Marion County, Oregon, and described as follows, to-wit:

(cont.)

EXHIBIT "J-6" (cont.)

File No. 13893
Owner: Albert J. Sauers, et ux.

A parcel of land lying in the Southwest quarter (SW$\frac{1}{4}$) of Section 12, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Albert J. Sauers and Irma Sauers, recorded in Book 317, Pages 694 and 695 of Marion County Record of Deeds; the said parcel being described as follows:

Beginning on the westerly line of the Pacific Highway East at the northeasterly corner of said property; said point being 419.8 feet South 57° 10' East, 1800.32 feet North 22° 15' East, 195.3 feet North 22° 15' East and 815.7 feet South 68° East from the southwest corner of said Section 12; thence North 68° West 10 feet along the northerly line of said property; thence South 34° 30' West parallel to and 40 feet westerly of the center line of said highway a distance of 46 feet to the northerly line of a tract sold under a contract agreement to Charles F. Spiess and Susan Spiess as recorded in Book 380 at Page 348 of Marion County Deed Records; thence North 68° West 10 feet along the northerly line of said Spiess tract to the westerly line of said highway; thence North 34° 30' East 46 feet along said highway line to the place of beginning, containing 460 square feet.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcel of real property, it is necessary that there be acquired all easements and rights of access and all rights of ingress, egress, and regress to, from and between the remaining land of the larger tract, of which the above-described parcel of real property is a part, and the above-described parcel of real property and any highway now or hereafter constructed thereon, and that all access to the aforesaid-described parcel of real property and the Pacific Highway East, now or hereafter constructed thereon, from said remaining land of said larger tract, and all approaches or access from said highway to said remaining land be prohibited; except that there shall be reserved unto the owners of said remaining land a right of access for an approach from said remaining land to the Pacific Highway East, as follows

A right of access for an approach not to exceed twenty-five feet in width on the west side of Pacific Highway East opposite Highway Engineer's center line Station 40+95.

3. That the highway facility for which the aforesaid-described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the

opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "J-7"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, and improve the Lana Avenue-Hayesville School Section of the Pacific Highway East within the city limits of the City of Salem, Oregon, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Pacific Highway East is a major highway of the State, and as such carries large volumes of traffic, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, construction, improvement and maintenance of the Lana Avenue-Hayesville School Section of the Pacific Highway East the parcel of real property located in Marion County, Oregon, and described as follows, to-wit:

File No. 13914
Owner: Elmer F. Gaska

A parcel of land lying in the Adam Stephens D. L. C., also in the Northeast quarter (NE $\frac{1}{4}$) of Section 12, Township 7 South, Range

(cont.)

3 West, W. M., Marion County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Elmer F. Gaska and Goldie Gaska, recorded in Book 396, Page 60 of Marion County Record of Deeds; the said parcel being described as follows:

Beginning on the center line of the Pacific Highway East at the southwesterly corner of said property; thence South 79° 14' East 50 feet, more or less, along the southerly line of said property to a line which is parallel to and 45 feet easterly of the relocated center line of the Pacific Highway East; thence northerly along said parallel line 210 feet, more or less, to the northerly line of said property; thence North 82° 56' West 55.5 feet, more or less, to the northwesterly corner of said property, thence southerly along the westerly property line (the center line of the highway) to the point of beginning. The relocated center line of the Pacific Highway East is described as follows: Beginning at Engineer's center line Station 61+88.79 which Station is 1799 feet south and 1172 feet west of the northwest corner of the Towner Savage D. L. C. No. 37; thence on a 2291.83 foot radius curve to the left (the long chord of which bears North 29° 34' East) 349.33 feet; thence North 25° 12' East 207.59 feet to Station 67+45.71, said center line crossing the northerly and southerly lines of said property approximately at Stations 64+92 and 67+02, respectively.

The parcel of land to which this description applies contains 10,500 square feet, more or less, of which 6,600 square feet lie within the existing right of way, title to which hereby is alleged to be in the public, and 3,900 square feet lie outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcel of real property, it is necessary that there be acquired all easements and rights of access and all rights of ingress, egress, and regress to, from and between the remaining land of the larger tract of which the above-described parcel of real property is a part, and the above-described parcel of real property and any highway now or hereafter constructed thereon, and that all access to the aforesaid-described parcel of real property and the Pacific Highway East, now or hereafter constructed thereon, from said remaining land of said larger tract, and all approaches or access from said highway to said remaining land, be prohibited; except that there shall be reserved unto the owners of said remaining land a right of access for an approach from said remaining land to the Pacific Highway East, as follows

A right of access for an approach not to exceed twenty-five feet in width on the east side of the Pacific Highway East opposite Highway Engineer's Station 65+30.

(cont.)

3. That the highway facility for which the aforesaid-described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of theState, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "J-8"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to surface and pave the relocated Judkins Point-Goshen Section of the Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for a gravel pit for the acquisition of road-building materials and for other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the following-described property is necessary and required as a gravel pit for the acquisition of road-building materials in connection with the surfacing, paving and maintenance of the relocated Judkins Point-Goshen Section of the Pacific Highway, said property being located in Lane County, Oregon:

File No. R 17055
Owner: Ross E. Glass, et ux.

Parcel No. 1

All of Lot 7 of Section 11, Township 18 South, Range 3 West, W.M., Lane County, Oregon, and being a portion of the following-described property That tract of land which was conveyed by that certain deed to Ross E. Glass and Florence M. Glass recorded in

(cont.)

Book 300, Page 205, of Lane County Record of Deeds; except that portion of said Lot 7 conveyed to the State of Oregon, by and through its State Highway Commission, by that certain deed dated April 5, 1951, recorded in Book 436, Page 90, of Lane County Record of Deeds, the said parcel being described as follows: Beginning at a point 6 feet north of the southwest corner of the land conveyed by J. C. Richmond and wife to Samuel Oaks by deed dated August 2, 1909, and recorded in Book 84, Page 506, Lane County Deed Records; thence west 16 feet; thence north parallel with the west boundary of said Samuel Oaks tract of land 454 feet to the left bank of the Coast Fork River; thence North 66° 40' West along said left bank 438.56 feet; thence south 627.7 feet; thence east 402.7 feet to the place of beginning; and except that portion of said Lot 7 conveyed to the State of Oregon, by and through its State Highway Commission, by that certain deed dated April 19, 1951, recorded in Book 436, Page 638, of Lane County Record of Deeds, contained in that parcel of real property described as follows, to-wit: Beginning at a point 134 rods west of the northeast corner of the Southeast quarter ($SE\frac{1}{4}$) of Section 11, Township 18 South, Range 3 West, W. M.; thence west 38 rods and 5 feet; thence north to the center of the channel of the Coast Fork River; thence meandering east along the center of the channel of said river to a point due north of the place of beginning; thence south to the place of beginning, excepting therefrom a right of way one rod wide across the south end of said land; excepting therefrom, also, a right of way about six rods long and 16 feet wide along the river and running east from the west line of said land.

Parcel No. 2:

A parcel of land lying in Government Lot 6, Township 18 South, Range 3 West, W.M., Lane County, Oregon. the said parcel being described as follows:

Beginning at a point on the east line of Government Lot 6, said point being 1303.5 feet east and 2250 feet south of the northwest corner of Section 11, Township 18 South, Range 3 West, W. M.; thence North 52° 30' West 1350 feet, more or less, to the easterly right of way line of the Southern Pacific Railroad; thence northerly along said line 250 feet, more or less, to the intersection of said right of way line with the north line of Lot 6; thence meandering upstream along the left bank of the Willamette River along the northerly line of said Lot 6, to the northeast corner of said Lot; thence south along the east line of said Lot 6, a distance of 660 feet, more or less, to the point of beginning.

ALSO: Any accretions to Government Lot 6.

EXHIBIT "J-8" (cont.)

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3 That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That if and in the event that prior to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "J-9"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Nyssa-Adrian Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to better the alignment in part and to improve the Nyssa-Adrian Section of the Nyssa-Adrian Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there are needed and required for right of way for use in connection with the realignment in part, construction, improvement, and maintenance of the Nyssa-Adrian Section of the Nyssa-Adrian Highway parcels of real property located in Malheur County, Oregon, and described as follows:

File No. 17757
Owner: Ida B. Ward

Parcel No. 1

A parcel of land lying in Lot 3 of Section 31, Township 19 South, Range 47 East, W. M., Malheur County, Oregon, the said parcel being that portion of said Lot 3 lying north and west of a line which is parallel to and 40 feet southeasterly of the center line of the Nyssa-Adrian Highway as said highway has been relocated, which center line is described as follows:

(cont.)

Beginning at Engineer's center line Station 89+55.95, said Station being 18.6 feet north and 689.1 feet east of the west quarter corner of said Section 31; thence on a spiral curve to the left (the long chord of which bears South 79° 39' 53" West 396.89 feet) 400 feet; thence on a 477.46 foot radius curve to the left (the long chord of which bears South 42° 43' 50" West) 348.70 feet; thence on a spiral curve to the left (the long chord of which bears South 5° 47' 47" West 396.89 feet) 400 feet to Station 101+04.65; the said parcel being bounded on the ends by lines at right angles to said center line at Stations 89+55.95 and 101+04.65.

The parcel of land to which this description applies contains 2.65 acres, of which 1.05 acres lie within the existing right of way, title to which is in the public, and 1.6 acres lie outside of the existing right of way.

File No. 17764
Owners: E. M. Titus, Lem E. Wilson, Jr., et al.

Parcel No. 2

A parcel of land lying in the north half ($N\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 7, Township 20 South, Range 47 East, W.M., Malheur County, Oregon, the said parcel being that portion of said north half ($N\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) lying north and west of a line which is parallel to and 40 feet southeasterly of the center line of the Nyssa-Adrian Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 184+40.82, said Station being in the center of the existing highway and 694.80 feet east of the northwest corner of said Section 7; thence on a spiral curve to the left (the long chord of which bears South 79° 45' 43" West 396.89 feet) 400 feet; thence on a 477.46 foot radius curve to the left (the long chord of which bears South 42° 47' 15" West) 349.38 feet; thence on a spiral curve to the left (the long chord of which bears South 5° 48' 47" West 396.89 feet) 400 feet to Station 195+90.20; said parcel being bounded on the easterly and southerly ends by lines at right angles to said center line at Stations 184+40.82 and 195+90.20 respectively.

The parcel of land to which this description applies contains 2.76 acres, of which 1.21 acres lie within the existing right of way, title to which is in the public, and 1.55 acres lie outside of the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and /or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "J-10"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Nyssa-Adrian Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to better the alignment in part and to improve the Nyssa-Adrian Section of the Nyssa-Adrian Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for a gravel pit for the acquisition of road-building materials and for other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that the following-described property is necessary and required as a gravel pit for the acquisition of road-building materials in connection with the realignment in part, construction, improvement and maintenance of the Nyssa-Adrian Section of the Nyssa-Adrian Highway, said property being located in Malheur County, Oregon:

R 17763
George H. Besendorfer

A parcel of land lying in the North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 2, Township 21 South, Range 46 East, W. M., Malheur County Oregon and being a portion of the following-described property. That tract of land which was conveyed by that certain deed to George H. Besendorfer and Martha Besendorfer recorded in Book 86 Page 404, of Malheur County Record of Deeds; the said parcel being described as follows:

(cont.)

Beginning at a point in the north line of the Southeast quarter ($SE\frac{1}{4}$) of said Section 2; said point being 1176.29 feet North 87° 22' 30" East of the center of Section 2; thence South 14° 32' 30" East 1357.55 feet to the south line of the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of said Section 2; thence along said south line North 87° 22'30" East 530.12 feet to the southeast corner of the West half ($W\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$); thence along the east line of said West half ($W\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) North 2° 13' 30" West 518.62 feet; thence North 38° 21' West 411.93 feet; thence North 30° 35' 30" West 536.42 feet to the north line of the Southeast quarter ($SE\frac{1}{4}$) of said Section 2; thence along said north line South 87° 38' 30" West 322 feet to the point of beginning.

The parcel of land to which this description applies contains 15.60 acres, of which 0.37 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 15.23 acres lie outside of the existing right of way

2. That the highway facility for which the aforesaid property is required and is being taken has been planned designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That, if and in the event that prior to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel,

or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "J-11"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way of the T. H. Banfield Expressway, for the purpose of establishing,

constructing, and maintaining a throughway, the following-described parcel of real property, to-wit:

File No. 15871
Owner: J. A. Lyons heirs

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 25, Township 1 North, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to J. A Lyons, recorded in Book 900, Page 13 of Multnomah County Record of Deeds; the said parcel being all of said property lying northerly of the following-described line:

Beginning on the east line of 33rd Avenue at a point which is North 1°26' 21" East 157.56 feet from the intersection of said east line of 33rd Avenue with the south line of said Section 25; said point of beginning also being 168 feet southerly measured radially from the Oregon-Washington Railroad & Navigation Company railroad center line as of October 8, 1946; thence easterly along the arc of a 648.69 foot radius curve to the right (the long chord of which bears North 83° 06' 34" East 363.84 feet) a distance of 368.79 feet to a point on the east line of said property, said point being North 1° 26' 21" East along said east line a distance of 208.74 feet from the southeast corner of said property; said line as described above being parallel to and 168 feet southerly of said railroad center line.

The parcel of land to which this description applies contains 1.00 acre.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the T. H. Banfield Expressway, when constructed upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited.

EXHIBIT "J-11" (cont.)

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State. the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the sixteenth day of July, 1951.

EXHIBIT "K-1"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, the Forty-Sixth Legislative Assembly enacted Chapter 405, Oregon Laws 1951; and

WHEREAS, the Highway Commission is authorized by the provisions of Section 12, Chapter 405, Oregon Laws 1951, to issue permits for the movements of vehicles and combinations of vehicles having an overall length of not more than 60 feet, except that combinations of vehicles transporting logs, poles or piling may have an overall length in excess of 60 feet, and having a gross weight not in excess of that set forth in the table of weights contained in said Section 12; and

WHEREAS, Section 4, Chapter 405, Oregon Laws 1951, provides that, with certain exceptions, no combination of vehicles coupled together shall consist of more than two vehicles, and further authorizes the Commission to issue permits under the provisions of Section 12 for the operation of combinations of vehicles consisting of a truck-tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel; and

WHEREAS, it is the judgment and opinion of the Commission that a combination of vehicles consisting of a truck-tractor and semi-trailer drawing one trailer, operating within the size and weight limitations provided by Chapter 405, Oregon Laws 1951, will not unduly damage highways or endanger the motoring public, and that such combination of vehicles is of a type similar to a combination of vehicles consisting of a truck-tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel, and that within the meaning, purpose and intent of Chapter 405, Oregon Laws 1951, permits may be issued under the provisions of Section 12 for the operation of the first-described combination of vehicles; and

WHEREAS, based upon the advice and recommendation of the State Highway Engineer, it is the judgment and opinion of the Commission that permits be issued upon application therefor, which permits shall authorize the movement over highways set forth therein of combinations of vehicles having a length or gross weight in excess of that authorized by Chapter 405, Oregon Laws 1951, without permit, but not in excess of the limits stated in the form of permit;

(cont.)

EXHIBIT "K-1" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, all of the members being present and voting affirmatively, as follows:

1. That subject to such action as the Commission may hereafter deem to be in the public interest, the issuance of permits, pursuant to the provisions of Section 12, Chapter 405, Oregon Laws 1951, hereby is authorized on the following forms of permit, which forms are attached hereto, by this reference made a part hereof, and are hereby approved and adopted as to form and as to all provisions and regulations contained therein:

a. "EXHIBIT A" - Transportation Permit for Continuous Operation of Overlength and Overweight Vehicles - Group I Highways - Permit Form E-242-Rev. This permit authorizes the movement over Group I Highways named therein, and such other highways that may hereafter be reclassified as Group I Highways pursuant to paragraph 7 of this resolution, of combinations of vehicles consisting of a truck and full trailer, or of a truck-tractor and semitrailer and full trailer, or of a truck-tractor and semitrailer drawing one additional semitrailer mounted on a dolly equipped with a fifth wheel, including any load thereon, having a length not in excess of 60 feet and having a gross weight of any wheel, axle, tandem axle, group of axles or of the combination of vehicles not in excess of that authorized by Section 12, Chapter 405, Oregon Laws 1951, provided that the gross weight of any combination of vehicles consisting of a truck having two axles and a full trailer having two axles shall not exceed that set forth in the table of weights in paragraph d, subsection 2, Section 12, Chapter 405, Oregon Laws 1951, or the sum of the permissible axle weights, whichever is the lesser.

b. "EXHIBIT B" - Transportation Permit for Continuous Operation of Overweight Vehicles - Group I and II Highways - Permit Form E-243-Rev. This permit authorizes the movement over Group I and Group II Highways named therein of combinations of vehicles consisting of a truck and full trailer or a truck-tractor and semitrailer, including any load thereon, having a length not in excess of 50 feet and a gross weight of any wheel, axle, tandem axle, group of axles or of the combination of vehicles not in excess of that authorized by Section 12, Chapter 405, Oregon Laws, 1951, provided that the gross weight of any combination of vehicles consisting of a truck having two

axles and a full trailer having two axles shall not exceed that set forth in the table of weights in paragraph d, subsection 2, Section 12, Chapter 405, Oregon Laws 1951, or the sum of the permissible axle weights, whichever is the lesser.

c. "EXHIBIT C" - Transportation Permit (Temporary) for Continuous Operation of Overlength or Overweight Vehicles - Group I or II Highways - - Permit Form E-271. This permit authorizes the movement over such highways as may be specified therein of combinations of vehicles, including any load thereon, having a length and of a description as specified therein, but in no event to exceed 60 feet in length and having a gross weight of any wheel, axle, tandem axle, group of axles or of the combination of vehicles not in excess of that authorized by Section 12, Chapter 405, Oregon Laws 1951, provided that the gross weight of any combination of vehicles consisting of a truck having two axles and a full trailer having two axles shall not exceed that set forth in the table of weights in paragraph d, subsection 2, Section 12, Chapter 405, Oregon Laws 1951, or the sum of the permissible axle weights, whichever is the lesser. The principal use of this permit form shall be to facilitate movement of vehicles operating under temporary authority from the Public Utilities Commissioner and which by reason thereof would not be eligible for a Group I or Group I and II permit, and also to facilitate movement of combinations of vehicles consisting of a truck-tractor and semitrailer having a length in excess of 50 feet but not in excess of 60 feet over said Group I Highways heretofore or hereafter designated by the State Highway Engineer, which highways by means of trial runs have been found capable of safely accomodating such combinations of vehicles;

d. "EXHIBIT D" - Transportation Permit for Excess Length or Weight - Logs, Poles or Piling (6-Wheeler) - Permit Form E-322. This permit authorizes the movement over the highways specified therein of combinations of vehicles consisting of a truck-tractor with tandem rear axles, and a pole trailer with tandem axles, for the transportation of logs, poles or piling, including any load thereon, having a length as specified therein, and having a gross weight of any

(cont.)

EXHIBIT "K-1" (cont.)

wheel, axle, tandem axle, group of axles or of the combination of vehicles not in excess of that authorized by Section 12, Chapter 405, Oregon Laws 1951.

e. EXHIBIT E" - Transportation Permit for Excess Length, Logs, Poles or Piling (4-Wheeler) - Permit Form E-323. This permit authorizes the movement over the highways specified therein of combinations of vehicles consisting of a truck-tractor with single rear axle, and a pole trailer with single or tandem axles, including any load thereon, having a length as specified therein, and having a gross weight of any wheel, axle, tandem axle, group of axles or of the combination of vehicles not in excess of that authorized by Section 11, Chapter 405, Oregon Laws 1951.

2. That permits issued on said forms marked "Exhibits A, B and C" shall not be valid for movement of any combination of vehicles when operating under a permit issued pursuant to Section 13, Chapter 405, Oregon Laws 1951.

3. No permit on any of said forms marked "Exhibits A, B, C, D or E" shall be issued authorizing the movement of any combination of vehicles, including any load thereon, having a length in excess of 50 feet, until it is determined by a trial load that the combination of vehicles, including any load thereon, moving in a normal manner, can stay on the right side of the center line of the traveled way at all times and that there is sufficient room in the opposing traffic lane for the safe movement of other vehicles; provided that permits may be issued on said forms marked "Exhibits D and E" for limited transportation of logs, poles or piling upon establishing satisfactory flagging and traffic controls to protect and not unreasonably delay the traveling public, if the movement of the combination of vehicles cannot be confined to the right side of the highway.

4. That permits on said forms marked "Exhibits A, B, D or E" may be issued for and by the State Highway Commission within the meaning, purpose and intent of Section 12, Chapter 405, Oregon Laws 1951, and of this resolution and order, and shall be valid when bearing the facsimile signature of R. H. Baldock, State Highway Engineer, and signed by any one of the following persons.

State Highway Engineer
First Assistant State Highway Engineer
Second Assistant State Highway Engineer
Director of Permits
Transportation Permit Supervisor;

that any permit issued upon either of said forms marked "EXHIBITS D or E" and signed, as above provided, shall be in full force and effect until the date of expiration specified upon the permit, which said date shall not extend beyond one year from the date of issuance of the permit.

5. That permits on said form marked "Exhibit C" may be issued for and by the State Highway Commission within the meaning, purpose and intent of Section 12, Chapter 405, Oregon Laws 1951, and of this resolution and order, and shall be valid when bearing the facsimile signature of R. H. Baldock, State Highway Engineer, and signed by any one of the following persons:

State Highway Engineer
First Assistant State Highway Engineer
Second Assistant State Highway Engineer
Director of Permits
Transportation Permit Supervisor

provided, that in case of emergency, permits upon said form marked "Exhibit C" may be issued from field offices, but only when the issuance of such permit has been first approved by the Director of Permits, or by the Supervisor of Transportation Permits. Any permit issued from a field office may be signed by the Division Engineer, the Acting Division Engineer, the Assistant Division Engineer, or the Division Office Engineer of the division in which the field office is located, or may be signed by the District Maintenance Superintendent or District Maintenance Office Man. Any permit issued upon said form marked "Exhibit C" and signed as above provided, shall be in full force and effect until the date of expiration specified upon the permit, which said date shall not extend beyond one year from the date of issuance of the permit.

6. That the Commission does hereby authorize the issuance of permit identification certificates upon a form attached hereto, marked "Exhibit F", and by this reference made a part hereof, to permittees to whom permits upon said form marked "Exhibit A" have been issued, and the issuance of permit identification certificates upon a form attached hereto, marked "Exhibit G", and by this reference made a part hereof, to permittees to whom permits upon said form marked "Exhibit B" have been issued. Said permit identification certificates shall be valid when bearing the facsimile signature of R. H. Baldock, State Highway Engineer, and when signed by any one of the following persons:

State Highway Engineer
First Assistant State Highway Engineer
Second Assistant State Highway Engineer
Director of Permits
Transportation Permit Supervisor;

EXHIBIT "K-1" (cont.)

and when issued and signed, as herein provided, shall constitute satisfactory evidence that a permit has been issued, within the provisions of Section 14, Chapter 405, Oregon Laws 1951.

7. That hereafter, when the State Highway Engineer upon careful and proper investigation finds that any of the highways or sections of highways classified in said permit form marked "Exhibit B" as Group II Highways are of such character and design to safely accomodate the movement of combinations of vehicles in excess of 50 feet in length, then said Engineer is hereby authorized and directed to reclassify said highway or section of highway to a Group I Highway and report such action to the Commission for entry in the Commission's records.

8. That the Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced by a resolution or order entered in the minutes and records of the Commission.

9. That this resolution be entered in the minutes and records of the Commission as of the sixteenth day of July, 1951, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each the Superintendent of State Police and the Public Utilities Commissioner.

18432

BLANK PAGE

to allow

for correct numbering

Form E-242—Rev. 7-9-51—10M

Permit No. 18433

OREGON
STATE HIGHWAY COMMISSION
SALEM, OREGON

..... 19.....

Transportation Permit for Continuous Operation of Overlength and Overweight Vehicles
Group I Highways

THIS COPY FOR	
P. U. C. OFFICE	☐
	☐
	☐
	☐

HAULING OF LOGS, POLES OR PILING NOT ALLOWED UNDER THIS PERMIT

Subject to each and all of the following terms and conditions permission hereby is granted to the above named permittee to operate over the Group I highways hereinafter designated, and over such other highways as may from time to time be added, the truck or truck-tractor described on page 4 hereof, in combination as described in paragraph 1.

This permit is issued under authority of Section 12, Chapter 405, Oregon Laws, 1951.

1. This permit covers the operation of a truck and full trailer combination; or combinations commonly known as "double headers" consisting of a truck-tractor and semi-trailer and full trailer, or a truck-tractor and double semi-trailer and converter dolly. The overall length of any combination of such vehicles, including any load thereon, operated under this permit shall not exceed 60 feet, and no single vehicle shall exceed an overall length of 35 feet.

2. The gross weight of any single axle of any vehicle or combination of vehicles operated under this permit shall not exceed 18,000 pounds and the gross weight of any tandem axle shall not exceed 32,000 pounds. The gross weight of any group of axles of any vehicle or combination of vehicles, when the distance between the first and last axle of any group of axles is 18 feet or less, and the gross weight of any vehicle or combination of vehicles shall not exceed the applicable gross weight set forth in the tables of weights on page 3 of this permit.

3. The posting of any highway or structure to reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

4. All equipment operated under authority of this permit shall be properly licensed, shall carry proper Oregon P.U.C. plates and certificates and, except as otherwise expressly provided herein, shall conform in all other respects to the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

5. Notwithstanding anything in this permit to the contrary, the permittee shall be subject to all regulatory powers vested in the Interstate Commerce Commission, and shall be subject also to the regulatory powers vested in the Public Utilities Commissioner, but any such regulatory power, or any order of any Federal or State office, Board, or Commission, having regulatory power over transportation, shall not be construed as permitting the operation of vehicles exceeding in any respect the provisions of this permit in regard to weight or dimensions.

6. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right-hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, or over, beyond or to the left of the center line of the traveled roadway in case there be no painted stripe, except when overtaking or passing other vehicles or obstructions on the highway.

7. Furnished in connection with this permit is an identification certificate for each truck or truck-tractor that is to be operated hereunder. This certificate must be carried at all times in the cab of the truck for which it has been prepared, and shall be available for inspection by any police officer and any representative of the State Highway Commission or the Public Utilities Commissioner.

8. This permit may be cancelled at any time by the State Highway Commission for violation of any of the terms or provisions of this permit, or when, in the judgment of the Highway Commission, public interests require cancellation of this permit. This permit shall remain in effect until cancelled by the State Highway Commission.

OREGON STATE HIGHWAY COMMISSION

EXHIBIT a

R H Baldock

By R. H. BALDOCK, State Highway Engineer

Countersigned by: .....

Title .....

SEE LIST OF APPROVED HIGHWAYS ON THE OPPOSITE SIDE OF THIS PAGE.

Rev. 7-3-51

GROUP 1 HIGHWAYS

Rev. No.	Name	Section	Number
1.	Pacific	Washington State line to Portland	US99
	Pacific	Junction City to California State line	US99
1E.	Pacific East	Portland to Junction City via Salem	US99E
1W.	Pacific West	Portland to Junction City via McMinnville	US99W
2.	Columbia River	Astoria to Washington State line near Wallula	US30-730-395
4.	The Dalles-California	Columbia River Highway Jctn. to California State line	ORE24-US97
5.	John Day	Arlington to Vale	ORE19-US28
6.	Old Oregon Trail	Umatilla to Idaho State line at Nyssa	US30-28-20
7.	Central Oregon	Bend to Ontario	US20
8.	Oregon-Washington	Pendleton to Washington State line	ORE11
9.	Oregon Coast	Astoria to Sunset Highway Junction	US101
	Oregon Coast	Wheeler to Hebo	US101
	Oregon Coast	Otis to California State line	US101
10.	Wallowa Lake	La Grande to Joseph	ORE82
13.	Baker-Unity	Baker to Unity	ORE7
15.	McKenzie	Eugene to Belknap Springs	US28
16.	Santiam	Albany to Sisters	US20
17.	McKenzie-Bend	Sisters to Tumalo, only	US20
18.	Willamette	Goshen to The Dalles-California Highway Jctn.	ORE58
19.	Fremont	Lapine to California State line	ORE31-US395
20.	Klamath Falls-Lakeview	Klamath Falls to Lakeview	ORE66
21.	Green Springs	Ashland to Klamath Falls (*Supplemental Permit Required*)	ORE66
22.	Crater Lake	Medford to Shady Cove	ORE62
	Crater Lake	Fort Klamath to junction The Dalles-California Highway	ORE62
24.	Burns-Crane	Burns to Crane	ORE78
25.	Redwood	Grants Pass to California State line	US199
26.	Mt. Hood	Portland to Wapinitia Highway junction	ORE50
28.	Pendleton-John Day	Pendleton to Mt. Vernon	US395
29.	Tualatin Valley	Portland to McMinnville via Forest Grove	ORE6-ORE47
30.	Salem-Dallas	Salem to Dallas	ORE22
31.	Albany-Corvallis	Albany to Corvallis	US20
32.	Three Rivers	Hebo to Valley Junction	ORE14
33.	Corvallis-Newport	Newport to Toledo	US20
34.	Siuslaw	Pacific Highway junction to Florence	ORE36
35.	Coos Bay-Roseburg	Pacific Highway junction to Coquille	ORE42
36.	Pendleton-Cold Springs	Pendleton to Columbia River Highway junction	US395
37.	Wilson River	Forest Grove to Tillamook via Glenwood	ORE6
39.	Salmon River	McMinnville to Otis	ORE18
41.	Ochoco	Redmond to John Day Highway junction	US28
42.	Sherman	Biggs to The Dalles-California Highway junction	US97
43.	Monmouth-Independence	Monmouth to Independence	
44.	Wapinitia	Mt. Hood Highway junction to Maupin	ORE50-ORE52
45.	Umpqua	Drain to Reedsport	ORE38
46.	Necanicum	Sunset Highway junction to Wheeler	ORE53
47.	Sunset	Portland to Cannon Beach junction	ORE2
48.	John Day-Burns	John Day to Burns	US395
49.	Lakeview-Burns	Valley Falls to Central Oregon Highway junction	US395
50.	Klamath Falls-Malin	Klamath Falls to California State line	ORE39
52.	Heppner	Heppner Junction to Pendleton-John Day Highway junction at Nye	ORE74
53.	Warm Springs	Warm Springs junction to junction with The Dalles-California Highway at Madras	ORE50
54.	Boardman-Stanfield	Boardman to Stanfield junction	US30
102.	Nehalem	Forest Grove to Mist	ORE2-ORE47
120.	Swift (Portland)	Columbia Blvd. to Pacific Highway junction via Stockyards	
122.	Vancouver Avenue (Portland)	Columbia Boulevard to Union Avenue	
123.	Northeast Portland	Union Avenue to Columbia River Hwy. junction	US30 Alt.
124.	Sun Dial	Entire length	
125.	Crown Point Secondary	Troutdale to Larch Mountain Road	US30
141.	Beaverton-Aurora	Beaverton to Tigard	ORE217
150.	Salem-Dayton	Dayton to junction Salem-Dallas Highway at West Salem	ORE221
152.	Three Mile Lane	Junction Pacific Highway West, approximately 1 mile north of Dayton to Dayton	ORE233
156.	McMinnville	Entire length	
160.	Cascade	Portland to Oregon City and Kaylor's Corner near Molalla to Silverton	ORE213
161.	Woodburn-Estacada	Hamrick's Corner to Molalla	ORE211
162.	North Santiam	Junction Silver Creek Falls Highway to South Santiam Highway junction	ORE222
163.	Silver Creek Falls	Salem to junction with North Santiam Highway	ORE222
164.	Jefferson	Entire length	
170.	Canby-Marquam	Canby to junction with Woodburn-Estacada Highway	
171.	Clackamas	Estacada to Milwaukie	
193.	Independence	Junction Salem-Dallas Highway to Independence	ORE222
213.	Mehama-Mill City	Mehama to Mill City	
222.	Springfield-Creswell	McKenzie Highway junction to Willamette Highway junction	
223.	Junction City-Eugene	Junction City to junction with Highway 1, M.P. 122.61	
240.	Cape Arago	North Bend to Arago State Park	
243.	Empire-Coos Bay	Junction Cape Arago Highway to Coos Bay	ORE238
261.	Williams Secondary	Grants Pass to Murphy	ORE204
330.	Weston-Elgin	Weston to Elgin	ORE27
360.	Madras-Prineville	Junction of US97 south of Madras to Prineville	
361.	Culver	Entire length	
374.	Tumalo-Deschutes	Tumalo to Deschutes	
420.	Midland	Klamath Falls to Midland	
422.	Chiloquin	Entire length	
423.	Lower Klamath	Entire length	
424.	Hatfield	Entire length	
428.	Sun Mountain	Entire length	US95
456.	I.O.N.	Idaho State line to Nevada State line	US95
458.	Jordan Valley	Entire length	US20 Alt.
—	Lombard St. by-pass (Portland)	Union Avenue to St. Johns	

18134

TABLES OF PERMISSIBLE WEIGHTS

9. a. **The gross weight of any group of axles of any vehicle or combination of vehicles, where the distance between the first and last axles of any group of axles is 18 feet or less, shall not exceed that set forth in the following table:**

Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)	Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)
less than 6	32,000	12	36,400
6	32,200	13	37,100
7	32,900	14	43 200
8	33,600	15	44,000
9	34,300	16	44,800
10	35,000	17	45,600
11	35,700	18	46,400

b. **The gross weight of any vehicle or combination of vehicles, where the distance between the first and last axles of the vehicle or combination of vehicles is more than 18 feet, shall not exceed that set forth in the following table:**

Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)	Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)
18	46,400	37	65,450
19	47,200	38	66,300
20	48,000	39	67,150
21	48,800	40	68,000
22	49,600	41	68,000
23	50,400	42	68,000
24	51,200	43	68,000
25	55,250	44	68,000
26	56,100	45	68,000
27	56,950	46	68,800
28	57,800	47	69,600
29	58,650	48	70,400
30	59,500	49	71,200
31	60,350	50	72,000
32	61,200	51	72,800
33	62,050	52	73 600
34	62,900	53	74,400
35	63,750	54	75,200
36	64,600	55 or over	76,000

The maximum gross weights in the above tables are for axle spacings measured to the nearest foot. If the axle spacing as actually measured is exactly one-half foot, the gross weight allowed is that given in the table for the next higher spacing.

LIST OF EQUIPMENT

(Authorized to operate under this permit)

NO.	MAKE OF TRUCK OR TRACTOR	MOTOR NUMBER	PUC PLATE NUMBER	LICENSE NUMBER	FIRM NUMBER

State Printing Dept. 50432

18436

Form E-343—Rev. 7-9-51—7.5M

Permit No. 18437

OREGON
STATE HIGHWAY COMMISSION
SALEM, OREGON

....., 19.....

Transportation Permit for Continuous Operation of Overweight Vehicles
Group I and II Highways

THIS COPY FOR
P. U. C. OFFICE ☐ ☐ ☐ ☐

HAULING OF LOGS, POLES OR PILING NOT ALLOWED UNDER THIS PERMIT

Subject to each and all of the following terms and conditions permission hereby is granted to the above named permittee to operate over the Group I and Group II highways hereinafter designated and over such other highways as may from time to time be added, the truck or truck-tractor described on page 4 hereof in combination with a full trailer or semi-trailer as the case may be.

This permit is issued under authority of Section 12, Chapter 405, Oregon Laws 1951.

1. The overall length of any combination of vehicles, including any load thereon, operated under this permit shall not exceed 50 feet and no single vehicle shall exceed an overall length of 35 feet.

2. The gross weight of any single axle of any vehicle operated under this permit shall not exceed 18,000 pounds, and the gross weight of any tandem axle of any vehicle shall not exceed 32,000 pounds. The gross weight of any group of axles of any vehicle or combination of vehicles, where the distance between the first and last axle of any group of axles is 18 feet or less, and the gross weight of any vehicle or combinations of vehicles shall not exceed the applicable gross weight set forth in the tables of weights on page 4 of this permit.

3. The posting of any highway or structure to reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

4. All equipment operating under authority of this permit shall be properly licensed and shall carry proper Oregon P.U.C. plates and certificates, and, except as otherwise expressly provided herein, shall conform in all other respects to the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

5. Notwithstanding anything in this permit to the contrary, the permittee shall be subject to all regulatory powers vested in the Interstate Commerce Commission, and shall be subject also to the regulatory powers vested in the Public Utilities Commissioner, but any such regulatory power, or any order of any Federal or State office, Board, or Commission, having regulatory power over transportation, shall not be construed as permitting the operation of vehicles exceeding in any respect the provisions of this permit in regard to weight or dimensions.

6. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right-hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, or over, beyond or to the left of the center line of the traveled roadway in case there be no painted stripe, except when overtaking or passing other vehicles or obstructions on the highway.

7. Furnished in connection with this permit is an identification certificate for each truck or truck-tractor that is to be operated hereunder. This certificate must be carried at all times in the cab of the truck or truck-tractor, as the case may be, for which it has been prepared, and shall be available for inspection by any police officer and representative of the State Highway Commission or the Public Utilities Commissioner.

8. This permit may be cancelled at any time by the State Highway Commission for violation of any of the terms or provisions of this permit, or when, in the judgment of the Highway Commission, public interests require cancellation of this permit. This permit shall remain in effect until cancelled by the State Highway Commission.

OREGON STATE HIGHWAY COMMISSION

EXHIBIT B

R. H. Baldock

By R. H. BALDOCK, State Highway Engineer

Countersigned by: .....

Title .....

SEE LIST OF APPROVED HIGHWAYS ON PAGES 2 AND 3.

GROUP II HIGHWAYS

Hwy. No.	Name and Route No.	Section
1.	Oswego, ORE43	Portland to Oregon City
9.	Oregon Coast, US101	Cannon Beach junction to Wheeler via Cannon Beach
9.	Oregon Coast, US101	Hebo to Otis
12.	Baker-Homestead, ORE86	Baker to Robinette
22.	Crater Lake, ORE62	Eagle Point to West Boundary of Crater Lake Park
23.	Dairy-Bonanza, ORE70	Dairy to Bonanza
26.	Mt. Hood, ORE50-23	Hood River to Parkdale
27.	Alsea, ORE34	Waldport to Philomath
33.	Corvallis-Newport, US20	Corvallis to Toledo
38.	Oregon Caves, ORE46	Cave Junction to Oregon Caves
40.	Beaverton-Hillsdale, ORE10	Jct. Pacific Hwy. West near Hillsdale to Beaverton
55.	Halfway, ORE86	Jct. Baker-Homestead Highway to Halfway
102.	Nehalem, ORE202	Astoria to Mist
103.	Fishhawk Falls	Jewell to Elsie
110.	Mist-Clatskanie, ORE47	Clatskanie to Mist
125.	Crown Point Secondary	Larch Mt. Road to Jct. with Columbia River Hwy. near Dodson
140.	Hillsboro-Silverton, ORE219	Hillsboro to Newberg
140.	Hillsboro-Silverton, ORE219-242-214	St. Paul to Silverton via Woodburn
142.	Farmington, ORE208	Jct. Hillsboro-Silverton Hwy. to Beaverton
143.	Scholls, ORE210	Scholls to Jct. Beaverton-Hillsdale Highway
151.	Yamhill-Newberg, ORE240	Yamhill to Newberg
152.	Three Mile Lane, ORE233	Jct. Lafayette Hwy. 1½ Mi. west of Dayton to Dayton
153.	Bellevue-Hopewell	Bellevue to Jct. Salem-Dayton Hwy.
154.	Lafayette, ORE233	Jct. Three Mile Lane Hwy. to Jct. Bellevue-Hopewell Hwy.
160.	Cascade, ORE215-211	Oregon City to Kaylor's Corner
161.	Woodburn-Estacada, ORE211	Jct. Pacific Hwy. East near Woodburn to Hamrick's Corner and Molalla to Estacada
163.	Silver Creek Falls, ORE214	Jct. N. Santiam to Silverton via Silver Creek Falls State Park
180.	Eddyville-Blodgett	Jct. Corvallis-Newport Hwy. near Eddyville to Blodgett
191.	Kings Valley, ORE223	Dallas to Jct. Corvallis-Newport Hwy. near Wren
192.	Dallas Coast, ORE22	Dallas to Jct. Salmon River Hwy.
200.	Territorial	Monroe to Jct. Pacific Hwy. at Anlauf
211.	Albany-Lyons, ORE226	Jct. Santiam Highway to Lyons
212.	Halsey-Sweet Home, ORE228	Halsey to Jct. Santiam Hwy. near Sweet Home
220.	Richardson-Eugene	Jct. Territorial Hwy. near Veneta to Eugene
221.	Fox Hollow	Eugene to Jct. Pacific Hwy. near Walker
230.	Tiller-Trail, ORE227	Canyonville to Trail
231.	Elkton-Sutherlin, ORE225	Elkton to Sutherlin
232.	Crater Lake North, ORE209	Jct. West Diamond Lake Hwy. to North Boundary of Park
233.	West Diamond Lake, ORE230	Jct. Crater Lake Hwy. to Jct. Crater Lake North Hwy.
242.	Powers	Jct. Coos Bay-Roseburg Highway to Powers
250.	Cape Blanco	Jct. Oregon Coast Hwy. to Lighthouse Reservation
251.	Port Orford	Entire length
261.	Williams, ORE238	Murphy to Williams
270.	Little Butte, ORE236	Jct. Crater Lake Hwy. to Klamath County line
272.	Medford-Provolt, ORE238	Medford to Provolt
273.	Siskiyou	Jct. Green Springs Hwy. to Siskiyou
281.	Hood River	Hood River to Parkdale via Dee
282.	Odell	Jct. Hood River Hwy. to Jct. Mt. Hood Hwy.
290.	Sherars Bridge, ORE216	Tygh Valley to Grass Valley
300.	Wasco-Heppner, ORE206-207	Condon to Heppner
301.	Fulton Canyon-Wasco	Entire length
320.	Lexington-Echo, ORE207	Lexington to Jct. Old Oregon Trail Hwy. near Echo
321.	Heppner-Spray, ORE207	Jct. Wasco-Heppner Hwy. to Jct. John Day Hwy. near Spray
332.	Sunnyside-Umapine	Sunnyside to Washington State line
333.	Hermiston, ORE207	Jct. Columbia River Hwy. to Jct. Lexington-Echo Hwy.
334.	Athena-Holdman	Jct. Pendleton-Cold Springs Hwy. to Athena
335.	Havana-Helix	Helix to Jct. Oregon-Washington Hwy.
337.	Stanfield-Pendleton	Jct. Old Oregon Trail Hwy. to Pendleton
340.	Medical Springs, ORE203-86	Union to Baker via Medical Springs
342.	Cove	Island City to Union
375.	Redmond-Bend	Redmond to Jct. Tumalo-Deschutes Highway
402.	Kimberly-Long Creek	Kimberly to Long Creek
410.	Sumpter Valley, ORE220	Salisbury to Forest Boundary near Sumpter
424.	Sand Creek, ORE232	East Park Boundary to Jct. The Dalles-California Hwy.
425.	East Diamond Lake, ORE230	Jct. Crater Lake-North Hwy. to Jct. The Dalles-California Hwy.
431.	Warner	Jct. Fremont Highway to Plush
450.	Nyssa-Adrian, ORE201	Entire length
451.	Vale West	Jct. Central Oregon Highway to Vale
452.	Adrian-Parma	Entire length
453.	Adrian-Arena Valley	Entire length
454.	Adrian-Caldwell	Entire length

18138

GROUP I HIGHWAYS

Hwy. No.	Name and Route No.	Section
1.	Pacific, US99	Washington State line to Portland
	Pacific, US99	Junction City to California State line
1E.	Pacific East, US99E	Portland to Junction City via Salem
1W.	Pacific West, US99W	Portland to Junction City via McMinnville
2.	Columbia River, US30-730-395	Astoria to Washington State line near Wallula
4.	The Dalles-California, ORE23-US97	Columbia River Highway Jctn. to California State line
5.	John Day, ORE19-US28	Arlington to Vale
6.	Old Oregon Trail, US30-78-20	Umatilla to Idaho State line at Nyssa
7.	Central Oregon, US20	Bend to Ontario
8.	Oregon-Washington, ORE11	Pendleton to Washington State line
9.	Oregon Coast, US101	Astoria to Sunset Hwy. Junction
	Oregon Coast, US101	Wheeler to Hebo
	Oregon Coast, US101	Otis to California State line
10.	Wallowa Lake, ORE82	La Grande to Joseph
13.	Baker-Unity, ORE7	Baker to Unity
15.	McKenzie, US28	Eugene to Belknap Springs
16.	Santiam, US20	Albany to Sisters
17.	McKenzie-Bend, US20	Sisters to Tumalo, only
18.	Willamette, ORE58	Goshen to The Dalles-California Hwy. Jctn.
19.	Fremont, ORE31-US395	Lapine to California State line
20.	Klamath Falls-Lakeview, ORE66	Klamath Falls to Lakeview
21.	Green Springs, ORE66	Ashland to Klamath Falls (Supplemental Permit Required)
22.	Crater Lake, ORE62	Medford to Shady Cove
	Crater Lake, ORE62	Fort Klamath to Jctn. The Dalles-California Hwy.
24.	Burns-Crane, ORE78	Burns to Crane
25.	Redwood, US199	Grants Pass to California State line
26.	Mt. Hood, ORE50	Portland to Wapinitia Hwy Jctn.
28.	Pendleton-John Day, US395	Pendleton to Mt. Vernon
29.	Tualatin Valley, ORE6-ORE47	Portland to McMinnville via Forest Grove
30.	Salem-Dallas, ORE22	Salem to Dallas
31.	Albany-Corvallis, US20	Albany to Corvallis
32.	Three Rivers, ORE14	Hebo to Valley Junction
33.	Corvallis-Newport, US20	Newport to Toledo
34.	Siuslaw, ORE36	Pacific Hwy. Jctn. to Florence
35.	Coos Bay-Roseburg, ORE42	Pacific Hwy. Jctn. to Coquille
36.	Pendleton-Cold Springs, US395	Pendleton to Columbia River Hwy. junction
37.	Wilson River, ORE6	Forest Grove to Tillamook via Glenwood
39.	Salmon River, ORE18	McMinnville to Otis
41.	Ochoco, US28	Redmond to John Day Hwy. Jctn.
42.	Sherman, US97	Biggs to The Dalles-California Highway junction
43.	Monmouth-Independence	Monmouth to Independence
44.	Wapinitia, ORE50-ORE52	Mt. Hood Hwy. Jctn. to Maupin
45.	Umpqua, ORE38	Drain to Reedsport
46.	Necanicum, ORE53	Sunset Hwy. Jctn. to Wheeler
47.	Sunset, ORE2	Portland to Cannon Beach Jctn.
48.	John Day-Burns, US395	John Day to Burns
49.	Lakeview-Burns, US395	Valley Falls to Central Oregon Hwy junction
50.	Klamath Falls-Malin, ORE39	Klamath Falls to California State line
52.	Heppner, ORE74	Heppner Junction to Pendleton-John Day Hwy. Jctn. at Nye
53.	Warm Springs, ORE50	Warms Springs Jctn. to Jctn. with The Dalles-California Hwy. at Madras
54.	Boardman-Stanfield, US30	Boardman to Stanfield junction
102.	Nehalem, ORE2-ORE47	Forest Grove to Mist
120.	Swift (Portland)	Columbia Blvd. to Pacific Hwy. Jctn. via Stockyards
122.	Vancouver Avenue (Portland)	Columbia Blvd. to Union Avenue
123.	Northeast Portland, US30 Alt.	Union Avenue to Columbia River Hwy. junction
124.	Sun Dial	Entire length
125.	Crown Point Secondary, US30	Troutdale to Larch Mountain Rd.
141.	Beaverton-Aurora, ORE217	Beaverton to Tigard
150.	Salem-Dayton, ORE221	Dayton to Jctn. Salem-Dallas Hwy. at West Salem
152.	Three Mile Lane, ORE233	Junction Pacific Highway West, approximately 1 mile north of Dayton to Dayton
156.	McMinnville	Entire length
160.	Cascade, ORE213	Portland to Oregon City and Kaylor's Corner near Molalla to Silverton
161.	Woodburn-Estacada, ORE211	Hamrick's Corner to Molalla
162.	North Santiam, ORE222	Junction Silver Creek Falls Hwy. to South Santiam Highway Jctn.
163.	Silver Creek Falls, ORE222	Salem to Jctn. with North Santiam Highway
164.	Jefferson	Entire length
170.	Canby-Marquam	Canby to Jctn. with Woodburn-Estacada Hwy.
171.	Clackamas	Estacada to Milwaukie
193.	Independence	Junction Salem-Dallas Hwy. to Independence
213.	Mehama-Mill City, ORE222	Mehama to Mill City
222.	Springfield-Creswell	McKenzie Highway junction to Willamette Highway junction
223.	Junction City-Eugene	Junction City to Jctn. with Hwy. 1, M.P. 122.61
240.	Cape Arago	North Bend to Arago State Park
243.	Empire-Coos Bay	Junction Cape Arago Hwy. to Coos Bay
261.	Williams Secondary, ORE238	Grants Pass to Murphy
330.	Weston-Elgin, ORE204	Weston to Elgin
360.	Madras-Prineville, ORE27	Junction of US97 south of Madras to Prineville
361.	Culver	Entire length
374.	Tumalo-Deschutes	Tumalo to Deschutes
420.	Midland	Klamath Falls to Midland
422.	Chiloquin	Entire length
423.	Lower Klamath	Entire length
426.	Hatfield	Entire length
428.	Sun Mountain	Entire length
456.	I.O.N., US95	Idaho State line to Nevada State line
458.	Jordan Valley, US95	Entire length
....	Lombard St. by-pass, (Portland), US30 Alt.	Union Avenue to St. Johns

TABLES OF PERMISSIBLE WEIGHTS

9. a. The gross weight of any group of axles of any vehicle or combination of vehicles, where the distance between the first and last axles of any group of axles is 18 feet or less, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)	Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)
less than 6	32,000	12	36,400
6	32,200	13	37,100
7	32,900	14	43,200
8	33,600	15	44,000
9	34,300	16	44,800
10	35,000	17	45,600
11	35,700	18	46,400

b. The gross weight of any vehicle or combination of vehicles, where the distance between the first and last axles of the vehicle or combination of vehicles is more than 18 feet, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)	Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)
18	46,400	36	64,600
19	47,200	37	65,450
20	48,000	38	66,300
21	48,800	39	67,150
22	49,600	40	68,000
23	50,400	41	68,000
24	51,200	42	68,000
25	55,250	43	68,000
26	56,100	44	68,000
27	56,950	45	68,000
28	57,800	46	68,800
29	58,650		
30	59,500		
31	60,350		
32	61,200		
33	62,050		
34	62,900		
35	63,750		

Because the maximum overall length on Group II Highways is limited to 50 feet, the table of weights for axle spacings greater than 46 feet does not apply.

The maximum gross weights in the above tables are for axle spacings measured to the nearest foot. If the axle spacing as actually measured is exactly one-half foot, the gross weight allowed is that given in the table for the next higher spacing.

LIST OF EQUIPMENT

(Authorized to operate under this permit)

IC No.	TYPE AND MAKE OF EQUIPMENT (Truck, Truck-tractor)	MOTOR NUMBER	PUC PLATE NUMBER	LICENSE NUMBER	FIRM NUMBER

State Printing Dept. 9633

18450

Form E-271—Rev. 7-9-51—10M

18441

OREGON
STATE HIGHWAY COMMISSION

....., Oregon, ..., 19.....

Transportation Permit (Temporary) for Continuous Operation of Overlength or Overweight Vehicles

Group I or II Highways

THIS COPY FOR	
P. U. C. OFFICE	☐
STATE POLICE	☐
WEIGHMASTER	☐
	☐

Subject to each and all of the following terms and conditions, printed, typed or written below, and on the reverse side hereof, and not otherwise, the above named permittee is hereby authorized to

DESCRIPTION OF HAULING EQUIPMENT

MAKE OF TRUCK OR TRACTOR | MOTOR No. | PUC PASS. or PLATE No. | LICENSE No. | FIRM No.

This permit is issued under authority of Section 12, Chapter 405, Oregon Laws, 1951.

1. The overall length of the combination of vehicles operated under this permit shall not exceed ..... feet, and no single vehicle shall exceed an overall length of 35 feet.

2. The gross weight of any single axle of a vehicle operated under this permit shall not exceed 18,000 pounds, and the gross weight of any tandem axle of a vehicle shall not exceed 32,000 pounds. The gross weight on any group of axles of any vehicle or combination of vehicles, where the distance between the first and the last axle of any group of axles is 18 feet or less, and the gross weight of any vehicle or combination of vehicles shall not exceed the applicable gross weight set forth in the tables of weights on the reverse side of this permit.

3. The posting of any highway or structure to reduced limits of weight or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

4. All equipment operating under authority of this permit shall be properly licensed, shall carry proper Oregon P.U.C. authorization, and shall conform in all other respects with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

5. Notwithstanding anything in this permit to the contrary, the permittee shall be subject to all regulatory powers vested in the Interstate Commerce Commission, and shall be subject also to the regulatory powers vested in the Public Utilities Commissioner, but any such regulatory power, or any order of any Federal or State office, Board, or Commission having regulatory power over transportation, shall not be construed as permitting the operation of vehicles exceeding in any respect the provisions of this permit in regard to weight or dimensions.

6. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, or over, beyond or to the left of the center line of the traveled roadway in case there be no painted stripe, except when overtaking or passing other vehicles or obstructions on the highway.

7. This permit must be carried at all times in the cab of the truck or truck-tractor, as the case may be, and shall be available for inspection by any police officer and any representative of the State Highway Commission or the Public Utilities Commissioner.

8. This permit is of a temporary nature only and will expire on ....., provided that any time prior thereto this permit may be cancelled by the State Highway Commission for violation of any of the terms or provisions of this permit, or when, in the judgment of the Highway Commission, public interest requires cancellation of this permit.

OREGON STATE HIGHWAY COMMISSION

R. H. Baldock

By R. H. BALDOCK, State Highway Engineer

This permit not valid for movement of any vehicle when operating under a Form F-250 permit issued pursuant to Section 13, Chapter 405, Oregon Laws 1951.

Countersigned by .....

Title .....

EXHIBIT e

(OVER)

TABLES OF PERMISSIBLE WEIGHTS

9. a. The gross weight of any group of axles of any vehicle or combination of vehicles, where the distance between the first and last axles of any group of axles is 18 feet or less, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)	Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)
Less than 6	32,000	12	36,400
6	32,200	13	37,100
7	32,900	14	43,200
8	33,600	15	44,000
9	34,300	16	44,300
10	35,000	17	45,500
11	35,700	18	46,400

b. The gross weight of any vehicle or combination of vehicles, where the distance between the first and last axles of the vehicle or combination of vehicles is more than 18 feet, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)	Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)
18	46,400	37	65,450
19	47,200	38	66,300
20	48,000	39	67,150
21	48,800	40	68,000
22	49,600	41	68,000
23	50,400	42	68,000
24	51,200	43	68,000
25	55,250	44	68,000
26	56,100	45	68,000
27	56,950	46	68,800
28	57,800	47	69,600
29	58,650	48	70,400
30	59,500	49	71,200
31	60,350	50	72,000
32	61,200	51	72,800
33	62,050	52	73,600
34	62,900	53	74,400
35	63,750	54	75,200
36	64,600	55 or over	76,000

The maximum gross weights in the above tables are for axle spacings measured to the nearest foot. If the axle spacing as actually measured is exactly one-half foot, the gross weight allowed is that given in the table for the next higher spacing.

State Printing Dept. 50634

18142

Form E-3.3—7M—8-51

18443

OREGON
STATE HIGHWAY COMMISSION
SALEM, OREGON

....., 19.....

TRANSPORTATION PERMIT FOR EXCESS LENGTH OR WEIGHT LOGS, POLES OR PILING (6-WHEELER)

THIS COPY FOR
P. U. C. OFFICE ☐
☐
☐
☐

Subject to each and all of the following terms and conditions, including those on the reverse side hereof, and pursuant to the provisions of Section 12, Chapter 405, Oregon Laws, 1951, and not otherwise, the above named permittee is hereby authorized to transport on any combination of vehicles herein described, consisting of a truck-tractor with tandem rear axles and a pole trailer with tandem rear axles having an overall length, including any load thereon, not in excess of ..... feet, and an overall wheelbase, measured from the first axle to the last axle of the combination of vehicles, not in excess of ..... feet, over the following state highways

License P. U. C. Permit 3. The equipment to be operated under this permit must be properly licensed in the State of Oregon and each vehicle shall carry proper Oregon P.U.C. Certificate and plate or pass.

Crossing Highway Center Line 4. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right-hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond, or to the left of the painted center stripe, or over, beyond or to the left of the center line of the traveled roadway in case there be no painted center stripe, except when overtaking or passing other vehicles or obstructions on the highway.

Entrance and Exit 5. This permit is granted with the express understanding on the part of the permittee that all loads hauled under this permit shall enter and leave State Highways only at the exact points specified herein, and that the limits of the haul shall be confined between said points. Each load shall be brought to a complete stop before entering any highway. No turning movement shall be made at any entrance to or exit from any highway until such movement can be negotiated without endangering other traffic, having due regard for the length, rear overhang, and "tailsweep" of the load.

County Roads City Streets 6. This permit does not authorize operations over county roads or city streets. To operate over a county road a permit must be obtained from the county court of the county having jurisdiction over the road; likewise, to operate over a city street other than a state highway route, a permit must be obtained from the proper city authority.

Posted Load Limits 7. The posting of any highway or structure to reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

Permissible Weights 8. *The gross weight of any single axle of any vehicle or combination of vehicles operated under this permit shall not exceed 18,000 pounds and the gross weight of any tandem axle shall not exceed 32,000 pounds. *The gross weight of any group of axles of any vehicle or combination of vehicles, when the distance between the first and last axle of any group of axles is 18 feet or less, and the gross weight of any vehicle or combination of vehicles shall not exceed the applicable gross weight set forth in the following tables of vehicle or combination of vehicles, when the distance between the first and last axle of any group of axles is 18 feet or less, and the gross weight of any vehicle or combination of vehicles shall not exceed the applicable [illegible]

permissible weights.

TABLES OF PERMISSIBLE WEIGHTS

a. The gross weight of any group of axles of any vehicle or combination of vehicles, where the distance between the first and last axles of any group of axles is 18 feet or less, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)	Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)
less than 6	32,000	12	36,400
6	32,200	13	37,100
7	32,900	14	43,200
8	33,600	15	44,000
9	34,300	16	44,800
10	35,000	17	45,600
11	35,700	18	46,400

b. The gross weight of any vehicle or combination of vehicles, where the distance between the first and last axles of [illegible] vehicles is more than 18 feet, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)	Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)
18	46,400	36	64,600
19	47,200	37	65,450
20	48,000	38	66,300
21	48,800	39	67,150
22	49,600	40	68,000
23	50,400	41	68,000
24	51,200	42	68,000
25	55,250	43	68,800
26	56,100	44	69,600
27	56,950	45	70,400
28	57,800	46	71,200
29	58,650	47	72,000
30	59,500	48	72,800
31	60,350	49	73,600
32	61,200	50	74,400
33	62,050	51	75,200
34	62,900	52 or over	76,000
35	63,750		

The maximum gross weights in the above tables are for axle spacings measured to the nearest foot. If the axle spacing as actually measured is exactly one-half foot, the gross weight allowed is that given in the table for the next higher spacing.

*The weight provisions of this permit are not applicable with respect to any combination of vehicles having less than five (5) axles. Pursuant to Sub-section (2) of Section 17, Chapter 405, Oregon Laws, 1951, with respect to any combination of vehicles consisting of a truck tractor with tandem rear axles and pole trailer with tandem axles the gross weight of any tandem axles may exceed 32,000 pounds but shall not exceed 34,000 pounds; provided, that the total gross weight on both sets of tandem axles does not exceed 66,000 pounds, and provided further, that the gross weight of any group of axles does not exceed that set forth in Paragraph 9a above, and that the gross weight of the combination of vehicles does not exceed the applicable gross weight set forth in Paragraph 9b above, and the weight declared for the combination of vehicles as shown on the Certificate of Declared Weight, issued by the Public Utilities Commissioner.

18144

State Printing Dept. 51916

FORM E-570 3M 9-51-57

18445

OREGON
STATE HIGHWAY COMMISSION
SALEM, OREGON

....., 19.....

TRANSPORTATION PERMIT FOR EXCESS LENGTH LOGS, POLES OR PILING (4-WHEELER)

THIS COPY FOR	
P. U. C. OFFICE	☐
	☐
	☐
	☐

Subject to each and all of the following terms and conditions, including those on the reverse side hereof, and pursuant to the provisions of Section 12, Chapter 405, Oregon Laws, 1951, and not otherwise, the above named permittee is hereby authorized to transport ....., on any combination of vehicles herein described, consisting of a truck-tractor with single rear axle and a pole trailer with single or tandem axle, having an overall length, including any load thereon, not in excess of ..... feet, over the following state highways.

License P. U. C. Permit 3. The equipment to be operated under this permit must be properly licensed in the State of Oregon and each vehicle shall carry proper Oregon P.U.C. Certificate and plate or pass.

Crossing Highway Center Line 4. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right-hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond, or to the left of the painted center stripe, or over, beyond or to the left of the center line of the traveled roadway in case there be no painted center stripe, except when overtaking or passing other vehicles or obstructions on the highway.

Entrance and Exit 5. This permit is granted with the express understanding on the part of the permittee that all loads hauled under this permit shall enter and leave State Highways only at the exact points specified herein, and that the limits of the haul shall be confined between said points. Each load shall be brought to a complete stop before entering any highway. No turning movement shall be made at any entrance to or exit from any highway until such movement can be negotiated without endangering other traffic, having due regard for the length, rear overhang, and "tailsweep" of the load.

County Roads City Streets 6. This permit does not authorize operations over county roads or city streets. To operate over a county road a permit must be obtained from the county court of the county having jurisdiction over the road; likewise, to operate over a city street other than a state highway route, a permit must be obtained from the proper city authority.

Posted Load Limits 7. The posting of any highway or structure to reduced limits of weights or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

Permissible Weights 8. *The gross weight of any single axle of any vehicle or combination of vehicles operated under this permit shall not exceed 18,000 pounds and the gross weight of any tandem axle shall not exceed 32,000 pounds. *The gross weight of any group of axles of any vehicle or combination of vehicles, when the distance between the first and last axle of any group of axles is 18 feet or less, and the gross weight of any vehicle or combination of vehicles shall not exceed the applicable maximum [illegible]

Gross weight of any vehicle or combination of vehicles shall not exceed the applicable gross weight set forth in the following tables of permissible weights.

TABLES OF PERMISSIBLE WEIGHTS

a. The gross weight of any group of axles of any vehicle or combination of vehicles, where the distance between the first and last axles of any group of axles is 18 feet or less, shall not exceed that set forth in the following table:

Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)	Distance Between First and Last Axles of Group (feet)	Maximum Gross Weight of Group (pounds)
less than 6	32,000	12	36,400
6	32,200	13	37,100
7	32,900	14	43,200
8	33,600	15	44,000
9	34,300	16	44,800
10	35,000	17	45,600
11	35,700	18	46,400

b. The gross weight of any vehicle or combination of vehicles, where the distance between the first and last axles of the vehicle or combination of vehicles is more than 18 feet, shall not exceed that set forth in the following table, and in no event shall exceed 60,000 pounds:

Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)	Distance Between First and Last Axles of Vehicles or Comb. of Vehicles (feet)	Maximum Gross Weight of Vehicle or Combination of Vehicles (pounds)
18	46,400	25	55,250
19	47,200	26	56,100
20	48,000	27	56,950
21	48,800	28	57,800
22	49,600	29	58,650
23	50,400	30	59,500
24	51,200	30½ or over	60,000

The maximum gross weights in the above tables are for axle spacings measured to the nearest foot. If the axle spacing as actually measured is exactly one-half foot, the gross weight allowed is that given in the table for the next higher spacing.

* The weight provisions of this permit are not applicable with respect to any combination of vehicles having more than four (4) axles. Pursuant to Sub-section (2) of Section 17, Chapter 405, Oregon Laws, 1951, with respect to any combination of vehicles consisting of a truck-tractor with a single rear axle and pole trailer with tandem axles, the gross weight of any single axle may exceed 18,000 pounds, but shall not exceed 19,000 pounds, and the gross weight of any tandem axles may exceed 32,000 pounds, but shall not exceed 36,000 pounds before July 1, 1953, or 34,000 pounds after July 1, 1953; provided, that the total gross weight on the three load-carrying axles does not exceed 55,000 pounds, before July 1, 1953, or 50,000 pounds after July 1, 1953, and provided further, that the gross weight of any group of axles does not exceed that set forth in Paragraph 9a above, and that the gross weight of the combination of vehicles does not exceed the applicable gross weight set forth in Paragraph 9b above. Also, pursuant to Sub-section (2) of Section 17, Chapter 405, Oregon Laws, 1951, with respect to any combination of vehicles consisting of a truck-tractor with a single rear axle and a pole trailer with a single axle, the gross weight of any single axle may exceed 18,000 pounds, but shall not exceed 19,000 pounds; provided that the gross weight on the two load-carrying axles does not exceed 37,000 pounds, and provided also that the gross weight of any group of axles does not exceed that set forth in Paragraph 9a above, and that the gross weight of the combination of vehicles does not exceed the applicable gross weight set forth in Paragraph 9b above. (The gross weight of such a combination will usually be limited to the sum of the permissible gross weight on the two load-carrying axles—37,000 pounds, plus the actual weight of the front axle of the truck-tractor.)

18446

State Printing Dept. 30495

OREGON STATE HIGHWAY COMMISSION

PERMIT IDENTIFICATION CERTIFICATE

Group I Highways

Salem, Oregon, _____, 19____

This is to certify that the following described truck, in combination with a full trailer, or a truck-tractor in combination with a "double header," is authorized to operate over the Group I highways of the State of Oregon listed in Transportation Permit No. _____, issued by this Commission to _____, subject to each and all of the conditions contained in said permit.

Truck or Tractor	Motor No.	P. U. C. No.	License No.	Firm No.

This Certificate must be carried at all times in the cab of the truck or truck-tractor described above and shall be available for inspection by any police officer and any representative of the State Highway Commission or Public Utilities Commissioner.

The State Highway Commission reserves the right to cancel the permit and this Certificate at any time.

EXHIBIT F

OREGON STATE HIGHWAY COMMISSION

By R. O. Sullivan State Highway Engineer

Countersigned by _____

Title _____

STATE PRINTING DEPT. 50636

OREGON STATE HIGHWAY COMMISSION

PERMIT IDENTIFICATION CERTIFICATE

Group I and II Highways

Salem, Oregon, _____, 19____

This is to certify that the following described truck or truck-tractor, in combination with a full trailer or a semi-trailer, is authorized to operate over the Group I and Group II highways of the State of Oregon listed in Transportation Permit No. _____, issued by this Commission to _____, subject to each and all of the conditions contained in said permit.

Truck or Tractor	Motor No.	P. U. C. No.	License No.	Firm No.

This Certificate must be carried at all times in the cab of the truck or truck-tractor described above and shall be available for inspection by any police officer and any representative of the State Highway Commission or Public Utilities Commissioner.

The State Highway Commission reserves the right to cancel the permit and this Certificate at any time.

EXHIBIT G

OREGON STATE HIGHWAY COMMISSION

By R. O. Sullivan State Highway Engineer

Countersigned by _____

Title _____

STATE PRINTING DEPT 50637

EXHIBIT "K-2"

Minutes of July 16 and 17, 1951

RESOLUTION

WHEREAS, the State Highway Commission is given authority under Section 13, Chapter 405, Oregon Laws 1951, to grant written permits for the movement over state highways of any vehicle, combination of vehicles, articles, property or things, having any gross weight or dimension, or of a description not otherwise permitted, to move over state highways; and

WHEREAS, modern industry has produced and is continuing to produce, and industries are now using equipment, commodities, property and articles of gross weights, types and sizes, which cannot be moved over the highways of this State without special single movement permits; and

WHEREAS, a limited number of sections of state highways are so designed and constructed that vehicles and loads in excess of statutory limits, both as to gross weights and dimensions, may under certain conditions be moved or transported without damaging such sections of highways and with a minimum of hazard to the motoring public; and

WHEREAS, frequent requests are made to the Commission for permission to move vehicles, equipment, commodities and articles, having gross weights and dimensions in excess of that permitted without special single movement permits, and it is desirable and in the best public interest to facilitate the movement of such vehicles, equipment, commodities and articles, in cases where the movement is proposed over sections of highways that will permit such movements and where the hazard to the motoring public is at a minimum; and

WHEREAS, the Commission is of the opinion that it is feasible and practical to delegate to the State Highway Engineer, First Assistant State Highway Engineer, Second Assistant State Highway Engineer, Director of Permits and Transportation Permit Supervisor, authority to issue permits under Section 13, Chapter 405, Oregon Laws 1951, and as said section may hereafter be amended, upon certain terms and conditions, and when certain facts are found to exist; and

WHEREAS, the Commission is of the opinion that it is feasible

(cont.)

EXHIBIT "K-2" (cont.)

and practical to delegate to certain personnel of the Commission, hereinafter named, the authority to issue permits under Section 13, Chapter 405, Oregon Laws 1951, and as said section may hereafter be amended, under certain conditions and when certain facts are found to exist; and

WHEREAS, the Commission believes that the best public interest will be served in delegating such authority under terms and conditions hereinafter set forth;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the Commission, all members being present and voting affirmatively, acting pursuant to the authority of Section 13, Chapter 405, Oregon Laws 1951, as follows:

1. That no permit shall be issued under the provisions of Section 13, Chapter 405, Oregon Laws 1951, unless and until there is delivered to a proper person herein authorized to issue permits a written application for a permit upon the form attached hereto, marked "Exhibit A", and by this reference made a part hereof.

2. That any permit issued pursuant to the provisions of Section 13, Chapter 405, Oregon Laws 1951, shall be upon the form attached hereto, marked "Exhibit B", and by this reference made a part hereof, that said "Exhibit B" is hereby approved and adopted as to all provisions and regulations contained therein, and is hereby approved and adopted as the form of all permits to be issued under the provisions of Section 13, Chapter 405, Oregon Laws 1951, and may include special provisions that, in the opinion of the person issuing any particular permit, pursuant to the authority herein contained, are necessary and required to effect the movement without damage to highways and highway facilities and to protect the motoring public.

3. That one permit, only, shall be issued to any permittee for the purpose of facilitating any one movement of a particular vehicle, combination of vehicles, article, property or thing, regardless of whether such movement will be in excess of statutory limitations as to width, length, height or any gross weight.

4. That when either the State Highway Engineer, First Assistant State Highway Engineer, Second Assistant State Highway Engineer, Director of Permits, Transportation Permit Supervisor or the personnel hereinafter designated in paragraphs 10 and 11, find that the proposed movement is to be made over a highway classified as either a Group I or Group II Highway, as set forth in the

(cont.)

EXHIBIT "K-2" (cont.)

resolution of the Commission dated July 16, 1951, and all amendments and supplements thereto that may hereafter be adopted, they are authorized to issue a permit for such movement, subject to the limitations hereinafter stated, having gross weights not in excess of the following, to-wit:

Maximum gross weight of any vehicle or combination of vehicles, 80,000 pounds

Maximum gross weight of any axle, 19,000 pounds

Maximum gross weight of any tandem axles, 37,000 pounds

Maximum gross weight in pounds of any group of axles spaced more than 18 feet apart is determined by the formula W = 1000 x (L+40)

Maximum gross weight in pounds of any group of axles spaced 18 feet or less apart is determined by the formula W = 850 x (L+40)

5. The granting of any permit shall be conditioned upon a finding by the State Highway Engineer that the specific sections of highways the specific bridges or other structures, are in a structural condition and of a design that will permit the proposed movement. In the event the State Highway Engineer shall find that a specific section of highway, a specific bridge or other structure, has developed a weakness, or for some other reason such section of highway, bridge or structure, will not safely permit such gross weights or dimensions, he is hereby directed to reduce the maximum gross weights or dimensions, provided in any permit, accordingly.

6. On all highways, other than those set forth as Group I and Group II Highways under the Commission's resolution above referred to, the maximum gross weights to be provided in any permit shall, subject to the maximum gross weights hereinabove set forth in paragraph 4, be based upon the recommendation of the State Highway Engineer. When the State Highway Engineer finds that any gross weight involved in any proposed movement is not more than that set forth in paragraph 4 and that the movement can be made with safety upon highways other than Group

EXHIBIT "K-2" (cont.)

I and Group II Highways, then either the State Highway Engineer, First Assistant State Highway Engineer, Second Assistant State Highway Engineer, Director of permits or Transportation Permit Supervisor, and only these officials, are permitted to issue a permit for such movement under Section 13, Chapter 405, Oregon Laws 1951.

7. No permit shall be issued unless and until the permittee shall have furnished to the Director of Permits evidence satisfactory to the Directof of Permits that he has procured and has in full force and effect, covering the proposed movement, a policy or policies of public liability and property damage insurance in any insurance company duly qualified and licensed to do business in the State of Oregon in amounts not less than those hereinafter set forth. Each of said policies shall name as assureds, in addition to the permittee, the State of Oregon, the State Highway Commission and members thereof, and its officers, agents and employees, jointly and severally, and shall contain a provision or endorsement that the naming of the State of Oregon, the State Highway Commission and members thereof, its officers, agents and employees, as assureds, does not waive and will not be a defense against any right or claim whatsoever of either the State of Oregon, the State Highway Commission, or any member thereof, or any officer, agent or employee of the State of Oregon or of the State Highway Commission, to recover for the damage to or destruction of any property owned by or under the control of the State of Oregon or the State Highway Commission, or any member thereof or any officer, agent, or employee of the State of Oregon, or the State Highway Commission, or to recover for any personal injury; or, in lieu of the policy's or policies' naming of the State of Oregon, the State Highway Commission and members thereof, its officers, agents and employees as additional assureds and containing the above provision or endorsement, the permittee may furnish to the State Highway Department evidence satisfactory to the Department that he has procured and has in full force and effect, covering the movement, a policy or policies of public liability and property damage insurance in an insurance company qualified and licensed to do business in the State of Oregon in amounts not less than those hereinafter set forth, wherein there shall be named as assureds, only, the State of Oregon, the State Highway Commission and the members thereof, and its officers, agents and employees, jointly and severally, which said policy or policies of insurance shall be, in addition to the first above-required policy or policies of public liability and property damage insurance, wherein the permittee is named as the assured and

(cont.)

EXHIBIT "K-2" (cont.)

wherein neither the State of Oregon, the State Highway Commission, nor members thereof, nor officers, agents nor employees, are named as assureds. The amounts of said insurance shall be not less than the following:

a. If the permittee is a contract (for hire) hauler, the public liability insurance shall be not less than $50,000 / $100,000, and the property damage insurance shall be not less than $25,000.

b. If the permittee is a private hauler (hauling for himself), other than a rancher or a farmer, the public liability insurance shall be not less than $50,000 / $100,000, and the property damage insurance shall be not less than $25,000.

c. If the permittee is a rancher or farmer transporting his own equipment, the public liability insurance shall be not less than $10,000 / $20,000, and the property damage insurance shall be not less than $10,000.

d. If the permittee is operating log or lumber carriers, or moving vans, the public liability insurance shall be not less than $50,000 / $100,000, and the property damage insurance shall be not less than $25,000.

8. The State Highway Engineer, First Assistant State Highway Engineer, Second State Highway Engineer, Director of Permits or Transportation Permit Supervisor, and only these officials, when, in their opinion, the proposed movement is of such a nature that added financial protection for the State or the public is desirable, shall require the permittee to furnish either indemnity insurance or an indemnity bond, as provided in Section 13, Chapter 405, Oregon Laws 1951, or, in lieu of such bond, a certified check or cash in an amount of the indemnity insurance or penal sum of the bond, as follows:

a. Contract haulers - $10,000

b. Private haulers, other than ranchers or farmers - $10,000

c. Ranchers or farmers - $1,000

EXHIBIT "K-2" (cont.)

d. Log and lumber carriers, and moving vans - - $10,000

The bond shall be in the form attached hereto, marked "Exhibit C", and by this reference made a part hereof.

9. Every permit issued pursuant to Section 13, Chapter 405, Oregon Laws 1951, shall contain a provision that the permit shall be null and void for noncompliance with any of the descriptions, terms or conditions printed or written in the form of permit, and each permit shall contain the provision that no other permit issued pursuant to Chapter 405, Oregon Laws 1951, is valid for the movement of any vehicle while operative pursuant to a permit issued under authority of Section 13, Chapter 405, Oregon Laws 1951.

10. Under the direction of the State Highway Engineer, and subject to the conditions in this resolution set forth, the Resident Engineer and the office man in the Resident Engineer's office at Ontario, Oregon, and the Maintenance Superintendents of the following Districts, and in their absence, District Maintenance office men in the Districts, hereby are authorized to issue permits for movements over Group I and Group II Highways, only, within the limits of their respective districts, and not otherwise:

2-A Astoria	4-B Redmond
2-C Corvallis	4-C Klamath Falls
3-A Eugene	5-A John Day
3-B Coquille	5-B Pendleton
3-C Grants Pass	5-C Baker
4-A The Dalles	5-D Burns

11. Under the direction of the State Highway Engineer, and subject to the conditions in this resolution set forth, Division Engineers, Acting Division Engineers, and in their absence, Assistant Division Engineers, and in their absence, Division Office Engineer, in the following Divisions, hereby are authorized to issue permits for movements over Group I and Group II Highways, only within the limits of their respective Divisions, and not otherwise:

Division 3, Roseburg, Oregon
Division 4, Bend, Oregon
Division 5, LaGrande, Oregon

EXHIBIT "K-2" (cont.)

12. The maximum gross weights and dimensions that may be authorized in permits issued by persons designated in paragraphs 10 and 11 above are as follows:

a. Weight: Maximum weight shall be subject to the limitations set forth in paragraph 4 of this resolution.

b. Overheight: No permit shall be issued in excess of the clearance limits allowable for all structures as shown on "vertical clearance map" of the state highway system; provided, however, that no permit shall be issued for a height in excess of six inches less than the minumum vertical clearance on the route over which a movement is to be made.

c. Overwidth: No permit shall be issued permitting a width in excess of ten feet six inches.

d. Overlength: No permit shall be issued permitting a movement having an overall length of more than sixty feet on Group I Highways, or more than fifty-five feet on Group II Highways.

13. The personnel designated in paragraphs 10 and 11 above hereby are authorized to issue permits, only after having received prior approval from the State Highway Engineer, First Assistant State Highway Engineer, Second Assistant State Highway Engineer, Permit Director or Transportation Permit Supervisor, for the movement of vehicles, combinations of vehicles, articles, property or things, having dimensions in excess of those set forth in paragraph 12, above, and for movements extending beyond the boundaries of their respective District or Division.

14. If at any time or under any conditions the State Highway Engineer, First Assistant State Highway Engineer, Second Assistant State Highway Engineer, Director of Permits, Transportation Permit Supervisor, any Division Engineer, any Acting Division Engineer, any Assistant Division Engineer, any District Maintenance Superintendent or any Staff Engineer of the Highway Department shall be of the opinion that any movement being made pursuant to any permit issued under authority of Section 13, Chapter 405, Oregon Laws 1951, and this resolution, is unduly hazardous to the motoring public or is not being made according to the terms and conditions of the permit under which the

EXHIBIT "K-2" (cont.)

movement is being made, or cannot be made with safety to highway facilities and structures, they hereby are directed and authorized to forthwith stop such movement and take all necessary, proper and reasonable action to correct the condition and minimize or eliminate the hazard to the motoring public and to state highway facilities and structures.

15. That the persons in this resolution authorized to issue permits shall, in determining whether or not any particular permit should be issued, and in determining any special provisions to be included in such permit, take into consideration the manner in which the permittee has conducted movements under prior permits and the nature and extent of violations, if any, of provisions contained in permits issued to the permittee in the past.

16. That this resolution be entered in the minutes and records of the Commission as of the 16th day of July, 1951, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission , and that a copy of this resolution be furnished to each the Superintendent of State Police and the Public Utilities Commissioner.

BLANK PAGE

Not Numbered

Form E-303—1056—6-51

18456

OREGON STATE HIGHWAY COMMISSION
Permit Department—Salem

No. SP 70507

Application for Special Permit

....., ..., 19.....
(City) (Date)

1. **Owner of Equipment:** ..... **P. U. C. File No.** .....

Address of owner: ..... Phone No. .....

Operators' name: .....

* * *

2. **Description of Load:** .....

3. **Origin and Destination of Load:**

Starting point (city, town, etc.) .....

Ending point (city, town, etc.) .....

Describe route to be used (cities, towns) .....

.....

.....

4. **Starting Date;** ....
(Month) (Day) (Year)

Time required to complete movement: ..... days or hours

5. **Overall Dimensions of Load and Hauling Equipment:**

Width ....., ... Height ....., ... Length ....., ...
(Feet) (Inches) (Feet) (Inches) (Feet) (Inches)

6. **Gross Weight of Load and Equipment:** ..... lbs. 7. **Oregon P. U. C. Total Weight Declaration** (entire combination) ..... lbs.

Weight distribution on individual axles or tandems (See reverse side):

W-1 ..... lbs. W-2 ..... lbs. W-3 ..... lbs. W-4 ..... lbs.

(If gross weight in excess of statutory limit, a certified weight certificate must accompany this application)

8. **Description of Hauling Equipment:**

Type No. ..... (Check type on reverse side)

Distance between each set of axles (See reverse side)

L-1 ..... L-2 ..... L-3 ..... L-4 ..... L-5 ..... L-6 ..... L-7 .....

* * *

Make of Equipment	Motor No.	P. U. C. NUMBER		LICENSE NUMBER	
		Truck	Trailer	Truck	Trailer

Application Approved by:

....., Salem

....., (date)

EXHIBIT a

.....
(Applicant)

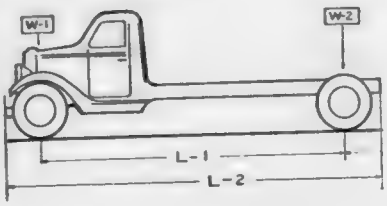
By .....

IMPORTANT ☞ **Please give full and complete information so as to avoid delay in issuing your permit.**

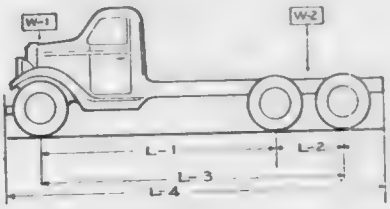
State Printing Dept. 80468

CHART OF HAULING EQUIPMENT TYPES

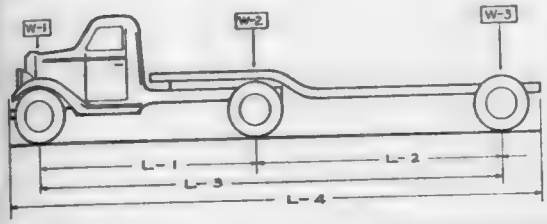
TYPE No. 1



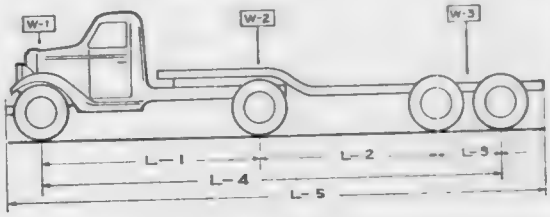
TYPE No. 2



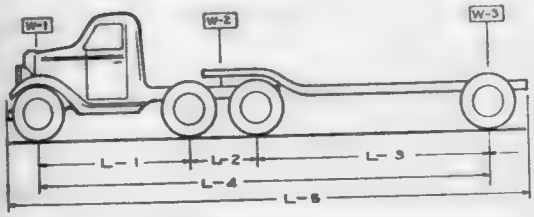
TYPE No. 3



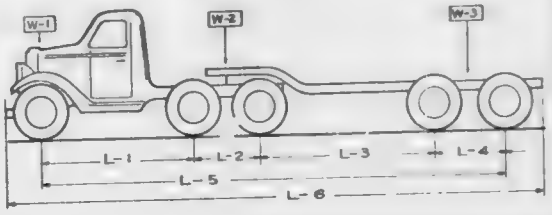
TYPE No. 4



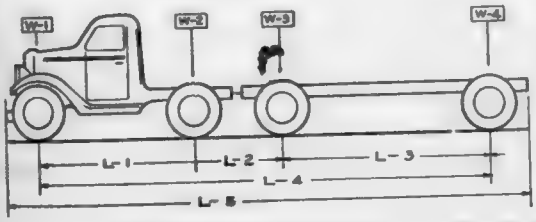
TYPE No. 5



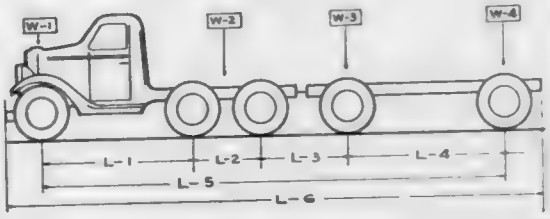
TYPE No. 6



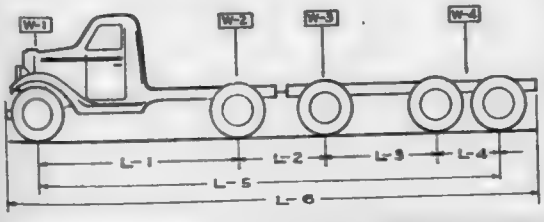
TYPE No. 7



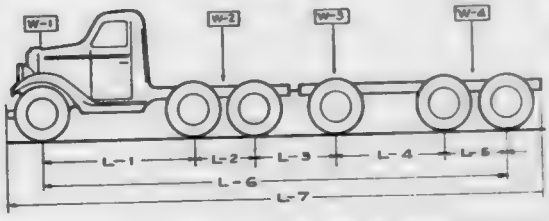
TYPE No. 8



TYPE No. 9



TYPE No. 10



18157

Form S-10—Rev. 12-61-[illegible]

Permit No. 18458

OREGON STATE HIGHWAY COMMISSION

_____, OREGON

Transportation Permit for Single Trip Oversize or Overweight Load

Date _____, 19__

Hour _____ A. M. P. M.

THIS COPY FOR	
P. U. C. OFFICE	☐
STATE POLICE	☐
WEIGHMASTER	☐
	☐

Subject to each and all of the following terms and conditions, including those on the reverse side hereof and pursuant to the provisions of Section 13, Chapter 465, Oregon Laws, 1951, and not otherwise, and subject to the condition that this permit shall be null and void for noncompliance with any of the descriptions, terms or conditions printed or written herein, the permittee is hereby authorized to move the commodity or vehicle or combination of vehicles and load of the description, overall size and weight hereinafter stated over state highways named herein from

_____ to _____

Highway route: _____

COMMODITY: _____ OVERALL WIDTH: _____ OVERALL HEIGHT: _____

OVERALL LENGTH: _____ GROSS WEIGHT: _____

DESCRIPTION OF HAULING EQUIPMENT:

MAKE _____ MOTOR No. _____ PUC No. _____ LICENSE No. _____ YEAR No. _____

PERMITTEE SHALL PROVIDE A WARNING TO OTHER HIGHWAY USERS BY THE USE OF FLAGMAN OR FLAGMEN AS CHECKED.

☐ The above described movement shall be preceded by a flagman-escort, approximately 500 feet in advance of the movement. It shall be the duty of the permittee by use of flagman-escort and approved signaling device to flag and warn approaching traffic of danger. Furthermore, escort conveyance shall display the standard Oregon State Highway sign No. OC-25 or one substantially similar bearing the words "WIDE LOAD" in a manner visible to approaching traffic.

☐ The above described movement shall be preceded and followed by flagman-escorts, approximately 500 feet in advance and to the rear of said movement. It shall be the duty of the permittee by use of flagman-escort and approved signaling devices to flag and warn approaching and overtaking traffic of danger; furthermore, escort conveyances shall display standard Oregon State Highway signs No. OC-25 or ones substantially similar, bearing the words "WIDE LOAD" in a manner visible to approaching and overtaking traffic.

☐ No flagman required except as specified in paragraph 6 hereof.

1. The above-described equipment shall be properly licensed in the State of Oregon. Each vehicle shall carry proper Oregon P. U. C. certificate and plate or pass.

2. All wheels must be equipped with pneumatic tires and the tire width of any individual wheel or axle shall be sufficient to provide not less than one inch of tire width (manufacturer's rating) for each 600 pounds of the gross weight on each wheel or axle.

3. The gross weight of any group of axles spaced more than 18 feet apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula $W = 1,000 \times (L + 40)$, wherein W equals the gross weight in pounds and L equals the distance in feet between the first and last axles of such group of axles. This provision shall apply to intermediate axle groups as well as to the overall wheelbase of a combination of vehicles.

The gross weight of any group of axles spaced 18 feet or less apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula $W = 600 \times (L + 40)$.

In no case shall the gross weight of the vehicle and load or combination of vehicles and load exceed _____ pounds, nor shall the gross weight of any individual axle exceed 20,000 pounds, nor shall the gross weight of any tandem axles spaced less than 6 feet apart exceed 37,000 pounds.

The posting of any highway or structure to reduced limits of weight or dimensions shall be to that extent a modification of the weights or dimensions allowed, under this permit.

4. This permit is intended only to authorize movement of a commodity or vehicle or combination of vehicles and load of excess _____ and in all other respects the equipment and load covered by this permit shall conform to the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code as the same may be modified by the provisions of this permit. This permit must be carried at all times in the cab of the truck or truck-tractor, as the case may be, and shall be available for inspection by any police officer and any representative of the State Highway Commission or the Public Utilities Commissioner.

5. THIS PERMIT IS OF A TEMPORARY NATURE ONLY AND WILL EXPIRE ON _____

SEE REVERSE SIDE FOR ADDITIONAL PROVISIONS.

No other permit issued pursuant to [illegible] Oregon Laws 1951, shall be required for any vehicle while operating [illegible] this permit.

OREGON STATE HIGHWAY COMMISSION

By R. H. BALDOCK, State Highway Engineer

Countersigned by _____

Title _____

EXHIBIT B

6. Any vehicle with load thereon operated pursuant to this permit shall at all times keep to the extreme right-hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, or over, beyond or to the left of center line of the traveled roadway in case there be no painted stripe, except when overtaking or passing other vehicles or obstruction on the highway, or when the roadway width is restricted, in which case the permittee shall furnish a flagman-escort to precede the load and warn approaching traffic, whether or not such flagman-escort is required on the face of this permit.

7. The driver of any vehicle listed in this permit shall, at all times, operate his vehicle at a reasonable speed, giving due consideration to existing conditions. The speed of the movement shall not exceed fifteen (15) miles per hour in any zone covered by advance "CURVE" or "NARROW BRIDGE" signs.

8. Full responsibility for the determination of adequate clearance, both vertical and horizontal, hereby is imposed upon the permittee and the driver of the equipment for any movement involving a load of excessive width or height being transported across any highway bridge or under any overhead structure. When the vertical or horizontal clearance is impaired to the extent that full two-way traffic cannot be maintained, the permittee shall provide a flagman whose duty shall be to prevent approaching vehicles from entering the structure while it is impaired by the movement covered by this permit.

9. Unless otherwise endorsed hereon, movements involving widths in excess of 8 feet, overall heights in excess of 12 feet 6 inches, or overall lengths in excess of 55 feet on truck tractor and semitrailer combinations, or 60 feet on truck and trailer combinations is strictly prohibited, during Saturday afternoons, Sundays, holidays, or between sunset and sunrise. The particular holidays to which this reservation applies are New Years Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, and Christmas Day; and whenever any of said holidays fall on a Sunday, then the following Monday shall be deemed the holiday.

10. Permittee shall be held responsible and liable for any and all injury or damage to, or destruction of any highway or any highway structure occasioned by the movement over said highways, and hereby agrees to reimburse the State Highway Commission for the cost or expense of repairing or restoring any highway or highway structure so injured, damaged, or destroyed such reimbursement to be made by the permittee within ten days after being billed for the same by the State Highway Commission. Furthermore, permittee shall furnish the State either a certified check or a surety bond, in an amount to be specified by the Commission, to guarantee the payment of claim for damages, should there be such claim.

11. Permittee shall also be held responsible and liable for any and all injury to persons or damage to property resulting from the movement over and upon said highways, and shall indemnify and hold harmless the State of Oregon, the State Highway Commission, its members, officers, employees, and agents, jointly and severally, from liability in the event that such injury or damage shall occur. In this connection permittee shall furnish to the State Highway Commission evidence of satisfactory public liability and property damage insurance, in amounts as may be required by the Commission, and evidence of satisfactory indemnity insurance or a satisfactory indemnity bond, indemnifying the State of Oregon and its State Highway Commission, its members, officers, employees, and agents, jointly and severally, against liability in the event of any injury or accident occurring by reason of said permittee's operations on a state highway. This permit shall automatically terminate, and be of no force and effect, in the event that any insurance or bond filed under this provision is allowed to lapse.

12. This permit does not authorize operations over county roads or city streets. To operate over a county road a permit must be obtained from the county court having jurisdiction over the road; likewise, to operate over a city street other than a state highway route, a permit must be obtained from the proper city authority.

ADDITIONAL SPECIAL PROVISIONS

OREGON STATE HIGHWAY COMMISSION

65984

18460

OREGON STATE HIGHWAY COMMISSION

SPECIAL TRANSPORTATION PERMIT BOND

KNOW ALL MEN BY THESE PRESENTS: That We, _____

_____, as principal, and _____

_____

as surety, are jointly and severally held and bound unto the State of Oregon in the sum of _____, for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

THAT, WHEREAS, the said principal herein is making and will from time to time hereafter make applications to the Oregon State Highway Commission under the provisions of Section 13, Chapter 405, Oregon Laws 1951, and as said section may hereafter be amended, for permission to transport over, upon or across a State Highway the following described property, to wit: oversize and/or overweight loads or equipment, and

WHEREAS, said applications from time to time are granted by the Oregon State Highway Commission and licenses or permits are issued, subject to and upon certain conditions, stipulations, rules, regulations and provisions specifically set forth in said permits and specific reference is now made to each and all of said terms, provisions, specifications, rules, regulations and requirements set out, declared or provided in either or any permits now or hereafter issued;

NOW, THEREFORE, if the principal herein shall faithfully and truly observe each of the terms, provisions, conditions, stipulations, rules regulations and requirements of each of said permits; shall indemnify and save harmless the State of Oregon, the State Highway Commission and members thereof, its officers, agents or employees from any direct or indirect damage or injury which may be suffered by them or any of them, or from claims against them or any of them by reason of any injury to persons or property during the operation of said principal under either or any of said permits; and shall indemnify and make whole the State for any injury or damage to said highway, or any part thereof, resulting from the operations of said principal, and shall in all respects faithfully keep and observe all of said requirements, conditions, provisions, rules, regulations or stipulations, then this obligation is to be void, otherwise to remain in full force and effect.

EXHIBIT e

18461

Unless definite expiration date is specified hereon, this bond shall continue in force until 30 days' written notice is given to the Oregon State Highway Commission at Salem, Oregon, whereupon this bond may be cancelled and the surety shall be relieved of all liability and obligation upon any permit issued after the expiration of the 30-day period and not otherwise.

WITNESS our hands and seals this _____ day of _____

19 ___.

_____ (SEAL)

_____ (SEAL)

_____ (SEAL)

_____ (SEAL)

Principal

_____

_____

_____

Surety

Countersigned:

_____

Portland, Oregon
August 3, 1951

Pursuant to adjournment of its meeting held on July 17, 1951, the State Highway Commission met at 9:00 o'clock A.M., Standard Oregon Time, in the Green Room of the Imperial Hotel at Portland, Oregon. Among others, the following named persons were present:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
M. H. Hawke, Auditor
H. B. Glaisyer, Secretary

Bids as follows for the furnishing and installing traffic signals in Salem, Marion County, were opened and read aloud by the Secretary, pursuant to previously published notice:

Westates Electrical Construction Company, Salem	$26,812.00
Mill Electric Company, Salem	29,889.00
Electric Corporation, Salem	36,184.00
City Electric, Incorporated, Salem	37,179.80

There followed a general discussion of the proposals received and, as a result thereof, the Commission rejected all of them as being too high and instructed the Engineer to have the work performed by State forces.

The Commission considered the question of proposed sale of $15,000,000.00 of State Highway Bonds to mature in principal instalments of one-twentieth of the amount of the issue each year, beginning with the first year following the year of issue, to provide funds with which to defray the costs of location, relocation, improvement, construction and reconstruction of state highways and bridges. After full discussion of the matter, Commissioner Reynolds moved, and Commissioner McIver seconded, the adoption of the following resolution, which motion, upon being put to vote by the Chairman, received the unanimous vote of the Commission and was by the Chairman declared carried, to wit:

RESOLUTION

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON that, of the bonds authorized by Article XI, Section 7 of the Constitution of the State of Oregon, and further authorized by Chapter 491, Oregon Laws 1951, $15,000,000.00 par value of such bonds be issued and sold on or before October 15, 1951, in order to carry out the purposes of the said article of the constitution with respect to the construction of permanent roads, and the purposes of the said law; and

BE IT FURTHER RESOLVED that the principal of and the interest upon all of the bonds issued pursuant to the provisions of this resolution be paid upon the due dates thereof at the fiscal agency of the State of Oregon in the City and State of New York, and that the bonds be known and designated as **OREGON STATE HIGHWAY BONDS, SERIES** 1951, and be numbered consecutively from one (1) to fifteen thousand (15,000) inclusive; and

BE IT FURTHER RESOLVED that the said bonds be dated October 1, 1951, be issued to mature serially in principal instalments of one-twentieth of the amount of the issue each successive year hereafter, beginning with the date of October 1, 1952, and ending with the date of October 1, 1971; and

BE IT FURTHER RESOLVED that the State Highway Commission furnish to the original purchaser or purchasers of such bonds, without cost to them, the written opinion of Messrs. Winfree, McCulloch, Shuler & Sayre, Attorneys at Law, of Portland, Oregon, certifying to the validity and legality of the said bonds; and

BE IT FURTHER RESOLVED that a complete transcript of proceedings pertaining to the said bond issue and to the sale thereof and pertaining to the adoption by the Forty-Sixth Legislative Assembly of the State of Oregon, of Chapter 491, Oregon Laws 1951, be submitted to the said bond attorneys for their examination in connection with their certification as to the validity and legality of such bonds; and

BE IT FURTHER RESOLVED that the said bonds be of uniform tenor and be in substantially the following form, prepared by the Attorney General of the State of Oregon:

18464

UNITED STATES OF AMERICA
STATE OF OREGON
OREGON STATE HIGHWAY BOND
SERIES 1951

KNOW ALL MEN BY THESE PRESENTS, That the STATE OF OREGON acknowledges itself to owe and for value received hereby promises to pay to bearer the principal sum of

ONE THOUSAND DOLLARS

on the first day of October, 19__, with interest on said sum from the date hereof until paid, at the rate of _____ - ___ percent (___%) per annum payable semiannually on the first days of April and October of each year as evidenced by, and upon the presentation and surrender of, the interest coupons hereto annexed as they severally become due. Both the principal of and the interest upon this bond are payable at the fiscal agency of the State of Oregon in the City and State of New York in any coin or currency which at the time of payment is legal tender for the payment of public and private debts within the United States of America.

This bond is issued by the State of Oregon under and by virtue of, and in all respects in full and strict compliance with, the constitution and laws of the State of Oregon, and in particular Article XI, Section 7, of the said constitution, and Chapter 491, Oregon Laws 1951.

The faith and credit of the State of Oregon hereby are irrevocably pledged to the punctual payment of the interest on and the principal of this bond as the same become due and payable as aforesaid.

IN TESTIMONY WHEREOF, the STATE OF OREGON has caused this bond to be signed by the Governor and by the Secretary of State with their facsimile signatures, and by the State Treasurer, and sealed with the seal of the State of Oregon, and has caused the annexed interest coupons to be executed with the facsimile signatures of its said officers, all as of the first day of October, 1951.

DOUGLAS McKAY (facsimile signature)
Governor

EARL T. NEWBRY (facsimile signature)
Secretary of State

(SEAL)

WALTER J. PEARSON (autograph signature)
State Treasurer

August 3, 1951

FORM OF COUPON

No. _____ April $_____

On the 1st day of October, 19___, THE STATE OF OREGON will pay the bearer

_____ DOLLARS

at the fiscal agency of the State of Oregon in the City and State of New York, for six months' interest then due on Oregon State Highway Bond, Series 1951, No. _____.

(facsimile signature) State Treasurer

(facsimile signature) Secretary of State

(facsimile signature) Governor

Approved as to form
/s/ George Neuner
Attorney General
8 - 9 - 51

and

BE IT FURTHER RESOLVED, that bids for said bonds shall be received on September 12, 1951, at the hour of 9 o'clock A. M. Standard Oregon Time, at the meeting of the Commission held at the Green Room in the Imperial Hotel in Portland, Oregon. The Secretary of the Commission is directed to cause a notice of sale of the said bonds to be published in one issue of the Daily Bond Buyer, a financial newspaper printed and published in the City and State of New York, and in one issue of The Daily Journal of Commerce, a daily newspaper of general circulation printed and published in the City of Portland, Multnomah County, Oregon, at least ten (10) days prior to the date of the proposed sale of said bonds; and

BE IT FURTHER RESOLVED that the said notice of sale specify that the bonds offered for sale shall bear interest at a coupon rate or rates of not exceeding three percent (3%) per annum, and shall be sold at an effective interest rate, computed on a simple interest basis, of not to exceed two and one-fourth percent ($2\frac{1}{4}\%$) per annum payable semiannually; that each bidder submitting a bid for the bonds shall include therewith as a good faith deposit a certified check in the sum of $250,000.00 drawn upon a bank having a capital and surplus of not less than $10,000,000.00 and that the State Highway Commission reserves the right to reject any or all bids for the said bonds; and

BE IT FURTHER RESOLVED that the Secretary of the Commission procure from the State Treasurer of the State of Oregon, a list of bond dealers who ordinarily submit bids for state bond issues and that he mail to each of said dealers, as soon as possible after the said notice is so published, an exact copy of the notice of sale of said bonds; and

BE IT FURTHER RESOLVED that the said bonds be executed with the facsimile signatures of the Governor and of the Secretary of State and with the autograph signature of the State Treasurer, and that the interest coupons annexed thereto be executed with the facsimile signatures of all of said officers; and

BE IT FURTHER RESOLVED that the State Treasurer be, and he hereby is, authorized to register said bonds upon the records in his office and to deliver said bonds to the purchaser thereof after the date of sale, execution, and sealing thereof, upon the payment of the principal thereof and the accrued interest thereon, if any; and

BE IT FURTHER RESOLVED that the State Highway Commission obtain bids for the printing of the said bonds and that it award the job of printing them to the lowest responsible bidder therefor, subject to the provisions of Section 98-301, O. C. L. A.

The State Parks Superintendent reported on the following park matters.

(1) Acquisition of Wiggins property at Wallowa Lake as an addition to the present park: The Parks Superintendent advised that negotiations with Mrs. Wiggins so far have been unsuccessful, but that the Right of Way Engineer is making an appraisal of the property with the intention of making her a definite offer later. In reply to an inquiry from Commissioner Reynolds, the Right of Way Engineer advised that there are about thirty-four acres in the tract desired from Mrs. Wiggins and that the appraisal probably will show a value of between $18,000 and $20,000. The Parks Superintendent advised that it is his plan to develop the property immediately because the area is badly needed for overnight camping purposes. As a result of the discussion, motion was made by Commissioner Reynolds that negotiations with Mrs Wiggins be continued in an attempt to purchase the property without resorting to condemnation. The motion was seconded by Commissioner McIver and carried by the unanimous vote of the Commission.

Application of Universal Picture Corporation for permission to utilize an area at Rooster Rock on the Upper Columbia River Highway in connection with its production of a historical picture film relating to this area: The Parks Superintendent advised that the request was presented by the Portland Chamber of Commerce in behalf of the corporation, also, that the property will be used only for a very few days, and that such use will not interfere at all with the use of the highway. He recommended approval of the request. The Commission approved the recommendation unanimously on the condition that the site selected meets with approval of the Engineer and that all expense involved shall be paid by the corporation.

Report on employment in State Parks of boys from the Woodburn State Boys Training School: The Parks Superintendent advised that, pursuant to instructions from the Commission, he investigated the responsibility of the State Highway Commission should any of the boys be injured while employed in one of the State Parks and that he has ascertained from the State Industrial Accident Commission that the boys who are committed to the school are wards of the State and do not qualify as workmen within the meaning of the compensation law and, for that reason, cannot be protected by that department. The school, he says, assumes all responsibility of the boys, and the work that the boys are doing is considered a part of their training, so the Highway Commission will have no responsibility in the matter. The Commission approved the report. In this connection, the Parks Superintendent suggested that the boys be compensated for their services. He recommended $1.00 per day, which would be paid directly to the school for distribution to the boys inasmuch as the boys are not in the employment of the State Highway Department, and the Commission's agreement is with the Superintendent of the school. It was the feeling of the Commission that the service rendered by the boys should be recognized and, accordingly, the Commission voted unanimously to pay the school $1.00 per day for each boy that is engaged in State Parks work.

The Right of Way Engineer presented for the Commission's consideration options he has obtained for acquisition of real property that is needed for State highway purposes. After careful consideration, the Commission approved the options and authorized purchase of the properties at the prices mentioned therein. The attached resolution relative thereto marked EXHIBIT "A", which resolution, by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

Commissioner McIver brought up for discussion acquisition of property from the Lloyd Corporation that is needed as right of way in connection with the T. H. Banfield Expressway, Portland. A status report on this matter was rendered by the Right of Way Engineer. As a result of discussion, the Commission instructed the Right of Way Engineer to render a complete report on the subject at its meeting in September; in any event, not later than the October meeting of the Commission.

The Assistant Counsel, Mr. C. W. Enfield, requested authority to condemn certain parcels of real property that are needed in connection with several highway improvements and which cannot be obtained by negotiation. He presented a list of the properties, together with the offer that he recommended in condemnation for each parcel, as follows:

			Recommended Offer
HOOD RIVER-MOSIER SECTION OF THE COLUMBIA RIVER HIGHWAY			
R 17634	James C. Fulton, et al. Right of Way, Rock Quarry & Haul Rd. (Wasco) 15.09 acres of land Area taken, plus damage	$ 8,000.00	$ 8,000.00
BUREAU OF PUBLIC ROADS PROJECT, TILLER-TRAIL HIGHWAY			
R 17810	L. E. Gilliam et al. Quarry and Stockpile Site (Douglas) 1.9 acres quarry site at $100.00 2.8 acres stockpile site at $150.00 Total	190.00 420.00 $610.00	625.00
HAYES HILL SECTION OF THE REDWOOD HIGHWAY			
R 17386	Delorsa Livina Casper Beck, et al. Right of Way (Josephine) .50 acre at $500.00 1.80 acres at $150.00	250.00 270.00 $520.00	550.00
LADD CANYON SECTION OF THE OLD OREGON TRAIL			
R 15714A	Heber P. Glenn, et al. Cinder Pit (Union) 16.63 acres at $400.00	6,652.00	6,750.00

As a result of discussion, the Commission unanimously approved the request and the recommended offers. The attached resolutions relative thereto marked EXHIBITS "B-1", "B-2", and "B-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

By way of explanation of the first of the above-mentioned condemnation items, viz: R17634, James C. Fulton et al, the Right of Way Engineer recalled that the Commission at the previous meeting authorized condemnation to acquire 15.09 acres of Mr. Fulton's land and an offer of $1500.00 in connection therewith which offer was based on an appraisal that did not consider that a rock crusher would be operated on the site. Mr. Fulton, he said, strenuously objected to the crusher operation because

of the dust nuisance that would be created. Accordingly, the property was reappraised from that standpoint and a value of $7500 to $8000 established. The Right of Way Engineer advised that Mr. Fulton owns about 34 acres of land, which he thought could be purchased for about $20,000. As a result of discussion, the Commission authorized the Right of Way Engineer to try to buy Mr. Fulton's entire tract for such sum. In the event that he is unable to do so, the Chief Counsel then is to proceed with condemnation of the fifteen acres that the State needs, on the basis of an offer of $8,000. The Commission ordered immediate action on this matter.

The Right of Way Engineer requested confirmation of the following sales of miscellaneous properties which have been made since the last meeting of the Commission:

File No.	Location	Sales Price	Purchaser	Items & Remarks
16128	Ladd Canyon-North Unit Old Oregon Trail	$ 25.00	Walter Peebler, Rte. 2 LaGrande	1½ tons hay
16857	Banfield Expressway, Unit #5 Portland	100.00	John H. Matney, 9404 NE Skidmore, Portland	This is an extremely old house on center line of Fairview over-crossing section. House to be removed in two weeks.
15268	Judkins Point-Goshen Section Pacific Hwy.	50.00	George Neuner Salem	Homart water pump with 15-gallon tank
7174	Grants Pass-Green Creek Sect. Pacific Highway	40.00	Mary E. Gray, Wolf Creek	1 bath-tub removed from building used as construction office
15375	Canyonville-Johns Sect. Pacific Hwy.	12.50	Fred Beck 1351 E Hoyt Salem	1 gas steam table-offered this for over a year- only bid on same
14930	Delmar-Bay Park Sect. Oregon Coast Hwy.	8.50	Fred Beck 1351 E Hoyt Salem	1 meat cutter. This cutter went thru a fire & was received by State in bldg. after fire. No other offer received.

File No.	Location	Sales Price	Purchaser	Items & Remarks
8942	Quinton Section Columbia River Highway	$ 60.00	Hogg Bros. Salem	Gas ice box- Asked four firms to bid & only Hogg Bros. was interested- no other offers received.
14930	Delmar-Bay Park Sect. Oregon Coast Hwy.	100.00	R. L. Byrum 230 Hrubetz Road Salem	1 deep freeze- 3 bids received- went thru fire $ 52.00 - Fred Beck 80.00 - Hogg Bros 100.00 - R. L. Byrum
9734 9735	South 6th Street Klamath Falls	3,000.00	George H. Cox, 1902 Oregon Ave. Klamath Falls	These properties have been offered for sale twice- best bid was $1,000.00. Buildings are an extreme fire hazard and are empty and should be removed.

The sales were confirmed by the Commission by unanimous vote.

The Chief Counsel brought up for discussion the matter of the State's cooperating in the moving of a building from property which was acquired in connection with the purchase of right of way for the Dundee-Dayton Junction Section of the Pacific Highway West. He recalled that the Commission acquired a parcel of land from John H. Winn et al, on which was located a building owned by School District No. 3 of Yamhill County. The building, he said, was not purchased but had to be either moved or remodeled, which was estimated to cost approximately $3,500, and no consideration was allowed for such purpose in the original transaction. The Unity Center Club, which acquired the building, he said, has agreed to move it if the Highway Commission will contribute $1,500 toward the expense. He recommended approval of the arrangement. The Commission unanimously approved the expenditure.

The Right of Way Engineer brought to the Commission's attention a request from John A. Martin for a change in access from his property to the Oregon Coast Highway between Cedar Point and Coquille, Coos County. He said that this matter has been investigated and there are no objections to the change wherefor he recommended approval of the request. The Commission approved the recommendation unanimously. (An "Indenture of Access" was signed by the Commission later.)

The Commission discussed and approved leasing to the Westfall Engineering Co. property known as the Vanguard property located near Halsey Street and 134th Avenue, Portland, for a consideration of $480 per month for a 6-months' period, with right of renewal subject to the Commission's approval. (The Lease was signed later.)

The Commission also discussed and approved an agreement with the O. W. R. & N. Co. and the Union Pacific Railroad Company covering an easement for a roadway on the east bank of the Sandy River under the railroad company's trestle at this point. (The Agreement was signed later.)

The Chief Counsel brought to the Commission's attention two agreements with the Southern Pacific Company covering the Goshen undercrossing of the Pacific Highway at Goshen, Lane County. He advised that the agreements have been prepared in conformity with the Commission's requirements and he recommended approval of the same. The Commission approved the recommendation unanimously. (The Agreements were signed later.)

The Commission discussed a request from Al Pearce Lumber Company, Coos Bay, for access to the Oregon Coast Highway opposite their plant, which is between Coos Bay and Coquille. The Right of Way Engineer exhibited a map showing the location, and explained details. It appears that in acquiring right of way for the highway at this location right of access was not obtained on the railroad side of the highway, and that the railroad company now has granted the company a permit to cross its tracks. The question arose whether or not there is sufficient room between the railroad and the highway for such access and whether or not, were the access to the highway granted, an undesirable precedent would be established. It also appears that the Al Pearce Lumber Company has a major investment at this location, anticipating no difficulty in securing access to the highway. In the discussion, it was pointed out that the Commission granted another party access to the highway under similar conditions about a half mile northerly from the Pearce land, so no precedent would be established. Also that industrial sites are very few in this vicinity and there appears to be no justification to refuse the request in this instance. The Engineer advised that there is plenty of room between the railroad and the highway to provide access by bringing the access road into the highway at at angle. The Chief Counsel gave as his opinion that the request is such that the Commission can grant it if it wishes to. As a result of the discussion, the Commission unanimously granted the access as requested.

The Chief Counsel recalled that the Commission at the previous meeting adopted a resolution authorizing the Secretary to sign claim vouchers on behalf of the Commission. Since then, he said, the question has arisen whether or not such authority extends to the

signing of vouchers to contractors for payment of contract work. He suggested, in view thereof, the adoption of a supplemental resolution clarifying this question, and he presented a form of resolution covering the matter. After discussion, upon motion of Commissioner Reynolds, duly seconded by Commissioner McIver, and unanimously carried, the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission.

The Chief Counsel rendered a status report on the settlement of the Commission's claim against C. J. Montag & Sons, arising out of a fire which occurred in the Mack Truck building in Portland, which this contractor was using in connection with State Highway construction work at this location. He advised that Mr. Montag has indicated his willingness to pay the sum of $22,500, which the Commission, at the previous meeting, agreed to accept. He presented a form of release for approval and execution by the Commission and for delivery to Mr. Montag as soon as he pays the agreed upon amount of $22,500. The Commission approved and signed the form of release, with the understanding that it is not to be given to Mr. Montag until the sum of $22,500 has been received.

The Chief Counsel brought up for discussion a controversy with Mr. Elling Halvorson et al arising out of acquisition of right of way needed for improvement of US99E between Lana Avenue and Hayesville School, north of Salem. He advised that three parcels of real property are involved and that Mr Halvorson has been assured of access to the highway from his property at certain locations, but he is not satisfied, and he has declared his objections to waiving any of his rights of access to the highway, particularly in view of the fact that he plans to plat his property and to open up certain streets which may connect with the highway; he particularly wants access to the highway from all of the streets that he lays out if they are approved by the authorities who are legally responsible for approving of the plats. The State Highway Engineer advised that he has inspected the premises and, in his estimation, there will be no objection to allowing one street access about 50 feet wide, because there is such a long way between existing street connections, and he recommended approval of one street connection only. The Commission approved the recommendation, and so ordered. The attached resolution authorizing the Chief Counsel to condemn Mr. Halvorson's property for right of way purposes if necessary, which resolution is marked EXHIBIT "D", and by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Chief Counsel brought up for discussion a proposed settlement with Messrs. Deal and Christie of a lawsuit that is pending concerning right of way on US101 at Beverly Beach, Lincoln County. He said that this case dates back to 1946 when the State took possession of the property. At that time, he said, the State offered to pay $4,000 for three parcels of land that were required, but this was refused and the case went to court, with the result that the defendants secured a

jury verdict of $7,500 plus Attorneys fees amounting to $1,000, and an additional sum of $2,500, which represents 6% interest on the settlement subsequent to filing of the case, making a total of approximately $10,900. He said that Messrs. Deal and Christie are willing to settle for $9,500, or they will appeal if settlement is not made on such basis, in which case they are going to ask for an additional amount for their land and for attorneys' fees. He pointed out that appraisal of the property ranged from $4,000 to $16,000, so the Commission may expect to pay for the property any amount between such limits. As a result of discussion, the Commission authorized settlement of the case for a maximum of $9,500 and instructed the Chief Counsel to pay such sum only in the event he is unable to settle for a lesser amount.

The Engineer reported the results of a reconnaissance survey of the Valley Section of the Alicel-Cove Market Road, Union County, improvement of which has been requested by the Union County Court. The Commission took no action on this matter other than to state its intentions to keep this project in mind in programming future highway funds.

The Engineer also reported the reasons why engineering expense in connection with projects completed during the first six-months' period of 1951 are in excess of estimated amounts. The Commission deferred action on the matter.

A letter was presented from Mr. E. A. Hollinshead, Jr., Portland, requesting reconsideration of the Commission's action on his previous request for improvement of facilities to accommodate and safeguard traffic on the Columbia River Highway near Troutdale. The Engineer recalled that his report on Mr. Hollinshead's original request was rendered to the Commission on May 24, 1951, when the Commission decided not to do the things requested by Mr. Hollinshead. Further investigations, he said, do not indicate the need for any additional signing or lighting, and he recommended adherence to the Commission's previous decision. The Commission approved the recommendation.

The Commission discussed and unanimously approved the assignment given by the Acme Construction Co. to Porter W. Yett of its title, right and interest in and to State Highway Contract No. 3392, awarded to Acme Construction Co. for paving on the Cape Arago-Empire State Secondary Highway in the town of Empire, Coos County.

The Commission discussed a request from the County Court of Yamhill County that the county road leading to Grand Island be designated a Federal Aid Secondary Highway, and that this road be improved, including a new bridge across an arm of the Willamette River. The Engineer estimated the cost of the bridge construction at $200,000 and the cost to improve the roadway, which, he said, is 1.2 miles in length, at $25,000. He recommended that the

request be denied, owing to the large amount of unimproved Federal Aid Secondary highway mileage in this county, and also because the road carries very little traffic. The Commission approved the recommendation.

The Engineer brought up for discussion the construction of a median island on the Sunset Highway westerly from the Vista Avenue Bridge in the City of Portland. He recalled that the Commission at its meeting on September 28, 1950, authorized an expenditure of $2,300 of State Highway funds in cooperation with a like amount of city funds for such purpose, but the work was not done under the original plan because of objections from some of the property owners, who alleged that the placement of the island would prevent access to their properties located adjacent to Canyon Road. The city was advised, he said, that, if the work was not stopped at once, an injunction would be obtained. In an effort to settle the matter, he said, a conference was held with some of the city officials and, as a result, it was decided to construct the traffic median as planned, and to provide also a turn-around near the entrance to Washington Park in order to eliminate the necessity for any breaks in the median strip, and to give the property owners the access that they needed. The additional work, he said, cost $16,568.88, of which sum the city is asking the State to pay 50%, or $8,284.44. He recommended approval of the additional expenditure. The Commission approved the recommendation unanimously.

The Engineer requested authority to construct a reinforced concrete paint shop on the highway shop premises in Salem. He said that the building will be used, not only in connection with painting of signs, but also with painting of equipment, and that if the painting work can be confined in a building of its own, a reduction of about $890 can be realized in the annual premium paid for insurance coverage. He estimated the cost of the building at $52,000, and advised that the sum is provided in the 1951 budget. The Commission unanimously approved the request and authorized the Engineer to complete the plans and advertise the project for bids

The Commission unanimously approved a request from the Engineer for an increase of $29,000 in the project authorization for construction of the Squallyhook-Quinton Section of the Columbia River Highway. The Engineer advised that this project cost more than was originally anticipated, due to slides in blow-sand areas, resulting in an overrun in excavation quantities, and due to the fact that sprinkling was required in order to allay the dust.

The Engineer brought up for discussion, a request from the Bureau of Public Roads that the State of Oregon join with other states in conducting a nationwide motor vehicle use study in order to obtain convincing evidence for the need of highway transportation and to support requests for the allocation of critical material for highway construction. The estimated cost of the survey, he said, is $9,000, which will be paid with Federal Aid funds that are available in the Commission's planning survey budget. He recommended approval of the project. The Commission approved the recommendation.

The Engineer reported that the conditions governing the award of the following contracts for which bids were received by the Commission at its meeting on July 16 and 17, 1951 have been satisfied and that contract forms have been prepared and forwarded to the contractors for acceptance and execution:

(1) Paving project in the City of Wallowa, Wallowa County. Contract No. 3556 awarded to H. J. and H. W. Miller, Baker, low bidder;

(2) Paving project on East First Street South in the City of Ontario. Contract No. 3357, awarded to Babler & Rogers, Portland, low bidder;

(3) Grading and bituminous macadam surfacing on Coe Avenue in the City of Stanfield, Umatilla County. Contract No. 3559, awarded to Russell Olson Construction Co., Inc., Pendleton, low bidder;

(4) Grading and construction of grade separation structure on Big Creek Section of Columbia River Highway, Clatsop County. Contract No 3558, awarded to J. N. Conly, Portland, low bidder; and

(5) Grading, paving and construction of a bridge on the Salisbury-Baker Section of the Baker-Unity Highway, Baker County. Contract No. 3560, awarded to Newport Construction Co., Portland, low bidder.

The Commission unanimously approved the report and thereupon confirmed the contract awards.

The Engineer reported completion of surveys for the following highway sections:

(1) Bay City-Kilchis River Section of the Oregon Coast Highway, Tillamook County.

(2) LaPine-Willamette Highway Junction Section of The Dalles-California Hwy., in Deschutes and Klamath Counties; and

(3) State Street South Section of the Salem By-Pass on US99E, Marion County.

The Engineer exhibited maps showing the proposed location of each of these sections and explained details. He asked the Commission to approve the surveys and to authorize the Right of Way Department to negotiate options for rights of way as may be necessary. After careful consideration, the Commission approved each of the

surveys unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered formal adoption of the survey made by the Bureau of Public Roads of a route and location of the Hayes Hill Section of the Redwood Highway in Josephine County, construction of which on revised alignment is scheduled for the not distant future. The Chief Counsel advised that formal adoption of the survey by the Commission is essential in connection with condemnation actions to obtain right of way that is needed for the improvement. The Engineer advised that he has examined the Engineering data furnished by the Bureau of Public Roads in connection with this survey and that they are satisfactory from an engineering standpoint. He exhibited a map showing the revised location and recommended approval of the survey by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway contracts:

(1) Stockton & Son, Contract No. 3413 for construction of a building at Timberline Junction on the Mt. Hood Highway, Clackamas County, requested an extension of time of 30 days from June 30 to July 30, 1951, within which to complete this job. They attributed their failure to complete the project within the specified time limit to heavy snows during the past winter, which prevented the painting of the metal roof of the building. The Engineer advised that the reason given by the contractor for failure to complete the project within the time limit specified in the contract is correct. He recommended that the request be granted without penalty. The Commission approved the recommendation.

(2) Kuckenberg Construction Co., Contract No. 3094, for grading, paving and structures on the Front Avenue (Steel Bridge-Ankeny Street) Section of the Pacific Highway West, Portland, Multnomah County, requested an additional extension of time of 17 days from June 30, 1951 to July 17, 1951, within which to complete this job. They gave no particular reason for failure to complete the project within the previously extended time limit, but advised that all work was completed by June 30, 1951 with the exception of a few minor clean-up items. The Engineer advised that the extension of time was required to make tests of some water supply pipes and to straighten some anchor bolts for light poles. The State, he said, has incurred no additional expense for engineering supervision,

nor has the general public been inconvenienced by the delay. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE).

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that contracts, Nos. 3009, 3094, 3365, 3369, 3405, 3408, 3427, 3432, 3436, 3463, 3482, 3490, and 3523 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration, the Commission, by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and approved a permit agreement with the St. Helens Pulp and Paper Co., extending until October 31, 1952, a previous agreement covering use by the company of an overhead crossing on the Lower Columbia River Highway at M.P. 89.51 in Clatsop County. (The Agreement was signed later in the session.)

The Engineer reported a request from Homer Moxley, Foster, Oregon to purchase the merchantable timber on a quarry site, consisting of 7.4 acres situate on the south side of Santiam Highway about two miles west of Cascadia. He advised that most of the timber on this tract was logged off when the quarry was operating several years ago, and that the few remaining trees are of no benefit to the appearance to the highway, according to the Landscape Engineer, Mr. Mark Astrup. Mr. Moxley, he said, is conducting logging operations in this vicinity, and has offered to pay $10.00 per MFBM for the timber standing thereon, if he can remove it before completing his other operations. He mentioned that there is a total of 30 MFBM of timber on the tract and that in the opinion of the Forest Service the logs are worth on an average, $8.00 per M. He recommended that the timber be advertised for sale to the high bidder in the usual manner. The Commission approved the recommendation.

The Commission discussed a proposed agreement with Douglas County providing for the joint usage of property and buildings situate in Section 24, Township 27S, Range 6 W., W.M., Douglas County, in connection with the installation and operation of radio equipment. It appears that the county has constructed a radio building and a standby power plant on the property and has provided other facilities for the installation and operation of a base station for frequency modulated radio network on the property and, being advised of the State's plan to establish such a station in that area, is desirous of sharing its facilities with the State. It also appears that, according to an arrangement with the county, the State is to pay the county $185 annually for the use of the premises and the facilities, including an access road, which rental also includes full payment for all electrical energy consumed by the State. The Engineer recommended approval of the arrangement on a 10-year basis, starting July 10, 1951. The Commission approved the recommendation unanimously. (An Agreement covering the matter was signed by the Commission later in the session.)

The Engineer reported a request from the State Police Department for establishment of cross walks and for a reduction of the presently established 45-mile per hour speed limit on the McKenzie Highway, east of the City of Springfield. He advised that the present 45-mile per hour speed limit was designated in 1949, and, since that time, vehicular traffic has materially increased and the section now carries an average daily traffic of 5,050 vehicles. Culture along the roadside, he said, has also developed rapidly and these two factors have resulted in an increase in the accident rate from 4.16 per million vehicle miles in 1948 to 15 accidents per million vehicle miles at the present time. He recommended that the existing 45-mile per hour speed limit be reduced to 35 miles per hour between M.P. 3.47 and M.P. 5.17. Also that signs bearing the wording "Look Out for Pedestrians Ahead" be installed at M.P. 3.45 for the benefit of east bound traffic, and at M.P. 3.76 for west bound traffic. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed an agreement with Douglas County providing for the abandonment of a portion of the Turkey Hill-Chenoweth Park Section of the Pacific Highway (old route), Douglas County. The Engineer advised that the section referred to is a portion of the old route of the Pacific Highway that no longer is of value for state highway purposes, since the highway has been realigned. He exhibited a map showing the section and recommended that the area be abandoned in favor of Douglas County. The Commission approved the recommendation unanimously. (An Agreement covering the matter was signed by the Commission later in the session.)

The Commission also discussed, and, upon recommendation of the Engineer, approved an agreement with Baker County and the City of Baker providing for the disposal of portions of the Baker-Unity Highway (old route) between Salisbury and Baker when the proposed improvement of that section has been completed. (The Agreement was signed later in the session.)

The Commission had under discussion the disposal of a portion of the old route of the Wasco-Heppner State Secondary Highway No. 300 in Gilliam County, which no longer is of value for State Highway purposes because of the realignment of the highway at this point. The Commission decided to surrender all jurisdiction of the old road to Gilliam County to be maintained hereafter as a county road for public use pursuant to previous agreement with the county. The attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission by unanimous vote.

The Engineer requested authority to attend a meeting of the Washington State Good Roads Association in Olympia, Washington on Friday, September 14, 1951. He estimated his expense would not exceed $36.50. The Commission approved the request. The Engineer also requested authority for Mr. R. C. Blensly, Assistant Planning Survey Engineer, to attend a meeting of the Highway Planning Survey Conference in San Francisco on September 20-21, 1951. He estimated the out-of-state expense at $70. The Commission approved the request.

The Commission had under discussion approval of uniform safety standards for operation of log truck and trailer combinations, as compiled by representatives of the State Highway Department, Secretary of State, Public Utilities Commission, State Industrial Accident Commission, and the Department of State Police. The Engineer advised that these standards have been officially adopted by the Industrial Accident Commission, and that enforcement of the same, except as to safety chains, will be done by the Accident Commission through its field inspectors, and that the standards which apply to safety chains will be enforced by Oregon State Police and weighmasters of the State Highway Department. As a result of discussion, the Commission unanimously approved the regulations as follows:

> Effective August 2nd, 1951, all log truck and trailer combinations shall be equipped with Safety Chains which shall be installed or replaced in compliance with the following requirements.
>
> Effective September 1, 1951, all log truck and trailer combinations placed in service for the first time shall be equipped with Couplings and Reaches installed or replaced in compliance with the following requirements.

On and after April 1, 1952, all log truck and trailer combinations shall be equipped with Couplings and Reaches of approved material, design and construction, equal to or better than the following requirements. Equipment not so approved shall be considered unlawful and shall be immediately removed from service.

SAFETY CHAINS:

1. Each log truck and trailer combination shall be equipped with two safety chains of not less than $\frac{1}{2}$ inch steel material or 3/8 inch High Test steel chain.

2. Each Safety Chain shall be permanently attached preferably to the frame of the truck or extension of truck frame and shall attach as near as is practicable to the eye of the reach and not to exceed 12 inches therefrom.

3. Each such Safety Chain shall form a separate continuous connection between truck frame, or extension of truck frame, and reach and shall not permit more than 6 inches of slack when truck and trailer are in alignment.

4. Means of attachment for Safety Chains shall provide strength equivalent to that rendered by the chain. In addition, means of attaching and detaching of chains from reach, truck frame, or extension of truck frame, shall be of a design to provide a positive connection that cannot be rendered inoperative by any condition of use or exposure. Surface welding of Safety Chains to Reach, truck frame or extension of truck frame is prohibited.

5. Safety Chains which contain cut, cracked, or excessively worn links shall be replaced. Such Chains shall not be repaired for use as safety chains.

COUPLINGS:

1. Couplings (Hitches) for log truck and trailer units shall be designed and constructed for such use and shall be capable of withstanding, in any direction, the potential stresses imposed from such use.

2. Each coupling shall have a double locking device and shall be locked securely and positively. The locking devices shall be protected from dirt and debris or shall be of a design which would not be rendered inoperative by an accumulation of dirt or debris.

3. Attachment of the couplings to truck frame or extension of truck frame shall be by means of not less than 4 heat treated bolts and nuts 3/4 inch in diameter, or larger, secured by lock washers, locknuts or cotterkeys.

4. Castings shall be constructed of steel of not less than 11 nor more than 13% manganese or castings or forgings of equal strength alloy.

5. Couplings (Hitches) with broken, cracked, excessively worn or otherwise defective parts shall be immediately removed from service.

REACHES

All reaches shall be provided with a pin or other device near the end of the reach to prevent pulling or stripping through the tunnel.

No reach of less than the maximum size usable in the tunnel of a trailer shall be permitted. Alteration of a trailer tunnel to permit reduction of reach size is prohibited.

Steel Reaches.

Steel reaches shall have a cross section of not less than 60 inches, inside of the periphery, the least dimension of which shall be not less than 6 inches.

Steel reaches shall be constructed of alloy steel of not less than 3/16 inch thickness or constructed of uniformly rolled mild steel of not less than 1/4 inch thickness.

Steel reaches with bent, cracked, excessively worn, or otherwise defective parts shall be immediately removed from service.

Wood Reaches.

Note: The following requirements are minimum and are not intended to discourage the use of a superior grade of straight-grained materials, free of knots and without other weakening defects.

Wooden reaches will be permissible provided they meet the following minimum specifications and no combination of the following allowable defects will be permitted where such combination will seriously impair the strength of a reach.

Wood reaches shall have a cross section of not less than 60 inches, the least dimension of which shall be not less than 6 inches.

Wood reaches when used shall be of Douglas Fir, or of a species, grade or size which will provide equivalent strength.

Solid sawn reaches shall have grade characteristics so limited that the normal working stress in bending will not be less than 1800 lbs. per sq. inch. Based on the named species; slope of grain, either spiral or diagonal, shall not be steeper than 1" in 18" throughout the length of the piece but disregarding short local deviations. The rate of growth shall average not less than 6 nor more than 20 annual rings per inch measured over a representative 3 inch line. The maximum diameter of knots permitted on various widths of faces shall be:

Width of Face	Maximum Knot Size Permitted	Remaining Strength	Maximum Slope of Grain Permitted	Remaining Strength
6"	3/4"	88% of clear green wood	1" in 18"	85% of clear green wood
8"	1 1/4"	83% of clear green wood	1" in 18"	85% of clear green wood
10"	1 3/4"	78% of clear green wood	1" in 18"	85% of clear green wood

The sum of the sizes of knots within a length of six inches shall not be greater than the size of the maximum size knot permitted.

Wood reaches of glued laminated structural lumber shall be of Douglas fir and shall be manufactured in accordance with the methods set forth by the Forest Products Laboratory of the U. S. Department of Agriculture. Only an approved water proof glue shall be used and quality of workmanship and materials shall be such that the allowable normal working stress in bending, for wet conditions of use, shall not be less than 2000 lbs. per sq. inch.

Wood reaches shall not be coated with materials which will conceal the condition of the wood.

Wood reaches containing decay cracks, knots (except as otherwise specified), or slope of grain in excess of that permitted, or which show excessive wear or otherwise defective parts that will impair their strength shall be immediately removed from service.

DEFINITIONS OF DEFECTS

CROSS-GRAINED WOOD -- Cross-grained wood means that the fibres are not parallel with the axis of longitudinal edges of the piece. It is expressed in these regulations as the slope of the grain with respect to the edges of the piece. For example, 1 in 18 inches means that in length of eighteen inches the grain deviates one inch from a line parallel with the edge.

DECAY -- Decay is the destruction of wood due to wood-destroying fungi.

DEFECT -- A defect is any characteristic or condition in a piece of wood which tends to weaken or reduce its strength.

KNOT -- A knot is that portion of a limb or branch which appears on the surface of the wood; and all rules relating to the size of knots apply to the mean or average diameter as measured on the surface.

The Engineer requested an additional authorization of $5,500 for construction of highway embankment in West Salem with materials dredged from the Willamette River by the U. S. Army Engineers. He recalled that the Commission previously authorized an expenditure of $39,600 for this purpose, but it has been found that such sum is not sufficient to complete the work and present estimates are that an additional sum of $5,500 will be required from the State. The Commission approved the additional authorization unanimously.

The Commission discussed and, upon recommendation of the Engineer, approved payment to the City of Corvallis of the sum of $1,715.62 representing the cost of constructing pavement on Second Street in front of the Highway Department property in Corvallis.

The Commission discussed an agreement with the Southern Pacific Company concerning an exchange of properties in the City of Coos Bay necessitated by the highway improvement at that place. It appears that the State needed certain property from the railroad company, and the railroad company was agreeable to deeding the property to the State if the State would deed certain property to the company and would reestablish the railroad tracks on a new location nearer the shoreline of the bay, which condition necessitated construction of an embankment in the bay. It also appears that due to objections by the Army Engineers to construction of the embankment in the bay, it was necessary to shift the railroad tracks about twenty-three feet closer to the highway, with the result that more land is being deeded to the railroad company than was originally intended. The Engineer explained details, advising that the embankment which was originally planned could not be constructed to the satisfaction of the Army Engineers without an expensive retaining wall, so in order to meet the situation it

was agreed to shift the tracks. He further stated that the additional land that is being deeded to the railroad company is of no value for State Highway purposes. He recommended approval of the agreement as prepared. The Commission approved the recommendation unanimously. (The Agreement was signed later in the session.)

The Engineer reported results of investigations of the Butte Creek-Summit Section of the John Day Highway, Wheeler County, pursuant to instructions from the Commission. He said that the investigations disclose that the roadbed for the most part is at least 20 feet wide although at certain points, aggregating 1.1 miles in length, it is barely 20 feet wide, and contains about .9 mile of rather sharp curvature. These places, he said, range in length from 200 feet to 2,700 feet, and should be widened in order to promote safety, particularly in the winter time. He estimated the cost of widening such sections to a 26-foot roadbed at approximately $45,000, and suggested that he be given authority to make requisite surveys now, and to construct the project with State money next year. The Commission approved the suggestion unanimously.

The Engineer requested authority to construct a standard maintenance building in the Town of Bly, Klamath County. He recalled that an amount of $15,000 was provided in the 1951 budget for a building at this place, but due to an emergency which arose, the amount was transferred to finance a building at Shaniko, for which no provision had been made. It now appears, he said, that the building at Bly is an immediate necessity, and he requested authority to proceed with the work. To finance such building, he recommended the transfer of $15,000 from the amounts budgeted for like buildings at Harper or Juntura in Division V, since he has been unable to secure a satisfactory building site at either of those places. The Commission unanimously authorized the construction of the building at Bly and the transfer of $15,000 from either the Harper or the Juntura building accounts to finance the work.

The Commission discussed, and unanimously approved, an agreement with the City of Salem providing for the installation of traffic signals along State Highway routes within the city limits. In the discussion of this matter, it was pointed out that the estimated cost of the signal installations is $55,000, and that the city already has paid its full share of the expense, amounting to $27,500. (The Agreement was signed later in the session.)

The Engineer reported an offer from Ray Garland, Newberg, to pay the sum of $180 for some second growth trees that are piled on a State-owned stockpile site adjacent to the Hillsboro-Silverton Secondary Highway about 2½ miles north of Newberg. He said that the trees were cut during the process of clearing the stockpile site, and are of no value to the State. Moreover, it would entail expense to dispose of them. He recommended acceptance of the offer. The Commission approved the recommendation.

The Engineer brought up for discussion the matter of issuing transportation permits to operators who have cases of violations outstanding against them. The Commission deferred action on this matter until its next meeting. The Engineer was authorized to continue the granting of permits as in the past, until that time.

The Commission discussed and approved an option agreement with the Standard Oil Company covering right of way needed for the revised location of the Upper Columbia River Highway, consideration $535.36. (The Agreement was signed later).

Chairman Chandler brought up for discussion the releasing of strip maps showing the revised location of the Pacific Highway at points where public hearings are to be held. The Commission authorized the releasing of such maps to the newspapers as soon as they are prepared.

Commissioner McIver brought up for discussion a request from the City of Portland for the establishment of a highway couplet along 18th Avenue and 19th Avenue, in Northwest Portland, to a connection with US Highway 30 (Lower Columbia River Highway). The Engineer advised that his report on this subject is not yet ready, but he will prepare it as soon as he can.

The Engineer brought up for discussion a proposed agreement with the Weyerhaueser Timber Company covering construction and maintenance of a concrete and steel bridge over Coos River on the Coos River Secondary Highway, Coos County, including certain river frontage in and to which the company has privileges. The Engineer pointed out that the company in granting this easement does so, subject to the condition that either the State or the County will construct and maintain the bridge at no cost to the company, that the period of interference to the company's log booming or rafting operations during construction of the bridge shall not exceed a total period of three months, and that all damage or injury done to the company's property during construction of the bridge shall be repaired immediately by the State or its contractor. He recommended approval of the agreement. The Commission approved the recommendation unanimously. (The Agreement was signed later in the session).

The Commission also discussed and approved an agreement with the City of Forest Grove covering matters pertaining to the proposed highway-street improvement in that city. The Engineer advised that the agreement has been prepared in conformity with the Commission's ideas on the subject, and the Chief Counsel advised that the agreement is satisfactory from a legal standpoint. (The Agreement was signed later in the session).

Commissioner Reynolds brought up for discussion a notice that has been placed on the bulletin board at the LaGrande headquarters, prohibiting the parking of employees private cars on the premises. He said that there are some 35 to 40 employees who have parked their cars there for years, but after August 10, according to the bulletin, they will have to find some other place to leave them because the space is needed for other purposes. The Engineer advised that he knows nothing about the order but will investigate it at once, and, will arrange for the employees to park their cars as heretofore until a solution has been found.

Commissioner Reynolds also brought up for discussion an editorial appearing in one of the newspapers complaining of traffic delays due to oiling operations. He inquired if it is necessary to delay traffic unduly for such operations. He suggested that more attention should be paid to this feature. The Engineer advised that he will study the matter and see what can be done to improve conditions.

Commissioner Reynolds brought up the allocation of secondary highway funds in Division No. 4. He mentioned the programming of a considerable sum for improvements in the southern part of this district, but allocation of a comparatively small amount of money in the northern end. The Engineer was instructed to prepare a written report on the subject for discussion by the Commission at its next meeting.

Chairman Chandler brought up for discussion the setting of a date for dedication of the State Highway Building in Salem. As a result of discussion of this matter, it was decided unanimously to have no dedicatory ceremonies.

Chairman Chandler also brought up for discussion a proposed agreement with the City of Coos Bay covering traffic signal installations and the designation of "No Parking" areas. He pointed out that the Coos Bay project is nearing completion and he gave as his feeling, in view thereof, that this matter should be taken care of in the not distant future. The matter was referred to the Engineer.

Chairman Chandler also inquired as to the status of the Commission's request to the State Budget Director for approval of the payment of $4.50 per day to employees who are required to be away from their headquarters. The Engineer advised that he has not had an opportunity to discuss the matter with the Budget Director but will do so when he returns to Salem.

The matter of rental of the fifth floor of the State Highway Building was brought up for discussion by Chairman Chandler. The Engineer advised that, at the request of the State Budget Director, the State Property Controller is now occupying space on this floor as a temporary provision until the 1953 Legislature meets, when the Budget Director believes that arrangements can be made to move this department back into the Capitol Building.

Chairman Chandler inquired as to the status of the salary increases that were authorized by the Commission at its meeting in June. The Engineer advised that the increases, insofar as they concern engineering personnel, have been approved by the Civil Service Commission and by the State Budget Director, effective August 1, 1951. Consideration was then given by the Commission to the salary of the Secretary. It was the declared feeling of the Commission that, inasmuch as the position of Commission Secretary in the past has been considered comparable to Division Engineer, the salary that is paid the Secretary

should continue to equal that of Division Engineer. As a result of discussion, a motion was made by Commissioner Reynolds that the salary of the Commission Secretary, H. B. Glaisyer, be set at $672.00 per month, starting August 1, 1951 when the new salary schedule for Division Engineers in like amount becomes effective. The motion was duly seconded by Commissioner McIver. Chairman Chandler declared the motion carried by the unanimous vote of the Commission. The salary of the Chief Auditor was also discussed. The Engineer advised that the Civil Service Board will discuss adjustments to the auditors' scale when it holds its next regular meeting in August. Chairman Chandler stated that if someone will furnish a salary schedule for auditors, the Commission will see what can be done to secure its approval.

The Secretary presented a letter from Mr. Floyd W. Lansdon, Manager of Associated Press, Portland, requesting an advance copy of the agenda that is considered by the Commission at its monthly meetings, as now are furnished to the representatives of the Oregonian and the Journal. The Commission indicated its willingness to comply with the request if a representative of the Associated Press were to attend the meetings as do representatives of the other two papers, but not otherwise. The Secretary was instructed to inform Mr. Lansdon accordingly.

The Chief Counsel brought to the Commission's attention a request from Edward H. Grootendorst for a roadway easement across State Highway property, near Brookings, to permit normal ingress and egress to his property from the Chetco River Road. He explained details and recommended approval of the request. The Commission approved the recommendation. (A "Grant of Easement" was signed by the Commission later.)

Mr. W. H. Lynch, Bureau of Public Roads, was present and discussed with the Commission the programming of $1,600,000 of Federal Aid funds recently authorized. As a result of discussion, it was mutually agreed to recommend to the Commissioner of Public Roads and the Chief of the U. S. Forest Service the following projects for the funds available:

(1) Douglas County Line-Hauser Section of the Oregon Coast Highway, South Unit, Douglas County, $335,000;

(2) Hayes Hill-Love Station Section of the Redwood Highway, Josephine County, $415,000;

(3) Niagara-Detroit Section of the North Santiam Highway, surfacing, $225,000;

(4) Rhododendron Section of the Mount Hood Highway, $115,000;

(5) Sled Springs-Forest Boundary Section of the Enterprise-Lewiston Highway, grading, $100,000;

(6) North Umpqua Highway, previously approved in 1951 program, $311,000; and

(7) Cascade Lakes Highway, previously approved in 1951 program, $50,000.

The Commission discussed the date for its next regular meeting following that scheduled for August 20 and 21, and decided unanimously to hold such meeting in Portland on Thursday and Friday, October 11 and 12, 1951, and it was also decided to hold the November meeting in Portland on Thursday and Friday, November 8 and 9, 1951. The Secretary was instructed to make the usual arrangements to hold these meetings in the Green Room of the Imperial Hotel. In this connection, the Engineer advised that the Legislative Highway Interim Committee desires to meet with the Commission some time soon in Portland, to discuss matters of mutual interest. As a result of discussion, the Commission decided to meet with the Interim Committee immediately following its regular meeting in October. The Engineer was instructed to inform the chairman of the Interim Committee that the Commission will be pleased to confer with them on Saturday morning, October 13, 1951 and the Secretary was instructed to arrange for use of the Green Room in the Imperial Hotel.

The Commission signed Agreements etc., as follows:

Lease covering Vanguard property located near Halsey Street at 134th Avenue, Portland, to Westfall Engineering Co., Portland.

Easement Agreement with O. W. R. & N. Co. and Union Pacific Railroad Company covering roadway on east bank of Sandy River under railroad company's trestle.

Two agreements with Southern Pacific Co. covering Goshen overcrossing on Pacific Highway at Goshen.

Release of claim against C. J. Montag & Sons, arising out of a fire which occurred in the Mack Truck Building in Portland.

Agreement with St. Helens Pulp and Paper Co. covering use of overhead crossing on the Lower Columbia River Highway in Clatsop County.

Agreement with Douglas County providing for joint usage of property and buildings in connection with installation and operation of radio equipment.

Agreement with Douglas County providing for abandonment of a portion of Turkey Hill-Chenowith Park Section of Pacific Highway, Douglas County (old route).

Tri-party Agreement with Baker County and City of Baker, providing for abandonment of portions of Baker-Unity Highway (old route) in Baker County.

"Indenture of Access" re John A. Martin property at Coos Bay.

Agreement with City of Salem covering traffic light installation.

Agreement with Sound Construction & Engineering Co. with respect to completion of State Highway Building, Salem.

Easement Agreement with Weyerhaeuser Timber Company relative to crossing of the booming rights of the timber company on the Coos River Secondary Highway.

Agreement with Washington County and the City of Forest Grove covering the proposed highway rerouting plans at Forest Grove.

Option Agreement with Standard Oil Company for right of way needed for revised location of Columbia River Highway in Hood River County.

Grant of Easement to Edward H. Grootendorst and wife permitting them to cross over land purchased from Bankus at Azalea State Park.

Agreement with Southern Pacific Co. re City of Coos Bay project.

There being no further business to come before the meeting, upon motion duly made, seconded, and unanimously adopted, the meeting adjourned.

Chairman

State Highway Engineer

Commissioner

Commissioner

ATTEST:

Secretary

EXHIBITS "A" THROUGH "I"

Minutes of

August 3, 1951

EXHIBIT "A"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17679 - Strawn, Jesse L and Flora M. — Thomas, Perry A. and Bernice M. - 3676 Truman Avenue (Haskin)
Right of Way
Option expires August 22, 1951

8950 sq. ft. at $0.07 + per sq. ft.	$ 650.00
House and garage	7,650.00
Amount to be paid owner - chrg to Right of Way	$8,300.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

CORVALLIS-MONROE SECTION - PACIFIC HIGHWAY WEST

6579 - Cabell, Henry Failing & Margaret M. (Byrum)
Right of Way
Deed signed July 17, 1951

1,500 square feet Gratis

THINGS TO BE DONE BY THE STATE:

Construct private access on West side at Station 412+98.

Access controlled-

ROSEBURG-DIXONVILLE SECTION - NORTH UMPQUA HIGHWAY

13270 - Marsters, Lyle E. and L. Flae (Holt)
Gravel Bar
Lease - expires November 1, 1954

Renewal of lease for three years. $0.05 per cu. yd.

13271 - Criteser, F. F. and Stell M. (Holt)
Gravel Bar
Lease - expires November 1, 1954

Renewal of lease for three years. $0.05 per cu. yd.

16787 - Sisters of Mercy of Oregon (Holt)
Haul road easement
Easement expires November 1, 1954

Three year extension of easement agreement. $225.00

Amount to be paid owner - chrg to Gravel Bar $225.00

Access not controlled -

SUICIDE CREEK-COOS JUNCTION SECTION - COOS BAY-ROSEBURG HWY.

17812 - Wambolt, Irvin H. and Virginia (Holt)
Gravel Bar
Option expires January 16, 1952

0.41 acre at $125. per acre. $51.25

Amount to be paid owner - chrg to Gravel Bar $ 51.25

EXHIBIT "A" (cont.)

SUICIDE CREEK-COOS JUNCTION SECTION - COOS BAY-ROSEBURG HIGHWAY (cont.)

17813 - Riley, Leonard W. and Mona P. & W.M. Allen (Holt)
Gravel Bar
Option expires January 20, 1952

1.92 acres at $125.00 per acre. $ 240.00

Amount to be paid owner - chrg to Gravel Bar $ 240.00

NORTH ENTRANCE TO GRANTS PASS SECTION - PACIFIC HIGHWAY

17357 - City of Grants Pass & G.H. Kesterson & Rose Kesterson (Holt)
Right of Way & Easement
Deed signed July 5th, 1951

4125 sq. ft.
+ 10' slope easement Gratis

Subject to an easement and right of way for private sewer line.

Access controlled - no access allowed

NORTH ENTRANCE TO GRANTS PASS SECTION - PACIFIC HIGHWAY

17338 - Stone, Alton E. and Josephine (Holt)
Slope Easement

10' slope easement, 675 sq. ft. LUMP SUM $50.00

Amount to be paid owner - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE:

Construct 25' commercial approach at Station 21+85 and 22+75 west side.

Access controlled -

17351 - Martin, Delbert L. and Jimmie (Holt)
Right of Way
Option expires January 4, 1952

620 sq. ft. at $0.75 per sq. ft $465.00
Large shade tree and shrubs 30.00

Amount to be paid owner - chrg to Right of Way $495.00

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 32+90, east side.

Access controlled-

(cont.)

EXHIBIT "A" (cont.)

NORTH ENTRANCE TO GRANTS PASS SECTION - PACIFIC HIGHWAY (cont.)

17355 - Pritchett, C. B. and Ruby E. (Holt)
Right of Way
Option expires January 4, 1952

700 sq. ft. at $1.00 per sq. ft.	$700.00	
Large shade tree, flower bed and shrubs	50.00	
Amount to be paid owner - chrg to Right of Way		$750.00

THINGS TO BE DONE BY THE STATE:

Reestablish fence along southerly line, where disrupted.
Reconstruct steps and retaining wall along westerly line.
Reconstruct commercial road approach at Station 35+52 East side. Estimated Cost $100.00

Amount to be charged to construction	$100.00
GRAND TOTAL (Estimate)	$850.00

Access controlled -

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY (Massee)

17581 - Clark, D. E. and Myrtle J. Taylor, Fay & Almeda Mae
Right of Way
Option expires January 15, 1952

1.25 acres at $500. per acre.	$625.00	
37 rods of fence at $3.50 per rod	129.50	
Re-establish double gate	7.50	
Amount to be paid owner - chrg to Right of Way		$762.00

Access controlled - no access allowed

17583 - Gwin, H. P. and Helen J. (Massee)
Right of Way
Option expires January 15, 1952

1.29 acres at $762.50 per acre	$983.62	
Amount to be paid owner - chrg to Right of Way		$983.62

(cont.)

EXHIBIT "A" (cont.)

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY (cont.)

17583 - Gwin, H. P. & Helen J. (cont.)

THINGS TO BE DONE BY THE STATE:

Fence 45 rods of right of way at $4.00 per rod. Est. $180.00
Re-establish Grantors irrigation ditch

GRAND TOTAL (Estimate) Charged to Right of Way 1,163 62

Access controlled - no access allowed

17586 - Young, Roy E. and Ruby V. (Massee)
Right of Way
Option expires January 16, 1952

0.233 acre at $500. per acre $116.50
19 rods of fence at $3.50 per rod 66.50

Amount to be paid owner - chrg to Right of Way $183.00

Access controlled - No access allowed

NYSSA-ADRIAN SECTION - NYSSA-ADRIAN HIGHWAY

15695 - Reinhart, W. D. Child, A. Edison
Gravel Pit
Option expires January 25, 1952

10.15 acres more or less at $250.00 per acre + haul road - location to be agreed upon. $2,500.00

Amount to be paid owner - chrg to Gravel Pit $2,500.00

THINGS TO BE DONE BY THE STATE:

Provide cattle guard where haul road intersects county road.
Grantor retains grazing and stock water rights, Grantor to assume damage if any.

(cont.)

EXHIBIT "A" (cont.)

NETARTS BAY-CAPE LOOKOUT SECTION (Landon)

17674 - Leonard, Roy V.
Park Road
Option expires September 21, 1951

46.4 acres at $25.00 per acre (subject to removal of timber)	$1,160.00	
Amount to be paid owner - chrg to Park Sites		$1,160.00

Also, subject to that certain easement for a diversion ditch granted to Tillamook County.

Access not controlled -

HAYES HILL SECTION - REDWOOD HIGHWAY (Harrington)

17383 - Riley, Robert Clair & Ruth Foltz
Right of Way
Option expires January 11, 1952

1.56 acres at $50.00 per acre	$ 78.00	
1.23 acres of meadow, at $200. per acre	246.00	
Service station site, 100'x180'	2,000.00	
Home site, 100'x120'	1,000.00	
Cabin site, 0.36 acre at $500.00 per acre	180.00	
Allowance - house, 30'x24' at $5.50+ per sq. ft.	4,000.00	
- service station, canopy, tanks, etc.	4,000.00	
- cabin, pump house, water pump, etc.	496.00	
Amount to be paid owner - chrg to Right of Way		$12,000.00

Takes all -

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY (Massee)

17570 - Dalgliesh, P.A. and Carrie
Right of Way

7.15 acres at $300. per acre	$2,145.00	
391 rods of fence at $3.00 per rod	1,173.00	

(cont.)

EXHIBIT "A" (cont.)

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY (cont.)

17570 - Dalgliesh, P. A. & Carrie (cont.)

Convey to the grantors above that portion of property acquired from the Sumpter Valley R.R., lying between Stations 110+40 and 128+40, (File No. 13003) as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Amount to be paid owner - chrg. to Right of Way $3,318.00

THINGS TO BE DONE BY THE STATE:

Install 84" C.M.P. for stockpass at Station 117+50
Estimated cost. $ 3,200.00
Install 3 - 18" culverts to carry irrigation water at Stations 100+20, 108+00 and 121+70. Est. cost 420.00
Construct farm crossings at Station 114+80 and 121+80.
Construct private access at Stations 97+00, 118+00, 121+80 on East side. And at Station 124+10 West side.

Amount to be charged to Construction $3,620.00

GRAND TOTAL (Estimate) $6,938.00

Access controlled -

BAKER-SALISBURY-SECTION - BAKER-UNITY HIGHWAY

17577 - California-Pacific Utilities Co. (Benfield)
Right of Way

.06 acre land Lump Sum $ 50.00

Amount to be paid owner - chrg to Right of Way $50.00

(cont.)

EXHIBIT "A" (cont.)

BAKER-SALISBURY-SECTION - BAKER-UNITY HIGHWAY (cont.)

17577 - California-Pacific Utilities Co. (cont.)

THINGS TO BE DONE BY THE STATE:

Fence right of way. Estimate 60 rods of fence at $5.00 per rod $ 300.00
Construct private access at Station 497+50

GRAND TOTAL (Estimate) Charged to Right of Way $350.00

Subject to terms of easement granted to Salt Lake Pipe Line Co.

Access controlled -

SALEM-WEST SALEM SECTION - SALEM-DALLAS HIGHWAY

17814 - Salem Electric Company (Benson)
Easement for power lines

Moving of power lines
Estimated maximum cost $2,500.00

Amount to be paid Salem Electric Co. -chrg to Right of Way $2,500.00

State to give Salem Electric Co. a new easement

Approved by M. K. McIver - July 24, 1951

EXHIBIT "B-1"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Tiller-Trail Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the United States Government plans and proposes to surface the Elk Creek-Jackson County Line Section of the Tiller-Trail Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, the State has undertaken and agreed to procure and make available to the United States Government such real properties as are necessary for the surfacing by the Government of said section of said highway; and

WHEREAS, said Commission is authorized to take fee title to said property for quarry site, stockpile site and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required as a quarry site for the acquisition of road-building materials for use in connection with the surfacing, improving and maintaining of the Elk Creek-Jackson County Line Section of the Tiller-Trail Highway a parcel of real property located in Douglas County, Oregon, and described as follows:

Parcel No. 1
L. E. Gilliam, et ux - Owners

A parcel of land lying in the northwest quarter ($NW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 32, Township 31 South,

(cont.)

EXHIBIT "B-1" (cont.)

Parcel No. 1 (cont.)
L. E. Gilliam, et ux - Owners

Range 1 West, W.M., Douglas County, Oregon, the said parcel being described as follows:

Beginning at the north quarter corner of said Section 32; thence east along section line 180 feet, more or less, to the westerly line of the Tiller-Trail Highway, said westerly line being parallel to and 40 feet westerly of the center line of said highway; thence southerly 341 feet along said westerly line; thence west 310 feet, more or less, to the west line of the northeast quarter ($NE\frac{1}{4}$) of Section 32; thence north 316 feet along said west line to the point of beginning, containing 1.9 acres, more or less.

2. The Commission does hereby find and declare that there is needed and required as a stockpile site for the stockpiling of materials for use in connection with the surfacing, improving and maintaining of the Elk Creek-Jackson County Line Section of the Tiller-Trail Highway a parcel of real property located in Douglas County, Oregon, and described as follows:

Parcel No 2
L. E. Gilliam, et ux - Owners

A parcel of land lying in the northwest quarter ($NW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 32, Township 31 South, Range 1 West, W.M., Douglas County, Oregon, the said parcel being described as follows:

Beginning on the west line of the northeast quarter ($NE\frac{1}{4}$) of Section 32 at a point 515.3 feet south of the north quarter corner of said section; thence east 315 feet, more or less, to the westerly line of the Tiller-Trail Highway, said westerly line being parallel to and 40 feet westerly of the center line of said highway; thence southerly 450 feet along said westerly line; thence west 200 feet, more or less, to the west line of said northeast quarter ($NE\frac{1}{4}$) of Section 32; thence north 434 feet to the point of beginning, containing 2.8 acres, more or less.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

EXHIBIT "B-1" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property or any interest therein, the Chief Counsel, or in his absence the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the third day of August, 1951.

EXHIBIT "B-2"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Redwood Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the United States Government plans and proposes to relocate in part, widen, construct and improve the Hayes Hill Section of the Redwood Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, the State has undertaken and agreed to procure and make available to the United States Government such real properties as are necessary for the relocation in part, widening, construction and improvement by the Government of said section of said highway; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Redwood Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation in part, widening, construction, improvement, and maintenance of the Hayes Hill Section of the Redwood Highway real property located in Josephine County, Oregon, and described as follows, to wit

(cont.)

EXHIBIT "B-2" (cont.)

Delorsa Livina Beck, et al. - Owners

A parcel of land lying in the southeast quarter ($SE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 18 and in the northeast quarter ($NE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 19, Township 37 South, Range 7 West, W.M., Josephine County, Oregon, and being a portion of that property conveyed by that deed to Delorsa Livina Casper recorded in Book 124, Page 372, of Josephine County Records of Deeds; the said parcel being that portion of said property included in a strip of land of variable width lying on each side of the center line of the Redwood Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 74+43.55, said Station being approximately 689.5 feet south and 1940.6 feet west of the northeast corner of said Section 19; thence North 68° 25' East 1006.48 feet; thence on a spiral curve left (the long chord of which bears North 67° 25' East) 300 feet; thence on a 2864.79 foot radius curve left (the long chord of which bears North 59° 08' East) 628.33 feet; thence on a spiral curve left (the long chord of which bears North 50° 51' East) 300 feet to Station 96+78.36, said center line crossing the west line of the northeast quarter ($NE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 19 and the east line of Section 18 approximately at Stations 81+08 and 96+12 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
80+00 to 82+00	150	00
82+00 to 84+00	100	To existing R/W line
84+00 to 85+50	130	To existing R/W line
85+50 to 87+50	80	To existing R/W line
87+50 to 88+00	80	50
88+00 to 96+78	50	50

The parcel of land to which this description applies contains 2.30 acres.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcel of real property it is necessary that there be acquired all easements and rights of access and all rights of ingress, egress and regress to, from and between the remaining land of the larger tract of which the above-described property is a

EXHIBIT "B-2" (cont.)

part and the above-described property and any highway now or hereafter constructed thereon, and that all approaches or access from the Redwood Highway to said remaining land and from said remaining land to the Redwood Highway be prohibited, except that there shall be reserved unto the owners of said remaining property rights of private access for six approaches from said remaining land to the Redwood Highway as follows:

a. A right of private access for an approach, not to exceed twenty-five feet in width, on the north side of the Redwood Highway opposite Engineer's Center Line Station 88+84;

b. A right of private access for an approach, not to exceed twenty-five feet in width, on the north side of the Redwood Highway opposite Engineer's Center Line Station 92+00;

c. A right of private access for an approach, not to exceed twenty-five feet in width, on the north side of the Redwood Highway opposite Engineer's Center Line Station 92+88;

d. A right of private access for an approach, not to exceed twenty-five feet in width, on the north side of the Redwood Highway opposite Engineer's Center Line Station 95+25;

e. A right of private access for an approach, not to exceed twenty-five feet in width, on the south side of the Redwood Highway opposite Engineer's Center Line Station 89+67;

f. A right of private access for an approach, not to exceed twenty-five feet in width, on the south side of the Redwood Highway opposite Engineer's Center Line Station 91+35.

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of the highway.

The State shall have the right, at its option, to build at any future time at its sole cost frontage roads upon right of way now owned or lands to be acquired by the State, and upon construction of such frontage roads the rights of private access for the said six approaches to the relocated and improved Redwood Highway herein set forth to be reserved shall terminate and cease and the owners of said remaining property shall thereupon have access to the frontage roads. Said frontage roads shall be connected to the main highway only at such points as the State of Oregon may designate.

(cont.)

EXHIBIT "B-2" (cont.)

3. That there be reserved to the owners, their heirs and assigns, the right to maintain that portion of the garage building now located upon the above-described property in its existing location during the natural life of said garage building, and that said right shall automatically cease and terminate whenever the said garage building shall no longer be suitable for use or when the said garage building is substantially altered or reconstructed or replaced.

4. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission or the property owners.

8. That this resolution be entered in full in the minutes and records of the Commission as of the third day of August, 1951.

EXHIBIT "B-3"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Old Oregon Trail Highway is a highway under the jurisdiction and control of the State and, in addition, is a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to locate, construct and maintain the Ladd Canyon-North Powder Section of the relocated Old Oregon Trail Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for the purpose of procuring therefrom roadbuilding materials for use in connection with the construction and maintenance of the Ladd Canyon-North Powder Section of the Old Oregon Trail Highway a parcel of real property located in Union County, Oregon, and described as follows:

H. P. Glenn et ux., owners

A parcel of land lying in the southwest quarter (SW$\frac{1}{4}$) of the southeast quarter (SE$\frac{1}{4}$) of Section 17, Township 5 South, Range 39 East, W. M., Union County, Oregon, the said parcel being described as follows:

Beginning on the south line of Section 17 at a point which is 212.33 feet east of the south quarter corner of said Section 17, said point being 150 feet distant easterly from (when measured at right angles to) the relocated center line of the Old Oregon Trail Highway at

(cont.)

EXHIBIT "B-3" (cont.)

Engineer's center line Station 841+22.51; thence South 88° 48' 40" East 1083.62 feet, along the south line of said Section 17, to the westerly right of way line of the Ladd Canyon Market Road; thence along said right of way line on a 1011.74 foot radius curve left (the long chord of which bears North 19° 33' 30" West) 720.94 feet; thence North 88° 48' 40" West 1013.42 feet to a line which is parallel to and 150 feet easterly of said relocated highway center line; thence South 14° 03' East parallel to said center line 684.05 feet to the point of beginning.

The parcel of land to which this description applies contains 16.63 acres.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That, if and in the event that prior to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the third day of August, 1951.

EXHIBIT "C"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, the Commission heretofore approved, adopted and entered in its records a resolution for the purpose of which is to make available to the Highway Commission the benefits of Chapter 156, Oregon Laws 1951, which said resolution is now in full force and effect, and

WHEREAS, it is deemed by the Commission necessary and advisable at this time to supplement said resolution by expressly entering therein as voucher claims and indebtedness within the meaning of said act partial payments to be made on contracts entered into for the State of Oregon by and through its Highway Commission, the subject of which contracts is highway, bridge, and other matters within the jurisdiction and authority of the Commission.

NOW, THEREFORE, Be It And It Hereby Is Ordered and Resolved, as follows:

(1) That for the purpose of complying with the provisions of Chapter 156, Oregon Laws 1951, the acceptance of bids and the awarding and execution of contracts by the Commission for highway construction, bridge construction, and other purposes and improvements within the jurisdiction of the Commission, which contracts provide for partial or progress payments, shall be deemed an approval by the Commission and an authorization for payment of all such partial and progress installments within the meaning and requirements of said Chapter 156, Oregon Laws 1951

(2) It is further resolved and ordered that this resolution be entered in the minutes and records of the Commission as of August 3, 1951, and by its adoption and entry be deemed a supplement and an essential part of said resolution of May 24, 1951

(3) The Secretary is directed to file with the Secretary of State a duly certified copy of this resolution.

EXHIBIT "D"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to widen, construct, and improve the Lana Avenue-Hayesville School Section of the Pacific Highway East within the city limits of the City of Salem, Oregon, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Pacific Highway East is a major highway of the State, and as such carries large volumes of traffic, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening, construction, improvement and maintenance of the Lana Avenue-Hayesville School Section of the Pacific Highway East three parcels of real property located in Marion County, Oregon, and described as follows, to wit:

File No. R 13870
Owner: Elling Halvorson

Parcel No. 1:

A parcel of land lying in the Northwest quarter (NW$\frac{1}{4}$) of Section 13, Township 7 South, Range 3 West, W. M., Marion County,

(cont.)

EXHIBIT "D" (cont.)

Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Elling Halvorson, et al., recorded in Book 392, Page 639 of Marion County Record of Deeds; the said parcel being all that portion of the foregoing-described property included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway East as said highway has been located over and across or adjacent to the said property; the location of said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 21+84.06 to Station 22+39.04, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 21+84.06 opposite and 40 feet distant from which point the easterly line of the said strip of land intersects the southerly line of said property; said point being 303 feet south and 835 feet east of the northwest corner of Section 13, Township 7 South, Range 3 West, W. M.; thence North 33° 56' East a distance of 54.98 feet to Station 22+39.04 opposite and 40 feet distant from which Station the Easterly line of said strip of land intersects the northerly line of said property.

The parcel of land to which this description applies contains 2,199 square feet, of which 1,649 square feet lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 550 square feet lie outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of Section 13, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Elling Halvorson, et al., recorded in Book 368, Page 417, and in Book 368, Page 421 or Marion County Record of Deeds; the said parcel being all that portion of the foregoing-described property included in a strip of land 40 feet in width, on the easterly side of the center line of the Pacific Highway East as said highway has been located over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 22+39.04 to Station 23+98.90, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 22+39.04 opposite and 40 feet distant from which point the easterly line of the said strip of land intersects the southerly line of said property; said point being 258 feet south and 866 feet east of the northwest corner of Section 13, Township 7 South, Range 3 West, W. M., thence North 33° 56' East a distance of 159.86 feet to Station 23+98.90 opposite and 40 feet distant from which Station the easterly line of said

(cont.)

EXHIBIT "D" (cont.)

strip of land intersects the northerly line of said property.

The parcel of land to which this description applies contains 6,394 square feet, of which 4,796 square feet lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 1,598 square feet lie outside of the existing right of way.

Parcel No. 3:

A parcel of land lying in the Northwest quarter (NW$\frac{1}{4}$) of Section 13, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of the following-described property: That tract of land which was conveyed by that certain deed to Elling Halvorson, et al., recorded in Book 318, Page 349 of Marion County Record of Deeds; the said parcel being all that portion of the foregoing-described property included in a strip of land 40 feet in width on the easterly side of the center line of the Pacific Highway East as said highway has been located over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 23+98.90 to Station 25+20.90 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 23+98.90 opposite and 40 feet distant from which point the easterly line of the said strip of land intersects the southerly line of said property; said point being 125 feet south and 955 feet east of the northwest corner of Section 13, Township 7 South, Range 3 West, W. M.; thence North 33° 56' East a distance of 122 feet to Station 25+20.90 opposite and 40 feet distant from which Station the easterly line of said strip of land intersects the northerly line of said property.

The parcel of land to which this description applies contains 4,880 square feet, of which 3,869 square feet lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 1,011 square feet lie outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcels of real property, it is necessary that there be acquired all easements and rights of access and all rights of ingress, egress, and regress to, from and between the remaining land of the larger tracts, of which the above-described parcels of real property are parts, and the above-described parcels of real property and any highway now or hereafter constructed thereon, and that all access to the aforesaid-described parcels of real property and the Pacific Highway East now or hereafter constructed thereon, from said remaining land of said larger tracts, and all approaches or access from said highway to said remaining land, be prohibited; except that there shall be reserved unto

(cont.)

EXHIBIT "D" (cont.)

the owners of said remaining land rights of access for three approaches from said remaining land to the Pacific Highway East, as follows:

a. A right of access for an approach not to exceed forty-five feet in width on the east side of the Pacific Highway East opposite Highway Engineer's Station 24+60.5.

b. A right of access on the east side of Pacific Highway East for an approach not to exceed fifty feet in width for the connection to said Pacific Highway East of a street that may hereafter be established upon remaining real property abutting upon said parcel No. 2 above described, at a location to be agreed upon by and between the owners of said abutting real property and the State, which said access for a fifty-foot approach shall not be used for street purposes unless and until the proper public authority who has jurisdiction and control over the establishment and opening of streets upon the owner's remaining property approves and authorizes the establishment and opening of such street. Until such street is established and opened for public street purposes, pursuant to the approval of the proper public authority, the owners of said abutting real property shall have the right to use said right of access only for an approach not to exceed twenty-five feet in width.

c. A right of access for an approach not to exceed twenty-five feet in width on the east side of Pacific Highway East opposite Highway Engineer's Station 22+35.

3. That the highway facility for which the aforesaid-described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the third day of August, 1951.

EXHIBIT "E"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of (A) the Bay City-Kilchis River Section of the Oregon Coast Highway in Tillamook County, (B) the Lapine-Willamette Highway Junction Section of The Dalles-California Highway in Deschutes and Klamath Counties, and (C) the State Street-South Unit of the Salem By-pass Section of the Pacific Highway East in Marion County, and in connection therewith to prepare maps showing the route and location of said highway sections and file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. (A) That the survey of the Bay City-Kilchis River Section of the Oregon Coast Highway, beginning at Engineer's Station 119+50, a short distance south of the Kilchis River and extending northerly to Engineer's Station 241+51.1 in Bay City, together with the map, which for identification purposes bears map file No. 7B-8-12 and the date of July, 1951; and

(B) That the survey of the Lapine-Willamette Highway Junction Section of The Dalles-California Highway, beginning at Engineer's Station 700+00 in Lapine, and extending southerly to Engineer's Station 282+50 at Willamette Highway Junction. together with the map, which for identification purposes bears map file Nos. 7B-8-11, 13, 14, 15, 19, 20 & 7B-9-1 and the date of July 1951; and

(C) That the survey of the State Street-South Unit of the Salem By-pass Section of the Pacific Highway East, beginning at Engineer's Station 252+47.79 at State Street extended, and extending southerly to Engineer's Station 575+22 at the junction with the existing Pacific Highway East, together with the map which for identification purposes bears map file No. 7B-6-13 and the date of March 1951; and

(cont.)

EXHIBIT "E" (cont.)

(D) That the field notes and other Engineering data, submitted by the Engineer in connection with each of said surveys, hereby are approved, and the Engineer is directed to file and preserve the same in the records and the files of the Commission at Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary description and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the surveys of the sections or units of said Oregon Coast Highway, The Dalles-California Highway, and the Pacific Highway East have been made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and were likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission November 3, 1948. Therefore, the construction of said State highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the third day of August, 1951.

EXHIBIT "F"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3408, with R. & M. Construction Co., for widening Union Creek Bridge on the Crater Lake Highway in Jackson County, completed July 30, 1951.

Contract No. 3436, with Rush Construction Co., for furnishing crushed rock in stockpiles on the Union-Miles Bridge Section of the Medical Springs Highway in Union and Baker Counties, completed May 21, 1951.

Contract No. 3432, with Inter City Sand and Gravel Co., Inc., for furnishing crushed rock in stockpiles on the Lakeview Rock Production Project on the Fremont and Klamath Falls-Lakeview Highways in Lake County, completed May 23, 1951.

Contract No. 3365, with E. H. Itschner Co., for resurfacing and oiling on the Hamilton Hill Section of the Kimberly-Long Creek Highway in Grant County, completed June 29, 1951.

Contract No. 3427, with C. E. Leseberg for furnishing crushed materials in stockpiles on the Drewsey-Juntura and Harper-Hope Sections on the Central Oregon Highway in Malheur and Harney Counties, completed July 6, 1951.

Contract No. 3463, with M. C. Lininger & Sons for furnishing crushed materials in stockpiles on the Chemult Rock Production Project on The Dalles-California, Willamette and East Diamond Lake Highways in Klamath County, completed July 10, 1951.

Contract No. 3405, with Warren Northwest Inc., for grading and paving on the Pudding River-Silverton Section of the Silverton County Road in Marion County, completed July 13, 1951.

Contract No. 3523, with J. C. Compton Co., for reoiling on Division No. 3, District C Section of the Pacific, Green Springs, Crater Lake, Williams, Medford-Provolt, Rogue River Loop and Redwood Highways in Jackson and Josephine Counties, completed July 19, 1951.

(cont.)

EXHIBIT "F" (cont.)

Contract No. 3369, with K. F. Jacobsen & Co., Inc., for grading and paving on the Scio-Thomas Creek and Scio Sections of the Albany-Lyons Highway and City Streets in Linn County, completed July 30, 1951.

Contract No. 3094, with Kuckenberg Construction Co., for structures, grading and paving on the Front Avenue (Steel Bridge-Ankeny St.) Section of the Pacific West Highway in Multnomah County, completed July 16, 1951.

Contract No. 3482, with Mills Construction Co., for constructing a sign storage building at Salem Shops in Marion County, completed July 13, 1951.

Contract No. 3009, with Macco Corporation for construction of the Independence Bridge over Willamette River in Marion and Polk Counties, completed July 13, 1951.

Contract No. 3490, with Harr & Horton for reoiling on Division No. 1, District A Section of the Sunset and Hillsboro-Silverton Highways in Washington and Yamhill Counties, completed July 30, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "G"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320 O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: MCKENZIE HIGHWAY

Highway Number: 15 Route Number: US Route 28

Location of Termini		Established Speed
M. P. 3.47 (Jct. Springfield-Creswell Secdy. Hwy.	to M. P. 5.17 (Jct. of road to Jasper)	35 miles per hour

(cont.)

EXHIBIT "G" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the records and minutes of the State Highway Commission as of August 3, 1951.

EXHIBIT "H"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Wasco-Heppner Secondary Highway No. 300, known as the Cottonwood Canyon Section in Gilliam County, the westerly terminus of which is at Highway Engineer's Station 965 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 1272+50 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for highway purposes; and

WHEREAS, Gilliam County and the Highway Commission have entered into an agreement under date of November 5th, 1947, relating to the use and jurisdiction of the abandoned section; and

WHEREAS, the contract for the construction of this relocated section of the Wasco-Heppner Secondary Highway No. 300 was completed on September 16th, 1948, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area and section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "A" and is shown colored in red on map attached hereto and marked "Exhibit A", and is more particularly described as follows:

Unit "A"

Beginning opposite State Highway Engineer's Station 1179+50 of the relocated Wasco-Heppner Secondary Highway in the Northwest quarter of the Northwest quarter of Section 4, Township 2 South, Range 19 East, W. M.; thence Easterly and Southerly via the former route of the Wasco-Heppner Secondary Highway to State Highway Engineer's Station 1272+50 of the relocated Wasco-Heppner Secondary Highway on the line between the Southeast and Southwest quarters of the Northeast quarter of Section 9, Township 2 South, Range 19 East, W. M.

(cont.)

EXHIBIT "H" (cont.)

shall hereafter be maintained by the County as a county road for the benefit and service of persons living thereon and communties served thereby. The Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Gilliam County, and said road shall thereafter be maintained by the County for public use. *

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Gilliam County a duly certified copy thereof , and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandon section of the said old right of way shown in red on the map attached hereto and marked "Exhibit A". *

FOOTNOTE: *

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 238, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I"

Minutes of August 3, 1951

RESOLUTION

WHEREAS, the Bureau of Public Roads has heretofore made a survey of the route and location of the Hayes Hill Section of the Redwood Highway in Josephine County, from Highway Engineer's Station 0+00 to Highway Engineer's Station 97+20, and in connection therewith a map showing the route and location of said section of said highway has been prepared and filed with the State Highway Commission for consideration; and

WHEREAS, the State Highway Engineer has submitted said survey for the approval or disapproval of the Commission and has recommended that the same be approved; and

WHEREAS, after due consideration of said survey and map, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows.

1. That the said survey of the Hayes Hill Section of the Redwood Highway, together with the map, which for identification purposes is designated as Oregon State Highway Department Drawing No. 7B-6-10, bearing the date of March, 1951. and other engineering data submitted by the Bureau of Public Roads and recommended by the State Highway Engineer, hereby are approved. and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed or improved the same shall be done in accordance with said survey and location, unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instruction to the Engineer to make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement along and over said survey. Said approval and adoption shall also be authority and direction to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way and other real properties needed, pursuant to the normal and approved method

4. That this resolution be entered in the minutes and records of the Commission as of the 3rd day of August, 1951.

August 3, 1951

Portland, Oregon
August 20, 1951

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
Forrest Cooper, Right of Way Engineer
J. M. Devers, Chief Counsel
C W. Enfield, Assistant Counsel
Fred A. Miller, Assistant Counsel
C. H. Armstrong, Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

The Commission by unanimous vote approved the minutes of the meeting held on May 23, 24 and 25, 1951.

The State Parks Superintendent reported on the following park matters:

1. Requests of Robert Fromm, Port Orford, and David C. Shaw, Gold Beach, for an extension of their leases authorizing the grazing of sheep in Humbug Mountain and Cape Sebastian State Parks: The Parks Superintendent recommended the present leases be extended for a one-year period. The Commission approved the recommendation.

2. Request of the St. Helens Pulp and Paper Company for authority to construct and operate a roadway across a portion of Short Sand Beach State Park: The Parks Superintendent advised that the company is marketing timber on adjoining property and needs a roadway across the park in connection therewith. He recommended granting of a permit of one year's duration, subject to the company's paying for the timber that it cuts in the construction of its roadway, at a price to be specified by the State Forester. He estimated that there are about 50 MFBM timber involved. The Commission approved the recommendation.

3. Request of the Coastal Lumber Company for permission to construct and operate a roadway across State park property on the Salmon River Highway near Boyer: The Parks Superintendent advised that the proposed roadway will not involve the cutting of any timber; neither will the roadway interfere with the use of the park. He recommended approval of the request. The Commission approved the recommendation.

4. Petition from citizens of the Town of Yachats requesting that use of the Yachats State Park road by truck drivers as a turn-around be prohibited: The Parks Superintendent exhibited a map showing the location of the park road. He pointed out that the trucks, for the most part, are logging trucks that originate on the county road which extends up the Yachats River, and that it is impossible for them to make the turn from the county road to the Yachats River Bridge, so they use the park roadway for turn-around purposes. He recommended that the use of the park road for such purposes be prohibited, in conformity with the desire of the petitioners. The Engineer estimated the cost to construct a suitable connection between the county road and the Yachats bridge at about $6,000. He gave as his feeling that it is not the State's obligation to provide a turn-around for the trucks, and he suggested that the operators be required to construct their own turn-around at some point along the highway north of the town of Yachats. The Commission decided unanimously against the use of the park road for this purpose and ordered suitable signs erected in conformity therewith.

5. Proposed transfer to Hood River County of certain State-owned forest waysides along the Hood River-Mosier Section of US30: The Parks Superintendent explained that, due to the construction of the new Columbia River Highway between Hood River and Mosier, the old highway no longer will be of value for State Highway purposes. The County Court of Hood River County, he said, has stated its willingness to assume jurisdiction over the old highway on the condition that the State will deed to the County the forest waysides along the section, and thereafter the county will maintain the old road. He recommended acceptance of the county's proposition. The Commission approved the recommendation unanimously.

6. Construction of a water collection system and pump in the Silver Falls State Park: The Parks Superintendent advised that these facilities are needed in connection with the operation of the overnight camping area in this park. He estimated the cost of the installation at $800 and advised that provision for the expenditure is contained in the 1951 budget. He requested authority to proceed with the work. The Commission approved the request unanimously.

7. Request of the Pacific Coast Borax Company for a ten-year lease of stock grazing privileges on the property that the company donated to the State for park purposes in Curry County: The Parks Superintendent advised that the company does not intend to graze stock on its own account, but prior to deeding the property to the State, it had leased this privilege to certain private individuals, who now desire renewal of the leases, which expire this month. Commissioner McIver suggested the granting of a ten-year lease for such purpose subject to vacation of the property when the State needs it. The suggestion was approved by the Commission unanimously, and it was so ordered.

8. Question of granting concession privileges in State Parks: The Parks Superintendent advised that frequently when groups picnic in State parks, he is requested to authorize the sale of ice cream, sandwiches, etc. as an accommodation. He questioned the advisability of permitting such concessions, which is contrary to the Commission's general policy, although they might be satisfactory in some instances. As a result of discussion, the Commission instructed the Parks Superintendent to deny such requests unless they are presented early enough to be discussed by the Commission, and the Commission approves the granting of the privilege.

The Right of Way Engineer presented for the Commission's consideration options that he has obtained for acquisition of real property needed for state highway improvements. As a result of careful consideration, the Commission approved the closing of the options at the prices mentioned therein. The attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

Assistant Counsel, Mr. Enfield, requested authority to acquire by condemnation a parcel of land consisting of 3.86 acres that is needed from Mr. Ralph W. Almquist et ux for a proposed improvement of the Hayes Hill Section of the Redwood Highway, Josephine County. He explained that Mr. Almquist demands $1,750 for his property, which has been appraised by the local appraisers at $600. In the discussion of this matter, it was brought out that an option was obtained from Mr. Almquist at his price but was not accepted because it was so much higher than the appraised value of the property, but Mr. Almquist will not accept a lesser amount. It now appears that by mistake Mr. Almquist was informed that the State would pay him the amount that he demanded. The Right of Way Engineer suggested, in view of the fact that Mr. Almquist is unwilling to accept the amount of the highest appraisal for his property, that the property be condemned and that an offer of $600 be made for it in connection therewith. This matter was discussed at some length and, due to the fact that a question of ethics is involved, the Commission ordered further negotiation with Mr. Almquist in an endeavor to reach a compromise settlement that would be satisfactory to all concerned. It was understood that, because of the misunderstanding that has developed, Mr. Almquist will be paid the amount he demands for his property if he still insists.

The Right of Way Engineer rendered a status report on the progress of negotiations with the Lloyd Corporation concerning acquisition of right of way needed for the T. H. Banfield Expressway in Portland across the corporation's property. It appears that appraisals are being made by the corporation, and when results are made known, the Right of Way Engineer will report further on the subject. The Commission took no action.

The Right of Way Engineer reported that in connection with the construction of the Summit-Lobster Valley Section of the Alsea-Deadwood Highway, Benton County, it is necessary to remove from the right of way timber belonging to the Federal Government, the value of which is estimated at $86.10. He requested authority to pay the Government such sum. The Commission approved the expenditure unanimously.

The Right of Way Engineer brought up for discussion a proposed settlement of the Taylor case on the Salem-Hayesville Section of US99E involving the fireproofing of Mr. Taylor's building which had to be moved to accommodate a highway improvement. He recalled that the previous estimate to fireproof the building in order to comply with the city ordinance covering such matters was $10,000; however, settlement has finally been reached for $850. He recommended payment of such sum. The Commission approved the recommendation.

The Right of Way Engineer brought up for discussion the disposal of houses located on right of way that is being acquired for the Salem By-pass Section of US99E. He said there are quite a number of houses to be disposed of, and he gave as his feeling that it might be possible to realize more from them if they were sold at public auction. He suggested, as a trial proposition, that he be authorized to dispose of two of the buildings in such manner, and to include in the transaction two lots that the Highway Department owns nearby, on which to reestablish them. As a result of discussion, the Commission approved the suggestion by unanimous vote, as a trial arrangement.

The Commission discussed a report from the Right of Way Engineer on results of negotiations to acquire an addition to Harris Beach State Park in Curry County. The Right of Way Engineer advised that the tract desired by the Commission contains about 35 acres of land, which has been appraised by Mr. Crissy, a local appraiser in Gold Beach, at $21,500, but he believes that it can be bought for the sum of $20,000. Chairman Chandler stated that he could not recommend purchase of the property at such figure, which he considers exorbitant. The Commission decided unanimously not to buy the property.

The Right of Way Engineer reported the results of two appraisals of property that the Commission desires from Mrs. Irene Wiggins as an addition to Wallowa Lake State Park. He advised that the area consists of 33 acres of land and that separate appraisals were made by Messrs. Philo Anderson and Robert E. Williamson, local realtors, each of whom set a value of $42,810 for the property. The Commission considered the price too high; however, in view of the fact that the property is needed if the park is to be enlarged for overnight camping, and there being no other property available for the purpose, the Right of Way Engineer was instructed to contact Mrs. Wiggins and ask her to name the lowest price that she will take for the area.

Consideration was given by the Commission to the matter of deeding to the State Forestry Department certain waysides along the Sunset Highway and the Wilson River Highway, pursuant to previous arrangement with that Department. The Right of Way Engineer recalled that the Commission at its meeting of July 10 and 11, 1950 authorized deeding of such waysides to the Forestry Department in exchange for certain property that the Highway Department needed. He presented five deeds to complete the Highway Commission's obligation in the matter and advised that the Forestry Department is ready to fulfill its part of the arrangement upon receipt of these deeds. He recommended approval and execution of the deeds. The Commission approved the recommendation. (The Deeds were signed by the Commission later in the session).

The Commission discussed and approved an easement agreement with the US Bureau of Reclamation relative to right of way that is needed for improvement of the Nyssa-Adrian Highway in Malheur County. (The Agreement was signed later in the session).

The Right of Way Engineer reported that C. J. Montag & Sons, who some time ago agreed to pay the State $22,500 for fire damage in the Mack Truck Building, Portland, which this contractor was using, now refuses to pay such sum, alleging that the fire was not caused by any negligence on their part and because the building was covered by State fire insurance. He gave as his feeling, in view of the circumstances that the Commission should institute suit to collect the amount. Commissioner Reynolds gave as his thought, if it is necessary to go to that extent, that the Commission should sue to collect $25,000, which is the amount of the State's original claim, rather than for the amount of the compromised settlement. The suggestion was approved by Chairman Chandler and Commissioner McIver, whereupon the Chief Counsel was instructed to take immediate action to collect the full amount of the original claim.

The Right of Way Engineer brought to the Commission's attention a situation that has developed in connection with the renting of the Vanguard property to the Westfall Engineering Company, Portland, said property being located near Halsey Street and 134th Avenue, Portland, having been acquired in connection with a settlement for right of way needed for the T. H. Banfield Expressway. He recalled that the Commission at the previous meeting authorized renting of this property to the Westfall Engineering Company for a six-months' period at $480 per month, but it appears now that the classification of the zone in which the building is located is to be changed and, if this is done, the State will be precluded from continuing the rental arrangement. The matter was discussed at some length and, as a result thereof, the Commission voted unanimously to resist any change in the existing zone classification of this property.

The Chief Counsel brought to the Commission's attention, a proposed exchange of land with Lang Bros. in Sullivan's Gulch. He explained that in acquiring right of way for the T. H. Banfield Expressway, the back end of Lang Bros.' property on which they conduct an upholstery business is being taken. This area, he said, is used by the company for the parking of cars and the stockpiling of materials, and to recompense them for the loss of this area, they suggest that the State deed to them some vacant

land situate about one block distance from their business site. The Right of Way Engineer exhibited a map showing both properties and explained details. The Commission decided not to exchange property at this time but to wait until the highway has been constructed.

The Chief Counsel reported a compromised settlement with Bergman Bros. for some property that is needed as right of way for the widening of Canyon Road (Sunset Highway) near Sylvan in the City of Portland. He explained that an option was obtained from Bergman Bros. at $7,400, which was not accepted because it was considered too high, and before an agreement could be reached in the matter one of the brothers died. The appraisal board appointed by the probate court, he said, appraised the property at $8,000, which sum the remaining brother, Sam Bergman, demanded; however, as a result of continued negotiation, he has finally agreed to accept the sum of $7,000 for the area that the State needs. He recommended payment of such sum. The Commission approved the recommendation.

The Chief Counsel brought up for discussion the claim of the Knappton Towboat Company against the State for damage that occurred to one of its boats by reason of a collision with the Lewis and Clark River drawbridge near Astoria. He recalled that the Commission, at its meeting on July 16, 1951, authorized payment of the claim which amounts to $652, however, he pointed out that, according to law, the Commission cannot settle such claims for an amount in excess of $500. In the discussion, it was brought out that the Commission approved the payment of the full amount of the claim because the evidence disclosed the State to be at fault. Accordingly, the Commission decided unanimously that an endeavor should be made to pay the full amount of the claim.

The Commission discussed briefly a written report from the Chief Counsel dated August 15, 1951 concerning the Marion Street bridge approach in the City of Salem, and the designation of State highway routes in this city. He suggested in support thereof that the Commission at its next meeting adopt a resolution designating the streets in Salem over which State highway traffic is to be routed and later, when the streets have been improved, that the Commission adopt another resolution definitely routing State highway traffic over such streets. The Commission indicated its approval of the recommendation, but took no definite action. (For details, see copy of Chief Counsel's written report in General files).

The Chief Counsel brought up for discussion the question of releasing the final amounts that are due Shoreline Construction Company in connection with three State highway contracts, viz: Contract No. 3011 for rock production on the Brush Creek-Hunter Creek Section of the Oregon Coast Highway, Curry County; Contract No. 3012 for rock production on the Hunter Creek-California State Line Section of the Oregon Coast Highway, Curry County; and Contract No. 3018 for grading and oil mat surfacing on the Odell State Secondary Highway in Hood River County. He advised that a total of about $6,000 is still due the contractor in connection with these jobs, which sum the company's surety is anxious to obtain in order to pay off outstanding

claims against the work. He further stated that Mr. John M. Coke, attorney for the surety, is anxious to secure the funds, and in order to get them, has stated a willingness to furnish a written guarantee to protect the State from all outstanding claims. He recommended release of the funds on such basis. The Commission approved the releasing of the funds by unanimous vote on the condition that such a guaranty is first obtained.

The Chief Counsel also brought to the Commission's attention the termination of a contract awarded Spada Bros., Portland, for construction of the Drake Creek-Adel Section of the Warner Secondary Highway, Lake County, Contract No. 3439. He advised that, pursuant to telephonic authority given by the Commission, this contractor was declared in default on August 17, 1951 by registered letter, and was advised that no further payments would be made to them until the job had been completed and a complete account and report with respect to costs and disbursements and other financial data had been determined. He further stated that, according to the provisions of the contract, the Commission may legally proceed with the work in any manner it sees fit, or may call upon the bonding company to take over the work. The Engineer suggested, in order to expedite completion of the grading work and the placement of sufficient rock to make the road passable this winter, that the Commission authorize him to negotiate a contractor to complete the job. In the discussion of this matter, the Commission unanimously confirmed and approved the action taken declaring this contract to be in default, and authorized the Engineer to negoitate an arrangement with some qualified contractor to complete the project. (For details, see copy of Engineer's letter dated August 17, 1951 in General Files).

The Commission discussed the performance of the contracts awarded to Acme Construction Company. It was the feeling of the Commission that this contractor is not conducting his operations as expeditiously as is possible or as the Commission desires, and there is considerable delay in the completion of its work. The Commission instructed the Engineer to notify this contractor in writing that the Commission expects better performance, and, if the contractor does not comply, the Commission will seriously consider disqualifying it from bidding on future highway contracts.

The Commission also discussed the operations of the Intercity Sand and Gravel Company, who, the records disclose, is dilatory with State highway contracts awarded them. The Engineer was instructed to write a strong letter to this company also giving similar information.

The Chief Counsel reported on the claim of Mr. and Mrs. Scott Haddix, whose small child was injured by tripping over a survey stake. He said that Mr. and Mrs. Haddix have agreed to accept the sum of $500 in full settlement of this claim. The Commission authorized payment of such sum if the Haddixes will release the State from future obligations.

The Chief Counsel brought to the Commission's attention a threatened injunction by Mr. Sam D. Rawson, who has mining rights on cinder pit property in Jefferson County which the Highway Commission controls. He advised that the property on which the cinder pit is located is Government land and the Government has notified Mr. Rawson that he has no rights thereto, and to vacate the premises. The miner, he said, has moved out in accordance with the Government's order but is now suing for damages and is getting out an injunction to stop State work involving the use of this pit. The Commission took no action.

The Engineer rendered a report on preliminary studies of a proposal made by Mr. Howard Hinsdale, Reedsport, for constructing the Reedsport-Koepke Slough Section of the Umpqua Highway on a dredged embankment along the edge of the Umpqua River in lieu of the surveyed route on higher ground. The studies indicate, he said, that the water level route will cost about $68,000 in excess of the hill route, but that the economic advantages of the water level route will approximate $146,000 over the economic advantages of the hill route. He gave as his feeling, in view thereof, that the water level route is preferable. He requested authority to make a detailed survey of the project in order to check the information gathered from the preliminary studies, and to conduct test borings to determine the stability of the materials in the river bed, upon which it is proposed to construct the road embankment. The Commission approved the request unanimously.

The Engineer rendered a progress report with regard to a proposed improvement of the Columbia River Highway at Arlington. He pointed out that any change in the location at Arlington will require the crossing of the Condon Branch of the Union Pacific Railroad, which, under normal conditions, would necessitate a grade separation structure; however, the railroad only operates two trains a week over this line except during the wheat hauling season, so he considers it advisable to substitute a grade crossing if certain changes can be made in the local plant of the Shell Oil Company and the fuel oil system of the railroad company so as to eliminate switching movements across the intersection. He gave figures on the cost to construct the improvement along several relocations that are being considered, and he pointed out a saving of about $400,000 in construction costs if satisfactory arrangements can be made with the Union Pacific Company and company approval of the plan obtained. He also said that the grade crossing plan will be the least detrimental to the town. The Commission indicated its approval of the grade crossing plan as presented, but awaited final decision until the matter has been presented to the railroad company and its reaction obtained.

The Engineer requested authority to conduct a detailed survey of US30 between the foot of Emigrant Hill and Deadman's Pass in Umatilla County. He recalled that he previously rendered a report on a reconnaissance survey between Pendleton and LaGrande, which indicated

high priority for construction of the Emigrant Hill-Deadman's Pass Section; also, that the construction of this section has been provided for in the program for monies derived from the sale of bonds, if the bonds are sold. The Commission unanimously approved making such relocation survey.

The Commission discussed briefly and confirmed the projects that were approved by the Commission at its meeting on August 3, 1951 for forest highway funds as follows:

Project	Amounts in Approved Programs 1951	1952	Alloted Aug. 3, 1951
Douglas Co. Line-Hauser	$ --	$ 600,000	$ 335,000
Hayes Hill-Love Station	--	400,000	415,000
Niagara-Detroit	--	400,000	225,000
Rhododendron Section	--	110,000	115,000
Sled Springs-Forest Boundary	--	260,000	100,000
North Umpqua Highway	750,000	70,000	311,000
Cascade Lakes	100,000	--	50,000

In this connection, the Commission was assured by the Engineer that the monies provided in this program are in addition to monies heretofore authorized for three projects in the previous program, which projects had been deferred because of the lack of funds with which to finance them. The Engineer was instructed to notify the Bureau of Public Roads of the Commission's approval of the program and to secure, if possible, an additional $100,000 allotment for improvement of the Douglas County Line-Hauser Section of the Oregon Coast Highway. He was also instructed to obtain from the Bureau of Public Roads a priority listing of the projects so right of way acquisition can be expedited. The Commission stated its desire to tie in these jobs with the next construction program so as to assure their construction without undue delay. The Commission also stated that it wanted no substitutions made for any of the jobs listed in the program.

The Commission discussed the wording to be used on signs that it wishes placed at the ends of construction projects, giving pertinent information to the public, but deferred a decision in the matter pending receipt of information as to what other states are doing in this regard. The Engineer was instructed to obtain such information.

The Engineer reported that the development of the one-way street project and widening project on US101 at Coos Bay will be completed soon and opened to traffic, which will result in the need for signalized traffic control to regiment and control speed on the main highway, and also to permit cross street traffic to enter and cross the highway. He recommended that signals be installed at three intersections, which he estimated

will cost about $8,000, on the condition that the city pay 50% of the initial expense of the installation, maintain the signals and furnish electrical energy with which to operate them. The Commission deferred a decision in the matter until later in the session. (As a result of later discussion, the Commission authorized the installation of seven signals, three of which are to be installed on Front Street and four on Broadway if the City of Coos Bay will pay 50% of the initial cost, will maintain the signals and will furnish electrical energy to operate them. In the event the city is unable to meet its share of the expenses, then only three signals shall be installed if the city can pay its proportionate share).

The Commission discussed a request from the Siletz Chamber of Commerce for construction of pavement full width between curbs, for a distance of two blocks on the main street in this town. The Engineer estimated the cost of such improvement at $12,500. He also stated that studies reveal only a very small volume of traffic at this place and that there are many other towns in the State which have a higher priority status from such standpoint. He recommended that the request be denied. The Commission approved the recommendation.

Consideration was given by the Commission to a request from the City of Stayton for State cooperation in the widening of four city street intersections to facilitate movement of motor vehicles operating under permit. The City asked the State to contribute 50% of the cost which is estimated at $2,000, and the city agrees to arrange for the moving of power poles belonging to the Mountain States Power Co. The Engineer advised that the four points mentioned are right angle turns on the route of the North Santiam Highway, which cannot be negotiated by truck tractor and full trailer equipment 60 feet over-all in length without encroachment in the opposing lane of traffic, whereas no such encroachment will be necessary if the proposed widening work were done. He recommended approval of the city's request, the work to be done by State forces as a minor betterment project. The Commission approved the recommendation.

The Engineer requested authority for an expenditure of approximately $17,000 to clean up surplus rock which has sloughed into the old Oneonta slide borrow pit, just east of Multnomah Falls. He said there are about 8,000 cubic yards of rock material that should be removed and that this material can be used for riprapping slopes on the new highway grade, where there is evidence that the Columbia River has been cutting into the highway embankment. He also said that the work should be done before the winter season sets in, and that if authorized by the Commission, the project will be contracted, bids to be received at the September 12, 1951 meeting of the Commission. The Commission approved the expenditure unanimously.

The Commission discussed a request from the US Geological Survey that the Highway Department cooperate with the Geological Survey on a 50-50 basis in a water way study to determine needed sizes of culverts and bridge structures across water ways, and to gain information as to the needed height of grade lines in order to avoid floods. The estimated cost of such study is $10,000, which is to be paid 50% by the Geological Survey and 50% by the State. The Engineer recommended approval of the arrangement. The Commission approved the recommendation.

A petition was presented from the citizens of Eddyville and Nashville for improvement of the Eddyville-Blodgett State Secondary Highway between these two towns. The Engineer advised that the section of highway referred to is 12 miles long and he estimated the cost to widen the roadbed from 16 feet to 26 feet, including resurfacing and oiling, at $450,000. He pointed out that the average daily traffic on this road is less than 80 cars, and he recommended approval of an expenditure of $35,000 in the 1952 minor betterment program to cover the estimated cost of widening 40 curves from 15 feet to 20 feet, to extend culverts and to surface the widened sections. The Commission approved the recommendation.

The Engineer reported that the following cities and towns have met the legal requirements with respect to expenditure of state tax street funds that accrued to them during the second six-month period of 1950 and that the plans for the work contemplated with such funds has been approved and found satisfactory:

Athena	$2,306.92
Butte Falls	1,145.78
Cascade Locks	2,248.56
Chiloquin	2,030.46
Coburg	2,128.76
Falls City	2,604.88
Hammond	1,585.05
Juntura	331.75
Long Creek	869.32
Oakland	2,534.23
Richland	675.80
Stanfield	2,592.60
Talent	2,242.41

He also reported that the towns of Bay City and Nehalem have met the legal requirements with respect to the expenditure of state tax street funds that accrued to them during the first six-month period of 1951 and that the plans of these two towns for contemplated improvements have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto marked EXHIBITS "B" and "C", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer reported satisfaction of conditions governing the award of the following contracts:

(1) Grading and paving Nyssa-Adrian Section of Nyssa-Adrian Secondary Highway, Malheur County. Bids received July 17, 1951. Low bidder, Babler Bros. Inc. Conditions satisfied August 14.

(2) Locust Street-Bower Street pavement widening project in Nyssa, Malheur County. Bids received July 17. Low bidder, Babler Bros., Inc. Conditions satisfied August 14.

(3) Construction of Hood River-Mosier Section of the Columbia River Highway. Bids received July 16. Low bidder, Parker-Schram Co. Conditions satisfied August 14.

(4) Grading and paving Hayesville-Salem Section of US99E, Marion County. Bids received July 17. Low bidder, D & H Paving Co. Conditions satisfied August 13.

The Commission adopted the report by unanimous vote.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway contracts:

1. Macco Corporation, Contract No. 3009, for construction of a bridge over the Willamette River at Independence in Marion and Polk Counties, requested an additional extension of time of 225 days from November 30, 1950, to July 13, 1951, within which to complete this job. They alleged that in the fall of 1950, they were ordered to postpone all structural steel and metal handrail painting until suitable weather in the spring of 1951. The Engineer advised that this is the third extension of time on this job, the first of which was granted without penalty to, and including August 31, 1950, provided the structure could be placed in use on that date, but that all engineering costs subsequent to that date be assessed against the contractor. He said that the bridge was not ready for use by that time nor at the expiration of the second extension that was granted. He recommended, in view thereof, that this third extension of time be granted subject to assessment against the contractor of all engineering costs incurred by the State since August 31, 1950. The Commission approved the recommendation. (See FOOTNOTE)

2. General Construction Company, Contract No. 3454, for redecking, paving and lighting work on the upper deck of the Steel Bridge on the Pacific Highway West in Portland, Multnomah County, requested an extension of time of 62 days from July 31, 1951, to October 1, 1951, within which to complete this job. They alleged that

all work had been done and traffic routed over the bridge by July 31st; that the only work remaining was some electrical work which would be completed in August if possible to secure delivery of necessary material, and the application of the seal coat which was ordered postponed by the Engineer in order to observe the deck "as is" before placing the seal coat. The Engineer advised that the redecking work, except for sealing the asphaltic concrete pavement which had been ordered deferred, and for a small amount of electrical work for which the material had not yet arrived, was completed and the bridge opened to traffic prior to the expiration of the specified time limit. He recommended that the extension of time as requested, be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

3. C. J. Montag & Sons, Contract No. 3236, for bridge construction and road work on the Tillamook Street-Broadway Bridge Section of the Pacific Highway West, in Portland, Multnomah County, requested an additional extension of time of 92 days from August 1 to October 31, 1951, within which to complete this job. They alleged that they had failed to complete the job within the limits of the first extension of time due to the Engineer's request to use a finishing machine on the surfacing which could not be done until the grading on an adjoining project had been completed. The Engineer reported that this second extension was requested so that the paving of the approach roadway could be done at the same time that the paving of the adjoining section between the Steel Bridge and the Broadway Bridge was accomplished. By so doing, he said, the contractor would be enabled to use machine finishing methods which would provide a better riding surface on the pavement. He recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

4. A. H. Saxton & Sons, Contract No. 3411, for guard rail and bituminous macadam surfacing on the Sand Station-Washington State line Section of the Columbia River Highway in Umatilla County, requested an extension of time of 31 days, from July 31 to August 31, 1951, within which to complete this job. They alleged that their failure to complete the job within the specified time limit was due to scarcity of skilled labor for the guard rail construction. The Engineer reported that all of the bituminous macadam surfacing was completed within the required time limit, but due to scarcity of skilled labor the contractor was unable to complete the guard fence construction within the time limit. He further advised there has been neither inconvenience to the traveling public, nor added expense to the State, because of the delay, and he recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation. (See FOOTNOTE)

5. Roy L. Houck & Son, Contract No. 3367, for oil mat surfacing on the Meridian Dam detours on the Willamette Highway in Lane County, requested an extension of time of 236 days from September 30,

1950, to May 23, 1951, within which to complete this job. They alleged that failure of the contractors who were performing the grading work for the U. S. Army engineers to complete their contracts prevented completion of the surfacing work within the specified time limit. The Engineer reported that the reason given by the contractor for overrunning the specified time limit is correct. In view thereof, he recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation. (See FOOTNOTE)

6. Russell Olson Construction Company, Contract No. 3406, for grading and oil-mat surfacing on the West Fillmore Street Section in the City of Burns, Harney County, requested an extension of time of 62 days, from June 30 to August 31, 1951, within which to complete this job. The company alleged that additional time is required to obtain sufficient mineral aggregates in correct sizes. The Engineer advised that because of the small amount of oil aggregate required on the project, the contractor had waited until a crushing plant had been set up near Burns in order to obtain his material. The non-completion of the project within the specified time limit, he said, has caused no inconvenience to the public, nor extra expense to the State, and he therefore recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation. (See FOOTNOTE)

7. Portland Construction Company, Contract No. 3500, for landscaping on the Lombard-Killingsworth Section of the Northeast Portland Secondary Highway in Multnomah County, requested an extension of time of 30 days from July 31 to August 31, 1951, within which to complete this job. They stated that the additional time is required in order to complete germination of the lawn and three required mowings. Also, that the extreme hot weather delayed for ten days the planting of ivy. The Engineer advised that due to slow germination of the grass seed, the contractor was unable to do the mowing as was required by the contract provisions, and twenty days additional time were needed to determine whether or not any damage had resulted to the lawn from spraying with weed killer. He recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation. (See FOOTNOTE)

8. Inter City Sand & Gravel Company, Inc., Contract No. 3300, for grading and oil-mat surfacing on the Port Orford Section of the Oregon Coast Highway in Curry County, requested an extension of time of 276 days from September 30, 1950, to July 4, 1951, within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays in connection with the grading operations, beyond their control, and to difficulties in securing cement deliveries. The Engineer advised that although the contractor had been somewhat lax in prosecuting his

work, he was materially delayed by failure of utility companies to move water lines and power poles. This moving which was started in May of 1950, was not completed until August 23rd, thereby preventing the contractor from completing the oil work during the summer season. He recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation. (See FOOTNOTE)

9. Warren Northwest Inc., Contract No. 3508, for grading and paving the Salem (Lana Avenue-Academy Street) Section of the Pacific Highway East, in Marion County, requested an extension of time of 31 days, from July 31 to August 31, 1951, within which to complete this job. They alleged that they were unable to complete the work within the specified time limit due to failure of utility companies to adjust their facilities which were in the way of construction. The Engineer stated that the contractor was delayed approximately 80 days due to failure of the power, water and gas companies to move their utilities. He recommended, in view of the fact that the delay was no fault of the contractor, that the extension of time be granted as requested, without penalty. The Commission approved the recommendation. (See FOOTNOTE)

10. Spada Bros., Contract No. 3439, for grading and oil-mat surfacing on the Drake Creek-Adel Section of the Warner Secondary Highway in Lake County, requested an extension of time of 335 days from August 31, 1951, to July 31, 1952, within which to complete this job. They attributed their failure to complete the work within the specified time limit to break-down of equipment; inability to secure repair parts; insufficiency of rock in specified quarries, and inadequate capacity of the sub-contractor's crushing and screening plant. The Engineer advised that investigations do not substantiate the contractor's claims, but point to dilatory practices on his part. The contractor, he stated, has provided neither adequate equipment, nor proper supervision, and the rock formations encountered have not been unduly difficult to handle. In view of these findings, he recommended that the extension of time as requested, be granted, subject to the condition that the contractor be required to pay, as a penalty, all engineering costs that the State incurs in connection with this job from August 31, 1951 until the job is completed. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

11. Peter Kiewit Sons Co., Contract No. 3289, for grading and bituminous macadam surfacing on the Barclay Springs-Algoma Section of The Dalles-California Highway in Klamath County, requested an extension of time of 30 days from July 31 to August 31, 1951, within which to complete this job. They attributed the overrun in time limit to more solid rock excavation than was anticipated and to difficulty in securing competent men to lay the dry rubble masonry wall. The Engineer advised that the reasons given by the contractor for the delay are correct. The contractor, he said, did exceptionally good work, and

there has been no inconvenience to the public, nor additional expense to the State. He recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

12. Berke Bros., Contract No. 3448, for grading the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties, requested an extension of time of 45 days from August 1 to September 14, 1951, within which to complete this job. They alleged that they were prevented from completing the contract within the specified time limit due to (1) delay in awarding the contract, (2) poor performance by a sub-contractor, (3) re-grading on the underpass at the request of the resident engineer. The Engineer advised that although bids were received on the project on November 10, 1950, the contract was not awarded until January 5, 1951, due to right of way difficulties on property acquired from the U. S. Government. Also, the contractor was required to do additional work on the underpass approaches between the Stanfield-Boardman Highway and the old Columbia River Highway. In view of the circumstances, he recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract Nos. 3196, 3238, 3300, 3384, 3396, 3428, 3460, 3465, 3489, 3493, 3506, 3517, 3518, 3524 and 3527 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported receipt of information from the City of Portland that there is urgent need for the installation of signals and channelization on Burnside Street (Columbia River Highway) between Second Avenue and Sixteenth Avenue, and a request that such project be given priority over the proposed channelizing of the Columbia River

Highway at the intersections of N. W. 18th and 19th Avenues. He recalled that the 1951 minor betterment budget contains an item of $20,000 for channelization work at N. W. 18th Avenue and at N. W. 19th Avenue conditioned upon the City of Portland contributing a like sum, and he recommended that such sum be transferred to the Burnside Street signalization and channelization project, which recent investigations indicate is urgently needed, provided the City of Portland will contribute a like amount for this purpose, the estimated total cost being $40,000. The Commission approved such transfer of funds unanimously on the condition that the city contributes an equal amount.

Consideration was given by the Commission to the payment of the cost of repairing neon signs, at the following urban locations, which were damaged by members of survey parties:

(1) Sign owned by the Economy Drug Store in Sweet Home, damaged by a Mr. Bladorn, rodman on the crew; repair cost $29.50;

(2) Neon sign owned by Atseff Bros. Grocery near Larrabee Street, Portland, damaged by a member of the survey crew working under Resident Manager, D. J. Barbee; repair cost $21.10.

He said that there appears to be no evidence of negligence in either case, and he recommended payment of both claims. The Commission approved the recommendation.

A request was presented from the Cannon Beach Chamber of Commerce for permission to maintain a 155 mm cannon on State-owned property at Cannon Beach. The Engineer advised that the location desired is at the junction of the old and new highways just north of Cannon Beach, and that there is ample room for the installation. He gave as his feeling that no particular hazard would result from the installation and he recommended approval of the request. The Commission approved the recommendation.

The Commission discussed and approved an agreement with Malheur County providing for disposal of portions of the Nyssa-Adrian State Secondary Highway (old route) when the new highway has been constructed. (The agreement was signed later in the session.)

The Commission discussed and approved a request from the County Court of Wallowa County that it be given the steel that is salvaged from two small bridges that are being replaced on the State Highway near Wallowa Lake.

The Commission also considered and approved a request from the County Court of Union County that it be given the steel that is salvaged from two bridges that are being replaced on the Starkey Secondary Highway.

The Engineer brought up for discussion a request from people of Milwaukie and Oregon City for permission to erect on each side of the

Clackamas River Bridge on US99E near Gladstone signs, about five feet by seven feet in dimension, bearing the wording "Clackamas River Sportsmen's Paradise". The Engineer advised that he has viewed the signs which are similar to those being maintained in Central Oregon marking the boundaries of the Deschutes Recreational Area, and that it appears to him that they do not advertise any private enterprise, but simply point out the recreational features of this area. He recommended that a 30-day revocable permit be given to the sponsors of the signs. The Commission approved the recommendation.

A request was presented from the Columbia River Fishermen's Protective Union for elimination, during the current fishing season, of the last round trip of the Astoria-Megler ferry, which leaves Astoria daily at 10:15 p. m. The Engineer advised that this matter comes up by reason of the damage that sometimes occurs to gill nets which fishermen maintain in the river and which drift with the tide. The matter has been investigated, he said, and the records show that, between August 1 and 12 this year, twelve fish nets were crossed on the last ferry trip sailing from Astoria at 10:15 p. m. and that during the same period 33 fish nets, or 50 percent more, were crossed by the ferry on the next to the last ferry trip, which left Astoria at 8:45 p. m. He also said that the contractor who operates the ferry boats is unwilling to make any reduction in his contract price for the elimination of the last trip, due to the fact that his personnel are employed on a shift basis. He recommended, in view of the findings, that the request of the Columbia River Fishermen's Protective Union be denied. The Commission approved the recommendation.

The Commission had under discussion an application from Mrs. Grace Nelson, John Day, Oregon, to operate a mining claim adjacent to the John Day Highway between John Day and Canyon City. Mrs. Nelson states that her operations are on the hillside above the highway, where there is no place for her to deposit waste materials, and she asks permission to transport such materials under and across the highway. The Engineer advised that, according to the Commission's Legal Counsel, Mrs. Nelson has the right to operate her mining claim in any manner she desires, so long as the operation does not conflict with, or inconvenience, motor vehicle traffic. He recommended that permission be granted to Mrs. Nelson to install a seven-foot, corrigated galvanized iron pipe under the highway, subject to the standard provisions that are contained in all pipe line permits, and provided she will pay the entire cost of such installation which is estimated at about $3,000. The Commission approved the recommendation.

The Engineer reported a request from the U. S. Army Engineers that something be done to control traffic along the North Santiam Highway (No. 162) during the construction of the Big Cliff Dam about three miles below the Detroit Dam. A field observation, made in cooperation with the U. S. Army Engineers, he said, indicates that a 25-mile per hour speed zone should be established on this road between M. P. 37.36 and M. P. 36.86, and that a "NO PARKING ON HIGHWAY SHOULDERS" regulation should be made effective between the same points. He recommended approval of both reduced speed zone and

parking regulation. The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto marked EXHIBITS "E-1" and "E-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission approved the expenditure of $4,000 of State Highway funds for purchase of additional miscellaneous office and engineering equipment and furniture, including $1,175 for the Right of Way Department and $450 for the Construction Department.

The Commission considered and approved a report by the Secretary on papers that he has signed in behalf of the Commission during the month ending August 20, 1951, pursuant to a resolution adopted by the Commission at its previous meeting.

A letter was presented from Mr. John A. Laing, Chairman of the Advisory Committee on travel matters, recommending in behalf of the committee that the following persons be appointed as members of this committee to fill the vacancies caused by death or otherwise and to increase the membership of the Committee from thirteen to fourteen persons:

(1) J. W. Forrester, Jr., Vice-president, East Oregonian Publishing Co., Pendleton, to fill the vacancy caused by the death of Mr. E. P. Aldrich of Pendleton.

(2) Mitchell C. Thorn, Pacific Power & Light Co., The Dalles, to fill the vacancy caused by the death of Hugh Ball of Hood River.

(3) Paul L. Patterson, attorney-at-law, Hillsboro, to fill the vacancy caused by the death of Mr. Ralph A. Coan, Portland.

(4) Robert C. Notson, Managing Editor, The Oregonian, Portland, to fill the vacancy caused by the resignation of Arden X. Pangborn, Portland.

(5) Vern Tinnerstet, Manager, Oregon Coast Association, Tillamook, to fill the newly created membership.

The Commission by unanimous vote approved the appointment of all the persons recommended by the Travel Advisory Committee and instructed the Secretary to convey to each of the appointees notification of their appointments and to ascertain whether or not they are willing to serve the State in this capacity.

The Commission unanimously approved attendance of Mr. W. C. Williams, First Assistant State Highway Engineer, at a meeting of the Test Road Committee of the Western Association of State Highway Officials in San Francisco during August 22 and 23, 1951; estimated expense $82.50. In this connection, the Engineer presented for the Commission's approval

and execution an agreement with the National Academy of Sciences, Detlev W. Bronk, President, covering construction of the test road. He recalled that the Commission previously authorized a maximum contribution of $30,000 for this purpose in conjunction with other cooperating states; however, he said, a sufficient number of states are joining in the undertaking, so that each will not be required to contribute more than $20,000, which sum the agreement provides for. He explained further details, and requested authority to sign the agreement on behalf of the Commission. As a result of discussion, the Commission approved the authority requested.

The Commission also authorized Robert C. Blensly of the Traffic Engineering Department to go to Olympia, Washington, at State expense during the week of August 27, 1951 to obtain data on truck fees for use by the Highway Legislative Interim Committee; estimated expense $30.

The Engineer reported that during the redecking of the Steel Bridge in Portland, approximately 100 tons of street car rails were salvaged. He advised that the material is of no value for State highway purposes, and he requested authority to advertise it for sale. The Commission approved the request.

The Engineer advised that reconstruction of the Oregon Coast Highway between Hauser and North Bend will involve construction of bridges over North Slough and Haines Inlet, which are considered navigable bodies of water, and, before the bridges can be built, permits must be obtained from the U. S. Army Engineers, authorizing such construction. He also pointed out the need to secure a similar permit from the U. S. Army Engineers for construction of a new bridge across Scholfield River on the Oregon Coast Highway at Reedsport. He requested authority to file applications with the Army Engineers for necessary permits. The Commission approved the request by unanimous vote.

The Commission discussed and approved an agreement with Marion County and the City of Woodburn pertaining to rerouting the Hillsboro-Silverton Secondary Highway for a distance of about two blocks on East Young Street easterly from its intersection with Pacific Highway East, in Woodburn. (The agreement was signed later in the session.)

The Commission considered the disposition to be made of the old route of the West Unit, Deschutes County Line-Prineville Section of the O'Neil State Secondary Highway, Crook County, which has been rendered valueless for State highway purposes since the highway has been reconstructed on revised alignment. The Engineer exhibited a map showing the old route and the revised route, and he pointed out that only about seven hundred feet of the old road are concerned at this time. He recommended that this short section be surrendered to the County Court of Crook County to be used for county purposes or

vacated as the County Court may determine. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported a request from the County Court of Wasco County for improvement of the connection between The Dalles-California Highway (ORE23) and the Columbia River Highway (US30) in order to lessen the hazards that presently exist in such connection. He explained that the existing connection between these two highways is on a very flat angle, which makes it extremely difficult and hazardous for east bound traffic from ORE23 to make the turn to US30, and for west bound traffic from US30 to make the turn on to ORE23. When the new bridge across the Columbia River is opened to traffic, he said, there is bound to be a heavy increase in traffic movements turning easterly from The Dalles-California Highway to the bridge which will definitely accentuate the hazards. To relieve this situation, he stated, will necessitate reconstruction of the intersection, which is estimated to cost $22,600. He recommended, in view of the fact that Wasco County is going to spend about $52,000 to widen and otherwise improve a section of US30 at its connection with the bridge approach road, that the State assume the obligation to improve the connection between ORE23 and US30; and, in order to satisfy the legal requirements with respect to the expenditure of State highway funds, that an arrangement be made with the county whereby the work will be done by the county's contractor, the State to reimburse the county for the costs thereof. The Chief Counsel advised that such an arrangement will satisfy the legal requirements. As a result of discussion, the Commission unanimously approved the project on the basis of the Engineer's explanation.

The Engineer reported on a recent order by the Maintenance Engineer prohibiting the parking of employees' cars in the La Grande equipment storage sheds. He said that there are 78 employees, including eight members of the State Police, who work at this plant, and that these personnel drive a total of 38 cars to work, seven of whom park their cars on Adams Street, fourteen on Willow Street, two in the opening inside of the highway fence, and fifteen in the open equipment storage shed By permitting the employees to park in the storage shed, he said, leaves insufficient covered storage space for official cars, some of which are now parked in the open. He recommended, since all of the covered storage now utilized by the fifteen employees is necessary for the storage of official cars and equipment, that all of the employees be required to park their cars outside the fenced property, and that as an accomodation to them, the State purchase Lots 2, 3, and 4 of Block 3, Karr's Subdivision, located directly across Willow Street from the highway shop premises. He estimated the cost of the property at $1,000 and the cost to gravel the area at approximately $600. It was the feeling of the Commission that space should be provided for the employees to park their cars, if they are not allowed to park them on the shop premises. Accordingly, the Commission authorized the purchase of the lots mentioned by the Engineer at the price quoted, and also authorized an expenditure of $600 to gravel the area.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 2:00 p.m. with the same persons present and participating.

At 2:00 p.m., bids as follows for highway construction projects were opened and read aloud by the Secretary in conformance with previously published notice, at the conclusion of which, the Secretary, pursuant to the request of the Chairman, announced that the awards of contracts would be made at 5:00 p.m.

BAKER COUNTY
HUNTINGTON MAINTENANCE BUILDING

Swendig and Son, Redmond	$12,430.00
Gilbert Roberts, Hood River	12,781.00
Johnson Construction Company, Ontario	12,805.00
Loree Building Service, La Grande	12,983.48
Arnold Arends, La Grande	13,207.60
H. J. and H. W. Miller, Baker	14,245.00

OREGON COAST HIGHWAY IN CLATSOP COUNTY
CANNON BEACH-ARCADIA SECTION

C. H. Grimstad & T. Vanderveldt and Heavy Hauling Co., Astoria	$417,656.00
Leonard & Slate Oregon Limited, Portland	443,774.50
C. J. Eldon, Portland	444,315.50
Natt McDougal, Portland	446,634.00
K. L. Goulter & Co., Seattle, Washington	447,427.50

COOS COUNTY
MAINTENANCE BUILDING AT BRIDGE

Gilbert Roberts, Hood River	$13,781.00
Ausland and Dodson, Ashland	15,729.00
H. G. Wirtz, Grants Pass	16,060.00

OREGON COAST HIGHWAY IN COOS COUNTY
COOS BAY (GREENWOOD AVENUE-MARKET AVENUE) SECTION

Portland Construction Company, Portland	$7,170.28
Knight Pearcy Nursery and Parkrose Nursery, Portland	7,386.50

WASCO-HEPPNER HIGHWAY IN GILLIAM COUNTY
EAST COTTONWOOD CANYON SECTION

E. H. Itchner Company, Molalla	$22,839.00
John A. Logan, Portland	30,074.50
Newport Construction Company, Portland	39,416.00

LINN COUNTY
SWEET HOME ("K" AND "L" STREETS) PAVING

Warren Northwest Inc., Portland (FOOTNOTE)	$20,517.50

WARM SPRINGS HIGHWAY IN WASCO COUNTY
FOREST BOUNDARY-MILL CREEK SECTION

Babler and Rogers, Portland	$338,690.00
Warren Northwest Inc., Portland	349,680.00
J. C. Compton Company, McMinnville	354,800.00
E. C. Hall Company, Portland	374,155.00
Acme Construction Company, Eugene	375,695.00
Porter W. Yett, Portland	375,985.00
J. N. Conley, Portland	376,210.00
Parker-Schram Company, Portland	420,365.00
Newport Construction Company, Portland	437,116.00

The Engineer reported the results of a reconnaissance survey of the Valley Section of the Alicel-Cove Market Road in Union County, the improvement of which section has been requested by the Union County Court. He advised that this section is 7.66 miles in length and that it connects with Federal Aid Secondary Highway No. 479 at its northerly end and at the southerly end it connects with the Cove State Secondary Highway. Further, that the investigation reveals that over a major portion of the section, it would be necessary not only to widen the existing grade but also to raise it at numerous points where the subgrade is unstable, before the roadway could be oiled. He estimated the cost of such improvement at approximately $205,000. The road, he said, serves a prosperous farming area, and the project is meritorious. He pointed out that it is not a designated Federal Aid Secondary Highway, so it will be necessary to extend Federal Aid Secondary Highway No. 479 to include it if Federal funds are to be used to finance the work. He questioned the advisability of doing that until other roads that now are on this system have been improved. He recommended that action on the County Court's request be deferred pending completion of the study that he is now making of the status of county roads that have been designated Federal Aid Secondary highways. Commissioner Reynolds remarked that this road is in the same category as other roads in Umatilla County and in Baker County, which the county courts of those counties have asked to be improved, and concerning which the Engineer has been requested to report. The Engineer stated that he is now assembling information for his state-wide report on this subject which will be rendered as soon as he can assemble necessary material. As a

---

(FOOTNOTE) This bid is accepted, and the Engineer is instructed to have contract prepared and offered to contractor for execution as soon as City of Sweet Home makes provision for the cost of the project in excess of $15,000, which amount will be advanced by the State.

result of discussion, the Commission adopted the Engineer's recommendation. The Engineer was instructed to direct a letter to all county courts which have requested additions to the Federal Aid Secondary Highway system, advising them of the Commission's attitude with respect to adding additional mileage to the system until improvement of the roads now on the system is further advanced.

There was brought up for discussion a report rendered by the Engineer at the previous meeting giving reasons why the engineering costs have overrun on projects completed during the first six months of 1951. The Engineer advised that he is unable to give any better explanation of the overruns than were given in his previous report. He was cautioned by the Commission to keep the overruns down as much as possible.

The Commission discussed a request from Mr. Fred Kiddle, Island City, for improvement of the Wallowa Lake Highway between Island City and La Grande. The Engineer advised that this section is 2.41 miles in length and that the right of way is 60 feet, pavement is 18 feet wide, with a pathway five feet wide. He estimated the cost to provide a 24-foot pavement with five-foot shoulders and three-inch resurfacing at $50,000. He also said that it is a merited project when the Commission has funds that can be spared to finance it. He suggested that it be kept in mind for future undertaking. The Commission approved the suggestion and instructed the Engineer to advise Mr. Kiddle of the action taken.

The Engineer requested instructions as to the rpocedure to be followed in connection with the issuance of Group I and Group II permits under the provisions of Chapter 405, Oregon Laws 1951, which became effective on August 2, 1951. He pointed out that this law, which has been referred to as the "big truck" bill, necessitates rewriting of log hauling Group I and Group II permits for about 5,000 operators, some 450 of whom have approximately 650 citations outstanding against them for violations of the weight and dimension laws. Some of the violators, he said, have headquarters outside of the State of Oregon, and it is rather difficult for the State Police to serve warrants on them due to the inability to locate the truck drivers. He suggested that an effective means of clearing up these old cases would be to refuse to issue new permits on a permanent basis until the outstanding citations have been disposed of. Accordingly, he recommended the granting of permits on a temporary basis (30-45 days), and that a letter of explanation be sent to the permittee stating that the renewal of his permit on a permanent basis will be refused until the outstanding citations in the justice or district courts have been satisfactorily disposed of. It was the feeling of the Commission that these outstanding cases should not be overlooked, and that the operators should be required to clear them before securing new permits. Accordingly the Commission unanimously approved the Engineer's recommendation, and so ordered.

The Engineer reported the results of investigations that have been made of a possible revision of US101 through the Town of Yachats

along the line suggested by Mr. M. E. Sherwood, owner of Sherwood Lodge. He said the investigation reveals that the routing proposed by Mr. Sherwood is very impractical in that it would result in the destruction of twelve residences and would greatly increase right of way costs. Moreover, the route would follow the toe of a hill, which would require a cut approximately 80 feet deep through slide material, and, were the cut made, it very likely would result in serious damage to numerous residences other than those on the highway right of way. He recommended against the adoption of the route suggested by Mr. Sherwood. The Commission approved the recommendation and ordered that Mr. Sherwood be informed that the Commission finds no particular need to construct any revision of the highway at this point now.

The Commission discussed a request from Mr. K. E. Elliott, who represents Pope & Talbot Company's Lumber Division, concerning traffic conditions along the Albany-Corvallis Highway about one mile north of Corvallis, and a communication from the Benton County Court requesting correction of log truck parking conditions at such point. The Engineer advised that the Pope & Talbot Company operates a log dump in the Willamette River at this location, and immediately adjacent thereto there is another log dump, which is operated by the West Oregon Lumber Company. It appears that there is adequate storage area for waiting log trucks entirely off the highway right of way at the Pope & Talbot dump, but there is not sufficient storage area at the West Oregon Lumber Company's dump. Consequently, logging trucks destined for the latter mentioned dump use the highway shoulder for storage area, which shortens the sight distance along the highway at the Pope & Talbot dump and interferes with the operations of this company. The Engineer stated that a desirable solution for the problem would be to provide a more adequate off highway storage area, but property ownerships preclude such treatment, so in lieu thereof, he recommended that the West Oregon Lumber Company be granted a revocable permit to construct and maintain a storage area along the easterly side of the highway beyond the normal highway shoulder strip and as close to the right of way line as is possible, particularly between Engineer Stations 486 and 488, the work to be performed in conformity with State Highway Department plans and specifications but at the sole expense of the company. He also recommended prohibition of any vehicular parking on the highway shoulders on both sides of this highway between M. P. 1.15 and M. P. 1.44. As a result of discussion, the Commission unanimously approved the recommendation of the Engineer as to granting a revolcable permit to the West Oregon Lumber Company, and as to the "NO PARKING" regulation. The attached resolution prohibiting parking of vehicles on the highway as recommended by the Engineer, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Commission discussed and approved an agreement with the City of Canby covering the installation of traffic signals at the intersection of Molalla Avenue and Pacific Highway East in Canby. The Engineer advised that this installation was previously approved by the Commission

and that the City of Canby has already deposited with the Commission its warrant for $1,900, representing its proportionate share of the expense. (The Agreement was signed later in the session.)

The Commission discussed with members of the State Highway Commission of the State of Washington and its engineering staff, a plan for the relief of traffic congestion that presently exists on the Interstate Bridge between Portland, Ore. and Vancouver, Wash. involving construction of an adequate facility for present and future traffic needs between these two population centers. Those present representing the Washington State Highway Department were Fred Redman, Chairman; L. B. Wallace, Judge Simpson and Ray Mosio, Commissioners; Wm. Bugge, Highway Director; O. R. Dinsmore, Assistant Director; Paul McKay, District Engineer; and Herbert G. Higgins, Traffic Supervisor. Mr. Redman briefly stated their problem and called upon Mr. Bugge to explain details.

Mr. Bugge presented a written report on the subject which, he said, was prepared as a result of joint investigations conducted by the engineering staffs of the Highway Departments of both states to find some way to relieve traffic congestion that now occurs on the existing bridge, especially during peak hours when there is a definite hazard, and to provide a satisfactory facility to handle anticipated future traffic needs. Mr. Bugge explained that the report is the result of exhaustive studies made at a number of proposed bridge sites, including (1) 82d Avenue, (2) 39th Avenue, (3) Interstate Bridge via Interstate Avenue and (3alternate) via Delaware Avenue, (4) tunnels under the Columbia River near the present bridge site,and a location near St. Johns. Also carefully considered, he said, was the type of facility that would best meet the requirements. As a result of the studies, he stated, mutual agreement has been reached among the engineers of both departments that a bridge of the low level type constructed parallel to and only a short distance down stream from the existing bridge is feasible, offers the most favorable solution of the problem, and will be the cheapest facility to construct. He read aloud from the report conclusions reached by the engineers, which conclusions, he said, are based on factual information covering both traffic and economic features, and are the results of several years' study by the engineers of both departments. (There follows a copy of the conclusions contained in the report):

"CONCLUSIONS"

"The traffic studies point to the conclusion that the present Interstate Bridge will satisfactorily carry the traffic until 1960, provided adequate connections are built on the Vancouver side. The traffic and economic studies indicate positively that the present site offers most feasible location for the building of the additional bridge when necessary. Therefore, it is recommended

that a low-level lift bridge over the Columbia River, parallel and adjacent to the existing bridge, be built when traffic requires it and that proper connections on the Oregon side, as described under Alternate Route No. 3, be undertaken at the same time. Adequate connections to the Washington side of the present bridge by way of the Vancouver Freeway should be constructed as early as possible so that proper approach facilities may be available."

In the ensuing discussion, Chairman Chandler gave as his understanding that the Washington State Highway Commission wishes an expression from the Oregon State Highway Commission as to the action that Oregon will take in the future regarding construction of a parallel bridge as recommended in the report and assurance that, when traffic warrants and the State of Oregon has the money, it will approve the bridge project if the State of Washington constructs a "freeway" through the City of Vancouver. Mr. Bugge replied in the affirmative. Chairman Chandler then stated that the members of the Oregon State Highway Commission as now constituted, look with favor on the bridge project as outlined in the report and that when the proper time comes, if they are still serving, will cooperate with the Washington Highway Department to the fullest extent. He gave as his feeling that future Highway Commissions of the State of Oregon will do likewise, although, he said, the present Commission cannot speak for future Commissions.

Mr. Bugge pointed out that, while the additional bridge will not be required until about 1960, nevertheless initial studies of the project should be gotten under way in the not distant future in order to avoid possible delays. Mr. R. H. Baldock, Oregon State Highway Engineer, stated that, according to his thinking, preparation of the plans for the new bridge and its construction will require about five years time and plans should be started before too long if the bridge is to be ready for use by 1960. Chairman Chandler again remarked that the members of the present Highway Commission will be ready definitely to approve the project at that time if they are still serving on the Commission, but, he repeated, this Commission cannot tie the hands of any future Commission. Mr. Bugge asked for approval of the recommended bridge location because of the immediate effect it has on the planning of the Washington State Highway Department for construction of the "Vancouver freeway". The bridge matter, he said, definitely fits into the plans for such freeway, and the location is of primary importance at this time. He was assured by Chairman Chandler that the Oregon State Highway Commission will approve the bridge and the project as planned at the proper time if recommended by its Engineering Department. Commissioners Reynolds and McIver concurred. Chairman Redman of the Washington State Highway Commission mentioned that the State of Washington has an approved bond issue to finance its project. He suggested an appropriate agreement between the two states covering the arrangement as recommended in the report, and reasonable assurance from the Oregon State Highway Commission that the bridge will be constructed at the selected site. Chairman Chandler advised that there will be no disagreement regarding the matter and that Oregon will "tie in" its improvement

with the Washington project when the time is propitious if the Engineers are in agreement. Mr. Bugge requested a letter from the Commission regarding its approval of the plan as presented. The Commission authorized the Engineer to send such letter. The following press release briefly outlining the action taken at this conference was unanimously approved by both Commissions:

"The traffic studies point to the conclusion that the present Interstate Bridge will satisfactorily carry the traffic until about 1960, provided adequate connections are built on the Vancouver side now. Studies have been made as to five possible connections, consisting of the following: the present route, the St. Johns route, the 39th Avenue extension route, the 82nd Avenue extension route, and the tunnel route. The most feasible point for parallel tubes under the river would be a short distance above the present bridge structure.

"The approximate cost of the routes involving proper connections on both the Oregon and Washington sides are as follows: present route - $27,000,000, St. Johns route - $48,800,000, 39th Avenue extension route - $49,600,000; 82nd Avenue extension route - $46,400,000; and tunnel route - $62,000,000.

"The major portion of traffic on the present Interstate Bridge is local traffic between the cities of Portland, Oregon and Vancouver, Washington, and the present bridge is ideally located for that service. If the other structures were built now the St. Johns Bridge would take away from the present bridge only about 4,000 vehicles per day; the 39th Avenue extension, about 11,500; and the 82nd Avenue extension, about 6,000, of the 31,000 average daily traffic. Due to the preponderance of local traffic, if one of the other bridges were built it would be necessary sometime during the next 15 to 20 years to build a parallel bridge adjacent to the present site to handle the local traffic alone.

"Economic studies made show that the greatest benefit to the road users of both states would be obtained by building a low level bridge parallel and adjacent to the present structure which would afford three lanes of traffic in either direction, and such solution is recommended when the traffic requires it. In the meantime the Washington Department plans to construct the Vancouver Freeway in the near future which will provide adequate approach facilities to the present bridge and will likewise afford a satisfactory connection to the parallel bridge when built."

This concluded the conference.

There followed a discussion of the general functioning of the Oregon State Highway Commission as an aid to the functioning of the Washington State Highway Commission, which is newly constituted and is based somewhat on the Oregon system.

August 20, 1951

Chairman Chandler brought up for discussion a letter received from the City Attorney of the City of Sweet Home, Mr. F. D. Mayer, concerning the financing of the city's share of the cost to construct the Sweet Home (K and L Streets) paving project, for which the Commission received bids at this meeting. Mr. Mayer gave as the city's understanding that the project is estimated to cost $27,500, of which the State will contribute $15,000 and the city the balance, and he advised that the city council is in a quandry as to how to finance the city's share. The Engineer advised that, according to information he has received, the city does not have the money to pay its share of the costs and wants the State to advance it for the city, which will reimburse the State later. The Commission decided, as a matter of policy, not to advance the city's share and ordered that the city be informed that the Commission received a satisfactory bid for this work but is holding up the award of the contract until the city pays its proportionate share of the costs.

Chairman Chandler also reported receipt of a request from the owner of Edgewater Lodge, which is situate on the Oregon Coast Highway south of Waldport, for permission to perform some grading work on the highway at this point. The matter was referred to the Engineer for investigation and report.

The Commission discussed the bids received at 2:00 p.m. for highway construction, and at 4:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect thereto, as follows, the action of the Commission being by unanimous vote:

"Construction of a highway maintenance building at Huntington, Baker County. The low bidder for this work was Swendig & Son, Redmond, at $12,430. There were five higher bids. The contract has been awarded to the low bidder at their bid price.

"Grading, bituminous macadam, and oil mat surfacing, and bridge construction on the Cannon Beach-Arcadia Section of the Oregon Coast Highway in Clatsop County. The low bidder was Grimstad and Vanderveldt and Heavy Hauling Company, Astoria, as a joint venture, at $417,656.00. There were four higher bids. The Commission has awarded the contract to the low bidder at their bid price.

"Construction of a highway maintenance building at Bridge, Coos County. The low bidder for this work was Gilbert Roberts, Hood River, at $13,781. There were two higher bids. The contract has been awarded to the low bidder at his bid price.

"Landscaping the Coos Bay (Greenwood Avenue-Market Avenue) Section of the Oregon Coast Highway in Coos Bay, Coos County. Portland Construction Company, Portland, was the low bidder for this work at $7,170.28. Knight Pearcy Nursery and Parkrose Nursery, Portland, was the only other bidder at $7,386.50. The contract has been awarded to the low bidder, Portland Construction Company at its bid price.

"Surfacing the East Cottonwood Canyon Section of the Wasco-Heppner Highway, Gilliam County. E. H. Itchner Company, Molalla, was the low bidder for this work at $22,839.00. There were two higher bids. The contract is awarded to the low bidder, E. H. Itchner Company, at its bid price.

"Paving 'K' and 'L' Streets in the City of Sweet Home, Linn County. Warren Northwest Inc., Portland, submitted the only bid for this work at $20,517.50. The bid of Warren Northwest Inc., in the sum of $20,517.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Sweet Home, and provision has been made by said City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"Paving and furnishing crushed material in stockpile for the Forest Boundary-Mill Creek Section of the Warm Springs Highway. Babler and Rogers, Portland, submitted the low bid for this work at $338,690. There were eight higher bids. The contract has been awarded to Babler and Rogers at its bid price."

Consideration was given by the Commission to the items of "Unfinished Business" appearing in the Secretary's summary dated August 3, 1951. Action thereon as follows was taken:

(1) Collection of the amount of the bid bond furnished by State Construction Company in connection with its proposal to construct the Marion Street Bridge piers at Salem: The Chief Counsel advised that his complaint in this matter has been filed. The Commission ordered the item deleted from the list.

(2) Acquisition of additional area at Wallowa Lake State Park to accomodate overnight parking: The Commission ordered this item deleted from the list inasmuch as the matter had been disposed of earlier in the session.

(3) Proposed park site in Ladd Canyon, Union County: The Commission ordered this item deleted from the list pending completion of the Ladd Canyon construction project.

(4) Proposed improvement of the Valley Section of the Alicel-Lower Cove Road in Union County: The matter was disposed of earlier in the session when it was decided to give the project consideration in some future construction program. The item was ordered deleted from the list.

(5) Request of Andrew Stambuck to acquire a section of the old right of way of the Pacific Highway at Turkey Hill, Douglas County: The Right of Way Engineer advised that progress in this matter has been suspended, pending further action on the part of Mr. Stambuck's attorney, Mr. George Neuner, Jr., Roseburg. The item was ordered deleted.

(6) Request of McMinnville Chamber of Commerce for elimination of a hazardous condition on US99W near Whiteson: The Engineer advised that this matter is contingent upon completion of a survey which is now being carried on but which will require several months to finish. He suggested that the item be removed from the list of "Unfinished Business" because it will come up again automatically with the report on the survey. The Commission approved the suggestion.

(7) Fireproofing service station north of Salem underpass: This item was ordered deleted from the list because it was disposed of earlier in the session.

(8) Request for designation of ORE route 23 as a part of Federal route 97 from The Dalles to a point 22 miles south of Maupin: The Engineer recommended that the request be presented to the American Association of State Highway Officials for designation of a new Federal route numbered US197 from new bridge over the Columbia River at The Dalles, southerly over ORE23 to a junction with US97. The Engineer also recommended that a request be made of the American Association of State Highway Officials for designation as US Highway No. 26 of the following described routes: Ontario to Vale over US20, thence to Prineville over US28 thence to Madras over ORE27, thence to Portland over ORE50, thence to Cannon Beach over ORE2, thence to Seaside and Astoria over US101. The Commission approved both recommendations, and ordered the item deleted from the list.

(9) Request of Umatilla County for the oiling and extension of Mission County Road as a Federal Aid Secondary Highway: The Commission deferred action on this matter pending receipt of a report from the Engineer on the status of Federal Aid Secondary Highways. The item is to be deleted from the list.

(10) Proposed improvement to US99 at Portland Stockyards: The Engineer recalled his letter report on this subject dated May 22, 1951, and he advised that the information requested by the Stockyard people has already been delivered to them. The Commission ordered the item deleted.

(11) Wording for signs to be placed at the ends of construction projects: This matter was disposed of earlier in the session, when the Engineer was instructed to canvass other states as to what they are doing along that line. The item was ordered deleted from the list of "Unfinished Business."

(12) Acquisition of park property at Tooth Rock Tunnel on the Upper Columbia River Highway: This matter was disposed of earlier in the session and ordered deleted from the list.

(13) Proposed addition to Harris Beach State Park, Curry County: This matter was discussed by the Commission earlier in the session when it was decided not to purchase the property because of its exorbitant cost. The item was ordered deleted from the list.

(14) Request of Pilot Rock Commercial Association for improvement of the Pendleton-John Day Highway between Pendleton and Pilot Rock: The Commission decided that this project is for a future highway program, and ordered the item deleted.

(15) Request of the postmistress at Depoe Bay for establishment of a "NO PARKING" zone on US101 in front of the Depoe Bay post office: The Engineer advised that another investigation has been made of this request, which discloses that the post office at this place is a bona fide post office and that the "NO PARKING" zone is needed to accommodate the mail truck, which, otherwise, would have to park on the roadway, where it would create a hazard. He recommended approval of the request. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

(16) Cleanup of payments on completed contracts: The Engineer advised that his report on this subject is not yet ready. The Commission ordered the item retained on the list.

(17) Proposed change in alignment of the Oregon Coast Highway at Yachats: This item was ordered deleted from the list in view of the fact that the Engineer previously reported on the matter at this meeting.

(18) Request of Lake County Court that the Camas Creek County Road be substituted for the Adel-Plush Section of the Warner State Secondary Highway: The Engineer advised that his investigation of this matter is in progress, and a report will be rendered, possibly at the September meeting. This item is to be retained on the list.

(19) Improvement of Mount Hood Highway between Parkdale and Hood River: The Engineer advised that his report on the subject will be ready to present to the Commission at its meeting in October. The item is to be retained on the list.

(20) Request of the Department of Veterans Affairs to rent space in the State Highway Building: It was reported that the Department has arranged for space in another building, so no longer is interested in obtaining space in the new Highway Building. The Commission ordered the item deleted.

(21) Suggestion of E. L. Kincaid, Eugene, that a new highway be constructed along the north side of the Willamette River between the new Ferry Street bridge in Eugene, and the City of Springfield: The Commission ordered this item deleted from the list. It will automatically arise again when the Engineer's report on the Eugene-Springfield area is rendered.

(22) Request of Lane County Court for substitution of the Mohawk County Road for the Fox Hollow Secondary Highway in the State's Secondary Highway system: This item was ordered deleted from the list pending completion of the Engineer's over-all study of the highway situation in the Eugene-Springfield area.

(23) Installation of traffic signals in the City of Weston, Umatilla County: This matter having been disposed of earlier in the session, the item was ordered deleted from the list of "Unfinished Business".

(24) Highway improvements requested by Baker and Umatilla County Courts: This item was ordered deleted from the list of "Unfinished Business" pending the Engineer's report on the status of Federal Aid Secondary Highway Project.

(25) Proposed improvement of the Umpqua Highway near Reedsport, as suggested by Mr. Howard Hinsdale: This matter was disposed of earlier in the session when the Engineer reported on the subject. The Commission ordered the item deleted from the list.

(26) Request of the Town of Delake for establishment of a permanent grade and installation of concrete curbs on US101 through said Town of Delake: The Engineer advised that his report on the subject will be ready to present to the Commission at its October meeting. The item is to be retained on the list of "Unfinished Business".

(27) Request of the City of Tillamook for construction of a new entrance for the Wilson River Highway into said City of Tillamook: The Engineer advised that an investigation of this matter is under way, and that his report on the subject will be ready for presentation to the Commission at its October meeting. The Commission ordered the item retained on the list.

(28) Highway improvements in Salem: The Engineer advised that his report on this subject will be ready for presentation to the Commission at its September meeting. The Commission ordered the item deleted from the list.

(29) Acquisition of Lloyd Corporation property needed as right of way for the T. H. Banfield Expressway in Portland: The Right of Way Engineer advised that he will render a complete report on this subject as soon as the Lloyd Corporation has made its reappraisals. The Commission ordered the item retained on the list of "Unfinished Business".

(30) Request for improvement of the Island City-La Grande Section of the Wallowa Lake Highway: The Engineer reported on this subject earlier in the session. The Commission ordered the item deleted.

(31) Issuance of permits to truckers who have outstanding weight violations charged against them: This matter was disposed of earlier in the session and the item was ordered deleted from the list.

(32) Proposed connection to US30 in Portland at N. W. 18th Avenue and N. W. 19th Avenue: The Engineer advised that his report on this subject is not ready for presentation. The Commission ordered the item retained on the list.

(33) Expenditure of Secondary Highway funds in Division IV. The Engineer advised that his report on this subject is not yet ready, but he anticipates that he will be able to present it to the Commission at its next meeting. The Commission ordered the item retained on the list.

(34) Traffic lights in the City of Coos Bay: Chairman Chandler expressed a desire that the signals be installed where they are most needed. He suggested three on Front Street and four on Broadway. As a result of discussion, the Commission approved the installation of seven signals in this city, provided the city will pay 50 percent of the cost involved, will maintain the signals, and will furnish electrical energy to operate them, otherwise, only three are to be installed on the same conditions. The item was ordered deleted from the list.

(35) Increased per diem allowance for employees who are required to be away from headquarters: The Engineer advised that he has consulted with Mr. Harry Dorman, Director of Finance and Administration, who has indicated that he will approve an increase to $4.50 per day if he is furnished satisfactory supporting evidence. The Commission ordered the item deleted from the list.

The meeting adjourned at 5:00 p.m. to reconvene the following morning in the same room.

Portland, Oregon
August 21, 1951

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotal. The following were present and participated:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice at the conclusion of which Chairman Chandler announced that the awards of contracts would be made at 3:00 p.m.

HAINES-ANTHONY HIGHWAY IN BAKER COUNTY
HAINES-ANTHONY SECTION

D. F. McKenzie Company, Salem	$25,016.00
Newport Construction Company, Portland	32,420.00

INDEPENDENCE-ALBANY COUNTY ROAD IN BENTON COUNTY
POLK COUNTY LINE-FIR GROVE SECTION

G. D. Dennis and Sons, Portland	$38,975.50
C. J. Eldon, Portland	40,511.50
Rex C. Ayers Const. Co., Portland	43,468.00

NEHALEM SECONDARY HIGHWAY IN COLUMBIA COUNTY
BANZER BRIDGE

Snook Brothers, Corvallis	$72,418.50
C. J. Eldon, Portland	73,751.00
Schracer Construction Company, Portland	80,570.00

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY
REDMOND (5th STREET) LANDSCAPING PROJECT

C S. Whitcomb Co., Inc., Portland	$3,953.20
Knight Pearcy Nursery and Parkrose Nursery, Portland	4,024.82
Portland Construction Company, Portland	4,138.80

JACKSON COUNTY
ROGUE RIVER (MAIN STREET) GRADING AND PAVING

J. C Compton Company, McMinnville *	$11,395.00
T. W. Thomas, Portland *	12,293.00
Hamilton and Thoms, Eugene *	13,186.50
T. R. Florey, Medford	14,852.00
K. F. Jacobsen Co., Inc. & J. M. Arenz, Portland *	16,053.00

* Bidder will accept this project only in combination with the North Grants Pass Project.

PACIFIC HIGHWAY IN JOSEPHINE COUNTY
NORTH GRANTS PASS SECTION

T. W. Thomas, Portland *	$131,663.00
J. C. Compton Company, McMinnville	136,960.00
K. F. Jacobsen Co., Inc., & J. N. Arenz, Portland **	143,269.00
Hamilton and Thoms, Eugene	158,262.00

* Bidder will accept award of this project only in combination with the Rogue River (Main Street) Project.

** Bidder will make reduction of $2,500 if also awarded the Rogue River (Main Street) Project.

KLAMATH LAKE SECONDARY HIGHWAY IN KLAMATH COUNTY
ROCKY CREEK-WOCUS MARSH SECTION

Leonard and Slate Oregon Limited and E. C. Hall Company, Portland	$495,810.00
J. W. Briggs, Detroit	531,218.00
K. L. Goulter and Company, Seattle, Washington	613,690.00

PACIFIC HIGHWAY IN LANE COUNTY
FRANKLIN BOULEVARD

Central Heating Company, Eugene	$27,723.50
Acme Construction Company, Eugene	27,807.00

NORTH SANTIAM HIGHWAY IN LINN COUNTY
SANTIAM RIVER BRIDGE RAIL REPLACEMENT

C. M. Merrill, Newport	$8,638.00
Snook Brothers, Corvallis	9,000.00

NORTH SANTIAM HIGHWAY IN MARION COUNTY
LITTLE NORTH SANTIAM RIVER BRIDGE

C. J. Eldon, Portland	$192,878.00
Tom Lillebo, Reedsport	216,374.00
Hamilton and Thoms, Eugene	219,455.00
J. G. Watts Const. Company, Portland	221,880.00
Lindstrom Brothers, Inc., Portland	227,100.00

18557

SUNSET HIGHWAY IN MULTNOMAH COUNTY
SYLVAN GRADE WIDENING PROJECT

Parker-Schram Company, Portland	$8,900.00
Fred Christensen, Inc., Portland	11,900.00
G. D. Dennis and Sons, Portland	12,900.00
Rex C. Ayers Const. Co., Portland	14,550.00
John A. Logan, Portland	14,640.00
Q. L. Rufener, Portland	15,990.00

WASHINGTON COUNTY
WILSON RIVER AND TUALATIN VALLEY HIGHWAYS
FOREST GROVE SECTION

Warren Northwest Inc., Portland	$156,259.00
J. C. Compton Company, McMinnville	169,790.50

Chairman Chandler inquired if there were any new developments concerning the McKenzie Highway routing in the city of Springfield. The Engineer replied that there are no definite new developments, although he had heard that the City has secured right of way options on South "A" Street and has arrived at a tentative agreement with the Southern Pacific Company. It was the thought of the Commission that if the City does not make a definite move shortly, work should be started on the North "A" Street route.

The Engineer reported that Bechtel Brothers who had been awarded a contract to construct the maintenance buildings at Flora had been requested to stop work because it appears impossible to obtain a water supply, the well driller after drilling about 170 feet at a cost of nearly $1,600 having been unsuccessful in finding any indication of water. Bechtel Brothers, he said, have done very little work on the buildings to date and in view thereof he recommended that he be authorized to negotiate with them to construct the buildings on another site. He mentioned a site containing four acres of land owned by the Mt. Emily Lumber Company, located about five miles south of Flora which, he said, the Company will sell for $750 and where water is available. The Commission unanimously authorized negotiations for the new site and arrangements with Bechtel Brothers to construct the buildings thereon.

A group of people representing the McKenzie Protective and Development Association, Lane County, appeared before the Commission and requested construction of an all-weather route for the McKenzie Highway over the Cascade Mountain Range. The following people were present:

C. R. Belknap, President McKenzie River Protective and Development Association, Blue River

Carl Baker, member of the Association, Vida
County Judge Day T. Bayly, Lane County, Eugene
W. Lester Houck, Central Oregon Chamber of Commerce, Redmond

Mr. Belknap who was spokesman for the group stated that the delegation favored construction of an all-weather road extending north from the McKenzie Highway near Belknap Springs via Clear Lake to a connection with the Santiam Highway near Santiam Junction. He left with the Commission letters from the county courts of Lane and Deschutes Counties; Chambers of Commerce of Bend, Springfield, Eugene, and Redmond; U. S. Forest Service and Central Oregon Potato Growers Association; all urging construction of such an all-weather route from the commercial standpoint. He pointed out that the Forest Service will benefit by virtue of making accessible a large block of timber, and that industry in eastern and western Oregon needs this road especially during the winter time. He declared that the McKenzie Highway was the first highway built across the Cascades and that now it is the only one which is not kept open during the winter months. He requested that the all-weather route be placed on the Forest Highway Program. Chairman Chandler stated that the Commission believes the request has merit and that the Commission will look into it, however, without any commitment. The Engineer was thereupon instructed to conduct a reconnaissance survey on the proposed route as soon as engineering personnel is available.

A delegation from Central Oregon representing the Crook County FarmBureau and composed of the following persons, appeared before the Commission and requested further improvements to the Paulina Secondary Highway:

Eldred Breese, President, Crook County Farm Bureau, Prineville
J. R. Breese, cattle rancher, Prineville
Robert Lister, Newton Fearrien and Lane Fearrien, cattle ranchers, Paulina
Joe D. Thomison, manager of Prineville-Crook County Chamber of Commerce, Prineville

Mr. Eldred Breese who was principal spokesman requested that the existing gravel macadam surface on the Combs Flat Section be given an oiled treatment. He also complained of the kind of maintenance work that is being performed on the existing road, stating that it is not adequate and in some cases the road is in a dangerous condition. He presented petitions signed by numerous people of the district urging the oiling work, Mr. Lister stressed the large number of logging trucks that operate over this road. He also said that the graveled surface is rapidly disappearing into dust and that the road needs oiling; also that the section toward Paulina needs improvement to eliminate hazardous conditions. He added that the U. S. Reclamation Department might assist in building the road as the location of the Crooked River dam site has now been determined. Chairman Chandler advised that the Commission is aware of the conditions and that the construction budget was

stretched in order to perform the rock surfacing work across Combs Flat but it would be a waste of funds to apply a light oil surface which will not stand up under the heavy pounding of logging trucks. The Commission, he added, would like to fix properly all roads in the State but sufficient funds are not available to do so and the existing funds have to be distributed equitably about the State. The conference was concluded by the Engineer being instructed to investigate the complaint about the maintenance of the road and report his findings.

A delegation representing the Seaside Chamber of Commerce appeared before the Commission to request improvements to the Oregon Coast Highway in the Seaside area. The following people were present:

Don McNeil, Manager Seaside Chamber of Commerce
Wm. R. Manion, Seaside Safety Committee
John Phillips, Seaside Chamber of Commerce, Highway Committee
Paul A. Scoggin, member Chamber of Commerce, Seaside
E. R. Baldwin, City Manager, Warrenton
Verne H. Tinnerstet, Oregon Coast Association, Tillamook

Mr. Manion headed the group. He said that the west side communities of Clatsop County have agreed on two highway improvement projects on US101 which they feel should be given priority over other projects in their district; viz: (1) construction of a new route through Seaside to relieve the congestion on Holladay Drive; (2) straightening of the highway from West Lake to Astoria. He presented a resolution signed by the Warrenton City Council, the Seaside Chamber of Commerce, and other groups endorsing the two requests. Mr. Baldwin particularly urged construction of the Astoria-Warrenton By-pass, paralleling the S. P. & S. Railroad across Youngs Bay, as their first choice of projects. He pointed out that the county owns most of the land that will be needed as right of way so the cost of right of way will be negligible now. Chairman Chandler advised that the Commission already has authorized the Engineer to make a study of the By-pass route and will make a decision when his report has been rendered. Following departure of the group, the Commission resumed discussion of this matter and as a result thereof motion was made by Commissioner Reynolds that the Engineer be authorized to make a complete survey for improvement of the Oregon Coast Highway from the south city limits of Seaside to Astoria. Commissioner McIver seconded the motion which received the unanimous vote of the Commission.

The Commission discussed the setting of dates for hearings to be held in towns which may be by-passed by proposed rerouting of the Pacific Highway. The Engineer stated that the towns affected are Creswell, Cottage Grove, Drain, Yoncalla, Oakland, Sutherlin and Gold Hill. It was decided to hold the hearings on Tuesday and Wednesday, October 9 and 10, immediately preceding the next regular meeting of the Commission. The Engineer was instructed to arrange a schedule for the hearings and the Secretary was instructed to give formal notice thereof to the cities concerned.

The Engineer rendered a status report on surveys heretofore ordered by the Commission. In order to clarify certain features of the report, he was instructed to render another report at the regular meeting in October.

Mr. John W. Shuler, Attorney, Portland, who has been retained by the Commission to pass on legal matters in connection with the proposed sale of $15,000,000 highway bonds on September 12, 1951, was present. The question whether or not to provide for the calling and redemption of the bonds prior to maturity was discussed. As a result of the discussion, by unanimous action of the Commission, it was ordered that the $15,000,000 bonds to be sold on September 12, 1951, shall be so issued that all bonds maturing after October 1, 1961, shall be subject to call and redemption on October 1, 1961, and on any interest paying date thereafter at par and accrued interest. If less than all outstanding bonds are called, they shall be called in numerical order. Mr. Shuler also was authorized and instructed to advertise the bond sale at the proper time and to arrange for the printing of the bonds, favoring local printers, if possible.

Chairman Chandler reported a complaint about a dangerous condition that exists at the intersection of the Green Acre County Road with US101 near the Evans Products Company plant between Coos Bay and Coquille. He said that the Green Acre Road is a school bus route and the complaint is that the intersection is hazardous because the road enters the highway through a deep cut where sight distance is short. The Engineer was instructed to investigate the matter.

The meeting recessed at 12:00 noon and reconvened at 2:00 p. m. in the same room with the same persons present and participating.

A delegation representing the U. S. Highway 26 Association, consisting of the following persons, appeared before the Commission regarding the designation of a route to be known as US Highway 26 across Oregon, east and west:

Dan E. Scott, President, John Day
I. B. Hazeltine, Secretary, John Day
Paul A. Scoggin, Vice-president, Seaside
Robert Lister, Director, Paulina
Bob Clark, Director, Gresham
Joe D. Thomison, Manager Prineville-Crook County Chamber of Commerce

Mr. Scott, who acted as spokesman, presented a resolution adopted by the Oregon US Highway 26 Committee in which the Commission is urged to designate such route beginning at Nyssa and extending through Vale, Brogan, Prairie City, John Day, Dayville, Mitchell, Prineville, Madras, Warm Springs, Sandy, Gresham, Portland, Seaside to Astoria. He cited advantages of this route particularly declaring it to be the shortest and fastest route across the State in an easterly and

westerly direction. The Committee, he said, is working with the Idaho Highway Officials with a view of securing such a designation across the State of Idaho where it will connect with routes already so designated across Wyoming and Nebraska. Commissioner Chandler pointed out the only action the Commission can take is to recommend the designation to the American Association of State Highway Officials. After discussion, motion was made by Commissioner Reynolds that the American Association of State Highway Officials be requested to desighate US 26 as described. The motion was seconded by Commissioner McIver and unanimously passed, subject to concurrence by the State of Idaho as to the connection at the Oregon-Idaho State line.

Mr. Joe Thomison presented a request from residents along the old section of the Ochoco Highway between Marks Creek and Jones Ranch, that the State retain the old route as a State secondary highway rather than allow it to revert to the jurisdiction of Crook and Wheeler counties when the newly constructed section of the highway is opened to traffic. The Commission referred the matter to the Engineer for recommendation.

A delegation representing the Oregon State Federation of Labor and the Central Labor Council, Salem, appeared before the Commission and urged that a prevailing wage provision be included in all State highway contracts. The following people were present:

J. T. Marr, Executive Secretary, Oregon State Federation of Labor, Portland
H. G. Barker, Secretary, Salem Trades Labor Council, Salem
D. W. Burroughs, Business representative of Plumbers & Steamfitters Local 347 and Secretary of Oregon State Pipe Trades Association

Mr. Barker headed the group. He asked the Commission to include in its contracts a provision requiring the payment of prevailing wages as may be determined in each locality where work is being carried on. Mr. Marr alleged that the wage scale now prescribed in the contracts is far below wages paid for the classes of labor described. He asked that it be increased and cited as an illustration the contract of Rich and Sons who are landscaping the State Highway Building grounds at Salem. This contractor, he said, is not paying his help the prevailing wage for this area, which is unfair to other contractors who do pay the union scale. He also said that they have been waiting since 1943 for the Commission to adopt the prevailing wage clause. Mr. Burroughs protested the employment of non-union men on Rich and Sons' job. Chairman Chandler advised that this is a new matter to the present Commission but the request will be carefully considered although presently the Commission does not know the extent of its jurisdiction in the matter; also, that if the Engineer has previously reported on the subject such report will be reviewed. The Engineer was thereupon instructed to render a report and ascertain how other states are handling the situation so the Commission can have the information in adopting a policy.

A group representing the National Electrical Contractors Association was present and protested the action taken by the Commission in rejecting all bids received on August 3 for installation of traffic signals in Salem. The following persons composed the group which was headed by Laurence C. Rodgers, Secretary-Manager of the local chapter:

R. H. Wooden, Business Manager of Local 125, Portland
Bert Landon, Business Manager of Local 280, Salem
H. H. Harrison, Business Manager of Local 48, Portland
Laurence C. Rodgers, Secretary-Manager, Oregon Columbia Chapter, Portland
W. R. Grasle, Contractor, Portland, and
James Walton, Walton-Brown Company, Salem

Mr. Rodgers protested the action taken by the Commission in rejecting all bids received for the work and ordering the work done by State forces. He said that they want to know the procedure the Commission expects to follow in the future in such cases. He questioned that the work can be done at the cost estimated by the Engineer and he requested the privilege of examining details of the estimate, particularly as to labor items. Mr. Grasle stated emphatically that the work cannot be done at the cost estimated by the Engineer. The electrical contractors, he said, do not wish to bid on the Highway Commission's electrical work if future projects are going to be handled on the same basis that this one was handled. He gave as his feeling that, if the State gets the work done for the amount of the Engineer's estimate, it will be performed by someone who does not know how to do it. Mr. Walton declared that the Engineer's estimate is not in line with what the actual costs will be. He expressed resentment at the press releases that mentioned only one bid having been received, as four were submitted. He also mentioned that electrical contractors have a stockpile of wire that is needed for installations of this kind, and he declared that the State has no such stockpile and very likely it will be several months before the State can get it. He requested more time for electrical contractors to prepare their estimates, and he gave as his feeling that it would be a courteous gesture if the Engineer would discuss the plans with the electrical contractors in advance. He expressed himself positively that there is something wrong with the estimate of cost prepared by the Highway Department's engineers for this job. Mr. Landon mentioned that the State Highway Department recently hired two men for this job at $295 per month, whereas the prevailing wage rate for such type of labor is about $500 per month. Chairman Chandler advised that the members of the Highway Commission are not contractors and that the estimates are prepared by the engineers, whose figures the Commission depends upon in its award of contracts. He explained that it is the policy of the Commission not to award a contract if the bids received are more than 10 percent in excess of the Engineer's estimates. He added that in this particular instance, the low bid submitted was so much in excess of the Engineer's estimate that the Commission felt that it was its duty in the best public interests to reject it and to order the work done by

State forces. The State Highway Engineer advised that estimates prepared by the Highway Department engineers for a long time have been very close to the bids submitted by contractors and, if a mistake has been made in this instance, he would acknowledge it. He also said that he would see to it that this job is done strictly in accordance with specifications and, that when the actual cost of the job is determined, he will make it available to the contractors. He also said that he will be glad to discuss now the cost figures on which the estimate was based. Chairman Chandler concluded the conference by stating that the Commission is powerless to do anything today about the matter, that the Commission appreciates the objections of the electrical contractors and, will give the matter further consideration when the job is done and the final costs have been determined. He advised that the Commission does not wish to enter into any controversy in the matter, and that the Engineer will review his figures with the contractors, admitting any mistake if there is one.

The Commission discussed with the Engineer bids received at the morning session and at 3:00 p.m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the Commission's action being by unanimous vote:

"Surfacing 12.58 miles on the Haines-Anthony Section of the Haines-Anthony Highway north and west of Haines in Baker County. Only two bids were received on this project, the low one being that of D. F. McKenzie Company, Salem, at $25,016. The contract has been awarded to D. F. McKenzie Company at their bid price.

"Grading and oil mat surfacing on the Polk County Line-Fir Grove Section of the Independence-Albany County Road, in Benton County. Three bids were received for this project, the low one being that of G. D. Dennis and Sons, Portland, at $38,975.50. The contract has been awarded to G. D. Dennis and Sons at their bid price.

"Construction of Banzer Bridge over the Nehalem River on the Nehalem Secondary Highway, in Columbia County. Three bids were received for this project, the lowest one being that of Snook Brothers, Corvallis, at $72,418.50. The contract has been awarded to Snook Brothers at their bid price.

"Landscaping project on Fifth Street (The Dalles-California Highway) in Redmond, Deschutes County. Three bids were received for this work, the lowest being from C. S. Whitcomb Company, Inc., Portland, at $3,953.20. The contract has been awarded to C. S. Whitcomb Company at their bid price.

"Grading and paving 0.11 mile on Main Street in the city of Rogue River, Jackson County. Five bids were received on this project which could be bid in combination with North Grants Pass project. On a combination basis the low bid was submitted by T. W. Thomas at $12,293. The contract has been awarded to T. W. Thomas on his low combination bid with the North Grants Pass Section.

"Grading and paving 0.92 mile of the North Grants Pass Section of the Pacific Highway in Grants Pass, Josephine County. Four bids were received on this project, the lowest being submitted by T. W. Thomas, Portland, at $131,663. The contract has been awarded to T. W. Thomas at his bid price.

"Grading and cinder surfacing 12.27 miles on the Rocky Creek-Wocus Marsh Section of the Klamath Lake Secondary Highway, Klamath County. Three bids were submitted for this project, all of which have been rejected as being too high.

"Paving 0.7 mile on Franklin Boulevard (University Street-Walnut Street) Section of the Pacific Highway in Eugene, Lane County. Only two bids were received for this project, the low one being that of Central Heating Company, Eugene, at $27,723.50. The contract has been awarded to the Central Heating Company at their bid price.

"Replacement of bridge rail on the Santiam River Bridge on the North Santiam Highway in Linn County. Two bids were received on this project both of which were rejected as being too high.

"Construction of a concrete bridge over the Little North Santiam River on the North Santiam Highway about one mile from Mehama. C. J. Eldon, Portland, submitted the low bid out of the total of five bids received, at $192,878. The contract has been awarded to C. J. Eldon at his bid price.

"Grade widening project at Sylvan on the Sunset Highway about 1.2 miles west of Portland, in Multnomah County. Six bids were received for this project, the low bid being that of Parker-Schram Company, Portland, at $8,900. The contract has been awarded to Parker-Schram Company at their bid price.

"Grading and paving 1.82 miles on the Forest Grove Section of the Wilson River Highway (temporary route) and on the Tualatin Valley Highway, in Washington County. Only two bids were received for this project, the low one being

that of Warren Northwest Inc., Portland, at $156,259. The contract has been awarded to Warren Northwest Inc. at their bid price."

A delegation from Noti and vicinity, Lane County, appeared before the Commission to urge improvement of the Elmira-Richardson Highway. The following people composed the group:

W. F. Harcomb, Principal of Elmira Union High School, Veneta
W. H. Swanson, Lumberman, Noti
Farmer Hale, and Darwin Hale, both farmers, Noti
Leo Sherman, Farmer, Walton, and
County Judge D. T. Bayly of Lane County

Mr. Harcomb who was spokesman, requested surfacing on a four-mile section of this highway between Noti and the foot of Badger Mountain; the elimination of several bad curves on a 1½ mile section on Badger Mountain, and elimination of a low area which is inundated during high water periods. He presented a letter from the Lane County Court requesting such improvements. He urged the improvements from the standpoint of convenience to 1,360 people who live along this road, greater safety in the transportation of school children, and the increasing amount of log hauling over the road. He declared the project important and worthy of undertaking soon. Messrs. Swanson and Hale also spoke for the improvements. Chairman Chandler advised that the Commission will have an engineering investigation made of the conditions and there are possibilities that something can be done to improve the curves and the low section, although no definite commitment can be made now. He added that the Commission does not have money to perform a major construction job at this time. The Engineer was thereupon instructed to make the investigation.

A delegation from Stayton and vicinity, representing the Stayton Chamber of Commerce and consisting of the following persons, appeared before the Commission and urged the Commission to designate and improve the Stayton-Scio County Road as a state secondary highway: M Van Driesche, President of Stayton Chamber of Commerce, and A. C. Van Nuys, also of Stayton.

Mr. Van Driesche who was spokesman asked that the Commission reconsider its adverse decision made some few months ago in this matter. He gave as their understanding that a major factor in denying their previous request was the fact that a new bridge over the Santiam River is required to replace the existing narrow structure. He suggested that such objection could be satisfied by installing a "stop and go" light at each end of the bridge in order to maintain one-way traffic. Chairman Chandler recalled that several years ago the County Courts of all counties were requested to list the county roads that they preferred to have on the Federal Aid Secondary System, but this road

was not included in the list submitted by the Linn and Marion County Courts, and the Highway Commission is in no position to select it now with costs rising as they are, and indications are that it will be ten years or more before the State can take it over. He pointed out that there remains a large mileage of roads yet to be improved in the Secondary Highway System and this mileage must be disposed of before the State can take on new obligations. In addition to that, he added, the Bureau of Public Roads probably would not concur in adding this road to the Secondary Highway System unless provision was made to build a new bridge. Mr. W. H. Lynch, Division Engineer of the Bureau of Public Roads who was present, verified such statement.

The Highway Engineer brought up for discussion the matter of designating as a United States numbered route, the section of The Dalles-California Highway, (ORE 23), from The Dalles southerly to its junction with the Sherman Highway (US 97). He recalled that such designation was requested by a delegation which appeared before the Commission a few months ago. He advised that there is merit in the request because it will provide a more direct connection with the new bridge that is being constructed across the Columbia River near The Dalles than is afforded by U. S. Highway No. 97 (Sherman Highway). He recommended that the number of this highway section be changed from ORE 23 to U. S. 197 on the condition that the Washington Highway will join in a request to the American Association of State Highway Officials. The Commission approved the recommendation unanimously upon motion by Commissioner Reynolds and duly seconded by Commissioner McIver.

Mr. R. N. Kellogg, Assistant Engineer, Bureau of Public Roads, was present and presented for the Commission's approval a revised program for financing the North Santiam and Tiller-Trail Forest Highway projects. After due consideration and upon recommendation of the State Highway Engineer, the Commission unanimously approved the program as revised. The following letter with regard thereto, directed to the Chief, Forest Service and Commissioner of Public Roads, Washington, D. C. was thereupon signed by the Commission:

"The Oregon Forest Highway program letter for the Fiscal Year 1951, recommended March 9, 1950 and approved by the Acting Chief, Forest Service, March 15, 1950, proposed to finance the North Santiam Forest Highway Project 24-C4, Unit 2, as follows:

Project and Account No.	Project Name, Type of Work and Length	Forest Highway Funds
24-C4, Unit 2 (0337-00)	North Santiam Highway, Grading 2.88 Miles	$335,000.00

"The Oregon Forest Highway program letter for the Fiscal Year 1952, recommended March 28, 1951 and approved by Acting Chief, Forest

Service, April 3, 1951, proposed to finance the North Santiam Highway, Oregon Forest Highway Project 24-A6, B8, C6, and the Tiller-Trail Highway, Oregon Forest Highway Project 16-C5, E4, F5, as follows:

Project and Account No.	Project Name, Type of Work and Length	Funds	
24-A6, B8, C6 (0368-00)	North Santiam Highway, Surfacing and Bituminous Surfacing 15.5 Miles	$250,000.00	Forest Hwy.
		150,000.00	COOP (State)
		$400,000.00	
16-C5, E4, F5 (0367-00)	Tiller-Trail Highway, Surfacing and Bituminous Surfacing 6.6 miles	$195,000.00	Forest Hwy.

"Because of the necessity of immediate construction of Oregon Forest Highway Project 24-C4, Unit 2, North Santiam Highway, and because of the limited available Forest Highway funds, the State of Oregon has agreed to transfer to this project the sum of $155,055.00 of cooperative funds, of which $150,000 was previously programmed to project 24-A6, B8, C6 and $5,055.00 a saving on North Santiam Highway Project 24-A2.

"The United States Corps of Engineers have agreed to participate on this project to the extent of the cost for drawdown protection currently estimated to cost $90,000.00. The total estimated cost of Project 24-C4, Unit 2 is $338,000, of which $245,055 will therefore be contributed by the Cooperators. It is proposed to reduce the Forest Highway funds on this project from $335,000.00 to $92,945.00.

"The program for Project 24-A6, B8, C6 provided for surfacing and bituminous surfacing of 15.5 miles (correct mileage 15.666), but it is now desirable to separate this into two projects, the first to be the production of surfacing and bituminous surfacing material for 15.666 miles and the placing of surfacing materials on 2.88 miles. The second project is the bituminous surfacing of 15.666 miles, this to be designated as Project 24-A7, B9, C7. This change in sequence of construction will make possible the elimination of the $150,000 of State cooperative funds as hereinbefore provided and its transfer to Project 24-C4, Unit 2.

"Since the programming of Project 16-C5, E4, F5, Tiller-Trail Highway, more extensive improvement has been deemed necessary which will materially increase the cost of the project. The $55,000 increase as recommended below is to insure adequate funds to finance the desired construction.

"The above will result in the following recommended program revisions:

Project & Acct. No.	Route Name & Type of Work	Lgth.	Est. Cost	F H. Funds	State Coop Funds	Corps of Engrs.
24-C4, Unit 2 (0337-01)	North Santiam Hwy., Grading	2.88	315,000	75,000	150,000	90,000
24-C4, Unit 2 (0337-01)	North Santiam Hwy., Clearing & Grubbing	2.88	23,000	17,045	5,055	-
24-A6, B8, C6 (0368-00)	North Santiam Hwy., Production of Bituminous & Surfacing Aggregate and Place Surf. Aggregate	15.666 2.88	250,000	250,000	-	-
24-A7, B9, C7 (0397-00)	North Santiam Hwy., Bit. Surf.	15.666	300,000	300,000	-	-
16-C5, E4, F5 (0367-00)	Tiller-Trail Hwy., Surf. & Bit. Surf.	6.6	240,000	240,000	-	-

"There are sufficient funds in the State unprogrammed balance to finance the project changes as recommended above.

"Very truly yours,

/s/ W. H. Lynch
Division Engineer

U.S. FOREST SERVICE, Region 6

/s/ J. Frankland
Acting Regional Forester

OREGON STATE HIGHWAY COMMISSION

/s/ Ben R. Chandler
Chairman

/s/ Chas. H. Reynolds
Commissioner

/s/ M. K. McIver
Commissioner "

August 21, 1951

The Commission signed Agreements, etc. as follows:

Five Deeds conveying to State Forestry Department waysides along Sunset and Wilson River Highways.

Agreement with U. S. Bureau of Reclamation concerning right of way needed for improvement of Nyssa-Adrian Highway, Malheur County.

Agreement with Marion County, City of Woodburn and the State Highway Commission re Hillsboro-Silverton Secondary Highway along East Young Street, Woodburn.

Power Line Easement granted to Bonneville Power Administration covering property in Section 16, Township 5 North, Range 28 East, W. M. in Umatilla County.

Abandonment Agreement with Malheur County covering the Nyssa-Adrian Section of the Nyssa-Adrian State Highway.

Agreement with City of Canby covering the proposed installation of traffic signals at the intersection of Molalla Avenue and the Pacific Highway East, in Canby.

Agreement with Glens Falls Indemnity Company re payment of final estimates in connection with contracts 3011, 3012 and 3018 awarded to Shoreline Construction Company.

The meeting adjourned at 3:45 P. M.

Chairman

State Highway Engineer

Commissioner

Commissioner

ATTEST:

Secretary

EXHIBITS "A" THROUGH "H"

Minutes of

August 20 and 21, 1951

EXHIBIT "A"

Minutes of August 20 and 21, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT NO. 4 - T. H. BANFIELD EXPRESSWAY

17016 - Gill Brothers Seed Company, (Johnson)
Right of Way
Option expires October 6, 1951

6.81 acres at $2,626.00 per acre	$17,883.10	
Allowance - damage to property and business.	4,000.00	
- Severence and loss of rail road frontage	2,400.00	
Amount to be paid owner - chrg to Right of Way		$24,283.10

Access controlled - no access allowed

Grantor to have free possession and all crops until March 15. 1952

(cont.)

EXHIBIT "A" (cont.)

UNIT NO. 4 - T. H. BANFIELD EXPRESSWAY, (cont.)

14859 - Singer, Lilly B. (Johnson)
Right of Way
Option expires January 20, 1952

4,500 sq. ft. at $0.22 per sq. ft. $990.00

Amount to be paid owner - chrg to Right of Way $990.00

Takes all -

UNIT NO. 5 - T. H. BANFIELD EXPRESSWAY

17319 - Multnomah County (Mayhew)
Right of Way
Option expires February 2, 1952

0.10 acre at $1000.00 per acre $100.00

Amount to be paid owner - chrg to Right of Way $100.00

Access controlled - no access allowed

PARKROSE SECTION - COLUMBIA RIVER HIGHWAY

17305 - Tully, A. J. (Mayhew)
Change of grade easement
Easement expires December 31, 1951

Temporary construction slope easement Gratis

Access not controlled -

CASCADE LOCKS - VIENTO SECTION - COLUMBIA RIVER HIGHWAY

15939 - Kendrick, Walter W. et ux CORRECTION REPORT
Right of Way
Option expired June 27, 1951

Labor - Installation of transformers
occasioned by moving pump
as in original agreement. $87.10

EXHIBIT "A" (cont.)

CASCADE LOCKS-VIENTO SECTION - COLUMBIA RIVER HWY. (cont.)

15939 - Kendrick, Walter W. et ux (cont.)

Amount to be paid owner - chrg to Right of Way $87.10

Access controlled -

Previously approved January 23, 1951

Land, dwellings, and damages
$14,525.00

ZIG-ZAG RHODODENDRON SECTION - MT. HOOD HIGHWAY

17534 - Henry, Allen D. and Ida May (Johnson)
Right of Way
Option expires December 12, 1951

0.018 acre	Lump Sum	$50.00

Amount to be paid owner - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE:

Reestablish present driveway at Station 1029+30. Est. C.	$50.00
Access allowed at Station 1028+00	
Amount to be charged to Construction	$50.00
GRAND TOTAL	$100.00

Access controlled -

17532 - Henry, John A. and Sadie E. (Johnson)
Right of Way
Option expires December 12, 1951

0.009 acre	Lump Sum	$25.00

Amount to be paid owner - chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE:

Reestablish present driveway at Station 1205+60.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

BARBUR BLVD-MARION CO. LINE SEC. - W. PORTLAND-HUBBARD HWY.

17491 - Zimmerman, Bessie A. Gordon, Howard R. and Ruth A. Cont. Pur. (Smith)
Right of Way
Option expires January 18, 1952

3.2 acres at $500 per acre	$1,600.00	
Severance damage	125.00	
Allowance - 25 rods of three strand barbed wire at $3.50 per rod	87.50	
- 25 rods of woven wire at $6.25 per rod	146.25	
- Well, utilities, and 12' x 16' shed.	1,484.00	
Amount to be paid owner - chrg to Right of Way		$3,442.75

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 344+00, west side.

Access controlled -

17484 - Bond, Joseph E. and Tekla (Smith)
Right of Way
Option expires January 19, 1952

.17 acre at $321.20- per acre.	$54.00	
16 rods of fence at $3.50 per rod	56.00	
Amount to be paid owner - chrg to Right of Way		$110.00

THINGS TO BE DONE BY THE STATE:

Provide private access at approximately Station 327+00 west side.

Access controlled -

17528 - Mason, James D. and Hazel Ann (Johnson)
Right of Way
Option expires January 27, 1952

0.48 acre at $200 per acre	$96.00	
Allowance -28 rods of fence at $3 per rod	84.00	
Allowance for moving 22 rods of fence at $3 per rod	66.00	
Amount to be paid owner - chrg to Right of Way		$246.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

BARBUR BLVD-MARION CO. LINE SEC. -W. PORTLAND-HUBBARD HWY. (cont.)

17529 - Ayers, Earl and Lucille W. (Johnson)
Right of Way
Option expires January 26, 1952

0.42 acres at $400 per acre	$168.00	
0.52 acres of timber land at $150 per acre	78.00	
Allowance - moving 22 rods of fence, with one strand barb wire, at $3.50 per rod	77.00	
Allowance - for complete restriction of access on east side and cancellation of previous farm crossing at Station 672.	200.00	
Amount to be paid owner - chrg to Right of Way		$523.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 674+50 west side.

Access controlled -

17512 - Schwartz, Eugene and Caroline (Johnson)
Right of Way
Option expires October 3, 1951

1.44 acres at $400 per acre	$576 00	
Allowance - 25 fruit and nut trees at $25 each	625.00	
- vineyard, and blackberry vines	150.00	
- move brooder and garage	450.00	
- 53 rods of fence at $3.50 per rd.	185.50	
- Reestablish private road	1,575.00	
- Compensation for loss of ground for private road	97.50	
Amount to be paid owner - chrg to Right of Way		$3,659.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

TIGARD - MIDDLETON SECTION -- PACIFIC HIGHWAY WEST

7007 - Brost, John M. and Dorothy M. (Johnson)
Right of Way
Option expires February 3, 1952

671 sq. ft. at $0.30 per sq. ft.	$201.30	
Allowances - lawn and 3 cherry trees	142.10	
Amount to be paid owner - chrg to Right of Way		$343.40

THINGS TO BE DONE BY THE STATE:

Reestablish existing driveway entrance. Est. Cost	$75.00	
Amount to be charged to Construction		75.00
GRAND TOTAL (Estimate)		$418.00

Access controlled -

6996 - Binkele, Christine (Johnson)
Right of Way
Option expires February 6, 1952

523 sq. ft. with 2 cherry trees at $0.40- per sq. ft.	$206.90	
Amount to be paid owner - chrg to Right of Way		$206.90

THINGS TO BE DONE BY THE STATE:

Reestablish present driveway at Station 112+15.8

Access controlled -

6956 - Frewing, Bertram S. and Florence M. (Johnson)
Right of Way
Option expires February 6, 1952

1,200 sq. ft. at $0.30 per sq. ft.	$360.00	
Allowance - hedge, lawn, and sidewalk	190.00	
Amount to be paid owner - chrg to Right of Way		$550.00

EXHIBIT "A" (cont.)

TIGARD-MIDDLETON SECTION - PACIFIC HIGHWAY WEST (cont.)

6956 - Frewing, Bertram S. and Florence M. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private access at Stations 105+88.7 and 106+52.7, south side. Estimated Cost	$100.00	
Amount to be charged to Construction		$100.00
GRAND TOTAL (Estimate)		$650.00

Access controlled -

17706 - Frison, Ruby O. (Johnson)
Right of Way
Option expires January 2, 1952

717 sq. ft. at $0.30 per sq. ft.	$215.10	
Allowance - lawn, fence, cherry trees and severance.	278.76	
Amount to be paid owner - chrg to Right of Way		$493.86

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 113+17 north side. Estimate cost	
Charged to Construction	75.00
GRAND TOTAL (Estimate)	$568.86

Access controlled -

FOREST GROVE SECTION - WILSON RIVER HIGHWAY CONNECTION

17781 - Van Pelt, Roy and Gertrude E. (Byrum)
Right of Way
Option expires February 3, 1952

0.909 acre at $1,000 per acre	$910.00	
30 rods of fence at $3 per rod	90.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00

Access controlled - no access allowed

18577

EXHIBIT "A" (cont.)

FOREST GROVE SECTION-WILSON RIVER HIGHWAY CONNECTION (cont.)

17778 - Jones, Oscar Carl and Evelyn Franc (Byrum)
Right of Way
Option expires February 3, 1952

451 sq. ft. LUMP SUM $25.00

Amount to be paid owner - chrg to Right of Way $25.00

THINGS TO BE DONE BY THE STATE:

Construct private access, west side at Station 1+50

Access controlled -

FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

17788 - Heuschkel, Winifred (Byrum)
Right of Way
Option expires January 30, 1952

4,035 sq. ft. at $0.11- per sq. ft. $435.00

Amount to be paid owner - chrg to Right of Way $435.00

Access controlled - no access allowed

17787 - Brodersen, C. A. and Dorothy C., Cunningham, Frances B.and Eugene (Byrum)
Right of Way
Option expires February 1, 1952

1,513 sq. ft. at $0.12+ per sq. ft. $186.00

Amount to be paid owner - chrg to Right of Way $186.00

Access controlled - no access allowed

JEWELL-BIRKENFELD SECTION - NEHALEM HIGHWAY

17708 - Enevoldson, Albert E. and Jane E. (Haskin)
Right of Way
Option expires January 16, 1952

2.766 acres at $90+ per acre $250.00

Amount to be paid owner - chrg to Right of Way $250.00

(cont.)

EXHIBIT "A" (cont.)

JEWELL-BIRKENFELD SECTION - NEHALEM HIGHWAY (cont.)

17708 - Enevoldson, Albert E. and Jane E. (cont.)

THINGS TO BE DONE BY THE STATE:

Grade approach at Station 66+00 south, and blade road to barn opposite Station 72+00 south.

Access not controlled -

17790 - Smith, Perry D. and Bertha (Haskin)
Right of Way
Option expires February 5, 1952

0.14 acre at $100 per acre	$14.00	
12 rods of fence at $3 per rod	36.00	
Amount to be paid owner - chrg to Right of Way		$50.00

Access not controlled -

BANZER BRIDGE-MIST SECTION - NEHALEM HIGHWAY

17900 - Ashley, Aldon H. and Inger (Haskin)
Right of Way
Option expires February 8, 1952

0.066 acre at $200 per acre	$13.20	
16 rods of fence at $3.50 per rod	56.00	
Amount to be paid owner - chrg to Right of Way		$69.20

Access not controlled -

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17264 - Lange, Severin and Helen (Haskin)
Right of Way
Option expires January 11, 1952

5576 sq. ft. at $0.08+ per sq. ft.	$500.00	
Amount to be paid owner - chrg to Right of Way		$500.00

Access controlled - No access alowed

EXHIBIT "A" (cont.)

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17214 - Curtis, Merl W. and Goldie D. (Byrum)
Right of Way
Option expires January 25, 1952

435 sq. ft. at $0.05 per sq. ft.	$21.75	
Amount to be paid owner - chrg to Right of Way		$21.75

Access controlled - no access allowed

17219 - Cheek, Roy and Ethel L. (Byrum)
Right of Way
Option expires January 23, 1952

1,568 sq. ft. at $0.05 per sq. ft.	$78.40	
Amount to be paid owner - chrg to Right of Way		$78.40

Access controlled - no access allowed

17255 - Williams, Palmer J. and Mabel W. (Haskin)
Right of Way
Option expires January 20, 1952

9450 sq. ft. at $0.07+ per sq. ft.	$700.00	
Amount to be paid owner - chrg to Right of Way		$700.00

Takes all -

17653 - Kook, Raymond P. and Lois M. (Landon)
Right of Way
Option expires January 29, 1952

21,780 sq. ft. at $0.07 per sq. ft.	$1,524.60	
House, 22' x 24', at $7 per sq. ft.	3,696.00	
Allowance for 10 trees at $25 each	250.00	
Amount to be paid owner - chrg to Right of Way		$5,470.60

Takes all -

(cont.)

EXHIBIT "A" (cont.)

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

17210 - Cline, Walter M. et al (Landon)
Right of Way
Option expires February 8, 1952

259,182 sq. ft. at $0.05 per sq. ft. $12,959.10

Amount to be paid owner - chrg to Right of Way $12,959.10

Access controlled - no access allowed

STOUT CREEK-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

17591 - Allaway, Pearl H. and Jack (Benson)
Gravel Pit

0.47 acres LUMP SUM $1,000.00

Amount to be paid owner - chrg to Gravel Pit $1,000.00

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

14601-A Hehnke, Howard H. and Mildred (Haskin)
Right of Way
Option expires February 1, 1952

0.18 acre at $1000 per acre $180.00
3 large walnut trees. 100.00

Amount to be paid owner - chrg to Right of Way $280.00

Access controlled - no access allowed

FLORENCE-MAPLETON SECTION - SIUSLAW HIGHWAY

12986 - Wallace, J. Lewis, and Ruby J. (Reeder)
Right of Way
Option expires December 25, 1951

5.92 acre Gratis

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach, 25' in width at
Approximately Station 934+25, northerly side.

(cont.)

EXHIBIT "A" (cont.)

FLORENCE-MAPLETON SECTION - SIUSLAW HIGHWAY (cont.)

12986 - Wallace, J. Lewis, and Ruby J. (cont.)

Construct private road at Station 935+60, north.
Eliminate existing road at Station 936+75, north.
Construct fill area, 40' x 40' x 4', with 16' connecting road, connecting road to be graveled. Est. Cost. $187.50
Construct farm crossing at Station 948+35

Amount to be charged to Construction $187.50

Access controlled -

BAY PARK-DELMAR SECTION - OREGON COAST HIGHWAY

16947 - Chezik, F. A. and Edith H. (Byrum)
Waiver of Access
Deed taken July 10th, 1951

Waiver of access on $S\frac{1}{2}$ of Block 49 and 54 of 1st addition to Bay Park Gratis

THINGS TO BE DONE BY THE STATE:

Construct commercial access at Station 95+85, west side 25' in width.

Access controlled -

14919 - Cox, Glen Francis and Eloise V. (Byrum)
Waiver of Access
Deed taken July 10th, 1951

Waiver of access to Block 48, 1st Addition to Bay Park Gratis

Access controlled - No access allowed

EXHIBIT "A" (cont.)

NORTH ENTRANCE TO GRANTS PASS SECTION - PACIFIC HIGHWAY

17334 - Cochran, A. E. et al (Holt)
Drainage and Slope Easement
Option expires January 22, 1952

3750 sq. ft. easement at $0.12 per sq. ft. $450.00

Amount to be paid owner - chrg to Right of Way $450.00

THINGS TO BE DONE BY THE STATE:

State to leave 25' openings in curb at Station 17+60, 18+10 and 18+85, west side. Commercial

Access controlled-

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17631-A Nichols, G. M. et al (Witt)
Right of Way
Option expires January 19, 1952

0.153 acre at $375.00- per acre $50.00

Amount to be paid owner - chrg to Right of Way $50.00

Access controlled - via frontage highway only.

LAPINE-CRESCENT SECTION - THE DALLES-CALIFORNIA HIGHWAY

17805 - Closson, Floyd and Mattie (Cozad)
Gravel Pit
Option expires February 5, 1952

3.333 acres at $60+per acre $200.00

Amount to be paid owner - chrg to Gravel Pit $200.00

EXHIBIT "A" (cont.)

ARLINGTON-HEPPNER JUNCTION SEC. - COLUMBIA RIVER HIGHWAY

17298-A White, Glenn P. and Gladys O.
Right of Way
Option expires January 11, 1952

39.97 acres at $10 per acre	$399.70	
Amount to be paid owner - chrg to Right of Way		$399.70

Takes all -

LA GRANDE-LADD CANYON SECTION - OLD OREGON TRAIL HIGHWAY

17080 - 17-81 Seidle, Frank W. et ux (Massee)
Right of Way
Option expires February 1, 1952

333+ sq. ft. at $0.15 per sq. ft.	$50.00	
Allowance - 2 shade trees at $15 each	30.00	
Amount to be paid owner - chrg to Right of Way		$80.00

Access controlled - no access allowed

16115 - Spencer, Leroy J. and Nellie L (Benfield)
Right of Way
Option expires February 1, 1952

3.63 acres at $520 per acre	$1,887.60	
Amount to be paid owner - chrg to Right of Way		$1,887.60

THINGS TO BE DONE BY THE STATE:

Build 66 rods of fence at $3.50 per rod. Est. Cost	$231.00	
Construct farm crossing at Station 42+50		
Private access, east and west, at Station 42+50		
Amount to be charged to Right of Way		$231.00
GRAND TOTAL (Estimate)		$2,118.60

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

LA GRANDE-LADD CANYON SECTION - OLD OREGON TRAIL HWY. (cont.)

17086 - Powell, George W. and Ethel Mae (Benfield)
Right of Way
Option expires February 7, 1952

0.05 acre at $2000 per acre $100.00

Amount to be paid owner - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE:

Construct commercial access at Stations 13+20 and 14+00, south side. 30' in width.

Access controlled -

BAKER-PLEASANT VALLEY SECTION - OLD OREGON TRAIL HIGHWAY

17478 - Logan, George W. (Massee)
Scale Site
Option expires January 24, 1952

0.22 acre LUMP SUM $100.00

Amount to be paid owner - chrg to Scale Site $100.00

THINGS TO BE DONE BY THE STATE:

State has made arrangements for moving of signs on the above property.

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY

17580 - Jones, Verna M. (Cont. Pur. Wm. Cook & Grace Cook) (Massee)
Right of Way
Option expires January 23, 1952

2.25 acres at $500 per acre $1,125.00
Allowance - 24 rods of fence at $3.50 per rod 84.00

Amount to be paid owner - chrg to Right of Way $1,209.00

THINGS TO BE DONE BY THE STATE:

Replace existing ditches to secure present water rights and irrigation needs.

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

BARBUR BLVD. - MARION CO. LINE SEC. - WEST PORTLAND-HUBBARD HWY.

17509 - Boeckman, Edward W. and Emma (Johnson)
Right of Way
Option expires February 9, 1952

1.6 acres at $350 per acre	$560.00	
Allowance - 40 rods of fence at $3.50 per rod	140.00	
Amount to be paid owner - chrg to Right of Way		$700.00

Access controlled - no access allowed

17506 - Failmezger, Elizabeth (Johnson)
Right of Way
Option expires February 7, 1952

7.26 acres at $300 per acre	$2,178.00	
Allowance - 7 fruit trees at $25 each	175.00	
110 rods of fence at $3.50 per rod	385.00	
Amount to be paid owner - chrg to Right of Way		$2,738.00

Access controlled - no access allowed

17505 - Boeckman, Richard and Eleanore, et al (Johnson)
Right of Way
Option expires February 7, 1952

0.055 acre	LUMP SUM	$65.00	
Amount to be paid owner - chrg to Right of Way			$65.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 457+90.00, west side.

Access controlled -

EXHIBIT "A" (cont.)

TOOTH ROCK TUNNEL SECTION - COLUMBIA RIVER HIGHWAY

14011 - Alcorn, Mildred S. and Waldo A. (Mayhew)
Park Site
Option expires February 5, 1952

25.36 acres at $236.59 per acre $6000.00

Amount to be paid owner - chrg to Park Site $6,000.00

State to assume 1950-51 taxes.
Estimated cost $75.00

GRAND TOTAL (Estimate) Charged to Park Site $6,075.00

Takes all -

FOREST GROVE SECTION - WILSON RIVER HIGHWAY CONNECTION

17780 - Diehl, John H. and Alice E. et al (Byrum)
Right of Way
Option expires February 8, 1952

13,634 sq. ft. at $0.10 per sq. ft. $1,363.43

Amount to be paid owner - chrg to Right of Way $1,363.43

Access controlled - no access allowed

SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17230 - Strausbaugh, Frank M. and Hallie G. (Landon)
Stoutenberg, Marion A. and Myrtle H.
Right of Way
Option expires February 13, 1952

33,498 sq. ft. at $0.05 per sq. ft. $1,674.90

Amount to be paid owner - chrg to Right of Way $1,674.90

Access controlled - no access allowed

18587

EXHIBIT "A" (cont.)

STOUT CREEK-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

17891 - Blum, Chester J. and Anna (Haskin)
Right of Way (slide)
Option expires February 12, 1952

0.83 acre at $50 per acre	$41.50	
Amount to be paid owner - chrg to Right of Way		$41.50

Access controlled - no access allowed

PEORIA JUNCTION SECTION - CORVALLIS EAST SIDE HIGHWAY

17660 - Beach, Homer C. and Ernestine (Benson)
Right of Way
Option expires February 6, 1952

0.20 acre, LUMP SUM	$200.00	
Amount to be paid owner - chrg to Right of Way		$200.00

Access not controlled -

GOSHEN - CRESWELL SECTION - - PACIFIC HIGHWAY

17442-A Luke, Lyle D. and Georgianna, et al (Reeder)
Right of Way
Option expires December 18, 1951

0.68 acre at $500 per acre	$340.00	
House, 440 sq. ft. at $4 per sq. ft. and porch, 72 sq. ft. at $1.50 per sq. ft.	1,868.00	
Allowance - removal of shop, 24' x 30'	540.00	
Pump and well	252.00	
Amount to be paid owner - chrg to Right of Way		$3,000.00

Access controlled - via County road only.

GOSHEN-PLEASANT HILL SECTION - WILLAMETTE HIGHWAY

17930 - Edmunson, H. L (Reeder)
Right of Way
Option expires February 13, 1952

2 acres orchard at $900 per acre	$1,800.00
10.3 acres of land at $400 per acre	4,120.00
Allowance - 170 rods of fence at $3 per rod	510.00
Damage - due to leaving irregular tracts	470.00

(cont.)

EXHIBIT "A" (cont.)

GOSHEN-PLEASANT HILL SECTION - WILLAMETTE HIGHWAY (cont.)

17930 - Edmunson, H. L. (cont.)

Amount to be paid owner - chrg to Right of Way $6,900.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private access, north side at Station 75+00. State to assume 1951-52 taxes. Estimated cost $70.00

GRAND TOTAL (Estimate) Charged to Right of Way $6,970.00

Access controlled -

Confirmation of phone approval - by M. K. McIver - August 14, 1951

CANYONVILLE-DAYS CREEK SECTION - TILLER-TRAIL HIGHWAY

17553 - Mallory, Thomas P. and Laura B. (Harrington)
Thrall, W. C. and Lena P.
Combs, Delbert I., Cont. Pur.
Stockpile Site
Option expires January 4, 1952

1.28 acres LUMP SUM $750.00

Amount to be paid owner - chrg to Stockpile Site $750.00

THINGS TO BE DONE BY THE STATE:

Construct all necessary fencing around stockpile site.
Approximately 60 rods of fence at $5 per rod $300.00 $300.00

GRAND TOTAL (Estimate) Charged to Stockpile Site $1,050.00

WILLOW CREEK-BOARDMAN SECTION - OLD OREGON TRAIL

17894 - Nelson, Clarence W. and Mary A. (Massee)
Right of Way
Option expires January 19, 1952

0.44 acres LUMP SUM $30.00

Amount to be paid owner - chrg to Right of Way $30.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

LADD CANYON SECTION-OLD OREGON TRAIL HIGHWAY

(Massee)

15711-A McEwen, LeRoy R.
Right of Way
Option expires January 26, 1952

0.66 acres	LUMP SUM	$40.00
Amount to be paid owner - chrg to Right of Way		$40.00

THINGS TO BE DONE BY THE STATE:

Construct private approach, west side at Station 450+00

Access controlled -

JUDKINS POINT-GOSHEN SECTION - PACIFIC HIGHWAY

(Reeder)

17890 - Judkins, Edw. and Clarisa
Right of Way
no option

1.14 acres at $800 per acre	$912.00	
Allowance - to build 500 feet of roadway	798.00	
Amount to be paid owner - chrg to Right of Way		$1,710.00

Approved by Commissioner M. K. McIver - August 13, 1951

BARBUR BLVD.-MARION CO. LINE SEC.--WEST PORTLAND-HUBBARD HWY.

(Johnson)

17508 - Boeckman, Anna
Right of Way
Option expires February 10, 1952

0.735 acres at $400 per acre	$294.00	
Allowance - 19 rods of fence at $3.50 per rod	66.50	
Amount to be paid owner - chrg to Right of Way		$360.50

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

BARBUR BLVD. -MARION CO. LINE SEC.--W. PORTLAND-HUBBARD HWY.

17510 - Berning, C. F. and Mary E. (Johnson)
Right of Way
Option expires February 12, 1952

1.55 acres at $375 per acre	$581.25	
Allowance - 40 rods of fence at $3 per rod	120.00	
13 rods of fence at $2 per rod	26.00	
Amount to b e paid owner - chrg to Right of Way		$727.25

Access controlled - no access allowed

FOREST GROVE SECTION - WILSON RIVER HIGHWAY

17782 - Rodlun, Lewis G. and Emma V. (Byrum)
Right of Way
Option expires February 13, 1952

0.400 acre at $1,000 per acre	$400.00	
Allowance - strawberry and raspberry plants	160.00	
13 rods of fence at $3 per rod	40.00	
Amount to be paid owner - chrg to Right of Way		$600.00

Access controlled - no access allowed

17779 - Reinertsen, Robert W. and Jean S. (Byrum)
Right of Way
Option expires February 8, 1952

6,465 sq. ft. at $0.10 per sq. ft.	$646.50	
Amount to be paid owner - chrg to Right of Way		$646.50

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17931 - Verschingel, Joe (Witt)
Rock Pit
Option expires February 12, 1952

9.04 acres at $110 + per acre	$1,000.00	
67 rods of fence at $3 per rod	200.00	
Amount to be paid owner - chrg to Quarry Site		$1,200.00

JEWELL-BERKENFELD SECTION - NEHALEM HIGHWAY

17792 - Johnson, Raymond and Ariel (Haskin)
Right of Way
Option expires February 14, 1952

1.026 acre at $100 per acre	$102.60	
Amount to be paid owner - chrg to Right of Way		$102.60

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 239+56, east side.

Access not controlled -

SHERARS BRIDGE HIGHWAY

17808 - Davis, Sam J. and Itha O. (Brainerd)
Quarry and stockpile site
Option expires February 3, 1952

2.01 acres at $40- per acre	$80.00	
Amount to be paid owner - chrg to Quarry Site		$80.00

SYLVAN SECTION - SUNSET HIGHWAY

15138 - Bergman, Nathan J. (Devers)
Right of Way
Letter - August 7, 1951

1.37 acres	LUMP SUM	$7,000.00	
Amount to be paid owner - chrg to Right of Way			$7,000.00

Takes all -

EXHIBIT "A" (cont.)

FOREST GROVE SECTION - WILSON RIVER HIGHWAY CONNECTION

17783 - Hofman, Frank and Margaret E. (Byrum)
Right of Way
Option expires February 8, 1952

.349 acre at $1,300 per acre	$470.00	
10 rods of fence at $3 per rod	30.00	
Amount to be paid owner - chrg to Right of Way		$500.00

Access controlled - no access allowed

17784 - Union High School, District No. 5 (Byrum)
Right of Way
Option expires February 15, 1952

4.133 acres at $1,166 per acre	$4,819.00	
Allowance for Architect's fee for re-arranging plans	716.00	
Allowance - sewer line change	465.00	
Amount to be paid owner - chrg to Right of Way		$6,000.00

THINGS TO BE DONE BY THE STATE:

Construct private access west side at Station 18+15 and 26+00.

Access controlled -

FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

17789 - McCormack, E. E. and Caroline (Byrum)
Right of Way
Option expires February 15, 1952

13,547 sq. ft. $0.065 per sq. ft.	$900.00	
2,047 sq. ft. LUMP SUM	100.00	
Amount to be paid owner, - chrg to Right of Way		$1,000.00

THINGS TO BE DONE BY THE STATE:

Construct private access West side at Station 65+30

Access controlled -

EXHIBIT "A" (cont.)

CHROME-COQUILLE SECTION - OREGON COAST HIGHWAY

15612 - Detlefsen, Edward L. and Grace R. (Reeder)
Right of Way
Option expires December 3, 1951

2.44 acres at $300 per acre	$732.00
57 rods of fence at $3.50 per rod	199.50
Amount to be paid owner - chrg to Right of Way	$931.50

THINGS TO BE DONE BY THE STATE:

Construct field approach

Access controlled - no access allowed

FOREST GROVE SECTION - TUALATIN VALLEY HIGHWAY

17785 - Vanderzanden, John P. and Clara (Byrum)
Right of Way
Option expires September 16, 1951

1138 sq. ft. at $1 per sq. ft.	$1,150.00
Allowance - damage	1,300.00
tree	50.00
Amount to be paid owner - chrg to Right of Way	$2,500.00

THINGS TO BE DONE BY THE STATE:

Reconstruct sidewalk. (on construction plans for project)

Access not controlled -

17786 - Parker, W. D. and Clara A. (Byrum)
Right of Way

14,000 sq. ft. at $0.15- per sq. ft.	$2,000.00
1½ story house, 1400 sq. ft. at $5 per sq. ft.	7,000.00
Amount to be paid owner - chrg to Right of Way	$9,000.00

Access not controlled-

EXHIBIT "B"

Minutes of August 20 and 21, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Athena	$2,306.92
Butte Falls	1,145.78
Cascade Locks	2,248.56
Chiloquin	2,030.46
Coburg	2,128.76
Falls City	2,604.88
Hammond	1,585.05
Juntura	331.75
Long Creek	869.32
Oakland	2,534.23
Richland	675.80
Stanfield	2,592.60
Talent	2,242.41

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

(cont.)

EXHIBIT "B" (cont.)

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 20th day of August, 1951.

EXHIBIT "C"

Minutes of August 20 and 21, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Bay City	$1,946.07
Nehalem	687.00

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 20th day of August, 1951.

18597

EXHIBIT "D"

Minutes of August 20 and 21, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3196, with Tom Lillebo for constructing the Ferry Street Bridge in Eugene, Lane County, completed July 31, 1951.

Contract No. 3238, with Peter Kiewit Sons' s Co., for grading and bituminous macadam surfacing on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, completed July 26, 1951.

Contract No. 3300, with Inter City Sand & Gravel Co., for grading and oil mat surfacing on the Port Orford Section of the Oregon Coast Highway in Curry County, completed July 3, 1951.

Contract No. 3384, with Rogers Construction Co., for grading, surfacing and oiling on the Mill Gulch-Salisbury Section of the Baker-Unity Highway in Baker County, completed August 10, 1951.

Contract No. 3396, with Parker-Schram Co., for grading and oil mat surfacing on the Viento Park-Wygant Park Section of the Columbia River Highway in Hood River County, completed August 2, 1951.

Contract No. 3428, with Porter W. Yett for pavement resurfacing on the Yamhill River-Salt Creek Section of the Dallas-Coast Highway in Polk County, completed August 9, 1951.

Contract No. 3460, with Porter W. Yett for grader work and paving on the Willamina (West Main St.) Section of Willamina City Streets in Yamhill County, completed August 9, 1951.

Contract No. 3465, with Barney B. Helser for furnishing crushed materials in stockpile on the Horse Ridge-Hampton Section of the Central Oregon Highway in Deschutes County, completed July 17, 1951.

Contract No. 3489, with Babler Bros. Inc., for reoiling on the Wallowa-Lostine Section of the Wallowa Lake Highway in Wallowa County, completed August 11, 1951.

Contract No. 3493, with Robert C. Wilson for constructing maintenance building at Clatskanie in Columbia County, completed August 1, 1951.

(cont.)

EXHIBIT "D" (cont.)

Contract No. 3506, with Warren Northwest Inc., for pavement resurfacing on the Alder Creek-Philomath Section of the Alsea Highway in Benton County, completed July 27, 1951.

Contract No. 3517, with Tri-State Painting Co., for painting the Interstate Bridge in Multnomah County, completed August 2, 1951.

Contract No. 3518, with The United Contracting Co., for paving on the Bay City (4th St.) City Street Section in Tillamook County, completed August 9, 1951.

Contract No. 3524, with J. C. Denton & Sons for constructing guard rail on the Sweet Home (Narrows) Section of the Santiam Highway in Linn County, completed July 31, 1951.

Contract No. 3527, with Porter W. Yett for paving on the Dallas (Ellendale Ave.) City Street Section in Polk County, completed August 4, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

18599

EXHIBIT "E-1"

Minutes of August 20 and 21, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: NORTH SANTIAM SECONDARY HIGHWAY

Highway Number: 162 Route Number: Oregon 222

Location of Termini			Established Speed
M. P. 36.86 (0.25 mile west of Big Cliff Dam Site)	to M. P.	37.36 (0.04 mile west of bridge over Sardine Creek	25 miles per hour

(cont.)

EXHIBIT "E-1" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the twentieth day of August, 1951.

18601

EXHIBIT "E-2"

Minutes of August 20 and 21, 1951

RESOLUTION

WHEREAS, The North Santiam Secondary Highway, otherwise known and designated as State Secondary Highway No. 162, is a State Highway under the jurisdiction and control of the State Highway Commission and,

WHEREAS, on property abutting on said highway a dam is being constructed by the U. S. Government known as Big Cliff Dam, and,

WHEREAS, the width of said highway and shoulders at said location is not sufficient to allow the parking of cars on the highway and at the same time permit the safe and free movement of traffic, and,

WHEREAS, the parking of vehicles on the highway and the shoulders thereof will create a hazard not only to through traffic, but also to the owners and drivers of said parked vehicles and,

WHEREAS, in the opinion of this Commission public welfare and public safety require that the use of the said highway and the shoulders thereof for parking purposes be prohibited within the area hereinafter set forth.

NOW, THEREFORE, be it, and it hereby is resolved by the State Highway Commission as follows:

1. The Commission does hereby find and declare based upon investigation, reports and recommendations of members of its staff, that the parking of motor vehicles on either side of the North Santiam Secondary Highway between mile point 36.86 (Engineer's Station 511+36) and mile point 37.36 (Engineer's Station 677+34) a distance of one-half ($\frac{1}{2}$) mile in Marion County, Oregon, creates a hazard not only to through traffic, but also to persons owning and using said parked vehicles.

2. That in the opinion of the Commission the right of way of said highway at the described location is not of sufficient width to permit parking, and at the same time provide the degree of safety and convenience which, in the opinion of this Commission, should be provided the motoring public;

3. That this Commission does hereby further find and declare that the parking of vehicles on said highway or the shoulders thereof between the points above set forth, should be prohibited;

4. That the State Highway Engineer hereby is instructed to erect signs at said points and at such places between said points, as in the judgment of said Engineer, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on

(cont.)

EXHIBIT "E-2" (cont.)

which signs shall be printed in plain, legible type the words "NO PARKING" or "NO PARKING ON HIGHWAY SHOULDERS";

5. That the prohibition against parking herein declared and set forth, shall become effective at such time as construction on the Big Cliff Dam warrants such action to the end that the traveling public shall be properly safeguarded;

6. That the Secretary be, and he hereby is, instructed to send a certified copy of this resolution to the US Army Engineers and a like copy to the Superintendent of State Police;

7. That this resolution be entered in the minutes and records of the State Highway Commission as of the 20th day of August, 1951.

18603

EXHIBIT "F"

Minutes of August 20 and 21, 1951

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the O'Neil Secondary Highway No. 370 known as the West Unit, Deschutes County Line-Prineville Section in Crook County, the westerly terminus of which is at highway engineer's station 146+42.9 of the reconstructed line and the easterly terminus of which is at highway engineer's station 476+50 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, the contract for the construction of this relocated section of the O'Neil Secondary Highway was completed on June 13th, 1951, and traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the O'Neil Secondary Highway known as the West Unit, Deschutes County Line-Prineville Section, which begins at highway engineer's station 146+42.9 on the new route and ends at highway engineer's station 476+50 of the new route, has been completed and made available for travel, and that the section of the old route herein defined and described as Unit "A" shall no longer be part of the route of the O'Neil Secondary Highway but shall be eliminated therefrom.

2. That the section of the old route of the O'Neil Secondary Highway lying outside the established right of way of the relocated highway which for the purpose of this agreement is identified as Unit "A" and is more particularly described as follows:

Unit "A"

Be ginning at State Highway Engineer's Station 215+28 of the relocated O'Neil Secondary Highway in the Northeast quarter of the Southwest quarter of Section 30, Township 14 South, Range 14 East,

(cont.)

EXHIBIT "F" (cont.)

W. M.; thence Easterly along the former route of the O'Neil Secondary Highway to State Highway Engineer's Station 222+20 of the relocated O'Neil Secondary Highway in the Northwest quarter of the Southeast quarter of Section 30, Township 14 South, Range 14 East, W. M.

and is otherwise shown and identified colored in brown on a white print marked "Exhibit A", and which is by this reference incorporated herein, is hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said section may be assumed and exercised by the County Court of Crook County to be used for county purposes or vacated as the County Court of Crook County may determine. *

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission hereby does declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission as of the twentieth day of August, 1951, and the Secretary hereby is directed to mail to the County Court of Crook County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover or permit it to revert to the owners of the abutting property, as the County Court may determine. *

FOOTNOTE: * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 238, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "G"

Minutes of August 20 and 21, 1951

RESOLUTION

WHEREAS, the Albany-Corvallis Highway is one of the major state highways of the state, is likewise a part of the Federal Highway System, and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 31 and US Route No. 20; and

WHEREAS, it appears that on said highway situate approximately 0.75 mile northeast of the northeast city limits of Corvallis in Benton County there is located on property adjacent to said highway log dumps operated by the West Oregon Lumber Company and the Pope-Talbot Company, and that log haulers waiting to unload their trucks at said dumps, park their vehicles on the shoulders of said highway at said location and leave said vehicles so parked for indefinite periods of time; and

WHEREAS, because said highway through its entire length carries a large volume of traffic, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation made by and under the supervision of the State Highway Engineer, that the parking of motor vehicles along either side of the Albany-Corvallis Highway between a point 0.58 mile northeast of the northeast city limits of Corvallis (M. P. 1.15) and a point 0.87 mile northeast of the northeast city limits of Corvallis (M. P. 1.44), a distance of 0.29 mile in Benton County, creates a hazard not only to through traffic on said highway but also to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the shoulders of said highway at said location are not of sufficient width to permit the parking of vehicles thereon and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

(cont.)

EXHIBIT "G" (cont.)

3. That this Commission does further find and declare that the parking of vehicles on the shoulders on either side of said highway between said M. P. 1.15 and said M. P. 1.44 should be and hereby is prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs on both sides of the highway at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the owners and operators of said log dumps and that a like copy be mailed to the Superintendent of the Department of State Police and a copy to the Sheriff of Benton County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the twentieth day of August, 1951.

18607

EXHIBIT "H"

Minutes of August 20 and 21, 1951

RESOLUTION

WHEREAS, it has been represented by Mrs. Clara M. Dodson, Postmistress at Depoe Bay, Oregon, that the parking of cars on the Oregon Coast Highway in front of the postoffice at Depoe Bay, Oregon, causes inconvenience to and interference with the movement of United States Mails, and to remedy such situation this Commission has been requested to designate the highway in front of the post office as a "LOADING ZONE-NO PARKING AT ANY TIME" area; and

WHEREAS, it is the opinion of this Commission that every reasonable and legitimate action should be taken which has for its purpose a speeding of the movement of United States Mails, and this Commission is therefore of the opinion that the parking of vehicles in front of the post office entrance at said place should be prohibited;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. That the area adjacent to the post office at Depoe Bay on the east side of the Oregon Coast Highway between Engineer's Station 382+95 and Engineer's Station 383+11 be and said area hereby is declared closed to the parking of vehicles.

2. That the Engineer be and he hereby is instructed to install and thereafter maintain at points in front of said post office entrance where they will best serve the purpose of this resolution, appropriate signs designating said area as a "LOADING ZONE-NO PARKING AT ANY TIME" area and that in addition to such signs the curb line in front of said building be appropriately painted.

3. That this resolution be entered in the minutes and records of this Commission as of August 20, 1951, and a certified copy thereof mailed to Mrs. Clara M. Dodson, Postmistress at Depoe Bay, Oregon, and a like copy to the Superintendent of the Department of State Police and to the Sheriff of Lincoln County.

Portland, Oregon
September 12, 1951

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Commissioner, Acting Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, First Assistant State Highway Engineer
W. W. Stiffler, Second Assistant State Highway Engineer
J. M. Devers, Chief Counsel
C. W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

Chairman Chandler was excused from attending this meeting.

Commissioner Reynolds, who acted as Chairman, called the meeting to order and announced to the gathering of contractors and others that this meeting had been called for the principal purpose of opening bids for the purchase of $15,000,000 of Highway Bonds. He then inquired if there were any bids for bonds which had not been presented at the Commission's table. There being none, bids, as follows, for the purchase of the $15,000,000 of highway bonds offered for sale were then opened and read aloud by the Secretary, pursuant to previously published notice, at the conclusion of which Commissioner Reynolds stated the bids would be studied and the Commission's decision with respect to them would be publicly announced at 11:00 a.m.

LIST OF BIDDERS

1. The National City Bank of New York and associates
2. The First National Bank of Portland, Oregon and associates
3. The First National Bank of Chicago and associates
4. Foster & Marshall and associates
5. Halsey, Stuart, & Co., Inc., and associates
6. Kuhn, Loeb, & Co., and associates

(see attached sheets for names of associates)

Bidder	Bond Maturity Date	Designated Interest Rate	Price Bid	Effective Interest Cost	Effective Interest Rate
1	10/1/52 to 10/1/59 incl	1-1/4 %			
1	10/1/60 to 10/1/71 incl	1-1/2 %			
1			$14,751,000	$2,544,000	1.6152 %
2	10/1/52 to 10/1/58 incl	1-1/4 %			
2	10/1/59 to 10/1/69 incl	1-1/2 %			
2	10/1/70 to 10/1/71 incl	1-3/4 %			
2			$14,802,750	$2,580,375	1.638333 %
3	10/1/52 to 10/1/57 incl	1-1/4 %			
3	10/1/58 to 10/1/67 incl	1-1/2 %			
3	10/1/68 to 10/1/71 incl	1-3/4 %			
3			$14,833,205	$2,628,670	1.6689968 %
4	10/1/52 to 10/1/61 incl	1-1/4 %			
4	10/1/62 to 10/1/67 incl	1-1/2 %			
4	10/1/68 to 10/1/71 incl	1-3/4 %			
4			$14,766,675	$2,631,450	1.6708 %
5	10/1/52 to 10/1/67 incl	1-1/2 %			
5	10/1/68 to 10/1/71 incl	1-3/4 %			
5			$14,824,650	$2,676,600	1.699428 %
6	10/1/52 to 10/1/58 incl	1-1/4 %			
6	10/1/59 to 10/1/65 incl	1-1/2 %			
6	10/1/66 to 10/1/71 incl	1-3/4 %			
6			$14,802,675	$2,704,200	1.716952 %

ASSOCIATES

IN CONNECTION WITH OFFERS TO PURCHASE $15,000,000 OREGON STATE HIGHWAY BONDS ON SEPTEMBER 12, 1951

THE NATIONAL CITY BANK OF NEW YORK

Bankers Trust Company
R. W. Pressprich & Co.
Weeden & Co., Incorporated
Hemphill, Noyes, Graham, Parsons & Co.
Heller, Bruce & Co.
F. S. Smithers & Co.
The United States National Bank of Portland
Robert Winthrop & Co.
Fahey Clark & Co.

Blyth & Co., Inc.
Eastman, Dillon & Co.
Braun, Bosworth & Co., Inc.

Lee Higginson Corporation
Brown Brothers Harriman & Co.
National State Bank, Newark

Dean Witter & Co.
First Securities Company of Chicago
Edward D. Jones

THE FIRST NATIONAL BANK OF PORTLAND, OREGON

NONE NAMED

THE FIRST NATIONAL BANK OF CHICAGO

J. P. Morgan & Co., Inc.
White, Weld & Co.
Coffin & Burr, Inc.
Hayden, Stone & Co.
Wood Struthers & Co.
American Securities Corp.
City National Bank & Trust Co., K. C.
Robert W. Baird & Co., Inc.
Roosevelt & Cross, Inc.
Kean, Taylor & Co.
National Bank of Commerce of Seattle
W. E. Hutton & Co.
The Small-Milburn Company, Inc.
Shearson, Hamill & Co.
National City Bank of Cleveland
R. L. Day & Co.
John Small & Co.
Wm. C. Seufferle & Co.

Drexel & Co.
Bear, Stearns & Co.
L. F. Rothschild & Co.
Laidlaw & Co.
Dominick & Dominick
Harris, Hall & Co., Inc.
The Illinois Company
Francis I duPont & Co.
W. H. Morton & Co., Inc.
J. G. White & Co., Inc.

R. H. Moulton & Co.
Bache & Co.
Raffensperger, Hughes & Co., Inc.
Ball, Burge & Kraus
Glickenhaus & Lembo
T. H. Jones & Company
Merrill, Turben & Co.

September 12, 1951

FOSTER & MARSHALL

First National Bank of New York
C. J. Devine & Co., Inc.
Harriman Ripley & Co., Inc.
Goldman, Sachs & Co.
Mercantile-Commerce Bank & Trust Co.
Salomon Bros. & Hutzler
Merrill, Lynch, Pierce, Fenner & Beane
Paine, Webber, Jackson & Curtis
A. G. Becker & Co., Inc.
First of Michigan Corporation
Schoellkopf Hutton & Pomeroy
E. M. Newton & Co.
Smith, Barney & Co.

Boatmen's National Bank
The Milwaukee Co.
Ira Haupt & Co.
Stein Bros. & Boyce

Andrews & Wells
Peoples National Bank

Lazard Freres & Co.
Burns, Corbett & Pickard, Inc.
J. B. Hanauer & Co.
Watling, Lerchen & Co.
Paul Frederick & Company
B. J. Van Ingen & Co., Inc.

HALSEY, STUART, & CO., INC.

NONE NAMED

KUHN, LOEB, & CO., INC.

Chemical Bank & Trust Company
Aubrey G. Lanston & Co., Inc.
Hallgarten & Co.

Hirsch & Co.
Central Republic Company
Bartow Leeds & Co.
R. D. White & Company
Van Alstyne, Noel Corp.
Dreyfus & Co.
The Ohio Company
Bramhall, Barbour & Co., Inc.

Equitable Securities Corp.
Alex. Brown & Sons
The Marine Trust Company of Western New York
Laurence M. Marks & Co.
Hannahs, Ballin & Lee
Gregory & Son, Inc.
Laird and Company
Wurts, Dulles & Co.
Ryan, Sutherland & Co.
Shelby Cullom Davis & Co.
Gregory Harrington & Co., Inc.

Bids for highway construction were then opened and read aloud by the Secretary at the conclusion of which Commissioner Reynolds announced that awards of contracts would be made at 11:00 a.m.

MCKENZIE HIGHWAY IN LANE COUNTY
VIDA-BELKNAP SPRINGS ROCK PRODUCTION PROJECT

E. H. Itschner Company, Molalla	$46,695.00 *
E. C. Hall Company, Portland	48,179.00
Vernie Jarl, Gresham	51,072.00

* This bid is accepted and the Engineer is instructed to have contract prepared and offered to contractor for execution as soon as right of way has been cleared.

September 12, 1951

MARION COUNTY
SILVER FALLS PARK LATRINE

V. C. Johnson, Oregon City	$4,249.50
Wiley Concrete Construction Co., Portland	4,430.00
Clarence W. Hill and Son, Salem	4,799.00
Gilbert Roberts, Hood River	4,895.00
Enoch I. Maerz, Salem	5,000.00
Leland J. Plank, Woodburn	5,050.00
Brennan Construction Company, Portland	5,200.00
Thompson and Georgesen, Portland	6,393.00
Salem Sand and Gravel Company, Salem	6,594.50
Lorenz Bruun Company, Portland	6,988.00

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY
ONEONTA SECTION

John A. Logan, Portland	$14,285.00
Stevenson Construction Company, Salem	15,450.00
Q. L. Rufener, Portland	15,875.00
J. C. Denton and Sons, Beaverton	16,300.00
Steelman-Duff, Inc., Portland	17,215.00
F. C. Scott Construction Co., Portland	19,380.00
C. J. Eldon, Portland	21,150.00
C. T. Malcom and Company, Portland	21,875.00
Kuckenberg Construction Company, Portland	23,625.00
Loyd Calkins Company, Ocean Lake	25,170.00

POLK COUNTY
HELMICK PARK LATRINE

V. C. Johnson, Oregon City	$5,895.00
Leland J. Plank, Woodburn	7,205.00
Brennan Construction Company, Portland	7,780.00
Clarence W. Hill and Son, Salem	8,963.00
Enoch I. Maerz, Salem	9,000.00
Thompson and Georgesen, Inc., Portland	10,173.00
Salem Sand and Gravel Company, Salem	10,474.80

The State Parks Superintendent Mr. C. H. Armstrong reported on the following matters:

1. Application of R. A. Zimpel for road crossing in Camas Mountain State Park, on the Coos Bay-Roseburg Highway, Douglas County: The Parks Superintendent advised that Mr. Zimpel purchased land adjoining the park and in order to make use of the property he has

requested use of an old road that crosses the park. He recommended approval of the request subject to the usual conditions of permits that the Commission grants for such purpose. The Commission approved the recommendation.

2. Cutting of timber by the Coastal Lumber Company in Van Duzer Forest Corridor adjacent to the Salmon River Highway: The Parks Superintendent advised that under the terms of the deed by which the State acquired the wayside property the company reserved the right to remove the timber standing thereon up to December 1950, but did not take advantage of the provision until after the time limit expired, and then removed 349 MFBM which is valued at $11 per M. He further stated that the timber taken consisted of young trees which should have been preserved and the loss of which has depreciated the area considerably. He recommended that the company be billed for twice the value, $22 per M, which amount, he said, the company is willing to pay. The Commission approved the recommendation.

3. Request of Everett J. Sickler for concession privileges in Peter Skene Ogden State Park in Jefferson County: The Parks Superintendent reported that Mr. Sickler wishes to construct a concession building near the bridge in the park for dispensing ice cream, pop, candy, etc. He recommended that this request be denied as a matter of park policy. The Commission approved the recommendation.

4. Issuance of certificates to Menasha Wooden Ware Company and to Cascadia Development and Protection Company for gifts of land for park purposes: The Parks Superintendent advised that it had been customary in the past to issue certificates to donors of real property to be used for park purposes and he recommended issuance of such certificates to these two companies for additions to Umpqua Lighthouse Park and Cape Lookout Park. The Commission approved the recommendation and also authorized the park superintendent to erect a plaque in each of these parks bearing appropriate wording as to the donors.

The State Parks Superintendent reported that Branton & Lash, timber operators, want to purchase down and dead timber along the Salmon River Highway waysides and have offered to pay $3.50 per MFBM for the same, and in addition thereto, they agree to construct a fire guard along the edge of the wayside. He said that there are about 100 MFBM of timber involved, and he recalled that it previously had been advertised for sale, bids to be received on February 16, 1951, but no bids had been submitted. He felt that it would be of considerable advantage to the wayside area were the snags and down timber removed, and he recommended acceptance of the offer without going through the formality of readvertising it for sale. The Commission approved the recommendation.

The Commission had under consideration options obtained by the Right of Way Department for purchase of real property that is needed for right of way and other purposes in connection with highway improvements. The Right of Way Engineer presented a list of the options. As a result of careful study of each item, the Commission authorized the Right of Way Department to close the options at the prices mentioned therein. The

attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The Assistant Counsel, Mr. Enfield, requested authority to condemn certain parcels of real property that are needed for highway purposes and which cannot be acquired by negotiation. He presented a list of such properties together with the offer that he recommended for each tract as follows:

			Recommended Offer
Wygant Park-Hood River Sec. of the Col. River Hwy.			
R 17004	O. W. Bauer		
R 17630	Columbia Gorge Hotel Co.		
	Right of Way (Hood River)		
	7.06 acres		$ 6,000.00
R 17002	G. S. Jewett and The Perkins Oil Company		
	Right of Way (Hood River)		
	0.62 acre		$10,000.00
R 17007	Gladys June Haviland		
	Right of Way (Hood River)		
	3.95 acres		$10,000.00
Blue River Section of the McKenzie Highway			
R 17313	Frederick Behm		
	Quarry Site and Stock Pile Site (Lane)		
	15 acres	$ 3,375.50	
	Damages	650.00	
		$ 4,025.50	$ 4,050.00
Unit #5 Section of the T. H. Banfield Expressway			
R 15535	William E. Tegart		
	Right of Way (Multnomah)		
	3.15 acres of land at $1,250.00	$ 3,937.50	
	770 lin. ft. fence at $0.303	233.31	
		$ 4,170.81	$ 4,200.00

Barbur Blvd. -Marion Co. Line Sec. of the West Portland-Hubbard Hwy.

			Recommended Offer
R 17496, 17497, 17498 - Ojiro Sasaki			
Right of Way (Washington)			
15.02 acres at $350	$ 5,250.00		
Fencing	1,500.00		
	$ 6,750.00		$ 7,000.00

Cape Lookout State Park

R 17674-A Jones Lumber Corporation
(Park) Tillamook
Interest of Jones Lumber Company, a corporation
46.4 acres, being only standing timber upon the land $ 2,650.00

Unit #5 Section of the T. H. Banfield Expressway

R 17037 Lizzie Luscher
(Multnomah)
Perpetual Drainage Easement
1,500 square feet $ 150.00

As a result of careful consideration, the Commission approved the request unanimously by adoption of the attached resolutions relative thereto marked Exhibits "J-1" through "J-7", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported the following sales of miscellaneous properties heretofore acquired by the Commission in connection with right of way acquisitions, and he asked the Commission to confirm them:

File No.	Location	Sales Price	Purchaser	Items & Remarks
16933	Viento-Hood River Columbia River Hwy	$ 60.00	James M. Phelan, Hood River	4 high boys (lube tanks) with pump, removed from property after sale to State. Paid same price. Sale value, $15.00 each
16961	Tumalo Section McKenzie Highway	$ 25.00	Lowell L. Hertzel, State Police Officer, Bend	Unfinished building 15 x 15 feet

File No.	Location	Sales Price	Purchaser	Items & Remarks
16750	Cottonwood-Hay Cr. Sec. Wasco-Heppner Highway	$805.87	Condon Grain Growers Co-operative, Condon	21,879 pounds wheat at $2.21 per bushel
16122	Ladd Canyon Sec. Old Oregon Trail	$309.10	LaGrande Milling Company LaGrande	158.55 bushels wheat at $1.95 per bushel less tax $309.89. Harvesting 4.0 acres at $12 per acre
16539	North Roseburg Sec. Pacific Highway	$576.00	Ray D. Anderson, 1945 Estelle Street Roseburg	This house is setting on edge of slope within right of way and could move into cut if rainy season starts.
15089	Canyonville Section Pacific Highway	$ 20.00	J. F. Sullivan Canyonville	200 ft. of 3/4" pipe-used quite number of years-buried about 3' underground-must be dug to salvage.
15559-A	Canyonville Section Pacific Highway	$ 55.00	Albert Mault Canyonville	Doors, windows and fixtures-vandals had badly destroyed this property, making sale of buildings impossible.
15559-A	Canyonville Section Pacific Highway	$ 15.00	Marvin R. Smith, Canyonville	Laundry trays and metal cabinets-not damaged by vandals.
14785	Judkins Point Sec. Pacific Highway	$ 35.00	J. R. Chezem Eugene	Old garage-unused since property purchased.

The Commission confirmed the sales as reported by unanimous vote.

Commissioner McIver stated that Mr. L. R. Hussa, connected with the Albina Engine Works in Portland, had expressed to him an interest in acquiring the State Highway Maintenance Building and Land at Government Camp which now is being advertised for sale, bids to be received September 20, 1951. Mr. Hussa's interest, he stated, is in

behalf of people of Government Camp who want the property for a community hall and church purposes, but who do not have money readily available to pay for it. The Commission decided to hold up sale of the property for the time being and instructed the Right of Way Engineer to get in touch with some of the people who are interested in the matter and ascertain whether or not they expect to make a concrete proposal for purchase of the property.

The Commission discussed acquisition of the Lofts' property at Hood River, a portion of which is needed as right of way for the new Columbia River Highway at that place. The Right of Way Engineer advised that Mr. Lofts with whom negotiations have been carried on in the past, had died and that the Reconstruction Finance Corporation which has taken over the property is attempting to work out an agreement with Mrs. Lofts whereby it can secure clear title to the land and take care of outstanding debts. If such an agreement can be secured, he said, the Reconstruction Finance Corporation will sell to the State the land that is needed for the proposed Columbia River Highway improvement. Commissioner Reynolds recalled that some time in the past the Commission had declined to purchase the property from Mr. Lofts due to the excessive price he asked and it was his understanding the highway could be built without taking any of the property. The Engineer confirmed such understanding but he added that a much better highway improvement would result were the right of way widened. He recommended approval of an offer of $8,625 to the Reconstruction Finance Corporation for sufficient land to provide a standard width right of way, minimum of 100 feet on the north side of the highway center line. The Commission approved the recommendation unanimously.

The Right of Way Engineer requested approval for an additional expenditure of $300 to drill a well on the Hannan property located on Unit 5 of the T. H. Banfield Expressway. He explained that the amount previously authorized for this purpose proved to be insufficient and that it actually took an extra $300 to complete the job. The Commission approved the additional expenditure unanimously.

The Right of Way Engineer reported that in the highway widening project in Sweet Home the grade of the street was raised about one foot in front of a service station owned by Max M. Landon who is asking reimbursement for expense incurred in raising the floor of his grease room so it will not be flooded by water from the street. Mr. Landon, he stated, spent $750 to raise the floor, but has agreed to settle for $570. He recommended payment of such sum to Mr. Landon as settlement in full of his claim. The Commission approved the recommendation unanimously.

The Right of Way Engineer requested approval of a change in access to the Fredrickson property located on the Salem-Hayesville School Section of the Pacific Highway East, in Marion County. He said that the change involves no additional access, and is recommended. The Commission approved the recommendation. (An "Indenture of Access" was signed by the Commission later.)

The Right of Way Engineer also requested approval of a change in access on the Rhonda-Johnson property on the Chrome Plant-Coquille Section of the Oregon Coast Highway in Coos County. He explained that the change is a routine procedure not involving additional access to the highway. The Commission unanimously approved the recommendation. (An "Indenture of Access" was signed later.)

The Right of Way Engineer reported that he finally has received a statement from Mrs. Irene Wiggins as to how much she wants for her property which the Commission desires as an addition to the Wallowa Lake State Park, to be used primarily in development of overnight camping facilities. Mrs. Wiggins, he stated, demands $54,000 for the property, plus a long-term lease on boat and horse concessions. The Commission considered the amount exorbitant and unjustified. The Right of Way Engineer was instructed to let the matter rest for the time being.

The Right of Way Engineer brought to the Commission's attention that, in some instances in the past, options have been taken on real properties needed for right of way and other highway purposes, and in some instances options are now being taken on additional properties, on the basis of informal authorization by the Commission, and that the Commission records do not show the authority. He presented a list of projects for which right of way either has been acquired on such basis or is now being negotiated for, and he asked the Commission to formally ratify all options so taken. The Commission confirmed authority to acquire the right of way as shown in the list presented and thereupon unanimously adopted the attached resolution relative thereto, marked Exhibit "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed verbal authority heretofore given the Right of Way Engineer to defend the State and the Westfall Engineering Company from being denied use of a building located in the Ascot Zoning District in East Portland. The Right of Way Engineer explained briefly that the building concerned is a warehouse located on 134th Street and that under the Portland Zoning Law it loses its status as a warehouse and reverts to residential status if not used within one year. He also pointed out that if the zone law prevails in this instance, it will cause a loss of about $12,000 to the State.

The Chief Counsel discussed with the Commission the State's claim against The Central Heating Company, Eugene, for damaging the Dodge Bridge on the Sam's Valley Secondary Highway in Jackson County, during transportation thereover of an overweight load. He advised that the insurance company which issued The Central Heating Company's bond disclaims liability because it alleges The Central Heating Company did not haul the items listed in its permit from the Highway Department and did not use the route specified in the permit. The Chief Counsel questioned the State's ability to recover in court from the bonding company and recommended that legal proceedings be

taken against the Central Heating Company to cover the depreciated value of the bridge, which has been set at $6,000, if the bonding company will not settle. The Commission unanimously approved the recommendation.

The Chief Counsel reported that some of the electric power companies have challenged the right of the State Highway Commission to make a charge for permits issued to install power lines along and within state highway rights of way. This matter, he stated, has been discussed with the Attorney-General who advises that, under the law, the power companies do have the right to install their facilities on highway rights of way without charge for such installation, but the Highway Commission is within its legal rights in making a charge to cover the administrative and supervision costs incident to the issuance of the permits. The Commission decided to make no change in the procedure heretofore approved for handling permits and fees to be charged in connection therewith.

The Chief Counsel brought up for discussion a recent ruling by the Attorney General that all monies derived from the sale of state-owned equipment, etc., must be deposited in the State General Fund rather than in the fund of the department disposing of the property. The Highway statute, he said, states that funds derived from the sale of highway property reverts to the Highway Fund, which is in contradiction to the opinion of the Attorney General. The Engineer pointed out that if the ruling is followed, it will result in diversion of approximately $30,000 annually of Highway Funds to the General Fund. The Commission ordered that the ruling be resisted strenuously.

The Engineer presented a report concerning unassigned space on the fifth floor of the State Highway Building. He said that the Legal Department needs about 440 square feet of floor space and the Traffic Department, which is crowded at present on the fourth floor, needs 2,021 square feet. He recalled that prior to these assignments the Property Control Division of the Department of Finance had been allocated the use of 1,091 square feet, and advised that there remains, after reserving some space for Highway Department expansion, about 4,600 square feet of space which could be rented on a revokable basis if the Commission so desires. In this connection he recalled that the Commission, some time ago, gave the State Liquor Control Commission first refusal of any floor space that might become available after the Highway Department had taken all that it needed. In the discussion the Engineer pointed out that partitions will have to be installed for the separate offices. He estimated that cost of those needed for Highway Department offices at $1500, and those needed for other departments at $2500. He requested authority to install the partitions for the Highway offices now and to install the others later when it is decided who is to occupy the space. As a result of the discussion, the Commission unanimously approved the request upon motion of Commissioner McIver, duly seconded by Acting Chairman Reynolds. It was understood that a charge is to be made for the space used by the other State departments, and that such departments shall pay for the partitions if they occupy the space less than three years time, but if they stay three years or longer, the Highway Department will pay for the partitions. The Engineer was instructed to secure suggestions

from Governor McKay as to the renting of the unassigned space.

The Engineer reported the results, as follows, of taking bids in Salem on August 24, 1951 for the purchase of the scrap steel salvaged from the old Dodge Bridge on the Sam's Valley Secondary Highway in Jackson County:

1.	Alaska Junk Company, Portland	$1,042.00
2.	Medford Bargain House, Medford	610.00
3.	Zidell Machinery and Supply Company, Portland	517.77

The Engineer estimated the value of this property at $600 and recommended acceptance of the offer of the Alaska Junk Company. The Commission unanimously approved the recommendation.

The Engineer also presented the results as follows of receiving bids in Salem on August 24. 1951 for the purchase of timber located on a State-owned quarry site adjacent to the Santiam Highway near Cascadia in Linn County:

1.	Drury and Kenady, Eugene	$15.10 per MFBM
2.	Homer Moxley, Lebanon	10.00 per MFBM

He estimated the value of the timber at $10 per MFBM and recommended that it be sold to Drury and Kenady at their bid price. The Commission unanimously approved the recommendation.

The Engineer presented for the Commission's consideration a progress report covering the operations of the Astoria-Megler Ferry for the first eight months of this year showing a comparison with the same period in 1950. The net result of this comparison disclosed a net loss during the first eight months of 1950 of $29,279, while for the same period in 1951, the net loss was only $468. The Commission accepted the report and ordered it filed.

The Commission considered a request from the City of Empire, Coos County, for the installation of a traffic signal at the intersection of Commercial Street and Newmark Avenue; also, for a change in "STOP" signs at the junction of the Cape Arago and Coos Bay-Empire Secondary Highways. The Engineer advised that investigations reveal that there is no justification for the signal and that the "STOP" signs are now correctly located. He recommended that both requests be denied. The Commission approved the recommendation.

The Engineer reported that the cities of Adams, Amity, Butte Falls, DeLake, Eagle Point, Gold Hill, Idanha, Long Creek, Paisley, Riddle, Stanfield, Sublimity, Taft, Troutdale, and Turner have fulfilled the legal requirements with respect to the expenditure of state tax street funds accrued to them during the first six-months period of 1951 and that the plans for improvements contemplated by each of these cities to be financed with the funds available have been examined

and found satisfactory. He recommended approval of the plans by the Commission. The Commission unanimously approved the recommendation by adoption of the attached resolution relative thereto, marked Exhibit "D", which resolution by this reference is made a part hereto with like effect as though extended in full herein.

The Engineer also reported that the cities of Boardman, Clatskanie, Donald, Idanha, Jefferson, Sisters, and Sumpter have fulfilled the legal requirements with respect to the expenditure of state tax street funds accrued to them during the second six-month period of 1950, and that the improvements contemplated by each of these cities to be financed by the funds available have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked Exhibit "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer asked the Commission to confirm oral authority given him on August 24, 1951 to obligate an additional expenditure of $12,000 for dredging embankment materials from the Willamette River at Salem. He explained that the additional amount is necessary to keep the US Army Engineers' dredge working to provide dredged materials that are needed for the embankment at the west bridge approach in West Salem. The Commission unanimously confirmed the additional authorization.

The Commission considered a petition from property owners and residents of Empire, Coos County, for construction of a foot path on the Coos Bay-Empire Highway between Bonneville Power Substation and Thompson Road. The Engineer estimated the cost of such foot path, 0.54 mile long, at $5,000 and advised that, according to an investigation by the Traffic Engineer, there is no justification for the expenditure. He recommended that the request be denied. The Commission approved the recommendation.

The Commission considered a request from the City of Vernonia for installation of a flashing beacon at the intersection of Bridge Street and Rose Avenue in that city. The Engineer advised that this matter has been investigated by the Traffic Engineer who recommends installation of a flashing beacon that will flash red to the north, west, and south, and amber to the east , augmented with a green arrow to indicate a free-moving right turn from south to east; also that parking be prohibited by the city on both sides of Rose Avenue for a distance of 100 feet south of the intersection and on both sides of Bridge Street for 100 feet east of the intersection. He estimated the cost of the signal at $450 and recommended approval of the installation at State expense if the city will adopt necessary ordinances with respect to the "NO PARKING" feature. The Commission approved the recommendation.

The Commission considered a request from the Albany Timber Carnival Association for continued use of Waverly Lake Park in conducting its annual carnival. The Engineer advised that the Timber Carnival

Association has used the park for several years for this purpose and has always cleaned it up satisfactorily. The park, he said, is an ideal site from the standpoint of the Carnival Association, but, as the show is increasing in magnitude, it has proved detrimental to the appearance of the park. He recommended approval of the request subject to imposition of the following additional restrictions:

1. That the Association be required to provide and furnish adequate toilet facilities which meet the approval of the County Health Department.

2. That the Association refrain from adding to or attaching to the large main entrance sign any wording of a nature soliciting contributions for programs or buttons.

3. That all official cars be required to be parked in a designated parking area to be constructed.

4. That all concessions be located along the edges of a designated parking area and that all service trucks servicing these concessions be limited to one ingress and egress, approach road to the parking to be constructed.

The Commission approved the recommendation unanimously.

In this connection, the Engineer stated a need for development of a car-parking area and an access road. He exhibited a plan disclosing what he has in mind and advised that the cost to construct these facilities is estimated at $2,500. He recommended approval of the expenditure and that the work be done as a 1952 Minor Betterment project. He also recommended an expenditure of $600 to fertilize and reseed the grassed areas that have been damaged by motor vehicles, the funds to be taken from the maintenance and operation budget. The Commission unanimously approved both recommendations.

The Commission discussed a letter from the City of Athena, Oregon, requesting that the State pay the entire cost of constructing a foot bridge on Wild Horse Creek Bridge at Athena, the estimated cost of which is $800. The Engineer recalled that construction of the foot bridge previously had been approved by the Commission on a fifty-fifty basis with the City, but recent investigations reveal that responsibility for the bridge is largely a State matter. He recommended that the State pay the entire amount. The Commission approved the recommendation.

The Engineer reported satisfaction of the condition governing award of the following contracts: (1) Sweet Home (K and L Streets) paving project in Linn County, bids received August 20, 1951, low bidder, Warren Northwest Inc.; (2) Grading and paving the Fairview-Sundial Section of T. H. Banfield Expressway in Multnomah County, bids received July 17, 1951, low bidder, K. F. Jacobsen Co., Inc., and J. M. Arenz. The Commission approved the report.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

1. Stockton & Son, Contract No. 3413, for construction of a Maintenance Building at Timberline Junction on the Mt. Hood Highway in Clackamas County, requested an additional extension of time of thirty (30) days, from July 31, 1951 to August 31, 1951, within which to complete this job. They alleged that unfavorable weather had prevented painting the roof within the limits of the previous extension of time. The Engineer advised that the work was completed within the original time limit except for minor items of painting, and that the present extension is to allow for completion of such work. He also said that the building has been occupied since early last spring and there has been no additional cost to the State. He recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation. (SEE FOOTNOTE)

2. Valley Construction Company, Contract No. 3349, for construction of the Willow Creek Bridge on the Imbler-Dry Creek Highway, in Union County, requested a third extension of time of forty-six (46) days, from April 30 to June 15, 1951, within which to complete this job. The contractor alleged that the additional extension of time was necessary because they could not remove the old bridge abutments during high water. The Engineer advised that at the expiration of the second extension of time, up to April 30, 1951, the only work remaining to be done, was removal of the abutments of the old structure, and that due to high water, removal of the abutments could not be accomplished until June of 1951. He also said there was no inconvenience to traffic and that the State incurred no additional expense by reason of the delay. He recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Bureau of Public Roads concurring in the recommendation. The Commission approved the recommendation. (SEE FOOTNOTE)

3. Frank Watt Construction Company, Contract No. 3338, for construction of the South Yamhill River Bridge on Three Mile Lane Secondary Highway, in Yamhill County, requested an extension of time of 120 days, from August 15, 1951 to and including December 15, 1951, within which to complete this job. They alleged that inability to secure reinforcing steel for precast beams ahead of bad weather and high water prevented them from completing the contract within the specified time limit. The Engineer advised that he has been unable to find a shortage of reinforcing steel and it appears to him that the main reason for an overrun in time was due to lack of aggressiveness on the part of the contractor. The work, he added, is now proceeding at a reasonable rate and the project should be opened to traffic by the last of October. He recommended that the extension of time as requested be granted, subject, however, to the provision that the contractor shall reimburse the State for all engineering costs that the State incurs on this job subsequent to August 15, 1951. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (SEE FOOTNOTE)

4. Tom Lillebo, Contract No. 3313, for construction of the North Dillard Bridge on the Pacific Highway, In Douglas County, requested an additional extension of time of eleven days, from July 31, 1951 to August 11, 1951, within which to complete this job. He alleged that it had been necessary to wait for extreme low water in the late summer in order to complete removal of the old piers and final cleanup of the site. The Engineer stated that the structure was completed and open to traffic last fall and that the only work remaining was removal of the old bridge piers which had to be delayed until the river reached its lowest stage. No inconvenience had been caused to traffic, he said, and no additional cost has accrued to the State by reason of the delay. He recommended that the extension of time be granted as requested, without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (SEE FOOTNOTE)

5. Durbin Brothers, Contract No. 3354, for grading and oil mat surfacing on the South Unit Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County, requested an extension of time of ten (10) days, from July 31, 1951 to August 10, 1951, within which to complete this job. They alleged that grading and rock production was completed well within the specified time limit but, due to heavy commitments of the oiling subcontractor, it had been necessary to request an extension of time to allow for completion of the oil surfacing. The Engineer advised that the contractor had completed the grading and rock production ahead of schedule, but was unable to get the oiling done within the specified time limit due to the subcontractor's heavy schedule. As there was neither inconvenience to the traveling public nor additional expense to the State, he recommended that the extension of time be granted as requested, without penalty. The Commission approved the recommendation. (SEE FOOTNOTE)

6. Porter W. Yett, Contract No. 3494, for paving the Myrtle Point (Reedsford Road) Section (City Street Project) in Myrtle Point, Coos County, requested an extension of time of ten (10) days, from July 31, 1951 to August 10, 1951, within which to complete this job. He alleged that completion of the job within the specified time limit had been impossible due to failure of the City of Myrtle Point to perform necessary preliminary work. The Engineer advised that the contractor's operations were held up by the City of Myrtle Point, and that the work was actually completed within three (3) days after the City had completed its portion. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (SEE FOOTNOTE)

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contracts Nos. 3289, 3406, 3441, 3486, 3494, 3500, 3531, 3543, 3554, 3349, 3413, 3526, 3411, 3313, and 3470, for construction of State highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration the Commission, by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked Exhibit "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Commissioner Reynolds brought up the matter of shifting the location of the Maintenance Building originally proposed at Flora, Wallowa County, to a site about five miles south. He recalled that a contract had been awarded for construction of the building at Flora and that drilling of a well had been started, but, as no water was found, it was abandoned and the contractor was requested to stop construction on the building for the time being. It appears that E. F. Chidsey, Division Engineer, then found a suitable site about five miles south of Flora, owned by the Mt. Emily Lumber Company, which could be purchased for $750, including three acres of land and a partial right to water from a spring. In the meantime supplementary agreements had been prepared and signed by the building contractor, providing for compensation for work performed at the Flora site, and for construction of the building at the new location. The Commission unanimously approved the arrangement as outlined by Commissioner Reynolds.

The Commission had under consideration the offers and bids of The National City Bank of New York & associates, The First National Bank of Portland, Oregon & associates, The First National Bank of Chicago & associates, Foster & Marshall & associates, Halsey, Stuart, & Co., Inc., & associates, and Kuhn, Loeb, & Co., & associates, submitted at 9:00 a.m. this day, for the purchase of $15,000,000 of Oregon State Highway bonds. It was the considered opinion of the members of the Highway Commission that the bid submitted by The National City Bank of New York & associates, including Blyth & Co., Inc. and The United States National Bank of Portland, was the lowest and best bid received, and that the interests of the State of Oregon will be best served by acceptance of said bid. Accordingly, motion was made by Commissioner McIver that the offer of The National City Bank of New York & associates be accepted for the entire amount of $15,000,000, face value, Oregon State Highway Bonds now offered for sale and that the bonds be sold to The National City Bank of New York & associates for the amount of its said offer. The motion was duly seconded by Commissioner Reynolds, Acting Chairman, and, having received the majority vote of the members of the Commission, was by the Acting Chairman declared carried. At 11:00 a.m. the Commission's decision was publicly announced by Acting Chairman Reynolds.

The matter of the printing of the bonds was then discussed with Mr. John W. Shuler, Attorney, Portland, who has been retained by the Commission to pass on legal matters in connection with this bond issue.

As a result of the discussion, motion was made by Commissioner McIver that this business be given to Irwin-Hodson Company, Portland. Motion was duly seconded by Commissioner Reynolds who as Acting Chairman declared it carried.

The Commission discussed the bids received at 9:00 a.m. for contract construction work and at 11:00 a.m. Commissioner Reynolds announced the Commission's decision with respect to each project, as follows, the Commission's action being by unanimous vote:

"Rock production on the Vida-Belknap Springs Section of the McKenzie Highway near Blue River, in Lane County: three (3) bids were received for this project, the low one being that of E. H. Itschner Company, Molalla, at $46,695. The Commission has accepted the low bid as submitted by E. H. Itschner Company and the Engineer has been instructed to have the contract forms prepared and sent to the contractor for execution as soon as right of way has been cleared.

"Construction of a latrine in Silver Falls State Park, Marion County: ten (10) bids were received for this project, the low one being that of V. C. Johnson, Oregon City, at $4,249.50. The contract has been awarded to V. C. Johnson at his bid price.

"Rock excavation and placing of riprap on the Oneonta Section of the Columbia River Highway near Multnomah Falls, in Multnomah County: John A. Logan, Portland, submitted the low bid out of a total of ten (10) received at $14,285. The contract has been awarded to John A. Logan at his bid price.

"Construction of a latrine in Helmick State Park on the Pacific Highway West, in Polk County: Seven (7) bids were received for this project, the low one being that of V. C. Johnson of Oregon City at $5,895. The contract has been awarded to V. C. Johnson at his bid price."

The Commission considered and authorized expenditures for office furniture and supplies, as follows:

Construction Engineer	$320
Office of the Secretary	$370
Bridge Engineer (for the purchase of one Sound Level Meter)	$550

The Commission discussed, approved, and signed a letter directed to Mr. C. G. Polk, Acting District Engineer, Bureau of Public Roads, requesting that the Salem By-Pass Section of the Pacific Highway East, extending from a point on Federal Aid Primary Route 3, approximately five miles south of Salem, to a point on Federal Aid Primary Route 3, approximately one mile north of Salem, to be known as Federal Aid Route 45.

The Commission considered a request from the Civic Improvement Club, Fort Klamath, for a contribution of $5 per year to maintain local fire-fighting equipment owned by the Fort Kalmath Community. The Engineer advised that the Maintenance Headquarters at Fort Klamath will benefit by reason of this fire-fighting equipment and he recommended that the Commission authorize payment of $5 per year as the department's pro rata share of the expense. The Commission unanimously approved the recommendation.

The Engineer reported that the City of Portland has requested that previous action establishing speed zones on 82nd Avenue, (Cascade State Secondary Highway), be reviewed in order that numerical speed indications can be made compatible with the timing of the progressive signal system recently installed on that street. Action on this matter, he said, was taken by the Speed Control Board on August 27, insofar as the street lies within the city limits, and it now is necessary for the State Highway Commission to concur with the State Speed Control Board in its action on the sections where the corporate limits of the City of Portland and the center line on 82nd Avenue coincide, and where the easterly portion of the highway is under jurisdiction of the Highway Commission. He recommended that the Commission concur in the action of the Speed Control Board. He further recommended as a part of the same action that a 35-mile per hour speed zone be established on North East 82nd Avenue between North East Killingsworth Street, M. P. 0.0, and the north city limits of Portland, M. P. 0.50. The Commission unanimously approved both recommendations by adoption of the attached resolution relative thereto, marked Exhibit "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered a request from residents along the Eddyville-Blodgett Highway in Benton and Lincoln Counties for establishment of a reduced speed zone on this highway. The Engineer advised that this request was investigated by the Traffic Engineer whose report on the subject indicated that there is no justification for a reduced speed zone; moreover, because of the physical nature of the road, which limits speed from 20 to 45 miles per hour, it would not be practicable to designate one. He recommended that the request be denied. The Commission unanimously approved the recommendation.

The Engineer presented for the Commission's consideration the designation of a "NO PARKING ON HIGHWAY SHOULDERS" zone on both sides of the Columbia River Highway between M. P. 44.99 and M. P. 45.15, about two miles east of the City of Rainier, Columbia County, where a drive-in theater is operating. He advised that cars park on the highway shoulders with their headlights on which creates a hazardous condition. He recommended designation of a "NO PARKING ON HIGHWAY SHOULDERS" zone at the location mentioned. The Commission unanimously approved the recommendation by adoption of the attached resolution relative thereto, marked Exhibit "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed telephonic approval of an agreement with the Oregon-Washington Railroad and Navigation Company and the Union Pacific Railroad Company covering encroachment of the T. H. Banfield Expressway upon railroad property between Fairview and Sundial crossing, in Multnomah County. The Engineer advised that the agreement is necessary in construction of the T. H. Banfield Expressway. (The Agreement was signed later.)

The Commission considered the advisability of issuing permits for transportation of logs and other products loaded cross-wise on trucks and trailers up to a maximum width of 8' 6", as authorized in Article 5, Section 12, Chapter 405, Laws of 1951. The Engineer advised that an application has been made for such a permit to haul plywood cores on the Columbia River Highway from Astoria to a point about two and one-half miles easterly thereof. The law provides, he said, that before a permit is granted a trial load must be observed over the highway as to whether it can stay on its own side of the road, and that the applicant must furnish public liability and property damage insurance as may be required by the granting authority. He recommended that the Commission grant authority to issue such permits over his facsimile signature, to be countersigned by the Director of Permits or his assistant, the Supervisor of Transportation Permits. He likewise recommended that each applicant be required to furnish property damage insurance in the amount of $10,000 for each accident and public liability insurance in the amounts of $10,000 / $20,000, and that the insurance or certificate of insurance name the State Highway Commission and its officials, employees and agents as additional parties assured. The Commission unanimously approved the recommendation.

The Engineer presented for the Commission's consideration a list of monthly-rate employees who are eligible under Civil Service Rules and the Highway Department's merit rating system, for annual salary-step increases during the last quarter in 1951. He explained that the Civil Service Commission has modified its rules so that an employee is now eligible for an annual increase on his actual anniversary date with the department, rather than being eligible on January 1 and July 1. He pointed out further that the employees recommended for annual step increases are only those whose merit rating is average or better. He recommended that the step increases be approved. The Commission approved the recommendation. (See copy of list in general files.)

The Engineer reported that he has received a letter from the City Manager of Bend requesting that the Highway Commission widen and pave to full width between curbs the streets used as routes for State highways in the city; also, that the Highway Department furnish plans for the design and construction of curbs. As the matter had not previously been considered by the Commission, the Engineer recommended that he be authorized to investigate the request. The Commission approved the recommendation.

The Engineer requested approval of the projects proposed for contracting at the November and December meetings of the Commission, and which are to be financed with money derived from the sale of bonds, this date. He submitted a list of the projects for the Commission's consideration. The Commission unanimously approved the projects as listed subject, however, to changes as may be necessary as a result of hearings in cities along the Pacific Highway which are to be held on October 9 and 10. The list of approved projects follows:

November, 1951

Divide-Anlauf Unit of Divide-Rice Hill Section, 6.7 mile grading, bridge, and paving	$2,200,000
Union Avenue-Swift Road Junction, 0.4 mile grading, bridge, and paving	225,000
Boones Ferry Road-Marion County Line Unit of Barbur Blvd.-White School Section, 9.2 miles grading	2,000,000
Oakland Junction-Deady Unit of Chenoweth Park-Deady Section of the Pacific Highway	1,500,000
	$5,925,000

December, 1951

Newport-Toledo, 8 miles grading, bridge, and paving	$1,000,000
Gnat Creek-Bradley Park, 2.5 miles grading bridge, and paving	600,000
Jones Ranch-Mitchell, 9.73 miles grading, bridge, and paving	1,000,000
Showgren-Rowena Unit of The Dalles-Mosier Section	1,500,000
	$4,100,000

The Commission also discussed with the Engineer proposed changes in the Federal Aid Program for the Federal Fiscal Year, 1953, heretofore approved by the Commission on July 17, 1951. As a result of the discussion, the following changes were authorized in the Primary Federal Aid Program in Division 2: delete the Sulphur Creek-Rogue River Section on the Salmon River Highway in Lincoln, Polk, and Tillamook Counties and substitute therefore 2.3 miles of grading and paving on the Sheridan-Deer Creek Section of the Salmon River Highway in Yamhill County.

In the Secondary Federal Aid Program in Division 1: Reduce from $150,000 to $100,000 the authorization for a bridge over the Tualatin River on a Clackamas County Road west of West Linn. Add as a new project on a Clackamas County Road a bridge over Kellogg Creek at $50,000.

In the Secondary Federal Aid Program in Division 4: Increase the authorization for the Wocus Marsh-Lake o'Wood Road on the Klamath Lake Secondary Highway in Klamath County from $450,000 to $500,000. Delete entirely the grading, surfacing, and oiling of the Klamath County Road (FAS 418) Junction Lakeview Highway to Bonanza, in the amount of $200,000, and substitute therefore five miles of grading, surfacing, and oiling on FAS Highways 322 and 400 (County Roads) in Crook County, in the amount of $150,000.

In Division 5 delete entirely $150,000 allocated for work on the Prairie Creek-Zumwalt Section of a county road in Wallowa County and substitute therefore six miles of asphaltic concrete resurfacing on the Hurricane Creek County Road in Wallowa County.

The Commission unanimously approved the changes as outlined and ordered that they be submitted to the Bureau of Public Roads for concurrence.

In the discussion of the Federal Aid Program the question came up as to why the contractors are consistently bidding over the estimate on the Wocus Marsh job in Klamath County. The Engineer pointed out that in addition to the rising costs of contracting, which have increased 10 percent in the last three months, that on this particular section, in order to look the job over accurately, it is necessary for contractors to walk ten miles and, he added, most of them have not done that. However, he expressed the hope that better bids can be obtained when the job is next advertised.

The Engineer stated that the Highway Interim Committee appointed by the last Legislature desires data on truck taxes as levied in some of the neighboring states. He recommended that the Commission authorize an expenditure of $80 to pay the expenses of R. C. Blensly of the Traffic Department in securing such data in Sacramento, California, and Carson City, Nevada. The Commission unanimously approved the recommendation.

The Assistant Counsel presented a proposal from J. Bardell Purcell to settle the Commission's condemnation case against him concerning right of way for Banfield Expressway in Portland. He recalled the State's offer to pay $8050 for the property, which Mr. Purcell refused. Mr. Purcell, he said, now states that he will settle for $6500 if he is allowed the residence building located on the property and is paid an extra amount of $250 to move it. He recommended payment of $6500 only. The Commission unanimously approved the recommendation.

Mr. Enfield, the Assistant Counsel, reported concerning the condemnation case against Elling and Veda Halvorson for property adjacent to the Pacific Highway East near Lana Avenue in North Salem.

He explained that under the settlement offered to them they had been allowed three access points, one of which is 50 feet wide but Mr. Halvorson is insistent that there be no access restriction at all, anyway not less than four. He requested instructions from the Commission as to whether or not an exception should be made in this instance and full access granted. The Commission decided to make no change in its established policy with regard to such matters and accordingly denied the request.

The Commission considered a proposed easement agreement with White City Lumber Company for a log scale site on "H" and "G" Avenues in the White City area, on the old Crater Lake Highway at Camp White, Jackson County. The Right of Way Engineer explained that the White City Lumber Company is to maintain the old pavement to the satisfaction of the Highway Engineer and that the easement agreement is revocable upon 30 days' written notice. He recommended that it be granted. The Commission unanimously approved the recommendation. (The Agreement was signed later.)

The Commission also considered an exchange of properties with the White City Lumber Company in the Camp White area in Jackson County. The Right of Way Engineer recalled that during the summer trip of the Commission in Southern Oregon, this proposed exchange had been viewed and that it was tentatively agreed with Mr. White that the State would quit claim to the White City Lumber Company the right of way of a part of the abandoned Crater Lake Highway, and that the Company would deed to the State an equal area that the State needs. The exchange, he stated, is an advantage to the State and he recommended that it be approved. The Commission unanimously approved the recommendation.

The Commission considered and approved two project agreements with the Bureau of Public Roads covering: 1) Bridgeton Road-Goetz Road Section, Pacific Highway East, Oregon U-130(5); and 2) Columbia Slough-Columbia Boulevard Section, Pacific Highway East, Oregon U-130(4). (The Agreements were signed by the Commission later in the session).

The Commission considered and approved an agreement with the Union Pacific Railroad Company covering an encroachment of the Wygant Park-Hood River Section of the Columbia River Highway on railroad company property. (The Agreement was signed later in the session).

The Commission considered and upon recommendation of the Engineer, approved an agreement with Lane County providing for disposal of the old route of the Pacific Highway between Goshen and Judkins Point, South of Eugene. (The Commission signed the Agreement later in the session).

The Commission considered an agreement with the U.S. Geological Survey concerning a cooperative project for investigation of water resources previously authorized by the Commission on August 20, 1951. The Engineer recalled that this agreement simply embodied the

provisions and conditions as outlined previously by which the State and the Geological Survey each are to contribute $5,000 toward the expense. He recommended that it be signed. The Commission approved the recommendation. (The Agreement was signed later).

The Commission considered a form of receipt and release agreement with the Sunny Slope Irrigation Ditch Company, north of North Powder, on the Ladd Canyon Section of the Old Oregon Trail, Union County. The Right of Way Engineer stated that the Irrigation Company had protested the handling of drainage facilities along the highway and as a result of investigation, payment of $750.00 had been approved on May 24, 1951. The receipt and release form, he stated, relieves the Commission from further liability in this matter and he recommended that it be approved. The Commission unanimously accepted the recommendation. (The Agreement was signed later in the session).

Commissioner Reynolds reported that the Department of State Police had brought to his attention that truck drivers seeking PUC inspections block the street at the east end of the State Highway Office Building in La Grande. He recalled that previously the Commission had approved acquisition of space to provide facilities to park State Highway Department cars. The Engineer stated that he had knowledge of the situation and recommended that Lot 22 in Block 1 be purchased at an estimated cost of $500 to relieve the condition complained of. The Commission unanimously approved the recommendation.

Commissioner Reynolds also brought up for discussion the Strasbaugh case involving property near Ontario in Malheur County. He recalled that sometime in the past the Commission had requested that local attorneys be hired to represent the State in cases such as this, and in this particular instance he urged that the services of Mr. R. D. Lytle, Attorney, Vale, be secured if it is necessary to take the case to court. Commissioner McIver concurred in the suggestion and the Commission so ordered.

The Engineer rendered a status report on the obligations of the City of Salem as provided for in the Commission's agreement with the City covering highway improvements in the Salem area and the Salem traffic plan. He advised that, insofar as the traffic plan is concerned, the City has designated the streets providing for one-way traffic and has also taken action approving the "No Parking" feature, but it has as yet not definitely provided for off-street parking in North Salem, which is a controversial item, but the latest information available is that the City will do so shortly. He recalled that the original agreement with the City provides for the widening of South Commercial Street for a distance of four blocks between Oxford and Hoyt Streets, however, in preparing the contract, he said, this particular feature was overlooked. He advised that the cost of such

widening work two years ago was estimated at $5,500, but is now estimated at $6,500. He also said that the City has stated a willingness to perform the work at such amount. He recommended approval of the project on such basis. The Engineer also advised that, in putting the traffic plan into effect, it will be necessary for the State to take jurisdiction over certain streets. He mentioned the streets concerned and pointed out that Marion Street and Center Street are included in the list pursuant to a request from the Salem City Council, as substitutes for Chemeketa Street and Court Street which have been deleted, and that the City has approved the change by subsequent agreement in writing. He recommended approval of the arrangement and presented a form of resolution with regard thereto for adoption by the Commission. He called attention to a clause in the resolution which provides that the arrangement shall not go into effect until the City has completely fulfilled its obligations. This matter was discussed at considerable length and, as a result thereof, the Commission unanimously approved the widening work on South Commercial Street as recommended by the Engineer, the work to be done by the City. The Commission also unanimously approved the traffic plan as reported by the Engineer, by adoption of the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Chief Counsel expressed doubts that the City of Salem will provide off-street parking areas in North Salem, which is its obligation according to the original agreement. He cautioned the Commission against assuming any new obligations until the City has provided such off-street parking and has agreed in writing to other features. He suggested that the entire matter should be covered by an amended agreement between the Commission and the City covering all features definitely and clearly before the Commission puts the traffic plan into effect. The Commission approved the suggestion and ordered that such amended agreement be prepared and presented to the Commission at its October meeting. It is to include provision that the State can relinquish to the City jurisdiction over certain city streets if the Commission so desires. The Secretary was instructed to notify the City by letter explaining the Commission's action and pointing out definitely that the Commission will not assume any further obligations with reference to the routing of traffic over the city streets and the assumption of maintenance thereupon until the City has fulfilled its obligations to the Commission's satisfaction.

The Engineer reported a request from the City of Salem for use of a small triangular tract of State-owned land situate on the west side of US99E just north of the Southern Pacific underpass in North Salem, for the off-street parking of cars. He said the property is of no value for State highway purposes and he recommended that it be either sold or leased to the City for the purpose intended. The Commission deferred action on the matter until the City has made its decision with respect to the fulfilment of its obligations in connection with the Salem

traffic plan. The Commission also expressed a wish to inspect the property before deciding the matter.

Mr. W. W. Stiffler, Assistant State Highway Engineer, stated that in connection with the removal of "danger" trees along the Oregon Coast Highway between Seaside and Astoria, owners of some of the trees on private property had agreed to remove their trees and had offered to buy the "danger" trees on the state highway right of way and to pay to the State $5.00 per MFBM for the merchantable timber. He recommended acceptance of the offer because it would be costly to dispose of the trees in any other manner. The Commission unanimously approved the recommendation.

The Engineer brought up the matter of a traffic interchange at US30 and US730 near Boardman in Morrow County. The traffic here, he stated, is quite fast and an underpass is badly needed for protection of the traveling public. He recalled that there had been some previous discussion of this matter but no formal action had been taken by the Commission. He recommended approval of the project and that the Commission authorize an expenditure of $50,000 for construction of the underpass. The Commission unanimously approved the recommendation.

The Engineer reported requests received from members of the lumber industry for permission to truck haul logs over State highways during Sundays to enable them to stock pile a sufficient supply of logs to insure continuous operation of their plants during the winter season. These requests have been made, he said, because of the fact that logging and saw mill operations have been closed down for such a long time this year as a precaution against fires. He recommended approval of the requests. The Commission unanimously approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission signed Agreements etc., as follows:

"Indenture of Access" re Frederickson property situate on Salem-Hayesville School Section of US99E.

"Indenture of Access" re Rhonda-Johnson property on the Chrome Plant-Coquille Section of US101.

Letter directed to Bureau of Public Roads requesting designation of Federal Aid route No. 45. (Salem By-pass)

Agreement with O. W. R. & N. Co. and Union Pacific Railroad Company covering encroachment of the T. H. Banfield Expressway between Sundial crossing and Fairview.

Agreement with White City Lumber Company for log scaling site on "H" and "G" Avenues, Medford, Jackson County.

Deed re exchange of properties with White City Lumber Co., in Camp White area.

Two project agreements with Bureau of Public Roads covering (1) Bridgeton Road-Goetz Road Section of Pacific Highway East, and (2) Columbia Slough-Columbia Boulevard Section of Pacific Highway East.

Agreement with Union Pacific Railroad Co. covering encroachment at Wygant Park-Hood River Section of Columbia River Highway.

Agreement with Lane County providing for disposal of old route of Pacific Highway between Goshen and Judkins Point.

Agreement with U. S. Geological Survey covering cooperative project for investigation of water resources.

Receipt and Release from Sunny Slope Irrigation Ditch Company, North Powder, Oregon, releasing the Highway Commission from all claims for damages by reason of road construction on property located on the SW¼ of the SE¼ of Section 9, Township 6 South, Range 39 E. W. M.

Agreement with Glens Falls Indemnity Company whereby State pays certain monies earned under contracts No. 3011, 3012, and 3018. Guarantees payment of claims up to $5934.17.

Agreement with City of Eugene, City of Springfield and Lane County covering the Origin and Destination Survey made by the State Highway Commission.

There being no further business to come before the Commission at this time, the meeting adjourned at 12:30 p. m.

Acting Chairman

State Highway Engineer

Commissioner

Secretary

September 12, 1951

EXHIBITS "A" THROUGH "J"

Minutes of

September 12, 1951

EXHIBIT "A"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT NO. 4 - T. H. BANFIELD EXPRESSWAY

14857 - Ertz, Harry E. and Mildred G. (Johnson)
Right of Way
Option expires October 21, 1951

10,000 sq. ft. at $0.40 per sq. ft.	$4,000.00	
2 story building. 3616 sq. ft.	19,888.00	
Repair shop, 1494 sq. ft.	4,482.00	
Concrete drive and parking area, 2,240 sq. ft.	505.00	
Total consideration		$28,875.00
Less amount paid by Fires Insurance Co., (Fire of 5/24/51)		2,000.00
Amount to be paid owner - chrg to Right of Way		$26,875.00

(cont.)

18637

EXHIBIT "A" (cont.)

UNIT NO. 4 - T. H. BANFIELD EXPRESSWAY (cont.)

14857 - Ertz, Harry E. and Mildred G. (cont.)

THINGS TO BE DONE BY THE STATE:

State to assume last half of 1951-52 taxes. Est.	$100.00	
Grantor may remove gas pump and tank		
GRAND TOTAL (Estimate) Charged to Right of Way		$26,975.00

Access controlled - no access allowed

BOONES FERRY ROAD-MARION CO., LINE UNIT OF BARBUR BLVD. - WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY

17492 - McFarland, Paul M. and Arlene F. and Otto Heider (Smith)
Right of Way
Option expires January 30, 1952

1.54 acres at $425.974 per acre	$656.00	
37 rods of fence at $3.50 per rod	129.50	
Severance and reduction damage	74.00	
Amount to be paid owner - chrg to Right of Way		$859.50

Access controlled - no access allowed

17494 - Schuemmer, Leo and Rosa (Smith)
Right of Way
Option expires February 2, 1952

7.33 acres at $300 per acre	$2,199.00	
82 rods of fence at $3.50 per rod	287.00	
Amount to be paid owner - chrg to Right of Way		$2,486.00

Access controlled - no access allowed

17493 - Fessler, Albert J. and Elizabeth (Smith)
Clarence W. and Arleta M. Fessler
Right of Way
Option expires December 14, 1951

.92 acre at $350 per acre	$322.00	
Allowance - reduction of area	47.04	
38 rods of fence at $3.50 per rod	133.00	

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION CO., LINE UNIT OF BARBUR BLVD. - WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY (cont.)

17493 - Fessler, Albert J. and Elizabeth
Clarence W. and Arleta M. Fessler (cont.)

Amount to be paid Albert Fessler - chrg to Right of Way		$139.65
Amount to be paid Clarence Fessler - chrg to Right of Way		362.39
		502.04
State to pay 1951-52 taxes. Est. Cost	$5.00	
GRAND TOTAL (Estimate) Chrg to Right of Way		$507.04

Access controlled - no access allowed

17518 - Cumberland, Victor P. and Elizabeth (Smith)
Right of Way
Option expires February 14, 1952

½ acre of land LUMP SUM	$916.00	
Allowance - for moving and reestablishing homesite	6,757.00	
Amount to be paid owner - chrg to Right of Way		$7,673.00

Takes all -

4851 - Schmeer, Ernest (Smith)
Right of Way
Option expires February 21, 1952

3.5 acres at $350 per acre	$1,225.00	
28 rods of fencing at $3.50 per rod	98.00	
Bridge, pulpwood and severance	675.00	
Amount to be paid owner - chrg to Right of Way		$1,998.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 340+00, west side.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION CO., LINE UNIT OF BARBUR BLVD. - WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY (cont.)

4852 - Kinney, Edward and Florence (Smith)
Right of Way
Option expires January 26, 1952

2.97 acres at $400 per acre	$1,160.00	
24 rods of woven wire fence at $6.50 per rod	156.00	
Severance damages and reduction of area	1,254.90	
Amount to be paid owner - chrg to Right of Way		$2,570.90
State to assume 1951-52 taxes. Estimate	$25.00	
GRAND TOTAL (Estimate) Chrg to Right of Way		$2,595.90

Access controlled - no access allowed

17495 - Andrews, Ben and Harriet K. (Smith)
Right of Way
Option expires February 6, 1952

8.03 acres at $300 per acre	$2,409.00	
Allowance - 74 rods of fencing at $4.50 per rod	322.00	
Amount to be paid owner - chrg to Right of Way		$2,731.00

Grantor reserves right to remove timber prior to December 1, 1951

Access controlled - no access allowed

17500 - Thornton, Hugh R. and Faye (Smith)
Right of Way
Option expires February 1, 1952

1.5 acres at $300 per acre (timber)	$450.00	
.72 acre at $225- per acre (range)	161.00	
Allowance - damage for fencing, 40 rods at $3.50	140.00	
- severance	480.00	
Amount to be paid owner - chrg to Right of Way		$1,231.00

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION CO., LINE UNIT OF BARBUR BLVD. - WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY (cont.)

17500 - Thornton, Hugh R. and Faye (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private access, east and west side at Station 400+20
State to pay 1951-52 taxes. Est. $25.00

GRAND TOTAL (Estimate) Chrg to Right of Way $1,256.00

Access controlled -

17540 - Koellermeier, Roland W. and Mildred E. (Johnson)
Right of Way
Option expires February 28th, 1952

12.08 acres at $350 per acre	$4,228.00	
Allowance - 100 rods of fence at $3.50	350.00	
- 100 rods of fence at $4.50	450.00	
Amount to be paid owner - chrg to Right of Way		$5,028.00

Access controlled - no access allowed

HAYESVILLE SCHOOL-STATE ST. UNIT--SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17265 - Stowell, Arthur F. and Agnes (Haskin)
Right of Way
Option expires February 15, 1952

3.057 acres at $1600 per acre	$4,891.20	
Amount to be paid owner - chrg to Right of Way		$4,891.20

Access controlled - no access allowed

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE ST. UNIT--SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

17710 - Hendrick, Harrie H. and Joyce A. (Haskin)
Right of Way
Option expires January 29, 1952

10,125 sq. ft. at $0.07 per sq. ft.	$708.75	
Amount to be paid owner - chrg to Right of Way		$708.75

Takes all -

17239 - Miller, B. C. and Clara G. (Landon)
Right of Way
Option expires February 27, 1952

1.230 acres at $2,178 per acre	$2,678.94	
House, garage, water system, landscaping and shrubbery	11,961.06	
House and garage	7,180.00	
House and garage	7,180.00	
Amount to be paid owner - chrg to Right of Way		$29,000.00

Takes all -

STOUT CREEK-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

17765 - Keys, Francis H. and Norlee (Haskin)
State Park Access Road
Option expires February 19, 1952

0.251 acre at $50 per acre	$12.55	
25 rods of fence at $4 per rod	100.00	
Amount to be paid owner - chrg to Park Sites		$112.55

Access not controlled -

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

15676 - Hehnke, Helen (Haskin)
Right of Way
Option expires February 16, 1952

700 sq. ft. at $0.035+ per sq. ft.	$25.00	
Amount to be paid owner - chrg to Right of Way		$25.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

ALDER CREEK-PHILOMATH SECTION - ALSEA HIGHWAY

17644 - Howarth, G. Scott and Ruth L. E. (Byrum)
Right of Way
Option expires February 22, 1952

0.34 acre LUMP SUM $35.00

Amount to be paid owner - chrg to Right of Way $35.00

Access controlled - no access allowed

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

17690 - Anderson, Martin H. (Reeder)
Right of Way
Option expires February 10, 1952

4.16 acres at $240+ per acre $1,000.00

Amount to be paid to owner - chrg to Right of Way $1,000.00

State to assume 1951-52 taxes. Estimated 5.00

GRAND TOTAL (Estimate) Chrg to Right of Way $1,005.00

Takes all -

17696 - Cavey, Helen L. and George E. (Reeder)
Right of Way
Option expires February 8, 1952

0.50 acre at $400 per acre $200.00

Amount to be paid owner - chrg to Right of Way $200.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach Station 126+30, south side

Access controlled -

EXHIBIT "A" (cont.)

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY (cont.)

17693 - Medine, Frank J. and Winnie (Reeder)
Right of Way
Option expires February 6, 1952

5.0 acres at $600 per acre (business property)	$3,000.00	
40.0 acres of timber at $50 per acre	2,000.00	
Home - 20 x 42, at $10 per sq. ft.	8,400.00	
Home - 32 x 12, at $8 per sq. ft.	3,072.00	
Wood cabin, 10 x 10, at $5 per sq. ft.	500.00	
4 wood cabins, each 20 x 10, at $5 per sq. ft.	4,000.00	
Garage and shop, 500 sq. ft. at $2 per sq. ft.	1,000.00	
3 wood sheds, 284 sq. ft. at $0.54- per sq. ft.	153.00	
Amount to be paid owner - chrg to Right of Way		$22,125.00

Takes all -

17700 - Dobbs, Henry A. and Beckie B. (Reeder)
Haul Road to Quarry site
Option expires February 8, 1952

0.635 acres at $118.11 per acre	$75.00	
Amount to be paid owner - chrg to Quarry Site		$75.00

THINGS TO BE DONE BY THE STATE:

Grantor reserves right to use haul road.

17701 - Ikola, John Matt and Lila (Reeder)
Haul Road to Quarry Site
Option expires February 7, 1952

1.0 acre at $100 per acre	$100.00	
Allowance - for moving and rebuilding fence, 33 rods at $3+ per rod	100.00	
Amount to be paid owner - chrg to Quarry Site		$200.00

THINGS TO BE DONE BY THE STATE:

Grantor reserved right to use haul road.

(cont.)

EXHIBIT "A" (cont.)

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HIGHWAY

17721 - Bangs, E. B. and Ruth (Bennett)
Easement
Option expires February 20. 1952

250 sq. ft. Gratis

THINGS TO BE DONE BY THE STATE:

Reconstruct commercial approach at Station 13+52 South side.

Access controlled -

SCOTTSBURG-ELKTON SECTION - UMPQUA HIGHWAY

14173 - Kaskich, Gladys M. (Mayhew)
Wayside Park Area
Option expires February 2, 1952

3.7 acres LUMP SUM . $750.00

On November 9, 1950 up to $500.00 authorized for negotiation. Save the Myrtle Woods have deposited $250.00 with Highway Accounting Department to complete purchase.

Amount to be paid owner		$750.00
Amount to be charged to Park Site	500.00	
Amount to be charged advance deposit fund	250.00	

HAYES HILL SECTION - REDWOOD HIGHWAY

17382 - Almquist, Ralph W. and Ella K. (Harrington)
Right of Way
Option expires January 5, 1952

1.0 acre bottom land at $500 per acre	$500.00	
2.86 acres hillside at $200 per acre	572.00	
Reduction of area.	678.00	
Amount to be paid owner - chrg to Right of Way		$1,750.00

THINGS TO BE DONE BY THE STATE:

Construct approach north side at Station 69+50

Access controlled -

Confirmation of phone approval - by Ben R. Chandler 9/4/51

(cont.)

EXHIBIT "A" (cont.)

WYGANT PARK-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

17665 - Glass, Dorothea L. (Massee)
Right of Way
Option expires February 19, 1952

.24 acre	LUMP SUM	$192.00
Amount to be paid owner - chrg to Right of Way		$192.00

Access controlled - no access allowed

16998 - Malaer, Daniel (Witt)
Right of Way
Option expires January 4, 1952

3.47 acres at $1000 + per acre	$3,500.00
76 rods of fencing at $2.50 per rod	190.00
Amount to be paid owner - chrg to Right of Way	$3,690.00

Access controlled - no access allowed

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

17613 - Huddleston, L. T. and Jim L. (Massee) (Brainerd)
Right of Way
Option expires February 16, 1952

0.5 acres at $400 per acre	$200.00
1.46 (approx) at $250 per acre	365.00
House, 660 sq. ft. at $2.75 per sq. ft.	1,815.00
House, 416 sq. ft. at $2 per sq. ft.	832.00
Tool shed, bunk house, utility shed	530.00
14 assorted trees and 1 grape vine	142.00
Amount to be paid owner - chrg to Right of Way	$3,884.00

THINGS TO BE DONE BY THE STATE:

Construct private access south at Station 709+25.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY (cont.)

17624 - Masterson, Wm. M. (Massee) (Brainerd)
Right of Way
Option expires February 22, 1952

0.32 acre at $400 per acre	$128.00	
0.18 acre LUMP SUM	25.00	
Allowance - barn, 720 sq. ft.	720.00	
- apartment house, 1600 Sq. ft.	2,600.00	
- granary, wood shed and corral	532.00	
Amount to be paid owner - chrg to Right of Way		$4,005.00

Access controlled - no access allowed

17615 - Province, Kieth and Helen (Massee) (Brainerd)
Right of Way
Option expires February 21, 1952

0.92 acre at $38.04+ per acre	$35.00	
Amount to be paid owner - chrg to Right of Way		$35.00

THINGS TO BE DONE BY THE STATE:

Re-establish irrigation ditch. (in construction plans.)

Access controlled - no access allowed

17627 - Payne, Baxter Cont. Pur. E. A. Harnden (Brainerd) (Massee)
Right of Way
Option expires February 20, 1952

2.74 acres (approx.) at $400 per acre	$1,096.00	
Allowance - for moving buildings, house 576 sq. ft.	1,872.00	
- for moving chicken house, granary, and 2 buildings	491.00	
- for fencing, 41 ft. at $1	41.00	
Amount to be paid owner - chrg to Right of Way		$3,500.00

THINGS TO BE DONE BY THE STATE:

Construct private access North, opposite Station 732+25

Access controlled -

EXHIBIT "A" (cont.)

LA GRANDE-LADD CANYON UNIT-LA GRANDE-NORTH POWDER SECTION
OLD OREGON TRAIL HIGHWAY

16114 - McCall, W. A. Estate (Benfield)
Right of Way
Option expires February 2, 1952

2.58 acres at $520 per acre	$1,341.60	
Amount to be paid owner - chrg to Right of Way		$1,341.60

THINGS TO BE DONE BY THE STATE:

Build fence on new property line 51 rods of fence at $4 per rod	$204.00
Construct farm crossing at Station 40+30	
Construct private access east and west sides, at Stations 40+30 and 34+00	
GRAND TOTAL (Estimate) Chrg to Right of Way	$1,545.60

Access controlled -

17082 - Nibler, Ralph H. and Zepha (Benfield)
Right of Way
Option expires February 15, 1952

1010 sq. ft. at $0.15 per sq. ft.	$151.50	
Amount to be paid owner - chrg to Right of Way		$151.50

THINGS TO BE DONE BY THE STATE:

Construct private access north side at Station 7+50

Access controlled -

17085 - Mathews, Thomas J. and Helen (Benfield)
Right of Way
Option expires February 13, 1952

0.03 acre	Gratis	
Allowance - moving building	$1,750.00	
- moving sign	123.00	
Amount to be paid owner - chrg to Right of Way		$1,873.00

(cont.)

EXHIBIT "A" (cont.)

LA GRANDE-LADD CANYON UNIT-LA GRANDE-NORTH POWDER SECTION
OLD OREGON TRAIL HIGHWAY (cont.)

17085 - Mathews, Thomas J. and Helen (cont.)

THINGS TO BE DONE BY THE STATE:

Construct commercial access Stations 12+42 and 13+20 south side.

Access controlled -

17087 - Bennett, Bird A. and Manda (Benfield)
Right of Way
Option expires February 13, 1952

0.11 acre at $1,300 per acre	$143.00	
Allowance - for moving fence	264.00	
- for moving underground water system, trees shrubs and flowers	363.00	
- Waiver of access	230.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00

THINGS TO BE DONE BY THE STATE:

Construct private access, south side, Station 15+00

Access controlled -

17083 - Nibler, Ralph H. and Zepha (Benfield)
Right of Way
Option expires February 15, 1952

2560 sq. ft. at $0.15 per sq. ft.	$384.00	
Allowance - picket fence	55.00	
- 5 shade trees at $15 each	75.00	
- moving service station	2,557.50	
Amount to be paid owner - chrg to Right of Way		$3,071.50

THINGS TO BE DONE BY THE STATE:

Construct commercial access 50' in width, north side at Stations 9+50 and 11+00

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT OF BARBUR BLVD. - WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

4853 - Howten, James M. and Erna I., et al (Smith)
Right of Way
Option expires March 28, 1952

0.12 acre LUMP SUM $100.00

Amount to be paid owner - chrg to Right of Way $100.00

Access controlled - no access allowed

17523 - Wagner, Frederick W. and Margaret (Smith)
Right of Way
Option expires February 28, 1952

Land: 7.35 acres upland at $300 per acre		2,205.00
Loam Soil and River Frontage, 3 acres at $1000 per acre		3,000.00
177 rods fencing at $6.75 per rod		1,196.75
Severance Damages		500.00
Allowance for 1951-52 taxes		38.00

Amount to be paid owner - chrg to Right of Way $6,939.75

Grantor to give permit to make channel change

THINGS TO BE DONE BY THE STATE:

Private access on both East and West sides of highway and a farm crossing, station 594+50

Access controlled -

GALES CREEK SECTION - WILSON RIVER HIGHWAY

17959 - Rueter, E. A. (Estate), Gertrude and Helen (Johnson)
Right of Way
Option expires March 4, 1952

0.37 acre GRATIS

THINGS TO BE DONE BY THE STATE:

Re-establish private driveway, Station 44+81.5

Access controlled -

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT - SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17216 - Page, Harvey E. and Irma A. (Byrum)
Right of Way
Option expires March 9, 1952

3,398 sq. ft. at $0.05 per sq. ft.	$169.85	
Amount to be paid owner - chrg to Right of Way		$169.85

Access controlled - no access allowed

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

15193 - Post, Rhoda (Haskin)
Right of Way
Option expires January 29, 1952

4.6 acres at $700 per acre	$3,220.00	
10.6 acres at $150 per acre	1,590.00	
576 sq. ft. House and garage	2,140.00	
Barn, 800 sq. ft.	800.00	
Woodshed, chicken shed, storage bldg.	250.00	
Amount to be paid owner - chrg to Right of Way		$8,000.00

THINGS TO BE DONE BY THE STATE:

State to assume 1951-52 taxes Estimate	75.00	
GRAND TOTAL (Estimate) Chrg to Right of Way		$8,075.00

Takes all -

COTTAGE GROVE-LANE COUNTY LINE SECTION - PACIFIC HIGHWAY

17926 - Brenden, Howard and Elsie (Reeder)
Right of Way
Option expires February 26, 1952

2.06 acres at $750 per acre	$1,545.00	
Allowance, building partially completed	1,301.60	
Amount to be paid owner - chrg to Right of Way		$2,846.60

(cont.)

EXHIBIT "A" (cont.)

COTTAGE GROVE-LANE COUNTY LINE SECTION - PACIFIC HIGHWAY (cont.)

17926 - Brenden, Howard and Elsie (cont.)

Grantor to remove lumber and material before November 27, 1951

THINGS TO BE DONE BY THE STATE:

Pay taxes after July 1, 1951 Estimate	$50.00	
GRAND TOTAL (Estimate)		$2,896.60

Takes all -

DEADY-SHADY SECTION - PACIFIC HIGHWAY

17870 - Charlot, F. W. and Daisy (Stuntz)
Right of Way
Option expires February 27, 1952

Lot, 50 x 100 at $0.25 per sq. ft.	$1,250.00	
House, 1196 sq. ft.	9,250.00	
Amount to be paid owner - chrg to Right of Way		$10,500.00

THINGS TO BE DONE BY THE STATE:

Pay 1951-52 taxes. Estimate	100.00	
GRAND TOTAL (Estimate) chrg to Right of Way		$10,600.00

Takes all -

CITY OF CANYONVILLE SECTION - PACIFIC HIGHWAY

15557B - Mault, Beulah; Connors, A. W. and Josephine (Holt)
Right of Way
Option expires February 15, 1952

0.75 acre at $1307 - per acre	$980.00	
House 400 sq. ft. at $4.60 per sq. ft.	1,840.00	
2 Duplexes 1440 sq. ft. at $4.25 per sq. ft.	7,560.00	
Amount to be paid owner - chrg to Right of Way		$10,380.00

EXHIBIT "A" (cont.)

CITY OF CANYONVILLE SECTION - PACIFIC HIGHWAY (cont.)

15557B- Mault, Beulah; Connors, A. W. and Josephine (cont.)

THINGS TO BE DONE BY THE STATE:

State to assume 1951-52 and subsequent taxes.
Estimate 100.00

GRAND TOTAL (Estimate) chrg to Right of Way $10,480.00

Takes all -

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HIGHWAY

17727 - Franz, Louis W. and Rose, et al (Harrington)
Right of Way
Option expires February 28, 1952

275 sq. ft. at $1 per sq. ft. $275.00
Allowance for raising sign six feet 200.00

Amount to be paid owner - chrg to Right of Way $475.00

THINGS TO BE DONE BY THE STATE:

Reconstruct and pave to right of way line the road approaches, Stations 22+32 and 23+02, South side

Access controlled -

17725 - Williams, Olon E. and Sala R. (Bennett)
Easement
Option expires February 21, 1952

250 sq. ft. GRATIS

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 21+00, South side

Access controlled -

EXHIBIT "A" (cont.)

17739 - Tolman, Leonard and Gladys; Willardsen, Cecil P. and Fern (Harrington)
Right of Way
Option expires February 27, 1952

1,000 sq. ft. at $0.25 per sq. ft. $250.00

Amount to be paid owner - chrg to Right of Way $250.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approaches, Stations 188+30 and 188+90, South side

Access controlled -

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

17625 - Lord, Melvin B. and Lorene (Brainerd)
Right of Way
Option expires February 20, 1952

0.10 acre at $400 per acre $40.00
Allowance for moving rock jack 10.00

Amount to be paid owner - chrg to Right of Way $50.00

THINGS TO BE DONE BY THE STATE:

Construct private access Station 731+90, North side

Access controlled -

17620 - Winebarger, Ralph and Besse Estelle (Brainerd)
Right of Way
Option expires February 28, 1952

0.20 acre land LUMP SUM $12.50

Amount to be paid owner - chrg to Right of Way $12.50

Access controlled - No access allowed

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY (cont.)

17619 - Winebarger, Ralph, et ux (Massee)
Right of Way
Option expires February 28, 1952

2 city lots, approx. 1 acre $25 each	$50.00	
Amount to be paid owner - chrg to Right of Way		$50.00

Access controlled - no access allowed

18028 - Lowry, C. A. (Massee)
Right of Way
Option expires February 27, 1952

15.53 acres at $15 per acre	$234.75	
Allowance: 273 rods fence to move at $2 per rod	546.00	
385 rods new fence at $3.50 per rod	1,347.50	
Amount to be paid owner - chrg to Right of Way		$2,128.25

THINGS TO BE DONE BY THE STATE:

Construct approaches at Stations 436+50 and 399+00, North and South sides; South side only at Station 437+50

Access controlled -

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD., - WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

17506 - Failmezger, Elizabeth CORRECTED REPORT - acreage increased (Johnson)
Right of Way
Option expires February 7, 1952

8.08 acres at $300 per acre	$2,424.00	
Allowance - 7 fruit trees at $25 each	135.00	
- 110 rods of fencing at $3.50 per rod	385.00	
Amount to be paid owner - chrg to Right of Way		$2,984.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD., - WHITE SCHOOL SECTION-WEST PORTLAND-HUBBARD HWY. (cont.)

17506 - Failmezger, Elizabeth (cont.)

Previously approved 8-20-51	
7.26 acres	$2,178.00
Trees and fence	560.00
Total	$2,738.00

(Johnson)

17511 - Herberholz, Mathias Nick et al
Right of Way
Option expires March 4, 1952

0.77 acres at $350 per acre	$269.50
Allowance - 20 rods of fence at $3.50 per rod	70.00

Amount to be paid owner - chrg to Right of Way $339.50

Access controlled - no access allowed

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

(Landon)

17227 - Jones, Lionel F. and Lucia M.
Hackett, John F. and Lena
Right of Way
Option expires March 5, 1952

10,149 sq. ft. at $0.05 per sq. ft.	$507.45
Allowance - 7 rods of fence at $4 per rod	28.00

Amount to be paid owner - chrg to Right of Way $535.45

Access controlled - no access allowed

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HIGHWAY

(Harrington)

17728 - Union High School District No. 13
Right of Way
Option expires March 4, 1952

125 sq. ft. GRATIS

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HWY. (cont.)

17738 - Whitman, A. N. and Marguerite (Holt)
Right of Way
Option expires March 4, 1952

1700 sq. ft. at $0.08 per sq. ft.	$136.00	
Amount to be paid owner - chrg to Right of Way		$136.00

Access controlled - no access allowed

17724 - Grant, A. H. and Maurine (Bennett)
Easement
Option expires February 19, 1952

500 sq. ft. slope easement GRATIS

Grantor reserves and may construct commercial approaches at Stations 20+22.5 and 20+47.5, South side

Access controlled -

WYGANT PARK-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

17000 - Jackson, Chas. B. and M. Vilate (Witt)
Right of Way
Option expires December 28, 1951

1.29 acres at $2,000 per acre	$2,580.00	
Dwelling-1172 sq. ft. at $5 per sq. ft.	5,860.00	
Dwelling-464 sq. ft. at $3- per sq. ft.	1,292.00	
2 garages, 832 sq. ft.	832.00	
2 mink sheds, 3,400 sq. ft.	3,922.00	
713 feet of 6' board fence	514.00	
Amount to be paid owner - chrg to Right of Way		$15,000.00

Access controlled - no access allowed

17802 - Galligan, Merideth (Witt)
Talus Pit and Haul Road
Option expires February 29, 1952

12.93 acres at $92- per acre	$1,189.00	
0.61 acres at $100 per acre	61.00	
Amount to be paid owner - chrg to Quarry Site		$1,250.00

(cont.)

EXHIBIT "A" (cont.)

DRINKING WATER SPRING SECTION - ENTERPRISE-LEWISTON HIGHWAY

17976 - Daggett, Roy W. and Emily (Benfield)
Maintenance Building Site
Option expires February 27, 1952

2.75 acres	GRATIS	
One-half interest in spring	$750.00	
Amount to be paid owner - chrg to Maintenance Site		$750.00

State to have the privilege of improving spring, installing new pump, new pipes, etc.

WYGANT PARK-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

16997A - Burkholder, H. B. et ux (Witt)
Right of Way
Option expires February 13, 1952

1.41 acres at $1,000 per acre	$1,410.00	
Allowance - 5 room, 1½ story frame house	6,130.00	
- Wood shed and garage, 640 sq. ft.	960.00	
Amount to be paid owner - chrg to Right of Way		$8,500.00

Takes all -

17001 - Thompson, Elmer E. and Barbara E. (Cozad)
Right of Way
Option expires November 4, 1951

3 acres at $2,333.33 per acre	$7,000.00	
8 frame cottages, 2808 sq. ft. at $5 per sq. ft.	14,040.00	
5 room dwelling, 832 sq. ft. at $5.50	4,576.00	
1 frame rest room, 264 sq. ft. at $3	792.00	
404 ft. picket fence at $0.50 per ft.	202.00	
3 single garages connecting cabins at $50 each	150.00	
1 artificial fish pond stocked with bass, ¼ acre	500.00	
Amount to be paid owner - chrg to Right of Way		$27,260.00

Takes all -

EXHIBIT "B"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Section 13, Chapter 467, Oregon Laws 1947, as amended, the Highway Commission has submitted in writing to the Public Utilities Commissioner recommendations or suggestions that, in the opinion of the Highway Commission, should be imposed for the protection of highways and for the best interests of the general public in connection with permits issued by the Public Utilities Commissioner for the transportation of logs, poles or piling; and

WHEREAS, the Public Utilities Commissioner has adopted such recommendations or suggestions as regulations covering the transportation of logs, poles or piling, and has made the same a part of Schedule "B" Permits issued by the Commissioner; and

WHEREAS, one of said regulations prohibits the truck hauling of logs, poles or piling over or across any state highway on Sundays; and

WHEREAS, the forest and wooded areas within the State of Oregon have been closed during long periods of the year of 1951 because of fire danger, and logging operators, sawmills and lumber companies have been unable to cut, remove and stock-pile sufficient logs to insure the continuous operation of their plants during the latter part of 1951 and the early part of 1952, during which period weather and climatic conditions will probably make logging impossible in many areas of the State; and

WHEREAS, the continuous and uninterrupted operation of sawmills and other lumber plants, facilities and businesses, is essential to the general welfare of the people of the State, and the transporting of logs over highways during periods of favorable weather during the remainder of the year 1951 will do less damage to highways than the transporting of logs during the period of spring thaws in 1952, during which latter period hauling will be required to maintain the production of said sawmills and other lumber plants, facilities and businesses, if additional hauling periods are not permitted during the year of 1951, it is the opinion of the Commission that the restriction placed upon the hauling of logs, poles or piling, over or across state highways on Sundays, from 4:00 A. M. to 8:00 P. M., Pacific Standard Time, should be suspended until January 1, 1952;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, the majority of the members being

(cont.)

EXHIBIT "B" (cont.)

present and voting affirmatively, as follows:

1. That the Highway Commission does hereby recommend to the Public Utilities Commissioner, pursuant to the provisions of Section 13, Chapter 467, Oregon Laws 1947, as amended, that the effect and enforcement of that portion only of the regulations made a part of Schedule "B" Permits issued by the Commissioner for the transportation of logs, poles or piling, prohibiting truck hauling of logs, poles or piling, over or across any state highway on Sundays, from 4:00 A. M. to 8:00 P. M., Pacific Standard Time, be suspended until January 1, 1952, and that said provision and regulation be reinstated in full force and effect on and after January 1, 1952.

2. That this resolution be entered in the minutes and records of the Commission as of the twelfth day of September, 1951, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each the Public Utilities Commissioner and the Superintendent of State Police.

EXHIBIT "C"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, it has been brought to the attentior of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's minutes or records; and

WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission; and

WHEREAS, for the purpose of supplementing such informal record and action, it is the purpose of the Commissior at this time to ratify all options so taken.

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, two members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction or other improvement of the highway projects listed on the attached sheet, which sheet for identification purposes is marked "A" and dated September 12, 1951, is hereby declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby approved.

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this resolution be entered in the minutes and records of the Commission as of September 12, 1951, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page "A".

EXHIBIT "C" (cont.)

PURCHASE OF RIGHT OF WAY TO BE AUTHORIZED

BY OREGON STATE HIGHWAY COMMISSION

COUNTY AND SECTION	HIGHWAY
CLATSOP	
Jewell-Birkenfeld, Bridge approaches	Nehalem No. 102
COLUMBIA	
Banzer Bridge, Bridge approach	Nehalem
CURRY	
Flora Creek, gravel base	Oregon Coast
Curry County - Waysides	Oregon Coast
DOUGLAS	
Reedsport-Winchester	Pacific
Divide-Anlauf	Pacific
Tiller-Trail, Quarry & Stockpile	Tiller-Trail
Bear Creek-Coos Junction, gravel bar	Coos Bay-Roseburg
GRANT	
Soda Mountain-Harney County Line	John Day-Burns
JACKSON	
Talent-Ashland, Scale Site	Pacific
MALHEUR	
Nyssa-Adrian	Nyssa-Adrian No. 450
SHERMAN	
Sherars Bridge, Quarry	Sherars Bridge
WASHINGTON	
Forest Grove	Tualatin & Wilson River
Rex Hill-Tigard	Pacific West

EXHIBIT "D"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Adams	$ 388.19
Amity	1,698.35
Butte Falls	952.61
DeLake	1,621.73
Eagle Point	1,540.00
Gold Hill	1,557.88
Idanha	1,126.27
Long Creek	722.75
Paisley	531.21
Riddle	1,532.34
Stanfield	2,155.50
Sublimity	937.28
Taft	1,141.60
Troutdale	1,299.94
Turner	1,555.33

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

(cont.)

EXHIBIT "D" (cont.)

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall therafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the twelth day of September, 1951.

EXHIBIT "E"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Boardman	$ 365.54
Clatskanie	2,733.90
Donald	571.35
Idanha	1,354.66
Jefferson	1,944.45
Sisters	2,205.55
Sumpter	439.27

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the twelfth day of September, 1951.

EXHIBIT "F"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

Contract No. 3289, with Peter Kiewit Sons' Co., for grading and bituminous macadam surfacing on the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County, completed August 11, 1951.

Contract No. 3313, with Tom Lillebo for constructing North Dillard Bridge on the Pacific Highway in Douglas County, completed August 11, 1951.

Contract No. 3349, with Valley Construction Company for constructing Willow Creek Bridge on the Imbler-Dry Creek County Road in Union County, completed June 15, 1951.

Contract No. 3406, with Russell Olson Construction Company for grading, surfacing and oiling on the Burns (W. Gilmore Street) City Street Section in Harney County, completed August 18, 1951.

Contract No. 3411, with A. H. Saxton & Sons for constructing guard rail and bituminous macadam surfacing on the Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County, completed August 31, 1951.

Contract No. 3413, with Stockton & Sons for constructing Timberline Junction Maintenance Building in Clackamas County, completed August 31, 1951.

Contract No. 3441, with Rush Construction Co., for grading and surfacing on the East Cottonwood Canyon-York Ranch Section of the Wasco-Heppner Highway in Gilliam County, completed August 31, 1951.

Contract No. 3470, with O. C. Yocom Co., and J. C. Compton Co., for grading and paving on the West Unit, South Yamhill River-Dayton Section of the Three Mile Lane Highway in Yamhill County, completed August 25, 1951.

Contract No. 3486, with Babler Bros., Inc., for reoiling on the Boardman Junction-Echo Junction and Echo Junction-Rieth Section of Hermiston and Stanfield-Pendleton Highways in Umatilla County, completed August 31, 1951.

(cont.)

EXHIBIT "F" (cont.)

Contract No. 3494, with Porter W. Yett for paving on the Myrtle Point (Reedsford Road) City Street Section in Coos County, completed August 10, 1951.

Contract No. 3500, with Portland Construction Co., for landscaping on the Lombard-Killingsworth (33rd Avenue-42nd Avenue) Section of the Northeast Portland Secondary Highway in Multnomah County, completed August 21, 1951.

Contract No. 3526, with Leland J. Plank for constructing Champoeg State Park Latrine in Marion County, completed August 10, 1951.

Contract No. 3531, with C. H. Grimstad and T. Vanderveldt for grading and paving on the Tillamook (Miller Avenue) City Street Section in Tillamook County, completed August 27, 1951.

Contract No. 3543, with Harr & Horton for oiling on the Apiary Section of the Rainier-Apiary County Road in Columbia County, completed August 31, 1951.

Contract No. 3554, with Babler Bros., Inc., for grading and oil mat surfacing on the Dufur (North First Street) City Street Section in Wasco County, completed August 21, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

18667

EXHIBIT "G"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, the Columbia River Highway in one of the major State highways of the State, is likewise a part of the Federal highway system and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 2 and US Highway Route No. 30; and

WHEREAS, it appears that on said highway situate approximately two miles East of the city of Rainier in Columbia County there is located on property adjacent to the said highway a drive-in theatre and by reason of traffic entering and leaving said theatre grounds and the parking of vehicles on the shoulders of said highway adverse parking conditions are created at times; and

WHEREAS, because said highway throughout its entire length carries a large volume of traffic, the parking of vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public convenience and public safety require that the use of the shoulders of said highway within said area of the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation reports and recommendation made by and under the supervision of the State Highway Engineer, that the parking of vehicles along the Columbia River Highway between M. P. 44.99, approximately 0.62 mile west of Little Jack Creek, and M. P. 45.15, approximately 0.78 mile west of Little Jack Creek, a distance of 0.16 mile in Columbia County, creates a hazard not only to through traffic on the said highway but also to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles thereon and at the same time provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the parking of vehicles for long periods of time on the shoulders of said highway between M. P. 44.99 and M. P. 45.15 should be and hereby is

(cont.)

EXHIBIT "G" (cont.)

prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs at said termini and at such points between said termini as in the judgment of said engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declar ed.

5. That a certified copy of this resolution be sent to the owner and operator of said drive-in theatre and that like copies be mailed to the Superintendent of the Department of State Police and to the Sheriff of Columbia County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the twelth day of September, 1951.

EXHIBIT "H"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, the Pacific Highway from the Columbia River on the north to the Oregon-California State Line on the south, including both Pacific Highway East and Pacific Highway West, is a state highway by legislative declaration and said highway is therefor under the jurisdiction and control of the State Highway Commission; and

WHEREAS, the eastern branch of said highway, the Pacific Highway East, as the same is now located, enters from the north and passes through the corporate limits of the City of Salem; and

WHEREAS, by virtue of authority provided for in Section 100-122, O. C. L. A., the Commission is authorized and directed to select and designate the street, streets or sections of streets of said city over which said Pacific Highway East shall be routed within the corporate limits of said city and said Commission is also authorized and directed to select the street or streets or sections of streets of said city over which to route state highway traffic entering and leaving the corporate limits of said city over the Salem-Dallas Highway; and

WHEREAS, on the 21st day of September, 1949, the State of Oregon, acting by and through its State Highway Commission, and the City of Salem, acting by and through its elected, qualified and acting municipal authorities, entered into a written agreement, the subject of which is the construction, reconstruction and improvement of said streets within said city, including bridges which span the Willamette River, which agreement also covers and provides for the routing and the regulation and control of traffic moving over said streets; and

WHEREAS, the prime purpose of said agreement is to provide safe and convenient traffic arteries for the operation of vehicular traffic, both state and local, into, through and out of said city; and

WHEREAS, the provisions and conditions of said agreement require and obligate the State Highway Commission to select and designate within the meaning and purpose of said Section 100-122, O. C. L. A., the street or streets or sections of streets of said city over which traffic entering said city by way of the Pacific Highway and by way of the Salem-Dallas Highway shall be routed; and

WHEREAS, by virtue of charter authority, there is vested in said city officials the power and authority to provide by ordinance or resolution for the prohibition of parking of vehicles on city streets and said city officials are authorized to provide for and designate certain streets as one-way traffic arteries; and

(cont.)

EXHIBIT "H" (cont.)

WHEREAS, it is provided in said State-City agreement that: "The State shall not be required to undertake any of the things or obligations herein assumed by it until such time as the ordinances adopted by the City as provided for herein have become finally effective." And,

WHEREAS, it is the purpose of the Commission, by the adoption of this resolution, to select and designate the street or streets of the City of Salem, or sections of streets, over which traffic entering said city by way of the Pacific Highway East and by way of the Salem-Dallas Highway shall be routed if and when the obligations set forth in said State-City agreement have been consumated by the parties to said agreement;

NOW, THEREFORE, in consideration of the purpose sought to be accomplished by virtue of the obligations set forth in said State-City agreement, and in consideration of the public benefits which it is anticipated will be derived as a result of things provided for in said agreement, and with the intent of performing in part some of the provisions of said agreement, the Commission does hereby resolve and order, as follows:

I.

The Commission does hereby resolve and order that the following streets and sections of streets of the City of Salem are hereby selected and designated as streets and sections of streets of said city over which the Pacific Highway East and the Salem-Dallas Highway shall be routed within the corporate limits of said city:

1. Fairgrounds Road from Tile Road to Summer Street.

2. Summer Street from Fairgrounds Road to Center Street.

3. Marion Street from Capitol Street to Water Street, including also the extension of Marion Street across the Willamette River to the west city limits of Salem.

4. Liberty Street from Marion Street to Superior Street, including also the cross-over street from Liberty Street to Commercial Street.

5. North Commercial Street from Marion Street to Court Street.

II.

The following streets have been previously adopted as highway routes, and are continued as such:

(cont.)

EXHIBIT "H" (cont.)

1. Center Street from Capitol Street to its intersection with Edgewater Street.

2. Portland Road from the north city limits to the intersection with Fairgrounds Road.

3. Fairgrounds Road from its intersection with Portland Road to its intersection with North Capitol Street.

4. North Capitol Street from Fairgrounds Road to Court Street.

5. Commercial Street from Court Street to the south city limits.

6. Court Street from Capitol Street to 12th Street.

7. 12th Street from Court Street to State Street.

8. State Street from 12th Street to the east city limits.

9. Edgewater Street from its intersection with Center Street to the west city limits.

10. Clark Street from its intersection with Edgewater Street to the north city limits.

III.

It is hereby resolved that Court Street from Capitol Street to Commercial Street hereby is removed from the streets of said city as a street over which shall be routed state highway traffic and complete jurisdiction over said street hereby is returned to the municipal authorities of said city within the power, meaning and purpose vested in the Commission by the provisions of Section 100-122, O. C. L. A.

IV.

That said streets and sections of streets between the termini hereby fixed are declared to be and hereby are designated as main traveled or through highways.

V.

The State Highway Engineer hereby is directed to erect and thereafter maintain along said above-listed streets or sections of streets between said termini the necessary and appropriate directional signs conforming to the design and type of sign heretofore adopted and approved by the Highway Commission for like purpose.

EXHIBIT "H" (cont.)

VI.

That the State Highway Engineer be and he hereby is instructed to place or cause to be placed and thereafter maintained along said above-listed streets or sections of streets between said termini at all points where streets or roads intersect or enter said streets or sections of streets markers notifying drivers of vehicles to stop before entering or crossing said streets.

VII.

That the said Engineer is instructed further to place such signs or markers as nearly as practicable at the place or places where said cross or intersecting roads or streets meet a prolongation of the nearest property line of such through streets and such signs or markers so placed or installed shall indicate or designate to all drivers of motor vehicles entering said streets or sections of streets from any of the said cross or intersecting roads or streets where the stop shall be made.

VIII.

That said signs or markers shall conform in shape, design, size and other physical characteristics to the specifications and standards heretofore approved for such signs and markers.

IX.

The action of the Commission with respect to the selection and designation of streets or sections of streets of said city as in this resolution provided is understood to be within the meaning, purpose and privilege of Section 100-122, O. C. L. A., and amendments thereof.

X.

The action of the Commission as disclosed and declared in this resolution is in consideration of and on the assumption that the City will promptly and in due form satisfy all of its obligations set forth in and assumed by the execution of said State-City Agreement. The Commission may, at its option, upon failure or default on the part of City, annul or amend any part or all of this resolution.

XI.

That this resolution shall be entered in the minutes and records of the Commission as of the 12th day of September, 1951, and a duly certified copy thereof delivered to the Bureau of Public Roads and to the City of Salem.

18673

EXHIBIT "I"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, The State Highway Commission, pursuant to the provisions of S 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made of the Cascade Secondary Highway between Mile Posts 0.00 and 0.6.49 thereof; and

WHEREAS, the data, facts and information obtained by said investigation are on file in the office of the State Highway Commission at Salem, Oregon; and,

WHEREAS, portions of the Cascade Secondary Highway between Mile Post 0.50 and 6.49 are partially within the City Limits of the City of Portland, and the State Speed Control Board, based upon engineering and traffic investigations, has established certain speed zones for such portions that lie within its jurisdiction; and,

WHEREAS, based upon the engineering and traffic investigations, the Commission has determined that the designated speed set forth in sub-section b of S 115-320, O. C. L. A., as amended, is greater than is reasonable and safe due to the congested vehicular traffic and due to the desirability for conformance with the speed limits established for those portions of the Cascade Secondary Highway as may be situated within the confines of the City of Portland, the Commission has determined to designate a different speed upon portions of the said Cascade Secondary Highway as hereinafter designated.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members being present and affirmatively voting as follows:

1. Based upon said engineering and traffic investigation and upon the findings and determination made by the Commission with respect thereto and within the meaning and purposes of section 115-320, O. C. L. A., as amended, it is hereby ordered that the designated speed for any vehicle on the said Cascade Secondary Highway between Mile Posts 0.00 and 0.50 shall be thirty-five miles per hour; and that for such portions of the said Cascade Secondary Highway as may be situated beyond and outside of the City Limits of the City of Portland, between Mile Posts 0.50 and 0.71, Mile Posts 0.80 and 1.01, Mile Posts 3.81 and 4.88, Mile Posts 5.40 and 6.00, the designated speed for any vehicle shall also be thirty-five miles per hours, when appropriate signs giving notice of said designated speed are erected on said highway.

(cont.)

EXHIBIT "I" (cont.)

2. The State Highway Engineer hereby is ordered and directed to erect in appropriate places in sufficient numbers adequate signs giving notice that the designated speed on the aforesaid portions of the Cascade Secondary Highway is thirty-five miles per hour.

3. This resolution shall be entered in the minutes and records of the Commission as of the twelfth day of September, 1951 and a certified copy thereof shall be delivered to the Superintendent of the State Police, the Secretary of State and to the Traffic Engineer of the City of Portland.

18675

EXHIBIT "J-1"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Viento-Hood River Section of the said Columbia River Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, two members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Viento-Hood River Section of the Columbia River Highway the parcel of real property located in Hood River County, Oregon, and described as follows, to-wit:

R 17002
Owner: G. S. Jewett, et al.

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 27, Township 3 North, Range 10 East, W. M., Hood River County, Oregon; the said parcel being a tract

(cont.)

EXHIBIT "J-1" (cont.)

of land lying north of and between the existing Columbia River Highway and a line parallel to and 75 feet northerly of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1070+00, said Station being 658.40 feet north and 1325.51 feet west of the south quarter corner of said Section 27; thence North 72° 55' 30" East 1000 feet to Station 1080+00; the said center line crosses the west line and the east line of said parcel approximately at Stations 1074+24 and 1077+35, respectively.

The westerly line of said parcel is coincident with the easterly line of that tract of land conveyed to Elmer E. and Barbara E. Thompson by deed recorded in Book 37, Page 232, Hood River County Deed Records.

The easterly line of said parcel is coincident with the westerly line of that tract of land conveyed to O. W. Bauer by deed recorded in Book 24, Page 385, Hood River County Deed Records.

Also, all rights and interest in that part of a 16-foot roadway which lies along the westerly line of the parcel herein conveyed.

The parcel of land to which this description applies contains 0.62 acre.

2. That in addition to acquisition of fee simple title to the aforesaid-described property, it is necessary that there be acquired all easements of access and all rights of ingress, egress, and regress to, from, and between the remaining land of the larger tract, of which the above-described property is a part, and the above-described property, and any highway now or hereafter constructed thereon, except that there shall be reserved unto the owners of said remaining property right of access to a frontage road to be constructed upon the above-described property and northerly of the main highway, said frontage road to be connected to the main highway only at such points as designated by the State of Oregon.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

(cont.)

EXHIBIT "J-1" (cont.)

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the twelth day of September, 1951.

EXHIBIT "J-2"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Viento-Hood River Section of the said Columbia River Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, two members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Viento-Hood River Section of the Columbia River Highway the parcel of real property located in Hood River County, Oregon, and described as follows, to wit:

R 17007
Owner: Gladys June Haviland

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 27, Township 3 North, Range

(cont.)

EXHIBIT "J-2" (cont.)

10 East, W. M., Hood River County, Oregon, and being a portion of that property conveyed by that deed to Gladys June McWilliams, recorded in Book 29, Page 261, of Hood River County Records of Deeds; the said parcel being that portion of said property included in a strip of land 250 feet in width, lying 75 feet on the north side and 175 feet on the south side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1080+00, said Station being 951.2 feet north and 369.3 feet west of the south quarter corner of said Section 27; thence North 72° 55' 30" East 2396.56 feet; thence on a spiral curve right (the long chord of which bears North 73° 35' 30" East) 400 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears North 81° 05' 30" East) 1233.33 feet to Station 1120+29.89; the said center line crossing the west and east lines of said property approximately at Stations 1101+29 and 1108+03, respectively.

The parcel of land to which this description applies contains 3.95 acres.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there by acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Columbia River Highway, when constructed upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited, except that there shall be reserved unto the owners of the remaining real property rights of access to a frontage road to be constructed by the State upon the aforesaid-described real property and northerly of the main highway, said frontage road to be connected to the main highway only at such points as designated by the State of Oregon.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement

EXHIBIT "J-2" (cont.)

can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the twelth day of September, 1951.

18681

EXHIBIT "J-3"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the McKenzie Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of maintaining the Vida-Balknap Section of the McKenzie Highway, the Highway Commission plans and proposes to acquire and stock-pile road-building materials, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for the acquisition of road-building materials, stock pile site and for other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows.

1. The Commission does hereby find and declare that the following-described property is necessary and required for the acquisition of road-building materials and for a stock pile site in connection with the proper maintenance of the Vida-Belknap Section of the McKenzie Highway, said property being located in Lane County, Oregon:

R 17313
Owner: Frederick Behm, et ux.

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) and in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 21, Township 16 South, Range 4 East, W. M., Lane County, Oregon; the said parcel being described as follows:

Beginning at a point in the channel of Blue River and on the south line of said Section 21, said point being 1783.4 feet east of the southwest corner of said Section 21; thence east along said south line 1550 feet, thence north 300 feet; thence North 66° West 930 feet to a point in the channel of Blue River; thence South 45° 55' West down said channel 974.99 feet to the point of beginning.

(cont.)

EXHIBIT "J-3" (cont.)

The parcel of land to which this description applies contains 15 acres, more or less.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be operated and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking,including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That if and in the event that prior to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission or the property owners.

6. This this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of September, 1951.

18683

EXHIBIT "J-4"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the T. H. Banfield Expressway, for the purpose of establishing, constructing and maintaining a throughway, the following-described parcel of real property, to-wit:

(cont.)

EXHIBIT "J-4" (cont.)

Owner: William E. Tegart
File No. 15535

A parcel of land lying in Section 29, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, and being a portion of the following-described property: Those tracts of land which were conveyed to William Tegart, recorded in Book 268, Page 84, and in Book 677, Page 180, of Multnomah County Records of Deeds; The said parcel being all of that portion of the foregoing property lying south of a line parallel to and 100 feet northerly of the center line of the T. H. Banfield Expressway as said highway has been located over and across said property; the location of the said parcel being determined by the said center line, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 565+76.05, said point being 277.34 feet North 59° 37' 56" West of the west quarter corner of Section 29, Township 1 North, Range 3 East, W. M.; thence South 85° 03' East a distance of 2247.31 feet to Engineer's Station 588+23.36; thence on a spiral curve to the right (the long chord of which bears South 84° 50' 30" East) a distance of 250 feet; thence on a 11459.16 foot radius curve right (the long chord of which bears South 81° 47' 50" East) a distance of 1051.11 feet; thence on a spiral curve to the right (the long chord of which bears South 78° 45' 10" East) a distance of 250 feet to Engineer's Station 603+74.47; thence South 78° 32' 40" East 625.53 feet to Engineer's Station 610+00; the northerly line of said parcel crossing the west and east lines of said property approximately opposite Stations 596+49 and 604+12, respectively.

The parcel of land to which this description applies contains 3.15 acres.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the T. H. Banfield Expressway, when constructed upon the aforesaid-described real property to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access ingress, egress and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least

EXHIBIT "J-4" (cont.)

private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of September, 1951.

EXHIBIT "J-5"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the West Portland-Hubbard Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there are needed and required, and are being appropriated for right of way of the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway, for the purpose of establishing, constructing and

(cont.)

EXHIBIT "J-5" (cont.)

maintaining a throughtway, the following-described three parcels of real property, to-wit:

Owner: Arthur Ojiro Sasaki
File Nos: 17496, 17497 and 17498

Parcel No. 1:

A parcel of land lying in Lots 5, 8 and 9, in Tualatin Orchards Subdivision in Section 35, Township 2 South, Range 1 West, and in Section 2, Township 3 South, Range 1 West, W. M., Washington County, Oregon; the said parcel being that portion of said Lots 5, 8 and 9 included in a strip of land 300 feet in width, 200 feet on the easterly side and 100 feet on the westerly side of the center line of the West Portland-Hubbard Highway as said highway has been relocated, which center line is desctibed as follows:

Beginning at Engineer's center line Station 370+00, said Station being approximately 735 feet north and 500 feet west of the southeast corner of said Section 35; thence South 15° 48' 30" West 1201.22 feet to Station 382+01.22; said center line crossing the north line of said Lot 5 and the south line of said Lot 8 approximately at Station 370+65 and Station 379+54, respectively.

The parcel of land to which this description applies contains 6.12 acres.

Parcel No. 2:

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 2, Township 3 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property conveyed by that deed to Arthur O. Sasaki and Nami Sasaki, recorded in Book 187, Page 37, of Washington County Records of Deeds; the said parcel being that portion of said property included in a strip of land 300 feet in width, 200 feet on the easterly side and 100 feet on the westerly side of the center line of the West Portland-Hubbard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 375+00, said Station being approximately 225 feet north and 540 feet west of the northeast corner of said Section 2; thence South 15° 48' 30" West 701.22 feet; thence along a spiral curve left (the long chord of which bears South 15° 36' West) 250 feet; thence along an 11459.16 foot radius curve left (the long chord of which bears South 7° 52' 30" West) 2923.34 feet to Station 413+74.56; said center line crossing the northerly and southerly lines of said property approximately at Station 379+54 and Station 388+98, respectively.

(cont.)

EXHIBIT "J-5" (cont.)

The parcel of land to which this description applies contains 6.5 acres.

Parcel No. 3:

A parcel of land lying in the Northeast quarter (NE¼) of Section 2, Township 3 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property conveyed by that deed to O. Sasaki, recorded in Book 144, Page 496, of Washington County Records of Deeds; the said parcel being that portion of said property lying west of a line which is parallel to and 200 feet easterly of the center line of the West Portland-Hubbard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 384+51.22, said Station being 2178.09 feet North 24° 55' 21" West of the east quarter corner of said Section 2; thence on a 11459.16 foot radius curve left (the long chord of which bears South 7° 52' 30" West) 2923.34 feet to Station 413+74.56; said center line crossing the northerly and southerly lines of said property approximately at Station 388+98 and Station 392+90, respectively.

The parcel of land to which this description applies contains 2.4 acres.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcels of real property, it is necessary that here be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the West Portland-Hubbard Highway, when constructed upon the aforesaid-described parcels of real property to the remaining abutting lands of the larger tracts, of which said larger tracts the aforesaid-described parcels of property are parts, and that all access, ingress, egress and regress to, from and between the aforesaid-described parcels of property, including any highway to be constructed thereon, and said remaining abutting properties be prohibited; except that there shall be reserved unto the owners of said remaining properties rights of access as follows:

a. A right of access for a crossing over said West Portland-Hubbard Highway for farm purposes only of a width not to exceed twenty-five feet at Highway Engineer's center line Station 385+50, which said right of farm crossing is solely for the purpose of engaging in farming activities by the owners or occupants of the remaining real properties of the larger tracts of which the above-described parcels of property are parts, their agents and employees, with their chattels, to and from the parcels severed; said right shall terminate when the

(cont.)

parcels severed are no longer in common ownership, and said right also shall terminate in the event the right is used for any purpose not permitted herein.

b. A right of private access for an approach, not to exceed twenty-five feet in width, on the east side of the West Portland-Hubbard Highway opposite Highway Engineer's center line Station 385+50.

c. A right of private access for an approach, not to exceed twenty-five feet in width on the west side of the West Portland-Hubbard Highway opposite Highway Engineer's center line Station 385+50.

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of the highway.

The State shall have the right, at its option, to build at any future time at its sole cost, a frontage road upon either or both sides of the West Portland-Hubbard Highway upon right of way now owned or lands to be acquired by the State, and upon construction of either or both of such frontage roads, the right or rights of private access herein set forth to be reserved that is or are adjacent to either or both such frontage roads shall terminate and cease, and the owner of said remaining property shall thereupon have access to such frontage road or roads; said frontage road or roads shall be connected to the main highway only at such points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition

EXHIBIT "J-5" (cont.)

of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of September, 1951.

EXHIBIT "J-6"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and the public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for highway drainage purposes, in connection with the proper establishment, construction and maintenance of the T. H. Banfield Expressway, a perpetual right and easement to install and thereafter have access to and replace or maintain a drainage pipe or other type covered drain through, under and along the following-described real pro-

(cont.)

EXHIBIT "J-6" (cont.)

perty, to-wit:

R 1757 (Lizzie Luscher)

A parcel of land lying in the East half ($E\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 28, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon; the said parcel being a strip 10 feet in width, 5 feet on each side of the following-described line:

Beginning at a point on the southerly right of way line of the Columbia River Highway, said point being 470.1 feet easterly when measured along the southerly right of way line of the Columbia River Highway from the intersection of the said southerly right of way line with the easterly line of that tract conveyed to Wayne E. McGill by deed recorded in Book 562, Page 340, of Multnomah County Deed Records; thence South 0° 34' West 150 feet, more or less, to the northerly line of the proposed new right of way.

The parcel of land to which this description applies contains 1,500 square feet.

2. That the highway facility for which the aforesaid parcel of real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That if and in the event that prior to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

EXHIBIT "J-6" (cont.)

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of September, 1951.

EXHIBIT "J-7"

Minutes of September 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Viento-Hood River Section of the said Columbia River Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Columbia River Highway is a major highway of the State, and as such carried large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, two members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Viento-Hood River Section of the Columbia River Highway the parcel of real property located in Hood River County, Oregon, and described as follows, to-wit:

File No R 17630
Owner: Columbia Gorge Hotel Co.

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) and in the West hald ($W\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 27, Township 3 North, Range 10 East,

(cont.)

EXHIBIT "J-7" (cont.)

W. M., Hood River County, Oregon, and being a portion of that property conveyed by that deed to Columbia Gorge Hotel Co., recorded in Book 34, Page 279, of Hood River County Records of Deeds; the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1070+00, said Station being 658.4 feet north and 1325.5 feet west of the south quarter corner of said Section 27; thence North 72° 55' 30" East 3396.56 feet to Station 1103+96.56; said center line crossing the southerly extension of the westerly line and the east line of said property approximately at Stations 1081+35 and 1097+76, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
1077+00	1081+50	75	175
1081+50	1083+00	50	175
1083+00	1090+00	Taper 75 to 85	175
		100	175

The parcel of land to which this description applies contains 8.83 acres, of which 2.06 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 6.77 acres lie outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described property, it is necessary that there be acquired all easements of access and all rights of ingress, egress and regress, to, from and between the remaining land of the larger tract, of which the above-described property is a part, and the above-described property and any highway now or hereafter constructed thereon, except that there shall be reserved unto the owner of the remaining real property rights of access to frontage roads to be constructed by the State upon the aforesaid-described real property on both sides of the main highway. both of said frontage roads shall be connected to the main highway opposite State Highway Engineer's center line Station 1083+35 and at such other points as designated by the State.

3. That the State Highway Commission will construct at its sole cost and expense a rock wall upon the abutting property of the owner of the aforesaid-described property on the northerly side of the Highway. The State Highway Commission shall have the right to salvage and use the materials in the existing wall.

EXHIBIT "J-7" (cont.)

4. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be entered in full in the minutes and records of the Commission as of the twelfth day of September, 1951.

VOLUME 36

PART III

PART III

OF

VOLUME XXXVI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

OCTOBER 1, 1951

TO

DECEMBER 31, 1951

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1951	Subject
18697	Oct. 8	Josephine County. Grants Pass. Revision of Pacific Hwy. route considered at Gold Hill, Oakland, Sutherlin, Drain, Yoncalla,
18698		Cottage Grove and Creswell.
		Clackamas County. Mt. Hood Hwy. Sale of Maintenance site at Govt. Camp. Bid of J. S. Greenwood accepted.
		Polk County. Salmon River Hwy. Coastal Lumber Company paid double indemnity for timber cut.
18699		Lincoln County. Oregon Coast Hwy. Otter Crest. Cutting of timber on old Banfield property to be investigated.
		Meeting adjourned at 9:00 p.m.
	Oct. 9	Jackson County. Gold Hill. Hearing held on Pacific Hwy. route revision. Delegation protests change. Action deferred.
		Meeting adjourned at 9:30 a.m.
18703		Douglas County. Sutherlin. Hearing held re relocation of Pacific Hwy. Delegation presents views. Action deferred.
		Meeting adjourned at 2:20.p.m.
18704		Douglas County. Oakland. Hearing held re relocation of Pacific Hwy. Delegation expresses general approval.
		Meeting adjourned at 3:45 p.m.
18706	Oct. 10	Douglas County. Yoncalla. Hearing held re relocation of Pacific Hwy. Delegation protests. Action deferred.
		Meeting adjourned at 9:30 a.m.
18708		Douglas County. City of Drain. Hearing held re relocation of Pacific Hwy. Delegation protests. Action deferred.
		Meeting adjourned at 11:00 a.m.
18711		Lane County. City of Cottage Grove. Hearing held re relocation of Pacific Hwy. Delegation urges connecting roads. Action deferred.
		Meeting adjourned at 1:45 p.m.
18715		Lane County. City of Creswell. Hearing held re relocation of Pacific Hwy. Delegation protests. Action deferred.
		Lane County. Springfield-Creswell Secdy. Hwy. Raising of grade east of Creswell requested. Action deferred.
		Meeting adjourned at 3:00 p.m.
18718	Oct.11	J. M. Devers. Commemorative resolution adopted.
18719		Bids received on construction projects.
18722		Minutes of June, July and August 3 approved.
		Recording machine. Use at Commission meetings discussed. Present method to be continued.
		Parks Superintendent reports on following matters:
		Battle Mountain State Park. Permit to use road across park approved.
		Ecola State Park. Authority granted to negotiate with U.S. Govt. for additional land.

Page	Date 1951	Subject
18723	Oct. 11	Fern Ridge Dam Recreational Areas. Agreement approved.
		Ukiah-Dale Timber Wayside. Approved renewal of permit to Pilot Rock Lumber Company for road crossing.
		McNary Dam park site. Attendance at hearing reported.
		Cascadia State Park. Request of School District to use excess water approved.
		Proposed Koberg Park. Development to be investigated.
18724		R/W Engineer reports status of r/w acquisition.
		Real property. Options approved. See EXHIBIT "A".
		Douglas County. Pacific Hwy. Roseburg. Report to be made on cost of houses and receipt from sale.
		Malheur County. Nyssa-Adrian Hwy. Garrison Corner. Purchase of land to be investigated.
		Condemnation offers approved. See EXHIBITS "U-1" thru "U-16".
18726		Condemnation. Counsel to prepare detailed report showing status of all cases.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Sale of miscellaneous properties approved.
18727		Clackamas County. Sale of Govt. Camp Maintenance site. Bid of Jack Greenwood accepted and later rejected.
18728		Travel Information Dept. Advisory Committee Budget considered and approved.
18729		Clackamas County. Estacada. Sale of land to Russell O. Reed approved.
		Portland. US99W. Harbor Drive-Front Avenue. Sale of land in Couch's Addition authorized. See EXHIBIT "B".
		County Roads. Transfer of r/w to counties on FAS Hwys. authorized upon application by county.
18730		Benton County. FAS Hwy. No. 193. Transfer of r/w to County approved.
		Coos County. City of Coos Bay. Lease of land to Burgess approved.
		Lane County. Oregon Coast Hwy. Sea Lion Caves. Deeding of property to Houghton approved.
		Crook County. Ochoco Hwy. Marks Creek-Summit. Settlement of damage claim with J. L. Hendricks approved.
		Union County. Old Oregon Trail. Ladd Canyon. Deeding of land to County near McCamse cinder pit approved.
18731		Klamath County. Klamath Lake Secdy. Hwy. Rocky Creek-Wocus Marsh. COPCO released from obligation to maintain dike.
		Yamhill County. Newberg. Lease for maintenance hdqtrs. extended one year.
		West Portland-Hubbard Hwy. Bonneville Power Administration to be paid for moving steel tower.
		Portland. Banfield Expressway. General Paint Company. Condemnation discussed. No trip to San Francisco.
		Portland. 82nd Avenue. City request that State pay interest on drainage assessment denied.

Page	Date 1951	Subject
18732	Oct. 11	Polk County. Salmon River Hwy. VanDuzer Forest Corridor. Coastal Lumber Company submits check for timber removed.
		J. M. Devers. Purchase of his law books approved.
		Malheur County. Nyssa-Adrian Hwy. Settlement of Bessendorfer suit approved.
		Portland. Banfield Expressway. Clay Miller compromise offer for real property rejected.
		Wasco County. Columbia River Hwy. Seufert Brothers' land. Action deferred on acquisition.
18733		Coos County. Oregon Coast Hwy. Bay Park-Delmar. Settlement of Nellie Ross condemnation case approved.
		Jefferson County. Cove-Palisades Park. Dispute with Sam Rawson. Authority to protect contractor in court granted.
		Condemnation. Settlement with Hoffman approved.
		Condemnation cases. Fred A. Miller reports. Authority granted to secure local counsel.
18734		Surveys. List showing status presented. No action.
		Marion County. Salem. Installation of traffic signal at intersection of Summer and Center streets approved.
		Weighmaster operations. Violations reduced. Report to be made on change in authority.
		Lake County. Warner Secdy. Hwy. Request to substitute Camas Creek Road for Adel-Plush Section denied.
18735		Tillamook County. City of Tillamook. New entrance for Wilson River Hwy. into city. Action deferred.
		Washington County. Wilson River Hwy. Survey authorized on old Oregon Electric Railway roadbed.
		Hood River County. Mt. Hood Hwy. Cost to improve south of Hood River reported. Action deferred.
18736		Crook County. Paulina Secdy. Hwy. Proposed improvement discussed. Economic survey to be conducted.
		Portland. Sale of street car rails to high bidder approved.
		Marion County. Salem. Copies of city ordinances received re traffic plan. Amended agreement approved.
18737		Curry County. Port Orford. Raising of hwy. grade at Deady Street approved.
		Yamhill County. US99W. Lafayette. Compromise settlement with Southern Pacific Company re slide approved.
18738		Contract awards. Phrasing of instructions re Columbia River jobs approved.
		Marion County. Cascade Secdy. Hwy. Silverton. Request to widen within city denied.
		Wasco County. US Hwy. 30. The Dalles. Resurfacing of existing route approved.
18739		Lane County. Springfield-Creswell Secdy. Hwy. Request for oiling denied.
		John Day Hwy. Brogan Hill Section. Request for improvement denied.
		Maintenance storage bldgs. Construction at Sylvan on US99W approved.

Page	Date 1951	Subject
18739	Oct. 11	Klamath County. Klamath Lake Secdy. Hwy. Request to oil present road denied.
18740		Coos County. Powers Secdy. Hwy. Request for improvement denied.
		Umatilla. Havana Cut-off Road. Request to add to State Secdy. System denied.
		Linn County. Corvallis-East Side Secdy. Hwy. Agreement with Homer C. Beach re damage approved.
		Yamhill County. Three-Mile Lane Secdy. Hwy. South Yamhill-Dayton Section. Increase in project funds approved.
18741		Clatsop County. Sunset Hwy. Seaside. Request for realignment denied.
		Linn County. Sweet Home. Engineer to investigate poor drainage.
		Yamhill County. Pacific Hwy. West. Request for signal near Dayton Jct. denied.
		Crossroads sign to be installed near "Bob's Place".
		Coos County. Oregon Coast Hwy. North Bend. Installation of traffic signal approved conditionally.
		Washington County. Sunset Hwy. Request for flashing beacon at North Plains Road denied.
		Directional signs to Hillsboro approved.
18742		Clackamas County. Cascade, Woodburn-Estacada Secdy. Hwys. Installation of flashing beacon at intersection approved.
		Portland. N. E. 33rd Avenue and Lombard Street (US30). Illumination and directional sign approved.
18743		Contracts. Commissioner Reynolds announces awards.
18744		Extensions of time granted.
18749		Contracts completed and accepted. See EXHIBIT "C".
18750		State Tax Street Funds. See EXHIBITS "D-1" and "D-2".
		Grant County. Kimberly-Long Creek Secdy. Hwy. West Unit, Hamilton Hill-Long Creek. Abandonment resolution adopted. See EXHIBIT "E".
18751		Forgery bond. Referred to Commissioner Reynolds for renewal.
		Klamath County. The Dalles-California Hwy. Barkley Springs-Algoma. Agreement with COPCO re power poles approved.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Request for construction of restrooms again denied.
		Umatilla County. Umatilla River Bridge at Umatilla. Contract 3265. Penalty against Archie Averill rescinded.
		Deschutes County. Permit granted to Bonneville Power Administration to construct access road.
		Arthur R. Kirkham request to name sections of state hwys. in honor of prominent people denied.
18752		Harney County. Burns. Extension of lease re radio system approved.
		Permits. Modification re oversize and overweight movements approved. See EXHIBIT "F".

Page	Date 1951	Subject
18752	Oct. 11	Equipment. Placing of orders against 1951 and 1952 Budgets approved.
		Purchase of other equipment also approved.
		Tualatin Valley Hwy. Canyon Lane-Canyon Road. Parallel parking ordered at Valley View Apartments. See EXHIBIT "G".
18753		Secretary's report of papers signed accepted.
		Polk County. Rickreall. Stop signs to be changed to US99W.
		Polk County. Salmon River Hwy. Valley Jct. Old speed zone rescinded. New one approved. See EXHIBIT "H".
		Marion County. North Santiam Secdy. Hwy. Big Cliff Dam. Reduced speed and no parking zone extended. See EXHIBITS "I-1" and "I-2".
18754		Benton County. Eddyville-Blodgett Secdy. Hwy. Summit. Request for speed zone denied.
		Clatsop County. Sunset Hwy. Elsie. Reduced speed zone denied. Signs to be installed.
		Portland. N. E. Portland Secdy. Hwy. Reduced speed zone approved. See EXHIBIT "J".
18755		Yamhill County. Pacific Hwy. West. Lafayette. Reduced speed zone east of city approved. See EXHIBIT "K".
		Jackson County. Pacific and Crater Lake Hwys. Medford. Reduced speed zones approved. See EXHIBITS "L-1" and "L-2".
18756		Log hauling. Brookings Plywood Corporation. Overweight violation near Brookings. Warning to be issued.
		Personnel. Retirement of employees. Retention of some approved.
		Commission meeting date set for November 8-9, 1951.
		Unfinished business items considered as follows:
		Payments on completed contracts
		Lake County exchange of hwys.
18757		Mt. Hood Hwy. improvement, Parkdale to Hood River
		City of DeLake requests curbs through city
		City of Tillamook new Wilson River Hwy. entrance
		Hwy. improvement in Salem
		Lloyd property acquisition on Banfield Expressway
		Portland. 18th and 19th Street connection to US30
		Expenditure of Secdy. Hwy. Funds in Division 4
		Edgewater Lodge dirt moving request near Waldport
		Paulina Secdy. Hwy. maintenance
		Signs at ends of construction work
18758		Prevailing wages in contracts
		Improvement of Noti-Badger Mountain Section
		Govt. Camp land and bldg. sale
		Damage to Dodge Bridge on Sams Valley Secdy. Hwy.
		Prevailing wages in contracts. Assistant Counsel's report accepted.
		Marion County. North Santiam Secdy. Hwy. Hammond Lumber Company change of access point approved.

Page	Date 1951	Subject
18759	Oct. 11	Douglas County. City of Gardiner. Exchange of property with Long Bell Lumber Company approved.
		Crook County. Ochoco Hwy. Marks Creek-Jones Ranch Section. Abandonment resolution adopted. See EXHIBIT "M".
		Wheeler County. Ochoco Hwy. Marks Creek-Jones Ranch Section. Abandonment resolution adopted. See EXHIBIT "N".
		Jackson County. Crater Lake Hwy. North Unit, Antelope Creek-Medford Section. Abandonment agreement approved.
		Klamath County. Crescent Lake Secdy. Hwy. No. 429. Designation as secdy. hwy. approved. See EXHIBIT "O".
18760		Klamath County. The Dalles-California Hwy. Barkley Springs-Algoma. Abandonment resolution adopted. See EXHIBIT "P".
		Tillamook County. Oregon Coast Hwy. Bay City-Kilchis River Section. Abandonment agreement with County approved.
		Douglas County. Oregon Coast Hwy. Reedsport-Winchester Bay. Agreement with Reedsport and High School District approved.
		Coos County. City of Coos Bay. Authority granted to lay 6,000 tons of pavement on Front Street.
18761		Curry County. Oregon Coast Hwy. Euchre Creek to Brookings. Authority to conduct location survey granted.
		Delegations' problems discussed. No action.
		Meeting adjourned at 5:00 p.m.
	Oct. 12	Bids received on construction projects.
18764		Lincoln County. Corvallis-Newport Hwy. Newport-Toledo Section. Survey adopted. See EXHIBIT "S".
		Douglas County. Pacific Hwy. Divide-Anlauf Section. Survey adopted. See EXHIBIT "S".
		Clackamas County. Clackamas Secdy. Hwy. Eagle Creek Section. Survey adopted. See EXHIBIT "S".
		Clackamas County. County Court requests exchange of FAS Hwys. and diversion of Kellogg Creek Bridge Funds. Action deferred.
18765		Washington County. Hillsboro delegation asks relief on traffic congestion. Traffic study to be made.
		Malheur County. Delegation requests various improvements. Action deferred.
18766		Clackamas County. Govt. Camp property. Jack Greenwood allowed to withdraw high bid.
		Lincoln County. Corvallis-Newport Hwy. Newport-Toledo. Delegation expresses thanks for adoption of survey.
		Contracts. Engineer reports conditions satisfied re award of Vida-Belknap Springs rock production job.
18767		Permits. Resolution adopted re issuance. See EXHIBIT "Q".
		Wallowa County. Wallowa Hwy. Minam to Wallowa. Improvement requested. Action deferred.

Page	Date 1951	Subject
18767	Oct. 12	Clackamas County. Mt. Hood Hwy. Delegation requests improvement near Cherryville. Survey authorized.
18768		Floyd Query designated as Acting Secretary during H. B. Glaisyer's absence. See EXHIBIT "R".
		Salem. Marion Street Bridge piers. State Construction Company default discussed.
		Clatsop County. Fishhawk Falls Secdy. Hwy. State Forestry Dept. request for 2-year permit for road approved.
		Douglas County. Umpqua Hwy. Location survey to be ready by December, 1951.
		Survey parties. Map to be prepared showing location.
		Columbia River Hwy. Transfers of property with Railroad. "Roberts Projection". Railroad Officials to be contacted.
18769		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Forest Hwy. Program. Increase in Cascade Lakes Hwy. allocation approved.
		Baker County. Delegation inquires as to plans for improvement on hwys. No action.
		Central Oregon. John Day delegation requests various hwy. improvements. Action deferred.
18770		Curry County. Oregon Coast Hwy. Brookings. Bankus requests return of land. Action deferred.
		Klamath County. Klamath Lake Secdy. Hwy. Wocus Marsh. Two jobs to be combined and advertised in spring, 1952.
18771		Clackamas County. Mt. Hood Hwy. Survey authorized on section east of Sandy and near Cherryville.
		Union County. Anthony Lakes Road. Delegation protests grade crossing of US30. No action taken.
		Clackamas County. Pacific Hwy. East. Gladstone. "Chicken in the Rough" restaurant granted right to landscape on r/w.
18772		C. W. Enfield appointed as Chief Counsel. See EXHIBIT "T-1".
		Fred A. Miller appointed as Assistant Counsel. See EXHIBIT "T-2".
		Salary increases approved for DeSouza, Rhode, Wycoff and Reeder.
		Malcolm H. Hawke. Salary increase approved.
		Salaries and wages. Increases for Accounting Dept. approved.
		Deschutes County. County Judge Allen presents compliments.
		Contracts. Commissioner Reynolds announces awards.
18774		Agreements and other papers signed.
18776		Meeting adjourned at 3:45 p.m.

Page	Date 1951	Subject
18777	Oct. 12	EXHIBIT "A". Options for r/w acquisition
18823		EXHIBIT "B". Resolution authorizing sale of land in Portland
18825		EXHIBIT "C". Contracts completed and accepted
18828		EXHIBIT "D-1". State Tax Street Funds
18829		EXHIBIT "D-2". State Tax Street Funds
18831		EXHIBIT "E". Abandonment. Kimberly-Long Creek Hwy.
18833		EXHIBIT "F". Amendment re axle weights
18836		EXHIBIT "G". Parallel parking. Tualatin Valley Hwy.
18838		EXHIBIT "H". Speed zone. Salmon River Hwy.
18840		EXHIBIT "I-1". Speed zone. North Santiam Secdy. Hwy.
18842		EXHIBIT "I-2". No Parking. North Santiam Secdy. Hwy.
18844		EXHIBIT "J". Speed zone. Northeast Portland Secdy. Hwy.
18846		EXHIBIT "K". Speed zone. Pacific Hwy. West at Lafayette.
18848		EXHIBIT "L-1". Speed zone. Pacific Hwy. Medford
18850		EXHIBIT "L-2". Speed zone. Crater Lake Hwy. Ashland
18852		EXHIBIT "M". Abandonment. Marks Creek-Jones Ranch Section, Ochoco Hwy., Crook County
18854		EXHIBIT "N". Abandonment. Marks Creek-Jones Ranch Section, Ochoco Hwy., Wheeler County
18857		EXHIBIT "O". Designation of Crescent Lake Secdy. Hwy.
18859		EXHIBIT "P". Abandonment. Barkley Springs-Algoma Section, The Dalles-California Hwy.
18862		EXHIBIT "Q". Schedule of fees for permit issuance
18864		EXHIBIT "R". Floyd Query appointed as Acting Secretary
18866		EXHIBIT "S-1". Surveys adopted. Newport -Toldeo Section, Corvallis-Newport Hwy. Eagle Creek Section, Clackamas Secdy.
18868		EXHIBIT "S-2". Survey adopted. Divide-Anlauf Section, Pacific Hwy.
18870		EXHIBIT "T-1". Appointment of C. W. Enfield as Chief Counsel.
18871		EXHIBIT "T-2". Appointment of Fred A. Miller as Assistant Counsel.
18872		EXHIBIT "U-1". Condemnation. Oregon Coast Hwy.
18876		EXHIBIT "U-2". Condemnation. Oregon Coast Hwy.
18879		EXHIBIT "U-3". Condemnation. Oregon Coast Hwy.
18882		EXHIBIT "U-4". Condemnation. Oregon Coast Hwy.
18885		EXHIBIT "U-5". Condemnation. Oregon Coast Hwy.
18888		EXHIBIT "U-6". Condemnation. Oregon Coast Hwy.
18892		EXHIBIT "U-7". Condemnation. Oregon Coast Hwy.
18897		EXHIBIT "U-8". Condemnation. Quarry site. Washington County.
18900	Oct. 13	Portland. Hwy. Interim Committee. Meeting held re obligations in House Joint Resolution No. 24.
18901		Engineer explains workings of Hwy. Dept.
		Log hauling during hours of darkness and in summer months. Engineer to study.
		Senator Elmo Smith requests comments on present and recommended legislation.
		Meeting adjourned at 11:45 a.m.

Page	Date 1951	Subject
18903	Nov.8	Bids received on construction projects.
		Minutes of August 20-21 and September 12, 1951, approved.
18905		Parks Supt. reports on the following matters:
		Booth State Park. Request of Lamb and Sells to fence park for grazing denied.
		Tillamook County. Donation by County of lots on Nehalem Sandspit accepted.
18906		Hood River County. Proposed acquisition of Koberg Park discussed. No action.
		Development of area for park near city considered. Action deferred.
		Silver Falls Park. Sale of park land and acquisition of area approved.
18907		Port Orford Cedar Wayside. Sale of timber to George Weston approved.
		Cape Lookout Park. Purchase of plants from Soil Conservation Service approved.
		Yachats Park. Truck turn-around in park prohibited. See EXHIBIT "B".
		Park Budget for 1952. Action deferred.
18908		Real property. Acquisition authorized. See EXHIBIT "A".
		Condemnation proceedings. Blanket authority requested. Action deferred.
		Condemnation. Offers approved. See EXHIBIT "J".
18912		Sale of miscellaneous properties confirmed.
18914		Marion County. Hwy. 99E. Salem By-pass Section. Sale of houses by auction approved.
		Marion County. Hwy. 99E. Salem By-pass Section. Sale of lots to Henningsen and Murphy confirmed.
18915		Permits. Issuance of land use permits during 1952 authorized.
		Grant County. Pendleton-John Day Hwy. Beech Creek Section. Construction of r/w fences approved.
		Portland. Banfield Expressway. Sale of bldgs. by auction or negotiated sale approved.
		Hood River County. Columbia River Hwy. Lofts' property at Hood River. Purchase from RFC approved.
		Deschutes County. The Dalles-California Hwy. Sale of lots south of Redmond approved.
18916		Portland. Mack Truck Bldg. Lease of bldg. to Roberts Motor Company approved.
		Salaries. Increases for r/w agents approved.
18917		Lane County. Eugene. Transfer of excess property to the City approved.
		Deschutes County. Bend. Rental of office space for engineering crews approved.
		Portland. Transfer of property in Carruthers' Addition to the City approved.
		Portland. Transfer of property on S.E. Grand Avenue to the City approved.

Page	Date 1951	Subject
18917	Nov.8	Portland. Extension of lease with Union Pacific for storage site at Albina approved.
		Baker County. Baker. Extension of lease for underground asphalt storage site approved.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
18918		Hood River County. Columbia River Hwy. Wygant Park-Hood River. Encroachment agreement with Railroad approved.
		Log hauling. Permission granted to haul logs Armistice Day.
		Lincoln County. Oregon Coast Hwy. City of Delake requests concrete curbs. Action deferred.
		Lincoln County. Oregon Coast Hwy. City of Taft request for construction of concrete curbs approved.
18919		Lane County. Eugene-Richardson Secdy. Hwy. Noti-Badger Mountain. Requests for oiling and raising grade denied.
		Lane County. Pacific Hwy. Eugene. Request for installation of traffic signal at Eighth Street approved.
		Wallowa County. Wallowa Lake Hwy. Joseph. Request for installation of blinker light denied.
18920		Coos County. City of Coos Bay. Installation of six traffic signals in city approved.
		Benton County. City of Corvallis. Installation of two traffic signals approved.
		Umatilla County. Hermiston. Reconstruction of underpass approved. Request for new bridge denied.
18921		Wasco County. Request for transfer of FAS Funds from Hwy. No. 310 to 312 approved.
		Sherman County. Wasco-Heppner Secdy. Hwy. Crushed rock surfacing west of John Day River approved.
18922		Douglas County. Oregon Coast Hwy. Reedsport-Winchester Bay. Abandonment agreement approved.
		Deschutes County. FAS Hwy. 329. Gerking Corner-North Section. Maintenance agreement approved.
		Hood River County. FAS Hwy. No. 306. Dee River Section. Maintenance agreement approved.
		Tillamook County. Two maintenance agreements on Federal Aid Secdy. Hwys. approved.
		Wallowa County. Wallowa Lake Hwy. County Court requests improvement between Wallowa and Minam. Action deferred.
		Wallowa County. Little Sheep Creek Secdy. Hwy. Oiling requested between Joseph and Sheep Creek. Action deferred.
		Wallowa County. Hurricane Creek County Road. Transfer of money to Little Sheep Creek Hwy. discussed.
18923		Umatilla County. City of Stanfield. Request to widen bridge denied.
		State Tax Street Funds. Improvements approved. See EXHIBIT "C-2".
18924		Extensions of time granted.
18931		Coos County. Enegren Ferry. Authority granted to advertise for bids to furnish ferry service.

Page	Date 1951	Subject
18931	Nov.8	Umatilla County. Old Oregon Trail. Pendleton. S. E. Court Street. Payment to city for improvements approved.
18932		Contracts completed and accepted. See EXHIBIT "D".
		Budget for 1952. EXHIBIT "E", Rock production projects approved. Balance of Budget deferred.
		Harney County. Reclassification of hwys. to Group I status to allow hauling of cattle. Action deferred.
18933		Marion County. Hubbard. Mrs. Scholl to be paid for trees cut by survey party.
		Portland. Lambert Gardens request to maintain signs along hwys. denied.
		Award of contracts. Acting Chairman C. H. Reynolds makes public announcement.
18934		Property control. Organization of departmental division approved.
18935		Travel and Information. Agreement with MacWilkins, Cole and Weber extended.
		Washington County. Beaverton-Hillsdale Hwy. Beaverton. Reduced speed zone approved. See EXHIBIT "E".
		Marion County. Pacific Hwy. East. Salem. Request for reduced speed zone denied.
18936		Clackamas County. Oswego Hwy. in Oswego. Request for warning signs at Riverview Road denied.
		Furniture. Purchase by Legal Department for Salem office use approved.
		Marion County. North Santiam Secdy. Hwy. Mehama-Mill City. Reduced load limit approved. See EXHIBIT "F".
		Linn County. Cascadia State Park. Reduced load limit on bridge removed. See EXHIBIT "G".
18937		Frank R. Towle. Authority granted to go to Boise, Idaho and Salt Lake City, Utah
		Edwin C. Johnson. Authority granted for trip to Seattle, Washington.
		Secretary's report of papers he signed approved.
		Permits. Forms for overwidth forest product loads approved. See EXHIBIT "H".
		Commission meeting date set for December 20-21, 1951.
		Test Road Project in Idaho. Cooperation with Highway Research Board increased to $30,000.
18938		Clackamas County. Mt. Hood Hwy. National Forest Service request to construct log scaling station approved.
		Yamhill County. City of McMinnville. Report made on one-way street plan. Action deferred.
		Bond money projects approved for contracting.
18940		Columbia County. FAS Hwy. 609. Pittsburg-Wilson Creek Section. Maintenance agreement with County approved.
		Lake County. Warner Valley Secdy. Hwy. Request of Ski Club for additional parking space denied.
		Klamath County. Hwy. to Crescent Lake. Request for oiling denied.
18941		Lane County. Pacific Hwy. Agreement with BPA for power line crossing approved.

Page	Date 1951	Subject
18941	Nov.8	Lake County. Warner Secdy. Hwy. Drake Creek-Adel Section. Contract 3439. Agreement with Jacobsen and Arenz for completion of contract approved.
		Unfinished business matters considered as follows:
		Mt. Hood Hwy. Improvement near Hood River.
18942		City of Delake request for curbs.
		Lloyd property. Acquisition for Banfield Expressway.
		Proposed connection to US30 at 18th & 19th Avenues in Portland.
		Paulina Secdy. Hwy. extension.
		Signs at ends of construction projects.
		Richardson-Eugene Secdy. Hwy. improvement.
		Dodge Bridge damage on Sams Valley Secdy. Hwy.
		Proposed Koberg Park near Hood River.
		Sale of houses in Roseburg.
		Land at Garrison Corner on Nyssa-Adrian Hwy.
18943		Status of condemnation proceedings.
		Renewal of forgery bond.
		Clackamas County request for transfer of FAS Funds.
		Elmer Bankus request for return of land.
		Govt. Camp property sale.
		Agreements and other papers signed.
18945		Meeting adjourned at 4:00 p.m.
	Nov.9	Harney County. Delegation requests hwy. reclassification south of Burns to expedite livestock hauling.
18946		Engineer to contact Superintendent of State Police.
		Clackamas County. Pacific Hwy. E. Delegation inquires re access on west side near Milwaukie. Extension of outer hwy. into Milwaukie urged. Action deferred.
18947		Wheeler County. John Day Hwy. Delegation requests transfer of funds to Service Creek-Spray Section. Action deferred.
		Council of State Govts. Correlating road laws, weight limits, etc. Financial cooperation approved.
18948		Douglas County. Pacific Hwy. Divide-Anlauf. Purchase of culvert pipe approved.
		Lake County. Lakeview delegation requests hwy. widening in city. Action deferred.
18949		Yamhill County. US99W. McMinnville delegation requests opening in traffic divider. Action deferred.
		Portland. Delegation urges construction of hwy. tunnel beneath Willamette River. No action.
18951		Hood River County. Hood River delegation requests 3 projects. Snow removal at Cooper Spur approved.
		Hood River County. Koberg's beach. Delegation urges development as park.
18952		Hood River County. Mt. Hood Hwy. Delegation requests improvement near Hood River. Action deferred.
18953		Polk County. Rickreall-Dolph Corner proposed hwy. Delegation protests location. Action deferred.

Page	Date 1951	Subject
18954	Nov.9	Polk County. Pacific Hwy. West. Basket Slough Bridge. Drainage problem considered. Action deferred.
		Polk County. Rickreall-Dolph Corner proposed hwy. Location survey adopted.
		Meeting recessed at 12:00 noon.
		Malcolm H. Hawke. Letter of resignation as Chief Auditor accepted.
18955		Clifford H. Maison. Appointment as Manager of Accounting Division approved.
		Malheur County. Nyssa-Adrian Hwy. Settlement of Ida B. Ward case approved.
18956		Portland. N. E. 39th Avenue. Gepner claim for injuries to daughter denied.
		Douglas County. Oregon Coast Hwy. Reedsport-Winchester Bay. Settlement with Marion Mooney and Louie Nichols approved.
		Coos County. Oregon Coast Hwy. Coquille. Offer of James P. Weter for r/w settlement refused.
		Hood River County. Columbia River Hwy. Payment of $10,500 to Haviland for hotel property approved.
18957		Polk County. Rickreall-Dolph Corner Section. Other routes discussed.
18958		Polk County. Survey adopted on Rickreall-Dolph Corner route. See EXHIBIT "I".
		Crook County. Extension of road from Paulina eastward requested. Designation as secdy. requested. No action.
		[illegible] County. Prineville. Landscaping of hwy. intersection requested. Action deferred.
18959		Klamath County. The Dalles-California Hwy., Gilchrist-Willamette Jct. Section. Condemnation of Montgomery
18960	Nov.8 & 9	and Gilchrist Timber Co., properties authorized. See
18992		EXHIBIT "K".
18994		EXHIBIT "C-1". State Tax Street Funds.
18996		EXHIBIT "C-2". State Tax Street Funds.
18997		EXHIBIT "D". Contracts completed and accepted.
18999		EXHIBIT "E". Speed zone. Beaverton-Hillsdale Hwy.
19001		EXHIBIT "F". Reduced load limit.
19003		EXHIBIT "G". Reduced load limit on bridge.
19004		EXHIBIT "H". Loading logs crosswise.
19008		EXHIBIT "I". Dolph Corner-Rickreall survey.
19010		EXHIBIT "J-1" thru "J-10". Condemnation resolutions.
19048		EXHIBIT "K". Condemnation resolution.
19056	Dec.20	Chairman Chandler makes summary statement of year 1951.
		Bids received on construction projects.
19058		Minutes of October 11 and 12 and November 8 and 9 approved.
		Parks Superintendent reports on park matters:
		Salmon River Hwy. Van Duzer Corridor. Authority granted to sell dead and down timber.
		Short Sand Beach Park. Request to construct roadway across park for logging approved.
19059		Parks Budget for 1952. Approved conditionally.

Page	Date 1951	Subject
19059	Dec.20	Josephine County. Redwood Hwy. Hayes Hill. Request for preservation of scenery denied. Old section of hwy. to be abandoned to County.
19060		Tillamook County. Oregon Coast Hwy. Garibaldi. Donation of land by Coates family accepted conditionally.
		Cape Lookout Park. Development of roadway into park discussed. Action deferred.
		Bald Peak Park. Acquisition of additional area discussed. Action deferred.
		Wilson River Hwy. State Forester's request for extension of time to remove timber approved.
19061		Multnomah County. Vista House at Crown Point. Approval to close for two months granted.
		Wind-blown trees. Authority granted to advertise wind-falls for sale.
		Real property. Acquisition approved. See EXHIBIT "A".
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Condemnation. Short-cut procedure approved. See EXHIBIT "B".
		Condemnation. Offers approved. See EXHIBITS "N-1" to "N-9".
19067		Sale of miscellaneous property approved.
19073		Real property. Acquisition confirmed for parcels not specifically authorized. See EXHIBIT "O".
19074		Sale of houses. Receipts from sealed bids and auction bids compared.
		Portland. Sale of land to Consolidated Supply Company approved.
19075		Clackamas County. Mt. Hood Hwy. Govt. Camp. No bids received for sale of maintenance hdqtrs.
		Hood River County. Columbia River Hwy. Wygant Park-Hood River. Purchase of sawdust pile approved.
		Union County. Old Oregon Trail. LaGrande-Ladd Canyon. Edson McCanse granted change of access.
		Claim. Settlement of claim for damage by fire to trailer tank approved.
		Umatilla County. Old Oregon Trail. Hermiston. R/w agreement with Railroad Company approved.
		Coos County. Coos River Hwy. Catching Slough-Ehegren. Exchange of property with Weyerhaeuser Timber Company approved.
		Linn County. Saddle Butte quarry near Shedd. Agreement with county for land use approved.
19076		Gilliam County. John Day Hwy. Material site lease with O.W.R.& N. extended.
		Douglas County. Umpqua Hwy. Lease with Long Bell Lumber Co. for borrow materials approved.
		Douglas County. Oregon Coast Hwy. Easement with Railroad on Bolon Island for grade separation structure approved.
		Clackamas County. Mt. Hood Hwy. Vacation of roads and streets in "Saratoga Park" approved.
		Douglas County. Ford Bridge over South Umpqua on Pacific Hwy. Use of land by county approved.

Page	Date 1951	Subject
19077	Dec.20	Tillamook County. Wilson River Hwy. Tillamook. Purchase of Dr. Friedrich's residence discussed.
		Umatilla County. City of Pendleton. Maintenance of landscaped area. Agreement with City approved.
19078		Marion County. Pacific Hwy. East. Salem-Hayesville Section. Change of access on Kerr and Olson properties approved.
		Insurance. Securing PL and PD insurance on bldgs. owned and rented to others by the State approved.
		Coos County. Oregon Coast Hwy. Coquille. Settlement of lawsuit with James P. Weter approved.
19079		Linn County. Santiam Hwy. Settlement of lawsuit with Lyon's Lumber Company approved.
		Lane County. Bradford T. Bowles. Circuit Court awards judgment of $13,873.07.
		Portland. Banfield Expressway. Settlement of lawsuit with James Trail approved.
		Douglas County. Pacific Hwy. Settlement of lawsuit with Delbert Norlund approved.
19080		Douglas County. Pacific Hwy. Damage to "Ford" bridge. Settlement with Kuckenberg approved.
		Clackamas County. West Portland-Hubbard Hwy. Settlement of case with Mary Scheckla approved.
		Anthony Yturri. George T. Cochran. Employment as trial attorneys for Strasbaugh case approved.
		Linn County. Halsey-Sweet Home Secdy. Hwy. Prosecution of Taylor and Conover for damage to Holley Bridge authorized.
19081		Tillamook County. Netarts Secdy. Hwy. Prosecution of Henry Sauce for damage to drawbridge authorized.
		Wasco County. Warm Springs Hwy. Prosecution of George W. Thornton for damage to Mill Creek Bridge authorized
		Willamette Hwy. Willamette Pass. Prosecution of Steiner Lumber Company for damage to Sno-Go authorized.
		Coos County. Powers Secdy. Hwy. Prosecution of Nevey Smith for damages to a bridge authorized.
		Klamath County. The Dalles-California Hwy. Prosecution of Fred Snow for damage to bridge authorized.
		Wapinitia Hwy. Prosecution of White Line Produce Company for damage to handrail on Clear Creek Bridge authorized.
		Marion County. Pacific Hwy. East. Prosecution of Ed Randle for specific performance of option authorized.
		Tillamook County. Oregon Coast Hwy. Bay City-Kilchis. Prosecution of Jeanette Scaife for specific performance of option confirmed.
		Portland. Claim of Mr. Gepner for payment of dental services for his daughter denied.
19082		Access points. Charge of $5.00 to be made for change.
		Portland. Settlement of claim with Joe M. Armstrong for handrail damage on Interstate Avenue approved.
		Coos County. Oregon Coast Hwy. Bunker Hill-Delmar. "Occurrence" insurance on Contract 3512 to be paid for by the State.

Page	Date 1951	Subject
19083	Dec. 20	Claim. Settlement with Ross V. Bales for damaging truck confirmed.
		Vertical clearances. Structures 12 ft. 9 in. or less in height to be posted. See EXHIBIT "C".
		County Road closures. Agreements to be entered into.
19084		Claims. Secretary authorized to execute releases on less than full amount. See EXHIBIT "K".
		Award of contracts. Commissioner Reynolds makes public announcement.
19085		West Portland-Hubbard Hwy. Agreement with Bonneville Power Administration to remove tower approved.
		Lake County. Lakeview. Improvement of hwy. routes in the city authorized conditionally.
		Truck weight violations. Engineer reports 50% reduction in 1951.
19086		Clatsop County. Astoria Ferry. Astoria fishermen request to eliminate last trip of ferry denied.
		Study to be made on changing stem on "Tourist No. 3".
		Clatsop County. Astoria Ferry. Ferry operators request for reimbursement for extra labor costs approved.
19087		Permits. Reclassification from Group 2 to Group 1 on hwys. 320, 333 and 300 approved.
		Reclassification denied on Heppner-Spray Hwy.
		Personnel. Annual salary step increases approved.
19088		Personnel. Employees at top of classification. Report requested.
		Linn County. Santiam Hwy. Sweet Home. Uneveness of contract paving to be fixed by maintenance forces.
		Umatilla County. Pendleton-John Day Hwy. Pendleton to Pilot Rock. Report on economic survey submitted.
19089		Crook County. Ochoco Hwy. Prineville. Expenditure of $20,000 for landscaping approved.
		Klamath County. Klamath Falls-Midland Hwy. Request for oiling denied.
		Lane County. McKenzie Hwy. Request for new bridge over Lane Creek denied.
		Lincoln County. Corvallis-Newport Hwy. Burnt Woods-Blodgett section. Request for early improvement denied.
19090		Award of contracts. Engineer reports satisfaction of conditions.
19091		Malheur County. Old Oregon Trail. Agreement with Railroad Company for crossing signal at Cairo approved.
		Deschutes County. Bend. Installation of traffic signal at Wall Street and Franklin Avenue approved.
		Marion County. Silverton. Request for traffic signal and 4-way stop intersection denied.
19092		Grant County. John Day Hwy. Prairie City. Request for flashing beacon denied. Installation of larger signs approved.
		Baker County. City of Baker. Request for blinker light at 10th and "H" streets denied.

Page	Date 1951	Subject
19092	Dec.20	Pacific Hwy. Residents of Drain and Yoncalla protest proposed hwy. relocation.
		Pacific Hwy. Survey adopted by-passing Creswell, Cottage Grove, Drain, Yoncalla, Sutherlin and Gold Hill. See EXHIBIT "M".
19093		Extensions of time to complete hwy. contracts approved.
19100		Contracts completed and accepted. See EXHIBIT "D".
		State Tax Street Funds. Plans approved. See EXHIBIT "E-1".
19101		State Tax Street Funds. Plans approved. See EXHIBIT "E-2".
		State Tax Street Funds. City of Chiloquin plans approved. See EXHIBIT "E-3".
		Hood River County. Columbia River Hwy. Hood River-Mosier Section. Increase in Parker-Schram Contract 3562 approved.
19102		Deschutes County. Redmond. Request for installation of traffic signals denied.
		Clatsop County. City of Seaside. Request that State prepare plans for bridge approved. City to pay for.
		Marion County. Salem. State Hwy. Bldg. Placing asphalt tile on floor of blueprint room approved.
		Clackamas County. Milwaukie-Estacada Secdy. Hwy. Old bridge over Eagle Creek be given to County when not needed.
		Polk County. Rickreall-Dolph Corner Section. Naming of hwy. discussed. Action deferred.
19103		Petty cash fund. Increase of fund to $500 approved.
		Marion County. Salem. State Hwy. Bldg. Purchase of 30 chairs for Conference Room approved.
		Bond sale. Payment of $6,000 to John W. Shuler for legal services approved.
		Salary increases. Status of various requests considered. Commission to confer with Mr. Dorman.
19104		Personnel. Chief Counsel's request to employ 3 additional attorneys approved.
		Clatsop County. Intersection Sunset and Necanicum hwys. Carl K. Stevens granted additional time to remove timber.
		Yamhill County. Three-Mile Lane Secdy. Hwy. Abandonment resolution adopted. See EXHIBIT "F".
		Pacific Hwy. Salem By-pass. Claim of Grabenhorst for crop damage denied.
19105		Clatsop County. Oregon Coast Hwy. Lewis and Clark River Bridge. Payment of Helen Jorgenson damage claim approved.
		Highway Interim Committee. Request for suggested hwy. legislation made by Committee.
		Bond money for hwy. construction. Counsel to investigate means of investing money to the credit of the Hwy. fund.
		Portland. Guest Center. Maintenance agreement with City approved.
		Multnomah-Clackamas County. Oswego Hwy. Reduced speed zone approved. See EXHIBIT "I".
19106		Douglas County. Pacific Hwy. near Winchester. Requests for speed zones denied. Large signs to be installed.
		Washington County. Pacific Hwy. West near Tigard. Request for reduced speed zone denied.

Page	Date 1951	Subject
19106	Dec.20	Jefferson County. Warm Springs Hwy. near Warm Springs. Request for reduced speed zone denied.
		Umatilla County. Pendleton-John Day Hwy. Pendleton. Request for traffic signs and reduced speed limit denied.
19107		Yamhill County. Pacific Hwy. West. City of Newberg. Reduced speed zone north of town approved. See EXHIBIT "H".
		Clatsop County. Oregon Coast Hwy. City of Seaside. No parking resolution adopted. See EXHIBIT "J".
19108		Portland. Northeast Portland Secdy. Hwy. Request for removal of No Parking signs denied.
		G. S. Paxson. Authority granted to go to Sacramento December 14, 1951, and Washington D.C. January 15, 1952.
		Mark Astrup. Authority granted to go to Washington D. C. January 15.
		A. O. White and J. A. Schaub. Authority granted to go to Olympia, Washington.
		Secretary's report of papers he has signed approved.
		Coos County Court requests exchange of FAS Hwys. from county road No. 35 to No. 57. Action deferred.
		Lane County. McKenzie Hwy. Jackson Loop. Request for reduced speed zone denied. Oversize signs to be installed.
19109		Oregon Coast Hwy. Privately owned windfall trees on r/w. Owners to be notified to remove.
		Removal of plants, trees and shrubs. Policy re removal from r/w adopted. See EXHIBIT "L".
		Portland. Banfield Expressway. City to be requested to prohibit advertising signs on and along the Expressway.
19110		Meeting adjourned at 5:00 p.m.
	Dec.21	Chairman Chandler extends Christmas greetings.
19111		Bids for construction projects opened and read.
19112		Douglas County. North Umpqua County Road. Delegation requests surfacing and further survey. Action deferred.
19113		Construction of road to Sutherlin discussed.
		Harney County. Frenchglen-Diamond districts. Delegation requests means of using 60-foot hauling equipment. Cooperative work on county roads discussed. Action deferred.
19114		Tillamook County. City of Tillamook. Wilson River Hwy. Dr. Friedrich requests that State purchase his residence. Action deferred.
19115		Bureau of Public Roads. W. H. Lynch requests conference re Forest Hwy. Funds.
		Budget for calendar year 1952 approved in principal.
		Boardman Oasis. Expenditure to be approved by Commissioner Reynolds.
		Stripe painting machine to be purchased. Striping to be done early in season
19116		Cost of maintaining equipment more than five years old to be investigated.
		Shop bldg. in Bend. Funds authorized.
		Parks Budget approved.
		Travel Information Dept. Budget approved.

Page	Date 1951	Subject
19116	Dec.21	Lane County. Delegation requests improvements in Eugene-Springfield area. Reconnaissance survey requested on four projects. Action deferred.
		Lane County. City of Springfield. City reports negotiations with Railroad Company progressing.
		Tillamook County. Cape Lookout Park. Delegation requests road into park. Action deferred.
19118		Meeting recessed at 12:00 noon to reconvene at 1:30 p.m.
		Commission meeting date set for January 31 and February 1, 1952.
		Washington County. Bald Peak Park. Delegation requests acquisition of additional land. Action deferred.
19120		Gilliam County. Wasco-Heppner Secdy. Hwy. Delegation requests oiling. Action deferred.
		Wheeler County. John Day Hwy. Service Creek-Spray. Status of improvement plans requested. Study not complete.
		Douglas County. Oregon Coast Hwy. Reedsport. Russell Hubbard property to be condemned if he not accept $15,000.
		Unfinished business items considered:
19121		Mt. Hood Hwy. improvement, Parkdale to Hood River.
		Lloyd property on Banfield Expressway.
		Paulina Secdy. Hwy.
		Signs at ends of construction jobs.
		Damage to Dodge Bridge.
		Koberg Park, proposed development.
		Sale of houses in Roseburg.
19122		Purchase of land at Garrison Corner. Nyssa-Adrian Hwy.
		Elmer Bankus re land near Brookings.
		Timber cutting on Oregon Coast Hwy. near Banfield property in Lincoln County.
		State Parks Budget 1952.
		Condemnation procedure speed-up.
		Hwy. Budget for 1952.
		Service road into Milwaukie paralleling US99E.
		Improvement of Service Creek-Spray Section, John Day Hwy.
19123		Improvement to hwy. streets in Lakeview.
		Award of contracts. Commissioner Reynolds makes public announcement.
19124		Jackson County. Medford. Delegation requests advice concerning street development. Engineer to discuss with them.
		Coos County. Oregon Coast Hwy. Cedar Point-Coquille. Settlement of D. E. Richardson r/w claim approved.
		Oregon Coast Hwy. M.P. 185.85. Stockpile site lease with Schrieber approved.
		Douglas County. Winchester Bay. Vacation of portions of streets approved.
19125		Portland. N.E. Union Avenue. Change in access points on Lena Richmond property approved.
		Real property. R/w Engineer presents report on cost of acquisition.
		Portland. Banfield Expressway. Condemnation of Fred Meyer warehouse property discussed. Action deferred.

Page	Date 1951	Subject
19125	Dec.21	Clackamas County. Mt. Hood Hwy. Zig Zag to Rhododendron. Request of Harry Perkins that bldgs. be raised denied.
		Marion County. North Santiam Hwy. Mehama-Mill City. Specific performance of Glenn J. Beringer option authorized.
19126		Marion County. Salem. Hwy. Office Bldg. Expenditures for partitions on 5th floor for Legal Dept. authorized.
		Condemnation. Payment of $1,400 to Ewing and Rand of Heppner as awarded by jury approved.
		Marion County. Salem. New Willamette River Bridge. No negotiations to be entered into re damages to property because of east bridge approach.
		Bond money. Letter to be sent to State Treasurer requesting interest on bond money be placed in hwy. fund.
		Used equipment and scrap material. High bids accepted as recommended
19127		McKenzie Hwy. Proposed all-weather route to Santiam Hwy. via Clear Lake. Funds for construction not available.
		Jackson County Chamber of Commerce requests roadway to Rogue River for fishermen's benefit.
		Boat launching sites. State Game Commission proposes co-operation to provide sites. Action deferred.
		Grant County. Pendleton-John Day. Agreement with BPR for winter maintenance approved.
		Coos County. Oregon Coast Hwy. Coos Bay to Overland. Encroachment agreement with Railroad Company approved.
		Medical and Hospital coverage. Renewal of NHA agreement approved. Engineer to negotiate with OPS.
19128		American Association of State Highway Officials. Payment of dues for 1952 authorized.
		Carl Jordan authorized to go to Spokane, Washington, January 11.
		Marion County. Salem. Agreement with Railroad Company for signal at intersection of Summer and Union streets approved.
		Bond money projects. Engineer to submit list of jobs.
		Morrow County. Old Oregon Trail. Willow Creek to Boardman. Slick spots to be fixed.
		Clatsop County. Lewis and Clark Bridge at Astoria. Complaint received on use of State personnel in repairing.
		Real property acquisition. R/w Engineer presents status report.
19129		Clackamas County. Oregon City. Secretary of State's Bldg. Property lines to be determined.
		Survey parties map showing location to be kept up to date.
		Commitments not fulfilled. Manager of Accounting Division to present status report.
		Engineering costs on various types of projects to be segregated.
		Agreements and other papers signed.
19131		Meeting adjourned at 4:40 p.m.
	Dec. 20	
19132	& 21	EXHIBIT "A". Options for real property approved.
19179		EXHIBIT "B". Re authority to make offers in condemnation.
19181		EXHIBIT "C". Re impaired clearance on bridges.

Page	Date 1951	Subject
	Dec.20	
19184	& 21	EXHIBIT "D". Contracts completed and accepted.
19186		EXHIBIT "E-1". State Tax Street Funds.
19188		EXHIBIT "E-2". State Tax Street Funds.
19189		EXHIBIT "E-3". State Tax Street Funds.
19190		EXHIBIT "F". Abandonment on Three-Mile Lane Secdy. Hwy.
19193		EXHIBIT "G". Confirmation of options secured.
19195		EXHIBIT "H". Reduced speed zone on 99W.
19197		EXHIBIT "I". Reduced speed zone. Oswego Hwy.
19199		EXHIBIT "J". No parking on hwy. in Seaside.
19201		EXHIBIT "K". Secretary authorized to execute releases.
19202		EXHIBIT "L". Sale of logs under $100.
19204		EXHIBIT "M". Pacific Hwy. relocation survey.
19207		EXHIBIT "N-1" thru "N-9". Condemnation resolutions.

Grants Pass, Oregon
October 8, 1951

The State Highway Commission convened in special session at 8:00 p. m. in the Caveman Room of the Redwood Hotel for consideration of the Engineer's report on the proposed revisions of the Pacific Highway at several points between Eugene and the California State line, particularly revisions that will by-pass the cities and towns of Creswell and Cottage Grove in Lane County; Drain, Yoncalla, Oakland, and Sutherlin in Douglas County; and Gold Hill in Jackson County where public hearings are scheduled to be held on October 9 and 10, 1951, pursuant to the requirements of Section 13 of the Federal Aid Highway Act of 1950. Present were:

Ben R. Chandler, Chairman
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, First Assistant State Highway Engineer
H. B. Glaisyer, Secretary

Commissioner Chas. H. Reynolds was excused.

The State Highway Engineer explained details with respect to the proposed change at each location. He particularly pointed out the following:

1. Proposed revision at the Town of Gold Hill, Jackson County. The estimated cost to modernize the present highway through this town, including some new bridges but without controlled access, is $1,966,000. The estimated cost to construct the proposed by-pass route is $1,078,000. The Engineer pointed out that the by-pass route will be 0.28 mile shorter than the present route and that the benefits to be derived on the by-pass route will amount to 2½ times the benefits that would accrue by improving the present route.

2. Proposed change by-passing the Towns of Oakland and Sutherlin: The Engineer pointed out that this revision starts at a point a short distance north of the Town of Oakland and ends at a place known as Deady, south of the Town of Sutherlin, and that it lies approximately one mile west of the present highway. The change, he said, will effect a saving of 0.55 mile, and the benefits accruing will be four times those that would accrue were the present highway through Oakland and Sutherlin modernized. He estimated the cost to improve the present highway without controlled access at $2,700,000 and to construct the by-pass route at $2,033,000.

3. Proposed by-passing of the towns of Drain and Yoncalla. The Engineer advised that the proposed route follows along Curtis Creek about six miles east of the present highway through the City of Drain, its northerly end being at Cornstock and the southerly terminus being at the foot of Rice Hill, about six miles south of Yoncalla. The by-pass route, he said, is about 2.39 miles shorter than the existing highway, and the benefit showing will be about 3.2 times more than the benefits accruing were the present highway modernized. He pointed out that were the present highway improved, access

to it through the Towns of Drain and Yoncalla could not be controlled, whereas full control of access can be had along the proposed route. He also pointed out that the rise and fall along the by-pass route will be 200 feet less than along the present one. He proposed connections with the present highway at a place known as Anlauf, north of Drain, and at a point about three miles south of Yoncalla for the convenience of the traveling public which wishes to go to Drain or Yoncalla. He also proposed that the present highway north of the town of Drain be renamed as an extension of the Umpqua Highway, and that the existing highway south of Drain be designated a State secondary highway. He estimated the cost to modernize the present highway through Drain and Yoncalla at $6,675,000, and to construct the by-pass route at $5,300,000.

4. Proposed rerouting to by-pass Cottage Grove and Creswell. The Engineer advised that this revision starts about three miles north of Creswell, and extends southerly on the east side of the present highway and the Southern Pacific Railroad to a place known as Divide, by-passing the towns of Creswell and Cottage Grove. The proposed route, he said, is 16.2 miles long and there will be no saving over the present route. However, the benefits accruing will be 2.2 times as much as by improvement of the present route. He estimated the cost to improve the existing highway between the termini of the proposed route at $4,300,000 and the cost to construct the by-pass route is $3,600,000.

The Engineer exhibited maps showing each of the proposed changes and recommended formal adoption of the proposed locations at the next regular meeting of the Commission on October 11, 1951, and that the Right of Way Department be authorized to proceed with negotiations for acquisition of necessary right of way. The Commission discussed this matter at considerable length, but took no action on the Engineer's recommendations.

The Engineer reported results of the receiving of bids in Salem on September 20, 1951 for the purchase of the old maintenance site owned by the Highway Department at Government Camp. He advised that only one bid was received, being that of Mr. J.S. Greenwood, Wemme, Oregon at $4.505.80. He recommended acceptance of this offer, which, he pointed out, is $505.80 more than the minimum price heretofore set by the Commission. In the discussion of the matter, it was recalled that a group from Portland had asked the Commission to defer sale of the property because it wanted to make use of the building located thereon for church and recreational purposes, although the group had made no offer of payment for the property. As a result of the discussion, the Commission decided unanimously to sell the property to Mr. Greenwood for the amount of his offer. (The Commission's action in this matter was confirmed at its meeting on October 11, 1951. See additional minute entry on that date.)

The Commission discussed and approved a report from Mr. C.W. Enfield, Assistant Counsel, on the Commission's claim against Coastal Lumber Company for cutting timber growing on State Highway property located in the $SE\frac{1}{4}$ of the $NE\frac{1}{4}$ of Section 7, Township 6 South, Range 8 West,

W. M. Mr. Enfield in his report stated that the company has paid in full the amount of the claim, $7,678.00, which, he pointed out, is twice the value of the timber that was cut, and is in conformity with the price set by the Commission at its meeting on September 12, 1951.

In this connection, Chairman Chandler inquired as to the status of the State's claim against logging contractors, Gilbert J. Roles and Clive Stiltner, Waldport, who felled about 55MFBM spruce and hemlock timber on highway property that was purchased from Mr. and Mrs. T. H. Banfield in 1937 as right of way for a proposed revision of the Oregon Coast Highway between Otter Crest and Otter Rock, Lincoln County. The answer not being readily available, the Engineer was instructed to check into the matter and report his findings to the Commission. He was also instructed to advise the Commission how the quantity of timber that was taken by these operators was determined.

The meeting adjourned at 9:00 p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Gold Hill, Oregon
October 9, 1951

Pursuant to the requirements of Section 13 of the "Federal Aid Highway Act of 1950", and to written notice given to the Common Council of the City of Gold Hill, Oregon, dated September 7, 1951, the State Highway Commission held a public hearing in the City Council chambers of the City Hall in the City of Gold Hill, starting at 8:30 a. m., at which hearing the citizens of this town were given an opportunity to express their feelings concerning the proposed rerouting of the Pacific Highway through this place. Present were:

Ben R. Chandler, Chairman, State Highway Commission
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Assistant State Highway Engineer
H. B. Glaisyer, Secretary
C. G. Polk, District Engineer, Bureau of Public Roads

The local group consisted of 26 members, headed by Mr. A. A. Walker, President of the Gold Hill Chamber of Commerce and Chairman of the City Committee. Others in the group were Mr. Paul J. Malloy, City councilman and motel operator; John A. Stieber, hardware man; Norman Gail, general merchant; Herbert Drake, motel operator; Don Morrow, owner of a hardware and sporting goods store; Fred Lester, general merchandise; Herbert L. Elbert, sporting goods store; Ernest Cooper, trucking service; George Brownell, owner of an auto court; Tom Carlton, rancher; John Cogswell, merchant; and Carl Nelson, rancher.

Chairman Chandler explained the purpose of the hearing. At his request, the Assistant State Highway Engineer, Mr. W. C. Williams, exhibited a map disclosing the proposed rerouting of the highway at this place, and explained details in connection therewith. The group was then invited by Chairman Chandler to express its views with respect to the proposed improvement.

Mr. Walker presented a petition signed by 221 citizens of Gold Hill and vicinity, protesting against "the execution of the proposed plan of the Oregon State Highway Commission to relocate Highway 99 on the south side of the Rogue River and so have this highway by-pass the City of Gold Hill". He advised that this petition has been endorsed by the Gold Hill Lions Club, the Rebecca Lodge, the Gold Hill Grange, and the Gold Hill City Council. In support of the petition, Mr. Walker stated that, if the Highway Commission constructs the change as proposed, their town will be cut off from main highway travel, upon which they depend to a very large degree for their livelihood. He particularly pointed out that the nearest access approach to the city from the proposed highway will be $2\frac{1}{2}$ miles distant, so the city will lose all of the tourist business which it has enjoyed in the past. He urged improvement of the highway at its present location and the straightening of the highway between Gold Hill and Grants Pass, including a new bridge over Rock Creek. He also said that the highway as presently located is very satisfactory and that the people of Gold Hill are definitely in favor of improvements on that location. He also mentioned that conditions on the highway as proposed will be very bad during the winter season; and, that right of way along that route will be costly. Mr. Walker declared that the biggest and most important asset of the City of Gold Hill is its tourist business, on which, he said, the city's existence depends. He pointed out that there are a number of tourist motor courts in the city, one of which, costing upwards of $200,000, will be ruined if the highway were changed because tourists could not be attracted to the city if required to take a detour $2\frac{1}{2}$ miles away. Mr. Walker also spoke of depreciated property values on the north side of the river were the highway rerouted. He also mentioned that provision should be made to connect the Sams Valley State Secondary Highway to US99 at Gold Hill because of its importance as a highway route to Crater Lake.

He called upon Mr. Malloy to present further arguments. Mr. Malloy inquired as to the plans of the Commission for improvement of the

Rocky Point-Grants Pass Section of the Pacific Highway. He was informed by Chairman Chandler that such project is in the Commission's long range plan, but probably will not be undertaken for ten years and that the objective of the Commission presently is to reconstruct those sections of the Pacific Highway throughout its entire length that are most in need of improvement. Mr. Malloy also asked about access into the Town of Gold Hill from the new highway, and he mentioned that, according to the map, the connection would be more than two miles distant from the city. He was informed by the Engineer that present plans call for a highway traffic interchange at the point where the old and new highways join. Mr. Malloy also asked about the new connection for the Sams Valley Secondary Highway with 99 in Gold Hill, and he suggested that such connection be made in the Town of Gold Hill rather than two miles distant therefrom. Inquiry was also made by Mr. Malloy as to whether or not the Commission's investigations include improvement of the present highway on the north side of the river, with some possible changes; also, how the Engineer arrived at the estimated costs. He was informed by the Engineer that all possible routes had been investigated and that the cost estimate was based on the result of those studies. In reply to Mr. Malloy's further inquiry as to whether or not any thought had been given to relocating the highway on the north side of the river between the railroad and the river, because of the rumors to the effect that the highway will evidently by-pass the City of Grants Pass, the Engineer repeated that all possible routes had been investigated and it had been determined that the cost to improve the highway through Gold Hill would be far more than to build a new highway on any other route. The matter of rerouting the highway between Gold Hill and Grants Pass, he said, has no bearing whatsoever on the location of the highway through the City of Gold Hill.

Others speaking for the retention of the present route were Mr. Stieber, who advised that 40% of his business is derived from tourists and, should he lose even 10% of that business, he would be forced to close his store; Mr. Gail and Mr. Drake, both of whom endorsed the remarks of the other speakers; Mr. Morrow, who advised that 15% of his business is derived from tourist traffic, which he would lose if the highway were rerouted; Mr. Lester who advised that 35% of his business is derived from tourists; Mr. Elbert, who stated that he has an investment of $35,000 in his sporting goods establishment and that he has kept a careful record of people who trade with him, which record discloses that 50% of his business is from tourists - he also said that he would have to close his store and lose $20,000 were the highway rerouted; Mr. Cooper, who stated that 85% of his business is tourist and transient business, and that he would stand to lose about $50,000 if the highway were rerouted. Mr. Brownell stated that his auto court would suffer greatly from the loss of the summer transient trade. He declared that the moving of the highway to the proposed location will force him to "junk" his facilities. Mr. Carlton advised that his ranch is on the south side of the river and that the proposed highway passes through the middle of it, and will render his farm valueless for farming purposes. Mr. Cogswell stated that he is unable to estimate what his

loss will be if the highway is changed as proposed, but it will be great. He gave as his feeling that the engineers have picked a very poor location for the new highway, and that, if the highway is built in such location, it will be virtually a death trap, because of adverse traveling conditions during the winter season in that location. Mr. Nelson stated that he also lives on the south side of the river and that it is going to require him to travel an extra distance of about five miles going from his place to Gold Hill and return. He said that he is "burnt up" about the matter and he asked for a solution.

Mr. Walker concluded the presentation by declaring that the economy of the town of Gold Hill will be jeopardized if the highway is rerouted as proposed under the Engineer's plan. The people of Gold Hill, he said, are particularly anxious for the Commission to know their feelings in the matter, also, that if they are unable to obtain a highway on the north side of the river, then they hope for a satisfactory access road to the new location because tourist trade is vital to the business of the town. He asked for a resurvey to determine whether or not anything can be done to help out the City in this matter.

Chairman Chandler closed the meeting by stating that the Commission will give very careful consideration to the arguments presented at this hearing and will take action as the Commission feels is in the best interests of the people of the State as a whole.

The meeting adjourned at 9:30 a.m., following which the Commission and the Engineer inspected the route suggested by Mr. Walker for a proposed highway connecting the Sams Valley State Secondary Highway, with the revised location of US99.

Chairman

State Highway Engineer

Commissioner

Secretary

Sutherlin, Oregon
October 9, 1951

Pursuant to the requirements of Section 13 of the "Federal Aid Highway Act of 1950", and to official notice given to the Common Council of the City of Sutherlin by letter dated September 7, 1951, the State Highway Commission conducted a public hearing in the City of Sutherlin to give local citizens an opportunity to express their views regarding the Commission's plans to relocate the Pacific Highway west of the cities of Sutherlin and Oakland. The meeting was held in the dining room of Walt's Cafe, starting at 2:00 p.m. Present were:

Ben R. Chandler, Chairman
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Assistant State Highway Engineer
H. B. Glaisyer, Secretary
C. G. Polk, District Engineer, Bureau of Public Roads

The local group consisted of 20 members, including the following persons, who represented a special committee approved by the City Council: Hon. J. C. Kesner, Mayor of Sutherlin and Chairman of the committee; Marvin Parks, City Councilman; Fayette Thompson, John Buchanan and Emery Huntoon, publisher of the Sutherlin Sun.

Chairman Chandler opened the meeting by explaining its purpose. At his request Assistant State Highway Engineer, Mr. W. C. Williams exhibited a map showing the proposed highway location and explained details concerning it Chairman Chandler then invited those present to express their feelings in the matter. Mayor Kesner introduced the members of his committee and advised that the feeling of the committee members toward the proposed highway improvement is representative of the feeling of the majority of the people of their town. He called upon Mr. Buchanan who gave the Commission an idea as to how the citizens of Sutherlin feel about the proposed highway relocation. Mr. Buchanan read aloud and filed with the Commission a typewritten brief in which the feelings of the committee were expressed and in which request was made that consideration be given by the Commission to the following provisions: (1) That highway 99 be made an overpass over State Highway No. 225; (2) That four access roads be constructed to link Highway 99 with Highway 225; (3) That the signing and lighting on Highway 99 be of the highest State standards; (4) That the curve in Highway 225 at the west city limits be straigntened and that Highway 225 from the west city limits to the city center be widened and leveled; (5) That two means of access be provided for residents who will be south and west of the new highway. The suggested solution for this item was construction of a one-way lane along the west side of relocated Highway 99 to an intersection with Highway 225; (6) That the present Highway 99 from its junction with the new 99 south of Sutherlin to the city center be maintained as a route for north-bound local traffic to the city center, and that the old highway between Sutherlin and Oakland be maintained for inter-community traffic.

Mr. Buchanan gave as his understanding that the Highway Commission has not as yet made its final decision with respect to the new highway location, and he requested an opportunity for his committee to discuss the matter further with the Commission, if necessary, before such final decision has been reached.

Chairman Chandler complimented the committee on its brief and gave as his feeling that some of the proposals mentioned therein can be accomplished. Commissioner McIver concurred. As to another meeting with the Commission, Chairman Chandler advised that the Commission will be glad to grant such a further hearing if and when requested. However, he suggested that it would be advisable for the committee first to consult with the State Highway Engineer in Salem.

This concluded the hearing. The meeting adjourned at 2:20 p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Oakland, Oregon
October 9, 1951

At 3:30 p.m. this day, the State Highway Commission conducted a public hearing in the City Hall in Oakland, Oregon, pursuant to written notice previously given the City Council and to the requirements of Section 13 of the "Federal Aid Highway Act of 1950". The hearing was conducted to give the citizens of Oakland an opportunity to express their views with respect to the Highway Commission's plans to relocate the Pacific Highway between Oakland and Sutherlin along a route that will by-pass these two towns. Present were:

Ben R. Chandler, Chairman
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Assistant State Highway Engineer
H. B. Glaisyer, Secretary
C. G. Polk, District Engineer, Bureau of Public Roads

The City of Oakland was represented by its Civic Committee, composed of Hon. John Edwards, Mayor; Harry Smith, realtor; and Ed Stearns, hardware merchant.

Chairman Chandler opened the meeting by explaining its purpose. At his request, Assistant State Highway Engineer, Mr. W. C. Williams, exhibited a map showing the proposed highway location and explained details with respect to it. The meeting was then turned over to the local committee.

Mayor Edwards advised that the people of Oakland are in accord with the Highway Commission's plan for the proposed improvement and are looking forward to the early construction of the project. However, he said, there are certain things that the city would like the Highway Commission to consider in the development of the project. He presented a typewritten list of the things that they have in mind, which was signed by the members of the committee, including himself, Harry Smith, Ed Stearns, Lyle E. Strieve, and Barton Slane. The requests are as follows: (1) that all county roads that lead into the City of Oakland be left open, such as the Good rich Road four miles north of Oakland, which is a mail and school bus route; (2) that the Metz Hill Road, three miles north of the City, be left open because it is a school bus route; (3) that the Cemetery Hill Road be left open because it is a mail and school bus route; moreover, during the winter season it is the only high land road available to the people residing west of the City of Oakland during the period of high water in the Calapooya River; (4) that the main road lying west of the City of Oakland, known as Kellogg Road or Dodge Canyon Road, be left open, because it is a school bus route, mail route, and the main road over which produce is transported into the city; (5) that provision be made for a convenient access on and off the new highway north of the City of Oakland.

Mayor Edwards inquired if the State will continue to maintain the existing highway after the new one is constructed. He was informed by Chairman Chandler that the old highway will be maintained either by the State or by the county as may be determined later.

Mayor Edwards also inquired whether or not a connection to the new highway will be provided for what is known locally as the Green Valley County Road. He was informed by the Assistant State Highway Engineer that the plans do not provide for a connection at this point nor for a direct connection with any other county road and that such connections as are provided will be underpass or overpass construction at important intersections so as to maintain, in so far as is possible, the freeway characteristics of this important interstate thoroughfare.

Mr. Smith expressed hearty endorsement of the proposed change, advising that all of the people of Oakland favor it. He inquired as to when the Commission plans to construct the new road and was informed by the Chairman that the Commission hopes to place the work under way some time next year.

There being no further discussion, the meeting adjourned at 3:45 p. m., following which the Commission inspected the site of the proposed connection between the old and new highways just north of the City of Oakland, and then returned to Roseburg for an overnight stop.

Chairman

State Highway Engineer

Commissioner

Secretary

Yoncalla, Oregon
October 10, 1951

Pursuant to written notice heretofore given the Common Council of the City of Yoncalla, and pursuant to the requirements of Section 13 of the Federal Aid Highway Act of 1950, the State Highway Commission held a public hearing in the City of Yoncalla this day to give the citizens of this town an opportunity to express themselves regarding the plans of the Highway Commission to relocate the Pacific Highway between the Town of Anlauf and Rice Hill in northern Douglas County, which relocation will by-pass the Cities of Drain and Yoncalla. The meeting was held in the City Hall at 8:30 a.m. Present were:

Ben R. Chandler, Chairman
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Assistant State Highway Engineer
H. B. Glaisyer, Secretary
C. G. Polk, District Engineer, Bureau of Public Roads

Representing the City of Yoncalla were 25 local citizens including Delbert Dickey, merchant; Gus Peret, retired businessman; Mrs. Annie Applegate Kruse, representing the Yoncalla Civic Club; and others.

Chairman Chandler called the meeting to order and explained its purpose. At his request, Mr. W. C. Williams, Assistant State Highway Engineer, exhibited a map, disclosing the location of the proposed highway improvement and explained details. The meeting was then turned over to the local group for general discussion.

Mr. Dickey inquired as to what would be done with the old highway when the new one is built. He was informed by the Chairman that the old road would continue to serve traffic, particularly local traffic, and that the State would continue to maintain it in a travelable condition.

Mr. Peret expressed his feeling that the Highway Commission has already decided where the highway is to go and is going to construct it in that location as rapidly as it can, regardless of the effect that it will have on the people of local communities. He declared that, if the highway is constructed as planned, it will adversely affect the communities through which it now is routed, and the people who depend to a large extent on tourist trade for a livelihood. The proposed highway, he said, will enable tourists to travel through the State of Oregon at high speed, whereas under present conditions they, at least, stop overnight and utilize facilities and accomodations offered in this State. He gave as his opinion that it would be much cheaper to rebuild the existing highway to modern standards than to construct an entirely new highway as planned. By so doing, he said, local people would still receive the benefits of tourist trade, which he alleged is a big factor in their economic set-up.

Chairman Chandler explained that the present highway is out-moded and must be rebuilt to modern standards, and to accomodate present day traffic usage. He pointed out that the trend today in highway construction is to locate permanent highways so as to by-pass cities and towns, and to avoid traffic congestion that occurs in urban districts. The Highway Commission, he said, considers that its duty is to construct State highways in the interests of the people of the State as a whole and not for individual communities. On such basis, he added, the Commission has in mind to improve the Pacific Highway, an important inter-state thoroughfare, using not only State money to finance the work, but also moneys received from the Federal Government.

In reply to an inquiry from Mr. Dickey whether or not provision will be made to connect county roads to the highway, Chairman Chandler advised that such connections will not be provided except where necessary at important intersections, and at those points connections will be made by means of traffic separation structures. He also pointed out that the plans call for construction of an additional traffic lane for slow moving vehicles on Rice Hill as an accomodation to other traffic.

Mrs. Kruse spoke against the proposed change in behalf of the members of the Civic Club whom, she said, are of the feeling that the people of their town are being unfairly treated.

In the further discussion of the matter, Mr. Dickey inquired why the Highway Commission is conducting this hearing. He was informed by the Chairman that it is to fulfill a requirement of the Federal Government, which is furnishing and has furnished in the past considerable amounts of money to assist in financing the construction of this highway.

The meeting adjourned at 9:30 a.m.

Chairman

State Highway Engineer

Commissioner

Secretary

Drain, Oregon
October 10, 1951

The State Highway Commission conducted a public hearing in the city of Drain this date, pursuant to written notice heretofore given the city and in accordance with the requirements of Section 13 of the Federal-Aid Highway Act of 1950, to give the people of this city an opportunity to express themselves in regard to the plans of the Highway Commiss on to relocate the Pacific Highway between Anlauf and Rice Hill, which relocation will by-pass the cities of Drain and Yoncalla.

The meeting convened at 10:00 a.m. in the City Community Hall. Present were:

Ben R. Chandler, Chairman
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Assistant State Highway Engineer
H. B. Glaisyer, Secretary
C. G. Polk, District Engineer, Bureau of Public Roads

Representing the city were 125 local citizens including the Highway Committee of the Chamber of Commerce. Speaking in behalf of the city were the Honorable W. E. McIntosh, Mayor; Leo Rigan and Henry Goodmanson, members of the Highway Committee; H. W. Lombard, City Attorney, and Mr. William Carlson. The meeting was opened by Chairman Chandler, who explained its purpose. At his request, the Assistant State Highway Engineer, Mr. W. C. Williams, exhibited a map showing the proposed relocated highway, details of which he explained briefly. The meeting was then turned over to the local citizens. Mayor McIntosh extended a welcome to the Commission and its group. He advised that they had been ignorant of the plans of the Highway Commission until a few days previous, and, upon

learning the facts, were very much disappointed because, he alleged, the proposed change will have a very bad effect on their city. He pointed out that the proposed location is six miles east of the city of Drain, and he inquired as to why such by-pass is necessary rather than modernization of the existing highway. The State Highway Engineer responded at the request of the Chairman. Among other things, he stated, the by-pass is needed to satisfy modern highway requirements and to provide the shortest, fastest and most direct highway across the State for motorists who pay the bill, a highway that will give them the greatest amount of use and enjoyment. He pointed out that the benefits that will be derived from the construction of the new highway will be three times greater than those that would be derived by improvement of the existing highway. Mr. McIntosh recited some of the problems of the city, such as a sewer disposal problem, which, he said, is going to cost the city a lot of money. The city, he said, depends largely on tourist business and if the highway is built six miles east of the city that business will be lost to the city and the question then arises how is the city to pay for its sewage disposal plant. He gave as his feeling that the highway could be constructed nearer to the city than six miles, and urged that that be done. He also gave as his understanding that the new highway will be a freeway, with access thereto only at infrequent intervals. He declared that if the highway is built as planned, it will mean that the State will have to maintain two highways, the existing one and the new one; whereas, if the present highway is modernized there will be only one to maintain. Mr. McIntosh also mentioned the importance of Highway 38, Umpqua Highway, which now connects with the Pacific Highway in the city of Drain. This highway, he said, is very important as a route to the Coast and as a commercial facility for heavy hauling, including transportation of logs. He inquired as to how these problems are to be met, and requested information as to costs and other factors that influenced the Commission in its adoption of the present plan.

At the request of the Commission, the State Highway Engineer explained briefly engineering details upon which the proposed location was based, including curvature, rise and fall, saving in distance, and estimated costs. He pointed out that the proposed by-pass route is 19.65 miles long as compared with 22.04 miles, length of the present route between common points. Also that the rise and fall along the by-pass location is nearly 200' less than along the present highway. The cost to improve the present highway, he said, is estimated at $6,700,000 whereas the cost to build the by-pass route is estimated at $5,300,000, a saving of $1,400,000, which could not be disregarded. In addition, he said, there is the item of right of way costs, which would be considerable were the present highway improved through the city of Drain. Considering all of these things and other benefits, he said, it was determined that the by-pass location is the proper location for this highway.

Messrs. Rigan and Goodmanson endorsed the remarks of Mayor McIntosh. In responding to an inquiry from Mayor McIntosh, Chairman Chandler advised that the State will continue to maintain the existing highway

with some improvements, after the new highway has been constructed, and that it is the intention of the Commission to improve and maintain Highway 38, which will continue to be routed through the city of Drain. He also mentioned that the highway maintenance headquarters in the city of Drain will not be moved to some other location.

In reply to an inquiry from Mr. Rigan as to why it was necessary to make the new highway connection with the old highway at a place known as Anlauf, Chairman Chandler advised that topography controlled the situation and that engineering investigations revealed no other feasible location.

Mr. Lombard made a lengthy plea for either modernization of the present highway through the city of Drain or construction of an alternate route that would not be so far removed from their city. He said that the "impact" of the proposed route on the city cannot be measured by dollars because the city is geographically situated in the center of a large productive area that is developing rapidly, and to remove the highway from close proximity to the city will have a very damaging effect on the city's economic life. He admitted that the idea of by-passing cities and towns is good if the by-pass route is not located too far away from the city by-passed. He suggested a location immediately east of the railroad and construction of an access roadway to their town to enable people to drive on and off the highway freely. He gave as his feeling that such a plan is feasible; moreover, it is justified even though it would increase the highway mileage and the costs of construction. He urged the Commission to consider such location, which he declared will bring greater development to the city of Drain and the surrounding territory, even to the Coast and to Coos Bay. It was his feeling that the Commission can accomplish what it has in mind by following his suggestion. He repeated that the theory of by-passing cities and towns is "perfect" but not to the extent that it leaves a community six miles off the main highway, and he asserted that such a change will be a great economic and political mistake. He urged further consideration and study of the matter before the Commission arrives at any definite decision because it is a matter of vital concern to the people of Drain, who feel that their suggestions have merit. He also asked for an opportunity to discuss the matter further with the Commission before its decision has been reached.

Mr. Carlson endorsed the statements of the other speakers and inquired if there is any objection to naming the old highway "US99 Alternate". He was informed by the Engineer that US highway route designations are made by the American Association of Highway Officials, and that there is a question whether or not the Association would approve the alternate designation in this case because it has refused to do so in similar instances in the past.

There followed a general discussion during which Mr. Rigan asked that the results of the Engineer's survey be made known to their committee.

His request was granted and the Engineer was instructed to furnish them. Mr. McIntosh concluded their presentation by again requesting an opportunity for the Civic Committee to discuss the matter further with either the Commission or its Engineer. Chairman Chandler advised that the Commission will be glad to confer further with the group, but he suggested that it would be advisable before coming to the Commission, for a small group to consult with the Engineer who is in a better position to explain the engineering features and details than is the Commission.

Chairman Chandler concluded the hearing by stating that the Highway Commission in the expenditure of highway funds is charged to consider the state as a whole and to construct improvements that meet certain Federal standards if it expects to obtain Federal funds to finance the work. The trend presently, he said, is to build highways to freeway standard so as to provide the greatest possible safety to traffic. He also said that to improve the Pacific Highway will take a large sum of money and that it is important that this money be spent to put the highway in the correct location, which is the thing the Commission is attempting to do to the best of its ability.

The meeting adjourned at 11:00 a. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Cottage Grove, Oregon
October 10, 1951

Pursuant to the provisions of Section 13 of the Federal-Aid Highway Act of 1950 and to official written notice heretofore given to the Cottage Grove City Council, the State Highway Commission conducted a public hearing in Cottage Grove this date to give the people of this city an opportunity to express themselves with regard to the Highway Commission's plans to relocate the Pacific Highway east of this town. The meeting was held in the City Council chambers in the City Hall and convened at 1:00 p. m. Present were:

Ben R. Chandler, Chairman
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Assistant State Highway Engineer
H. B. Glaisyer, Secretary
C. G. Polk, District Engineer, Bureau of Public Roads

Also present were about 75 local citizens including the following Mr. P. B. Webb, president, Chamber of Commerce; Messrs. W. C. Hesse, H. B. McMillan, and J. F. Finneran, members of the Highway Committee of the Chamber of Commerce; Mr. ---- Woolley; H. W. Lombard, City Attorney; Mr. ----- Melcome; Mrs. ----- Wright; Honorable John Wells, Justice of the Peace; and Mr. D. J. Allen, City Recorder.

Chairman Chandler called the meeting to order and explained the purpose of the hearing. At his request, the Assistant State Highway Engineer, Mr. W. C. Williams, exhibited a map showing the proposed location of the highway and he explained details with reference thereto. Chairman Chandler then turned the meeting over to the local people.

Mr. Webb introduced the members of the Highway Committee. He also read aloud and presented to the Commission the following letter:

October 8, 1951

State Highway Commission
Salem, Oregon

Dear Sirs:

The Chamber of Commerce of this city heartily agrees with the fact that the present highway through this area as it is today, is inadequate to handle the ever increasing vehicle traffic, both local and transit. However, we wish to request that the Highway Commission give due consideration to the number of businesses affected and the hundreds of thousands of dollars this community alone will lose by a change of highway location without properly lighted, well marked and well maintained access roads connecting this community with the proposed new highway location.

We therefore request that the Oregon State Highway Commission grant, properly light, mark and maintain two access roads into Cottage Grove. One access road from the North not to exceed one mile from the North Cottage Grove city limits, and one access road from the South not to exceed one mile from the South Cottage Grove city limits. Furthermore, that a proper crossing of the proposed new highway be made at East Main substituting said crossing

(either overhead or underpass) for the proposed cloverleaf at that point.

Your consideration of this matter will be greatly appreciated.

Very truly yours,

PBW:JG

/s/ P. B. Webb, President

A general discussion followed. Mr. Woolley stated that he owns property east of the city of Cottage Grove, which he is trying to sell, but he cannot get people interested in it because it is not known definitely where the highway is to be routed. Others in the vicinity, he said, are affected in a similar manner, and are suffering for lack of information on the highway development. He was informed by Chairman Chandler that the hearings that are being conducted by the Highway Commission are for the purpose of securing expressions of local people regarding the proposed plan and that the Highway Commission will give careful consideration to the expressions received and then will adopt the location which it considers to be in the best interests of the people of the State as a whole.

Another citizen requested information as to where the proposed highway will cross the Row River. He was informed that such information has not been determined definitely as yet, and cannot be determined until the highway location is adopted. Another citizen inquired as to the difference in the cost to improve the present highway than to construct a new highway on the proposed alignment. He was informed by the Engineer that cost to construct the new highway is estimated at $700,000 less than to improve the present one.

Mr. Finneran inquired if the Highway Commission has any idea as to the value of the business that will be wiped out if the highway is constructed as proposed. The Engineer replied that the benefits to the users of the highway will be about $2.37 for every dollar that the Commission spends for construction of the new highway, but no figures are available as to the effect the new highway will have on business in Cottage Grove.

Mr. Woolley inquired as to when the right of way will be acquired on the new route. He was informed by Chairman Chandler that negotiations for the right of way will be authorized when the route of the highway has been formally adopted by the Commission. At that time, he said, the Engineer will prepare descriptions and the Right of Way Department will be authorized to proceed with the negotiations.

In answer to an inquiry by a citizen concerning access to the highway from county roads, Chairman Chandler advised that county roads will not be connected directly with the highway, but will either go under or over

them. Mr. Lombard inquired if there are any objections to [illegible] for the city. He was informed that the plan is for one such connection to the center of the town, which is considered better than having two, one at each end of the town; also, that the right of way for the new highway will be 220' wide, that the pavement will be 24' wide with 4' shoulders, and that two lanes of traffic will be constructed first with two additional lanes following later on when necessity demands.

Mr. Melcome stated that he owns a motel just outside of the city limits and he inquired if private business would be allowed to build its own access roads to the highway. Chairman Chandler replied in the negative, stating that the object is to provide a "freeway". Mr. Melcome then inquired about the connection between the old and new highways at a place known as Divide, for the benefit of people coming from the south who wish to go to Cottage Grove. The Engineer advised that the plan is to provide a connection at Divide, but the details have not as yet been designed.

Mrs. Wright advised that she is a land owner that will be affected by the new highway and she inquired as to how she will be able to go to town without using a circuitous route. Her question was answered by the Engineer.

Inquiry was made by Mr. ----, farmer, who expressed concern that the highway fill across his property would act as a dam, and flood his land. The Engineer advised that relief openings in the highway fill would be provided and that before actual construction of the highway is undertaken, details of that nature will be discussed with the property owners affected.

A number of other citizens asked general questions, which were answered by Chairman Chandler and the Engineer.

Chairman Chandler concluded the hearing by asking the local committee to assemble additional facts concerning their problems and present them to the Engineer on or about November 20, 1951 in Salem. These facts, he said, will be carefully considered by the Engineer and the Commission in arriving at its final decision regarding this project.

The meeting adjourned at 1:45 p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

October 10, 1951

1:715

Creswell, Oregon
October 10, 1951

The State Highway Commission this date conducted a public hearing in the City of Creswell pursuant to written notice given to the City Council on September 7, 1951, in order to satisfy the provisions of Section 13 of Federal-Aid Highway Act of 1950, which require the Highway Commission to conduct such a hearing in any city or town which is bypassed by a highway improvement that is financed with Federal Aid funds. The meeting was held in the City Council chambers in the City Hall, starting at 2:15 p.m. Present were:

Ben R. Chandler, Chairman
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Assistant State Highway Engineer
H. B. Glaisyer, Secretary
C. G. Polk, District Engineer, Bureau of Public Roads

The local group, which consisted of 30 citizens, included Honorable Carlisle Scarborough, Mayor of Creswell; V. W. Johnston, Councilman; C. C. Holleman, Chief of Fire Department; Lynn Scott, farmer; and others.

Chairman Chandler called the meeting to order and explained its purpose. At his request Assistant State Highway Engineer, Mr. W. C. Williams exhibited a map showing the location of the proposed highway relocation and explained details. Chairman Chandler then turned the meeting over to the local group to present their case. Mayor Scarborough extended greetings to the Commission, and called upon the members of his group to express their views.

Mr. Holleman urged the Commission to retain the highway at its present location, or to change it to a location on the west side of the present highway and the railroad. He declared that right of way along the proposed location will be extremely expensive and, in his estimation, the cost to acquire it is unjustified. Mr. Johnston spoke about access connections and railroad grade crossings and inquired how they are to be taken care of. He presented a brief in opposition to the relocation of the highway containing the following reasons why they are opposed to the relocation as proposed by the State:

"1. The approach to and from highway 58 is an off center approach. Highway 58 will continue in a straight line and highway 99 turns off thus traffic will be diverted to 58 instead of 99.

2. We at Creswell will have two grade crossing if we have two approaches to town which we will need.

3. In our estimation it would cost less to build the highway

on the west side of the railroad track from Goshen to Walker or Cottage Grove than it will to build an altogether new highway on the east side of the tracks. There would not be the property cost because over half to two-thirds of the highway right of way is already useable and owned by the highway department. The relocation of the highway will destroy or damage many homes and a great quantity of valuable farm, fruit and produce land.

4. There are four restaurants in Creswell that depend on the present highway for over 50% of their business. There are five service stations in town that depend on the highway for over 60% of their business. These combined businesses will have to cut down on their hired labor, thus reducing the payroll of the town which will in turn divert from the five groceries, the hardware store radio & electric, Variety store, Taverns, and etc. which also get business from the highway as well."

Mr. Johnston also presented a petition signed by 31 residents of Creswell who protest the relocation of Highway 99 as proposed, because they consider the route unnecessarily expensive, will ruin good farm lands, will destroy many homes, and because they consider that a direct route on or near the present highway is the only practical route.

Mr. Scott stated that he is a farmer and that, while his property will not be hurt badly by construction of the highway on the proposed alignment, there are other farmers whose property lies south of his who will be damaged badly. He urged the selection of a route on the west side of the present highway. He pointed out, however, that while the highway will not damage his property greatly, he will be forced, if the highway is constructed to the east of the existing highway, to travel three-fourths of a mile either north or south to obtain access to the highway. He also said that he now enjoys the use of two private roadway connections to the existing highway which he understands will be eliminated. A lady speaker stated that she owns the Hilltop Motel on the present highway about two miles north of Creswell and she inquired as to what would become of her property if the highway is constructed as planned. She was informed by Chairman Chandler that the present road recently constructed in the vicinity of her motel is permanent, but when the Commission finds it necessary to provide four lanes of traffic, it might be necessary to purchase her property, although that is something for the future.

Responding further in the discussion, Chairman Chandler stated that the highway as presently constructed does not meet primary highway standards and that the Commission has in mind to rebuild the highway throughout its entire length to proper standards in order to provide maximum traffic safety. This, he said, would be accomplished by taking the

highway away from congested urban areas and by eliminating, insofar as possible, free access to the highway. The highway will have freeway characteristics, he said, which means that there will be no access to the highway except at certain necessary points, such as at county road crossings where the highway will go either over or under the county road.

At the Chairman's request, the Engineer explained the engineering features involved. He also said that property owners who have particular problems to solve will be contacted by representatives of the Engineering and Right of Way Departments at the proper time. This concluded the hearing except that Chairman Chandler advised that the information gathered by the Commission at this meeting will be given careful consideration by the Commission in reaching a final decision in this matter.

At the conclusion of this discussion, Mr. Holleman brought to the Commission's attention the condition of the Springfield-Creswell State Secondary Highway east of Creswell, particularly the section in the Willamette River bottom about two miles east of Creswell which he said is inundated during periods of high water. He urged the Commission to reconstruct and oil the highway along this two-mile section so that it will be above the overflow water of the Willamette River. Under present conditions, he said, it frequently is not possible for school buses and mail trucks to operate over the road during the winter season. Moreover, the Fire Department in Creswell cannot respond to calls in that direction as is its custom and practice. He urged the Commission to do something to alleviate the condition. The matter was referred to the Engineer for investigation and report.

The meeting adjourned at 3:00 p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Portland, Oregon
October 11, 1951

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
C. W. Enfield, Assistant Counsel
Fred Miller, Assistant Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

Chairman Chandler, speaking for the Commission, expressed their sorrow in the recent demise of Mr. J. M. Devers, Chief Counsel for the Highway Commission. As a written expression of the Commission's feeling in the matter he requested the Secretary to read the following resolution:

"WHEREAS, Almighty God, in His infinite wisdom, has seen fit to remove from his earthly endeavors our friend and co-worker, JOSEPH M. DEVERS, and to assign him to a new and greater sphere of being; and

WHEREAS, Mr. Devers ("Joe", as he was affectionately known to all his associates) devoted the last thirty-two years of his life to legal and administrative work in connection with the financing, development, construction and maintenance of the highway system of the State of Oregon with an ability and kindliness of spirit few men possess, and prepared and sponsored legislation that gave to this State its present highway code of laws, which have served as a model throughout the entire Nation; and

WHEREAS, his passing is a loss not only to this State, but to the Nation at large, and his absence will be long felt;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, that it is fitting and proper that we hereby recognize and commend the unfailing devotion to duty, the high professional ability and the great public service rendered by

JOSEPH M. DEVERS

to the people of the State of Oregon; that we express our deep and abiding regret that he is no longer here to assist us with his experience, wisdom and counsel; and, that we convey to Mrs. Joseph M. Devers, his wife, and to Richard and Joseph, his sons, our deep and sincere sympathy in their bereavement; and

BE IT FURTHER RESOLVED that this resolution be entered in the permanent records of this Commission as of October 11, 1951, and a suitably embossed copy thereof, signed by the Commission, be presented to Mrs. Devers, and to Richard and Joseph."

After the resolution had been read, Commissioner McIver moved that it be adopted and inserted as a part of the minutes of the State Highway Commission. Commissioner Reynolds seconded the motion and it carried unanimously.

Bids as follows for highway construction projects were opened and read aloud by the Secretary in conformance with previously published notice, following which Chairman Chandler announced that award of contracts would be made at 4:00 p.m.:

OREGON COAST HIGHWAY IN DOUGLAS COUNTY
REEDSPORT-WINCHESTER BAY SECTION

Berke Brothers, Portland	$669,982.00
E. L. Gates & Co., Salem	719,326.00
McNutt Brothers, Eugene	744,581.00
Leonard & Slate Oregon Limited, Portland	749,501.00

DOUGLAS COUNTY
REEDSPORT (WINCHESTER AVENUE)

E. L. Gates & Co., Salem (1)	$ 20,305.00
McNutt Brothers, Eugene (1)	22,724.00

(1) Bidder will accept award of this project only in combination with the Reedsport-Winchester Bay Project.

HOOD RIVER COUNTY
DEE BRIDGE OVER EAST FORK OF HOOD RIVER

Lindstrom Brothers, Inc., Portland	$ 55,392.00
Valley Construction Company, Portland	56,663.50
Schrader Construction Company, Portland (1)	61,123.00
Leonard and Slate Oregon Limited, Portland	80,879.00
Snook Brothers, Corvallis	81,336.00

(1) Bidder will accept award of only <u>one</u> project.

18720

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY
GORTON CREEK-WARREN CREEK SECTION

	Using Concrete or Metal Guard Fence Posts	Using Treated Timber Guard Fence Posts
Gibbons & Reed Co., Salt Lake City, Utah	$1,447,754.00	$1,447,754.00
Peter Kiewit Sons Co., Longview, Washington (1)	1,548,110.00	--------
Morrison Knudsen Co., Boise, Idaho	1,589,710.95	1,585,060.95
Leonard & Slate Oregon Limited, Portland	1,612,319.50	--------
Carl M. Halvorson Inc., Portland (5)	1,662,229.50	1,659,904.50
Guy F. Atkinson Co., Portland (2)	1,676,338.00	--------
General Construction Co., Seattle, Washington	1,689,803.00	--------
Kuckenberg Const. Co., Portland, Oregon (3) (4)	1,773,342.00	1,773,342.00
K. L. Goulter & Co., Seattle, Washington (5)	1,811,097.50	--------
McNutt Brothers, Eugene	2,273,680.50	2,276,005.50

(1) Reduction of $40,000 if also awarded Warren Creek-Viento Project
(2) Reduction of $96,500 if also awarded Warren Creek-Viento Project
(3) Reduction of $30,000 if also awarded Warren Creek-Viento Project
(4) Bidder will accept award only in combination with Warren Creek-Viento Project
(5) Bidder will accept award of only one project

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY
WARREN CREEK-VIENTO SECTION

	Using Concrete or Metal Guard Fence Posts	Using Treated Timber Guard Fence Posts
Gibbons & Reed Co., Salt Lake City, Utah	$ 848,815.00	$ 848,815.00
Carl M. Halvorson, Inc., Portland (2)	886,583.00	885,333.00
Morrison-Knudsen Co., Boise, Idaho	921,922.00	919,422.00
Parker-Schram Co., Portland	935,120.00	-------
Vernie Jarl, Gresham	944,395.00	-------

October 11, 1951

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY
WARREN CREEK-VIENTO SECTION (cont.)

	Using Concrete or Metal Guard Fence Posts	Using Treated Timber Guard Fence Posts
White Brothers Co., Walla Walla, Washington	$ 958,395.00	-------
Kuckenberg Construction Company, Portland (1)	998,540.00	998.540.00
K. L. Goulter Co., Seattle, Washington (2)	1,051,176.00	-------
Leonard & Slate Oregon Limited, Portland	1,112,562.00	-------
Guy F. Atkinson Co., Portland	1,128,446.00	-------
Peter Kiewit Sons Co., Longview, Washington	1,167,883 00	-------
McNutt Brothers, Eugene	1,274,855.50	1,276,105.50

(1) Bidder will accept this project only in combination with Gorton Creek-Warren Creek Project

(2) Bidder will accept award of only one project

KLAMATH LAKE SECDY. HIGHWAY IN KLAMATH COUNTY
ROCKY CREEK-WOCUS MARSH SECTION

R. A. Heintz Construction Co., Portland	$452,433.00
Leonard & Slate Oregon Limited, Portland	454,725.00
Rogers Construction Company, Portland	456,148.50
Berke Brothers, Portland	457,119.50
Stevenson Construction Company, Salem	463,746.00
C. R. O'Neil, Creswell	466,748.50
Kuckenberg Construction Co., Portland	469,625.00
McNutt Brothers, Eugene	535,824.50

COLUMBIA RIVER HIGHWAY IN MORROW COUNTY
BOARDMAN GRADE SEPARATION

Schrader Construction Co., Portland (1)	$ 60,460.00
G. T. Gentle, Portland	60,838.00
H. R. Construction Co., Beaverton	60,841.10
Leonard & Slate Oregon Limited, Portland	66,275.00
Parker-Johnston Company, Portland	66,850.00
C. J. Montag & Sons, Portland	68,545.00
George E. Berry, Beaverton	71,090.00
Birkemeier & Saremal, Portland	72,380.00
Howard Halvorson, Portland	73,166.40
Colonial Construction Co., Spokane, Wash.	75,600.00
Valley Construction Co., Portland	77,700.00
Lee Hoffman, Portland	83,120.00
Roy L. Bair & Co., Spokane, Wash.	85,580.00

(1) Only one project

MULTNOMAH COUNTY
McGILL UNDERCROSSING ON T.H. BANFIELD EXPRESSWAY

Birkemeier & Saremal, Portland	$42,196.60
Lindstrom Brothers, Inc., Portland	43,445.00
Orlando C. Bennard, Portland	44,910.00
Schrader Construction Co., Portland (1)	46,755.00
G. T. Gentle, Portland	48,357.50
C. J. Montag & Sons, Portland	48,390.00
Valley Construction Company, Portland	52,232.50
Leonard & Slate Oregon Limited, Portland	53,390.00
Erick Enquist, Portland	54,315.00
Glen Snook, Eugene	54,710.00
Howard Halvorson Co., Portland	61,675.00
Donald M. Drake Co., Portland	66,405.00

(1) Bidder will accept award of only one project

The Commission unanimously approved the minutes of June 18-22, July 16-17, and August 3, 1951.

Commissioner Reynolds brought up the matter of the possible use of a machine to record discussion at the Highway Commission meetings. Several disadvantages were pointed out, the chief ones being inability to identify the speakers by the sound of the voice alone and the probability that not all speakers could be recorded intelligibly due to varying distances from the microphones. The Commission decided unanimously to continue the present manner of recording proceedings of the Commission.

The Parks Superintendent reported on the following park matters:

1. Application of Pilot Rock Lumber Company for a road crossing in Battle Mountain State Park: The Parks Superintendent reported that the road requested is in the north end of the park in the $SE\frac{1}{4}$ of the $NW\frac{1}{4}$ of Section 20, Township 3 South, Range 31E. W.M., and is the only practical route that the Company can use to remove their timber. Construction of the road will involve cutting only a very few trees, for which they will pay, and will otherwise do no harm to the park. He recommended they be granted a revocable permit to cross the park joining the Pendleton-John Day Highway at M.P. 37.76. The Commission unanimously approved the recommendation.

2. Acquisition of property on Tillamook Head as an addition to Ecola State Park: The Parks Superintendent reported that this land which is owned by the Federal Government had been made

available about a year ago. He estimated that if it were to be purchased on the open market it would cost about $12,000 for the 50 acres due to the fact that the land supports a good stand of timber. He proposed that the State attempt to purchase it under the Federal Recreational Act which provides roughly that the property may be acquired for 50 per cent of its fair value which at the present time is not definitely known. He recommended that he be granted authority to negotiate for acquisition of the property, which is described as the $SW\frac{1}{4}$ of the $NE\frac{1}{4}$ of the $SE\frac{1}{4}$; the $NW\frac{1}{4}$ of the $SE\frac{1}{4}$ of the $SE\frac{1}{4}$, and Lot 3, all in Section 1, Township 5 N, Range 11 West W.M. The Commission approved the recommendation.

3. Agreement covering maintenance of Fern Ridge Dam Recreational Area at Richardson's Point and Perkins Peninsula: The Parks Superintendent reported that the agreement now prepared conforms with the provisions as outlined when discussed before the Commission previously, and he recommended that it be approved. The Commission unanimously accepted the recommendation and on the following day signed the agreement.

4. Application of Pilot Rock Lumber Company for renewal of its permit for a road crossing of the Ukiah-Dale Timber Wayside on the Pendleton-John Day Highway: The Parks Superintendent reported that a permit had been granted two years ago but has now expired, although the timber company has not completed removal of the timber. He recommended that the permit be extended for a two year period. The Commission unanimously approved the recommendation.

5. Proposed park at McNary Dam: The Parks Superintendent reported that he had attended a hearing on October 2, 1951, concerning this park and outlined to the Commission requirements of the Game Commission concerning location of a swimming area and other details. The report, he added, is for information only, with no action requested at this time.

6. Request of Cascadia School District No. 58 to use water from Cascadia State Park. The Parks Superintendent reported that the School District had requested permission to use water for the school out of the surplus water supply available to the Park. A water flow of 60 gallons per minute is available in the park, of which park use requires only about 20 gallons per minute. As there would be no inconvenience to the State, he recommended that they be given permission to use excess water over that required for park purposes. The Commission unanimously approved the recommendation.

Commissioner Reynolds brought up the matter of development of "Koberg" Park near Hood River. The Parks Superintendent reported that the Chamber of Commerce in Hood River has requested development of the park. He explained that the area known as Koberg Park was formerly a private recreational area and contains a large concrete building and other recreational facilities. The area was purchased in connection with

construction of the Columbia River Highway. The Parks Superintendent was instructed to investigate the feasibility of development of the park and the Engineer to look into the engineering features, and both to report later to the Commission.

At Chairman Chandler's request, Mr. Forrest Cooper, Right of Way Engineer, outlined to the Commission the status of acquisition of rights of way on projects on which bids are to be received at this meeting and in the near future.

The Right of Way Engineer presented for the Commission's consideration options obtained for real property purchases. After careful consideration the Commission approved closing of the options at the prices mentioned therein and thereupon adopted the attached resolution relative thereto marked EXHIBIT "A" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Chairman Chandler requested the Right of Way Engineer to prepare a report for the Commission on the sale of houses acquired in connection with the new highway construction in Roseburg and show thereon how much is received in the sale and how much the houses cost the Highway Department.

Commissioner Reynolds stated that the house on a parcel of property at Garrison Corner on the Nyssa-Adrian Highway had burned and it was his thought that perhaps the land should now be acquired. He recalled that due to difficulties with the owner the property had not been purchased previously although acquisition of the land would have been advantageous to the Highway. The Engineer was instructed to investigate the feasibility of acquiring the land now that the house has burned, and report his findings at the next Commission meeting.

The Assistant Counsel, Mr. Enfield, requested authority to condemn certain parcels of real property which cannot be acquired at reasonable cost by negotiation. He submitted a list of such properties with the offer that he recommended in condemnation for each parcel as follows:

Reedsport-Winchester Bay Sect. of the Oregon Coast Hwy.			Recommended Offer
R 17734	Mary Ann Bendele Right of Way (Douglas) 0.49 acre, hillside, lawn, trees and shrubs House: 1280 sq.ft. at $9.00	$ 500.00 11,500.00 $12,000.00	$12,000.00
R 18086	H. L. Mooney - Louie Nichols Right of Way (Douglas) 1.56 acres at $700.00	$ 1,092.00	$ 1,200.00

1795

Reedsport-Winchester Bay Section of the Oregon Coast Highway (cont.)		Recommended Offer
R 17729	Russell J. Hubbard Right of Way (Douglas) 35.21 acres	$17,200.00
R 17732	Hiram Mooney - Marion Mooney Right of Way (Douglas) 2.56 acres and house	$ 3,000.00
Bay City-Tillamook Sect. of the Oregon Coast Hwy.		
R 17913-A	Joe W. Abbott Right of Way (Tillamook) 2.05 acres	$ 2,000.00
R 17908	Anna Neilson (Tillamock) Right of Way - 3.33 acres Easement for Highway Drainage for Construction of a Channel Change	$ 5,000.00
R 17907	Julia Stillwell Right of Way (Tillamook) 2.05 acres	$ 3,000.00
R 17906	Clifford Gendreau Right of Way (Tillamook) 0.06 acre	$ 1,000.00
R 17912	Wm. R. Coats Right of Way (Tillamook) 4.38 acres	$ 7,000.00
R 17915	Annie Jacoby Right of Way (Tillamook) 3.29 acres	$ 4,000.00
R 17913	Reuben Wilkins Right of Way (Tillamook) 1.37 acres	$ 1,500.00
R 17911	John Kominoth Right of Way (Tillamook) 2.25 acres	$ 5,500.00
R 17904	George Maybee Right of Way (Tillamook) 0.98 acre	$ 1,000.00

Viento-Hood River Sect. of the Columbia River Hwy.		Recommended Offer
R 17007	Gladys June Haviland Right of Way (Hood River) 3.95 acres	$10,500.00
R 17002	G. S. Jewett, et al. Right of Way (Hood River) 0.62 acre	$10,500.00
Quartz Creek-North Plains Sect. of the Sunset Hwy.		
R 8875	Oliver Jack Quarry Site and Haul Road (Washington) Approximately 60 acres quarry site Approximately 11 acres haul road	$ 8,000.00

After careful consideration of each item, the Commission unanimously approved the request and the recommended offers by adoption of the attached resolutions relative thereto marked EXHIBITS "U-1" through "U-8" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

In connection with the condemnations, Chairman Chandler requested the Assistant Counsel to prepare a detailed report for the Commission showing the number and status of the various condemnation cases.

The meeting recessed at 12:00 noon and reconvened at 2:00 p.m. in the same room with the same persons present and participating.

The Right of Way Engineer reported sales of miscellaneous properties as follows which have been made since the last meeting of the Commission:

File No.	Location	Sales Price	Purchaser	Items & Remarks
16125-	Ladd Canyon Sect. Old Oregon Trail	$ 600.35	LaGrande Milling Co., LaGrande	Grain harvested from 10.0 acres of r/w by Charles Smutz, Rte. 2, LaGrande. Cost of harvesting $12 per acre-

File No.	Location	Sales Price	Purchaser	Items & Remarks
12565-	Ojalla Bridge-Siletz Sec., Siletz Highway	$ 25.00	M.G. Hammerness, Toledo	House purchased with stock pile site in 1946-unused since that date-paid $275 for bldg. at time of purchase
17348	North Entrance Grants Pass Sect. Pacific Highway	$ 20.00	T.S. Kitchen Grants Pass	Plate glass window ----- This bldg. advertised for sale & no bidders. Therefore this method of salvage
17348-	North Entrance Grants Pass Sect Pacific Highway	$ 33.00	Louis Theilen Grants Pass	Door, toilet, wash-bowl-- This bldg. advertised for sale & no bidders. Therefore this method of salvage
17348-	North Entrance Grants Pass Sect. Pacific Highway	$ 20.00	Tom Cudd Grants Pass	Lumber--- This bldg. advertised for sale & no bidders. Therefore this method of salvage

The Commission unanimously approved the sales as reported.

The Right of Way Engineer reported concerning the sale of the old maintenance site at Government Camp on which bids were received September 20. He recalled that the sale of the property had been previously authorized and a minimum price of $4,000 set. It had been advertised according to law, which advertisement showed the minimum price; and in addition to this, a newspaper had run a news story on the sale but had not included the item of $4,000 as a minimum price. Mr. Jack Greenwood, Wemme, saw the newspaper story and submitted a bid of $3,500 which he later withdrew and then submitted a bid in the amount of $4,505.80. Mr. Eric Stork who owns property adjoining the maintenance site claims that an embankment cut has encroached on his property and he had made an offer of $1,250 for the property and the release of his claim for damages. The Right of Way Engineer recommended that this offer be rejected. He also pointed out that local residents at Government Camp had made overtures toward acquiring the property to be used as a community center and

for a church. Attempts had been made to contact these people and a letter was finally received from a Mrs. West, outlining roughly the terms under which it was felt the community might acquire the property. Mr. Greenwood's bid of $4,505.80, he stated, is in excess of the minimum amount and he recommended that it be accepted. The Commission unanimously approved the recommendation. (On the following day, Mr. Greenwood appeared before the Commission and requested that he be allowed to withdraw his bid for personal reasons as he indicated that a number of people in his community felt that although the property had been properly advertised, that there were other bidders who would like to have bid on the property had they known it was for sale; and as he did not wish to appear in a bad light with his neighbors, he asked that his bid be not accepted. The Commission unanimously reconsidered its previous action, rejected his bid, and advised him that if and when the property is re-advertised for sale he would be notified.)

The Advisory Committee to the Travel and Information Department represented by the following persons appeared before the Commission concerning the 1952 Budget for the Travel Department:

Mr. Donald J. Sterling
Mr. Robert C. Notson
Mr. John A. Laing

Mr. Laing acted as spokesman and outlined the proposed budget to the Commission, pointing out that the overall amount of $250,000 is the same as the 1951 Budget. The budget, he stated, had been carefully gone over by members of the Committee with particular attention paid to the allocation of funds to the various types of expenditures. He recommended that the budget be adopted, and in so doing expressed the Committee's regret that Mr. Manley Robison had resigned as Director and complimented him on the excellent job he had done. The Committee, he added, feels that Mr. Carl W. Jordon, Assistant Director for the last several years, would do a good job in replacing Mr. Robison. Chairman Chandler stated that the Commission has studied the budget and is in accord on its adoption. The Advisory Committee, he added, has done a fine job and he also expressed regret that Manley Robison has resigned. Commissioner Reynolds moved that the budget be adopted as presented, a recapitulation of which appears below. Commissioner McIver seconded the motion and it was passed unanimously.

RECAPITULATION
TOTAL PROPOSED EXPENDITURES
1952

	Proposed 1952
Item A -- General	
Printing (Booklets & Maps)	$26,075.00
Photographic Department	9,125.00
Misc. Auxiliary Promotion	6,750.00
General Office	8,240.00
Salaries	27,444.00
	$77,634.00

RECAPITULATION (cont.)
TOTAL PROPOSED EXPENDITURES
1952

	Proposed 1952
Items B & C -- Space Advertising	
Magazine	$100,033.70
Newspaper	54,557.56
Production	12,500.00
Contingency	5,274.74
	$172,366.00
	$250,000.00

The Commission considered the sale of 0.143 acre of land near Estacada to Russell O. Reed for $213.00. The Right of Way Engineer reported that the property is outside the regular right of way and is not needed for highway purposes, having been purchased as part of an entire taking of land in 1936 from Loren C. Cyrus. He recommended that it be sold for $213.00. The Commission unanimously approved the recommendation.

The Commission considered a proposed sale of a parcel of land in Lots 5 and 8, Block 7, Couch's Addition to Portland. The Right of Way Engineer reported that this property which lies in the Harbor Drive-Front Avenue Section of the Pacific Highway West is not needed for highway purposes and that it can be sold, he believed, for the same price paid for it even though it is cut off from access to the highway. He recommended that he be granted authority to advertise for bids on the property with a stipulated minimum price of $3,150. The Commission approved the recommendation and thereupon adopted the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer presented the matter of adopting a policy regarding the transfer to counties of right of way acquired by the State for Federal Aid Secondary Highways not on the State Highway System. He recalled that prior to 1949 the Highway Department had purchased required right of way in connection with contract projects on FAS County Roads. That policy was discontinued and the Counties now acquire required right of way with their own funds. He recommended that upon application by the counties right of way acquired by the State Highway Department on FAS County Roads be turned over to them. The Commission unanimously approved the recommendation.

In connection with this matter, the Right of Way Engineer reported that Benton County had requested transfer of land acquired for the Buena Vista County Road, FAS Highway No. 193. He recommended that the property be deeded to them. The Commission approved the recommendation.

The Commission considered leasing to Ben F. Burgess and Fred Hadlock parts of Lots 10 and 11, Block 34, Coos Bay Plat "B" in Coos County. The Right of Way Engineer stated that the proposed lease contained a six months' cancellation clause, a consideration of $50.00 annually, and also reported that the property which is excess is to be used for a used car lot. He recommended that the lease be granted. The Commission unanimously approved the recommendation.

The Commission considered the matter of deeding to Mr. J.C. Houghton 0.27 acre of land in Sections 3 and 4, Township 7 South, Range 12 West, W.M., Lane County, being on the Oregon Coast Highway near Sea Lion Caves. The Right of Way Engineer explained that Mr. Houghton, in constructing his house, had inadvertently encroached approximately 30 feet on the highway right of way as he had been under the impression that the right of way at this point is 50 feet in width, whereas it is actually 100 feet wide. He recalled that in 1932 in acquiring this strip of right of way, Mr. Houghton had donated property and in addition had recently deeded another tract of land at no cost to take care of a slide condition nearby. Deeding the property to Mr. Houghton will still leave a 70 foot right of way on the westerly side, which, according to the Highway Engineer, will be sufficient for future needs. He recommended that the property be deeded to Mr. Houghton. The Commission unanimously approved the recommendation.

The Commission confirmed a settlement with Mr. J. L. Hendricks in which he is to be paid $1,225 for all damages past, present and future, in connection with his property on the Marks Creek-Summit Section of the Ochoco Highway in Crook County. Mr. Cooper, Right of Way Engineer, explained that there had been controversy concerning irrigation ditches and related facilities since 1946. As a result of an investigation made by himself, it had been agreed with Mr. Hendricks to accept the sum of $1,225 in full and complete payment. Commissioner Reynolds, he stated, had given his approval on September 27, 1951, and he asked that it be confirmed. The Commission unanimously confirmed the settlement.

A request from the Union County Court that the State deed to the County right of way for a county road connection along the southerly boundary of the McCanse cinder pit on the Ladd Canyon Section of the Old Oregon Trail was considered by the Commission. The Right of Way Engineer reported they were asking for a 60-foot right

of way, the total amount involved being 1.26 acre. The Engineer, he stated, has advised that deeding of the property will not injure the State in any way and he recommended that it be deeded to the County without charge. The Commission unanimously approved the recommendation.

The Commission considered approval of a release form releasing The California-Oregon Power Company from its obligations to maintain a section of dike on the Rocky Creek-Wocus Marsh Section of the Klamath Lake Secondary Highway in Klamath County. The Right of Way Engineer advised that the release is being granted inasmuch as this section of the dike has been taken over by the State Highway Department as a part of the highway. He recommended that the Power Company be released from obligations on this particular section of dike. The Commission unanimously approved the recommendation and on the following day signed the release form.

The Commission considered renewal of a lease providing quarters for the maintenance crew at Newberg. The Right of Way Engineer recommended that the lease be renewed for a period of one year. The Commission unanimously approved the recommendation.

The Right of Way Engineer also presented for consideration the matter of moving a steel tower belonging to the Bonneville Power Administration situated on the right of way for the West Portland-Hubbard Highway. The Bonneville Power Administration has offered to move the steel tower with their forces for $4,240 and to be reimbursed by the State. He recommended that the offer be accepted. The Commission unanimously approved the recommendation.

Settlement of the condemnation suit against General Paint Company who own property needed for highway right of way in Sullivan Gulch along the T. H. Banfield Expressway was discussed. Mr. Forrest Cooper, Right of Way Engineer, stated that Mr. Sid Rasmussen, one of their officials in Portland, had suggested that a settlement might be secured with the Company if Mr. Cooper could go to San Francisco in November and discuss the matter with higher officials in that city. Mr. Cooper explained that officials in Portland do not have full authority to make final settlement. Commissioner McIver questioned the value of the trip to San Francisco and after some further discussion the Commission ordered that the General Paint Company be advised that the Commission is eager to settle the matter in Portland.

The Commission considered and denied a request from the City of Portland that the State pay interest amounting to $216.65 on the $50,000 assessment paid by the Commission to the City of Portland for drainage work on 82nd Avenue. The City had based their request on a statement to the effect that the assessment had not been paid as soon as it should have been; therefore, interest should be paid.

Mr. C. W. Enfield, Assistant Counsel, reported for the Commission's information concerning a check in the sum of $7,678 received from the Coastal Lumber Company in complete payment for timber cut outside of the designated area in a section of land adjoining the east end of the VanDuzer Forest Corridor in Polk County. He recalled that at a previous meeting they had been assessed double value for the timber cut. Payment had been made for the timber cut outside of the area designated without any trouble or argument. He complimented the Company on their amicable settlement.

Mr. Enfield, also brought up the matter of acquiring some 380 volumes of law books belonging to the late Chief Counsel, Mr. J. M. Devers, and now in the law library of the State Highway Department. Mrs. Devers and the two sons of Mr. Devers had been consulted concerning these volumes and had indicated willingness to sell them at the appraised value of $167.00. He recommended that the law books be purchased for this figure. The Commission unanimously approved the recommendation.

The Assistant Counsel brought up for consideration settlement of a condemnation suit authorized in July, 1951, against a Mr. Bessendorfer for property on the Nyssa-Adrian Highway in Malheur County. $4,000 had been offered by the Commission in this condemnation proceeding. Since that time Mr. Bessendorfer in lieu of giving title to the land has offered instead a lease with a provision that the State can remove 80,000 cubic yards of gravel or rock for $0.05 per cubic yard. He recommended that the lease be accepted on this basis. The Commission unanimously approved the recommendation.

The Assistant Counsel also reported on another condemnation suit against Mr. Clay Miller for right of way on the T. H. Banfield Expressway in Portland. Mr. Miller had been offered $5,875 originally. Since then he offered to settle for $7,500, later for $7,000, and still later for the difference between the State's offer and his offer. He recommended that the compromise offer be rejected inasmuch as it would be unfair to a number of other people in this area who had settled without compromise. The Commission approved the recommendation and instructed that the condemnation suit be expedited.

The Commission considered a report from the Right of Way Engineer concerning right of way on the Columbia River Highway at The Dalles Bridge to be secured from Seufert Brothers. Seufert Brothers, he stated, had been offered $20,500 and a complaint filed against them. Mr. Seufert, however, had prepared an option form containing a reversionary clause to himself and the right to use and harvest the products from an orchard involved without payment of rent. He recommended that Mr. Seufert's offer be not accepted. The Commission unanimously approved the recommendation and instructed that all proceedings for right of way at this location be

held in abeyance until action of the Army Engineers is known, as it is understood that the Army Engineers plan to condemn all of the Seufert property.

The Assistant Counsel reported on a proposed settlement of the Nellie Ross case on which condemnation had been authorized about three months ago. The property, he stated, lies on both sides of the Bay Park-Delmar Section of the Oregon Coast Highway in Coos County. The Rosses have refused to leave their house and are holding up the contractor's progress on the job although the contractor, Mr. Porter W. Yett, had tried to negotiate a lease with them without success. Since that time a settlement has been worked out with them in which they are to be allowed to stay on the premises until January 1, 1952, salvage lumber from the buildings after that time, and the State to pay them $8,000 and construct for them a cattle pass. He recommended that the settlement be accepted. The Commission unanimously approved the recommendation.

The Assistant Counsel reported on the progress of a dispute with a Sam Rawson who claims he has been damaged by reason of State operations on his mining claims on Round Butte in Cove State Park. He recalled that Mr. Rawson had sued the State because it had used cinders from his mining claim and the suit had been quashed in court. Now he has instituted suit against Mr. F. L. Somers who holds State Highway Contract 3533. Mr. Rawson, he stated, gives indication of being a violent man and had told the State Highway representative that he plans to take possession of the area in dispute. He pointed out that if the contractor's operations are held up by Mr. Rawson's actions, the contractor would have basis for suit against the State. He requested authority to resist Mr. Rawson's actions in court on behalf of the contractor. The Commission unanimously approved the request.

The Assistant Counsel also reported a proposed condemnation settlement with a Mr. Hoffman under State Highway File No. 1479. A settlement, he stated, had been worked out whereby Mr. Hoffman was to be paid $1,550 but Hoffman had inserted the phrase "plus interest" which at that time it was recommended not be paid; however, the Supreme Court has since ruled that interest may be collected in instances of this sort. The interest amount to date is $411.00, which added to $1,550 equals $1,961. The Hoffmans have offered to settle for $1,861 and he recommended that this settlement be accepted. The Commission unanimously approved the recommendation.

Mr. Fred Miller, Assistant Counsel, reported briefly that the bringing of condemnation suits to trial was being expedited; that the legal department had thus far succeeded in securing trial dates for three pending condemnation cases; and that the case in Malheur County wherein action for alleged trespass had been brought against the Commission, highway officials, the contractors and bonding companies was about ready

for trial and on his request for the legal department the Court had fixed December 11, 1951, as the trial date - that being the only open date on the Court's calendar at this time. He also reported that when in Vale on a hearing before the Court in the above case on September 29, 1951, he, at the request of Mr. Devers, Chief Counsel, had contacted a local attorney to assist in the case but that no satisfactory arrangement had been made and so reported to Mr. Devers by phone at the Imperial Hotel that evening and was instructed by him to so advise the Commission. Mr. Miller requested authority to secure such local counsel as would meet with the approval of the Attorney General, which authority was granted.

The Engineer presented to the Commission a list of surveys showing the status of each. No action taken.

The Engineer also presented for the Commission's consideration the installation of a Stop and Go traffic signal at the intersection of Summer and Center streets in Salem. He advised that this intersection is on the new route for Pacific Highway East traffic in Salem, and was not included in the original list of signals contemplated in the new highway routing in Salem. The route had been in operation only a few days until it became evident that a signal is badly needed at this intersection. The City of Salem, he stated, has indicated its willingness to pay half the cost of installation and provide the electrical energy for the signal operation. He recommended that installation of the signal be authorized, provided the City pays half the cost, furnishes electricity and maintains the signal. The Commission unanimously approved the recommendation.

The Engineer reported briefly on weighmasters' operations pointing out that in August, 1950, there had been 7% violations, while in July, 1951, the number of violators had been reduced to 2% of those weighed. He attributed a large part of this reduction in overloading to authority granted by the last legislative session empowering weighmasters to require that overloads be unloaded. Chairman Chandler requested that the Assistant Counsel provide the Commission with a report on changes in authority granted the weighmasters.

The Engineer presented his report on a previous request received from the Lake County Court to substitute the Camas Creek County Road for the Adel-Plush Section of the Warner Secondary Highway in Lake County. He reported that since the request was made, an engineering investigation has been conducted on both roads disclosing, among other things, that the Camas Creek County Road is 19.2 miles in length, whereas the Adel-Plush Section is approximately 17.7 miles in length. Traffic on the Adel-Plush Section averages 50 vehicles per day, whereas on the Camas Creek Road the volume is about double that amount. The distance from Plush to Lakeview via the county road is 40.3 miles, whereas the distance

from Plush to Lakeview via the Warner Secondary Highway is 51.2 miles. He estimated the cost of maintenance on the county road for the first year at $26,000 which would probably drop to approximately $6,000 per year thereafter. This he compared with the maintenance cost of $2,000 per year on the Adel-Plush Section. The difference in cost he explained is due principally to the higher elevation on the county road requiring a greater amount of snow removal, and the fact that the Adel-Plush Section has already been improved to a higher standard than the county road. Due to the need of improving secondary highways now in the system having much higher priority rating, he recommended that the request for exchange of roads be denied. The Commission unanimously approved the recommendation.

The Commission considered a request made by the City of Tillamook for construction of a new entrance for the Wilson River Highway into the city. An engineering investigation has been made on this request, the Engineer stated, which investigation contemplates utilization of a one-way street system from the main part of town eastward to a point near the undercrossing of the Southern Pacific tracks. The installation of such a one way system would involve the construction of a new section of highway diagonally across one block from Third Street to a connection with the main highway on First Street which he estimated would cost $40,000 including right of way. He pointed out there would be no advantage in constructing the section at this time, and recommended that it be included in the ultimate plan of the Wilson River Highway entrance into Tillamook and made a part of the contract when such improvement is made. The Commission unanimously approved the recommendation.

The Commission considered a report from the Engineer concerning the re-routing of the Wilson River Highway between North Plains and Washburne, utilizing the old Oregon Electric Railway Company roadbed. The Engineer reported that a reconnaissance survey had been completed on this section disclosing that a saving of almost $1,000,000 in construction costs can be obtained by using the railroad roadbed, the length of which is 13.41 miles. The length of the line as formerly located is 12.89 miles estimated to cost $3,021,000. He recommended that he be authorized to conduct a detailed location survey on the railroad route and make necessary arrangements to acquire the right of way as soon as possible. The Commission unanimously approved the recommendation.

The Commission considered a report regarding the cost of improving two sections of the Mt. Hood Highway south of the city of Hood River. The Engineer explained that one section is approximately three miles long immediately south of the junction with the Columbia River Highway, and the other approximately two miles long on a section extending south of the junction with the Odel Secondary Highway. A reconnaissance survey disclosed that the cost of improving the first-mentioned section south of the Columbia River Highway would be approximately $426,000 due to the highway being in a narrow canyon.

The second section south of the Odel Secondary Highway he estimated would cost $191,600, totaling for both sections $618,200. The highway, he stated, carries between 1,000 and 1,400 vehicles daily, and although the improvements requested are desirable he could not see how the funds could be made available in an early program. The Commission took no action at this time but at the request of Commissioner Reynolds held their decision in abeyance pending appearance of a delegation, possibly in November, 1951.

A report from the Engineer concerning maintenance and improvement of the Paulina Secondary Highway was considered by the Commission. The Engineer recalled that a delegation had complained of poor maintenance on the highway. Intensive blading and a water wagon had since been used on the road and on September 7, the highway had been inspected by the Maintenance Engineer at which time the highway was in fairly good condition and safe for speeds between 30 and 50 miles per hour. He estimated that to improve the highway with a paved surface heavy enough to withstand log hauling would cost approximately $3,000,000. Truck traffic, he added, composes approximately 50 per cent of the traffic over the road. In lieu of this heavy expenditure he recommended that 54,000 cubic yards of crushed rock be placed on the road and stockpiled over a 41-mile section at an estimated cost of $190,000 and that a water tank be used to hold down the dust. Commissioner Reynolds stated that he had been over the highway recently and found that maintenance had been well performed although it was easy to see that it is very difficult to hold the present gravel surface. It was his thought that improvement of the section should have more study. Commissioner Chandler instructed the Engineer to conduct an economic survey on the highway to find out among other things how much more timber will be hauled over the road.

The Commission considered bids received in Salem on September 28, 1951, for purchase of steel streetcar rails salvaged from the Steel Bridge in Portland. The Engineer reported that Zidell Machinery and Supply Company, Portland, had submitted the high bid with an offer of $35.00 per ton for an estimated 100 tons. He recommended that the rails be sold to Zidell Machinery and Supply Company inasmuch as the value of the rails had been estimated at $2,000.

1.	Zidell Mach. & Supply Co., Portland	$3,500.00
2.	Alaska Junk Company, Portland	3,254.00

The Commission unanimously approved the recommendation.

The Engineer, in connection with the re-routing of traffic in Salem, presented copies of a number of ordinances and resolutions passed by the City of Salem prohibiting parking on Fairgrounds Road between Tile Road and Highland Avenue; prescribing specific parking

regulations as a part of the grid system; specifying Marion Street between Commercial and Water streets as a one-way thoroughfare; certifying as throughways portions of Summer and Marion streets; and prescribing parking regulations for South Commercial Street between State Street and the south city limits of Salem. He also stated that Mr. Al Loucks, the Mayor of Salem, has informed him the City has taken steps to lease land for off-street parking on the west side of Fairgrounds Road accommodating a minimum of 30 cars and will provide accommodations on the west side of Fairgrounds Road for a minimum of 17 cars. He also presented an amended agreement with the City of Salem clarifying a number of doubtful points including the status of previous highway routes. He recommended that the agreement be approved. The Commission unanimously accepted the recommendation and on the following day signed the agreement.

The Commission considered the matter of expending approximately $5,000 for grading work in Port Orford in connection with a damage claim presented by Crawford Smith. The Engineer reported that this matter had been considered in January 1951, at which time he had reported that due to a change in grade raising the Oregon Coast Highway they blocked Mr. Smith's view of the ocean, and caused the collapse of drainage pipes installed under the highway grade, thereby preventing drainage of his toilet facilities. At that time, he stated, it was recommended that the highway grade be widened as far south as Deady Street at an estimated cost of $5,000 to correct conditions in front of Mr. Smith's property and to afford an adequate connection from the new highway to Deady Street. In April 1951, he stated, Mr. Cooper, the Right of Way Engineer reported that he had effected a settlement with Mr. Smith for the lump sum payment of $3300 to him as settlement in full, and the waiver of all claims. This was approved by the Commission, but the matter of raising the highway grade to Deady Street was not brought up at that time, so the minutes do not show approval of the $5,000 necessary for this work. He recommended that expenditure of this amount be confirmed, with the work to be performed by State Highway forces. The Commission unanimously approved the recommendation.

The Commission considered a proposed settlement with Southern Pacific Company concerning a slide which occurred on the railroad tracks near Lafayette in January 1951. The Engineer reported that on the afternoon of January 19, the railroad fill adjacent to a newly constructed section of Highway 99W started to slide. The State subsequently uncovered drainage structures partially covered by the slide, dug observation wells to determine what caused the slide, and bored horizontal drill holes to drain off the water, expending altogether $3,500. The railroad company completed the shoofly track and later in the spring repaired the slide area and restored the original track. On May 22, 1951, the railroad company made demand upon the State for the cost of construction of the shoofly track and restoration of the main track. A number of conferences, he stated, were held with railroad officials in an attempt to determine

the cause of the slide, but without definite results although, he added, the railroad fill had been in position for about 35 years without any slide movements. Further meetings were held with the railroad management and a compromise settlement was agreed upon, in which each party is to pay 50% of the cost resulting from the slide. He estimated costs to the railroad company at $16,000 and the State's cost at $3,500, totaling $19,500 to be shared equally. As the State has already expended $3,500, he recommended that the State pay to the railroad company $6,250, which amount plus the $3,500 already expended, equals $9,750, or half of the total cost. The Commission approved the recommendation.

The Engineer brought up the matter of re-phrasing instructions to the Engineer as to the award of contracts on which work cannot be started immediately due to right of way difficulties and other matters. The matter, he stated, applies particularly at this time in connection with bids received for projects on the Columbia River Highway in which encroachment upon the Union Pacific Railroad property will be necessary in prosecution of the work. As it takes some considerable time to secure these rights from the railroad companies, he suggested that the phrasing of the awarding instructions to the Engineer be revised as suggested by the Chief Counsel, as follows:

> "The bid of (name of Contractor), in the sum of (amount of bid) is accepted subject to the completion of acquisition of all rights of way within 60 days, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads."

The Commission approved the suggestion.

The Commission considered a request from the City of Silverton for widening the Cascade Secondary Highway between Second Street and North Church Street. The Engineer reported that the request had been investigated, disclosing, among other things, that to widen the section to thirty feet between Church Street and Mill Street and to forty feet from Mill Street to Second Street is estimated to cost $15,000. As the present route of the Cascade Highway through the City of Silverton is an impractical one, and as the cost of widening is high, he recommended that the request be denied pending further study as to the ultimate route of the highway. The Commission approved the recommendation.

The Engineer requested authorization for the expenditure of $15,000 additional money to resurface the present route of US30 through The Dalles. He stated that the present route is in poor condition and very costly in maintenance, and that it would result in a

considerable saving if the surfacing of the existing route could be included in the other work to be done on the one-way street system. He recommended that authority be granted him to call for bids for the necessary repaving when bids are received for the one-way street construction, and that $15,000 be added to the previous authorization for this job. The Commission approved the recommendation.

The Engineer presented his report on a request submitted by residents of Creswell in Lane County for the oiling of the Springfield-Creswell Secondary Highway between its junction with the Willamette Highway and Creswell. The length of the section on which improvement has been requested is 6.31 miles, not including an existing 1.07 mile section which now has a light oil surface treatment. Traffic on this section is relatively light, the road is 18 feet wide with a graveled surface and is difficult to maintain, especially during the dry periods. He estimated that it would cost $200,000 to improve the road with adequate base and a medium type oil surface. The section, he added, is not subjected to much heavy traffic and he recommended that the request be denied, as other secondary highways in Lane County have higher priority by reason of traffic usage and benefits. The Commission approved the recommendation.

The Commission considered a request from the John Day Chamber of Commerce for improvement of the Brogan Hill Section of the John Day Highway to eliminate dangerous curves. The Engineer reported that the section referred to is in a narrow canyon, known as Road Canyon, that the present alignment is tortuous and there are two very sharp curves, but they are no different from numerous sharp curves such as the Emigrant Hill Section on US30, many miles of the Coast Highway, and the existing route of the Columbia River Highway. He pointed out that when the Brogan Hill Section is reconstructed it will be on the opposite side of the canyon where it is possible to obtain alignment up to modern standards. Such reconstruction, he estimated, would cost at least $500,000. Due to the more urgent need of correcting present deficiencies on highways of higher priority by reason of road usage, he recommended that the Brogan Hill Section be not included in the presently planned program. The Commission approved the recommendation.

The Engineer requested authority to transfer $29,000 to construct a concrete block equipment storage building at Sylvan. He explained that the 1951 budget includes $34,000 for buildings at Multnomah and Newberg. As a suitable site has not been located in Newberg, it is proposed to defer the work until next year. No suitable site could be found at Multnomah, but a site was located at Sylvan adjacent to US99W, which location is perhaps more advantageous than the one in Multnomah. The Commission approved the request.

The Commission considered a request made by Mr. C. C. Colvin, Klamath Falls, for better maintenance of the Klamath Lake

Secondary Highway in lieu of reconstruction. The Engineer reported that Mr. Colvin had been rather critical concerning delays in reconstructing the Klamath Lake Secondary Highway on which bids have been rejected several times as too high, and had suggested that in lieu of reconstruction, an oil surface be placed on the present road. He pointed out that a great part of this highway has never been graded or surfaced, and that oiling under such conditions would be out of the question. He recommended that the request be denied. The Commission approved the recommendation.

The Commission also considered a request from the Lions Club of Powers, Oregon for improvements to the Powers Secondary Highway. The Engineer reported when the highway was taken over as a secondary highway in 1931, it consisted of a gravel surface about 16 feet in width with several sharp curves and was difficult and hazardous to drive Since that time, the highway has been gradually improved to the point where the roadbed has an average cross section of 22 feet, with an oil surface 18 feet in width, sufficiently stable to withstand log truck travel. He estimated that it would cost $80,000 to widen approximately 65 sharp curves, and recommended that the request for improvement be denied as he believed that the highway in its present condition adequately serves the demand of the vicinity. The Commission unanimously approved the recommendation.

A request from the Umatilla County Court for designation of the Havana Cutoff as a State Secondary Highway was considered by the Commission. The Engineer advised that the road involved is approximately a half mile in length, connecting the old Oregon-Washington Highway with the reconstructed Oregon-Washington Highway about 6 miles north of Pendleton. The County Court, he stated, has made this request periodically for the past several years and has each time been denied. There is, he pointed out, a bad crossing of the Union Pacific Railroad tracks at Havana Station, and a sharp turn approaching a bridge over Wild Horse Creek. He recommended that the road not be added to the State Highway system at this time because of the necessity of improving existing State Secondary Highways. The Commission unanimously approved the recommendation.

The Commission considered an agreement form with Homer C. Beach disposing of a claim for past, present and future damage to their property which is located on the Corvallis-East Side Secondary Highway in Linn County. The Engineer advised that the agreement had been arrived at on the basis that the State would spend approximately $4,000 in construction of a grouted rock spillway. He recommended that the agreement be approved. The Commission unanimously accepted the recommendation and on the following day signed the agreement.

The Engineer requested an increase of $8,200 in the project authorization for the West Unit of the South Yamhill-Dayton Section of

the Three Mile Lane Secondary Highway in Yamhill County. He explained the major cause of the overrun was due to unstable roadbed conditions requiring an extra large amount of rock, particularly in the shoulders. The Commission unanimously approved the increase.

The Commission considered a request from the Seaside Safety Council for realignment on the Sunset Highway, about 12 miles south of Seaside The Engineer reported that this request had been investigated, disclosing that the maximum curvature in the entire section is 4°, which permits a safe speed of 60 miles per hour with ample sight distance between curves. In view of these facts, he recommended the request be denied. The Commission approved the recommendation.

Chairman Chandler instructed the Engineer to investigate a report concerning poor drainage on the recently completed contract in Sweet Home.

The Commission considered a request from Mrs. J. F. Eighme, Dayton, Oregon, for installation of a signal at the railroad crossing on US99W near Dayton Junction, and erection of a sign indicating a cross-road on US99W at "Bob's Place" at M.P. 31.80 on the Pacific Highway West The Engineer reported an investigation had been made at both locations and that on the railroad crossing it had been determined only two trains passed there daily and that the crossing stands at No. 65 in the priority rating of non-signalized crossings. The accident rate, he added, was also low As to the need for a sign at "Bob's Place", the investigation determined that it would be of benefit to erect standard cross-road symbol signs in advance of the crossing. He recommended that the request for the railroad signal be denied and that the cross-roads sign be installed. The Commission accepted the recommendation.

The Commission discussed a request from the City of North Bend that steps be taken to alleviate traffic conditions at the intersection of Sherman and Washington Avenues, US101, in North Bend. The Engineer reported that an investigation of this request had been made with particular regard to proper signalization. The investigation disclosed that the volume of traffic is above the national warrant for signal installation, and that the number of accidents was almost double the standard requirement, although the pedestrian volume did not quite come up to the required amount. This location, he added, is a five-way intersection which somewhat complicates traffic movement. In view of these facts, he recommended that a 3-phase activated traffic signal be installed at the intersection, provided the City will pay one-half the cost of installation, maintain the signal, and furnish electrical energy for its operation. The total cost he estimated at $6,000, the State's share to be taken from unallocated minor betterment monies. The Commission approved the Engineer's recommendation.

A request from the Washington County Court and others, for installation of signs on the Sunset Highway directing traffic to the City of Hillsboro and also requesting that a traffic signal be installed on the

Sunset Highway at its intersection with the North Plains county road was considered by the Commission. The Engineer reported that this request had been investigated and that steps had already been taken to install the necessary directional signs, directing traffic to the city of Hillsboro, and extensive investigation of traffic conditions at the intersection of the North Plains road with the Sunset Highway had also been made. Sight distance at this intersection is exceptionally good, however the accident record is bad. The investigation disclosed no apparent reason for the accidents and in view of these facts, he did not believe that the installation of a flashing beacon would materially decrease the accident pattern. He recommended that the request for a flashing beacon be denied. The Commission accepted the recommendation.

The Commission considered a request from the Honorable E. J. Ireland, Molalla, in behalf of the Molalla Chamber of Commerce that something be done to eliminate the traffic hazard at the intersection of the Cascade Highway and the Woodburn-Estacada Highway west of Molalla. The Engineer recalled there had been numerous requests for investigation at this location, the most recent of which resulted in the establishment of a 45 mile per hour speed zone on July 11, 1950. The traffic count taken on June 23, 1950 showed 57% of all traffic entered the intersection from the East and West, therefore the stop signs are correctly placed at the present time. However, just a short distance north of the intersection on ORE215, there is a signalized intersection where the Crown Zellerbach log road crosses the highway. It was his thought that motorists going through the signal here are not mentally prepared to encounter a stop sign at the intersection so soon and as a result, a number of them fail to stop. To accentuate the stop indications at this location, he recommended that a flashing beacon be installed, flashing red to the North and South and amber to the East and West, at an estimated cost of $500.00. The Commission approved the recommendation.

A request from the City of Portland, through its Police and Traffic Engineering Department, to correct a hazardous condition at the intersection of NE 33rd Avenue and Lombard Street (US30) was considered by the Commission. The Engineer reported that this section of highway carries some 7,500 vehicles per day and from 1946 through the first half of 1951 there were six reported accidents at the intersection, four of which occurred during darkness. This intersection is one of the access turn-offs to the Portland airport and has a directional sign consisting of a small fingerboard. It was his thought that the accident hazard might be lessened by better signing and illumination at the intersection. He therefore recommended that a mercury vapor luminaire unit and a larger fingerboard directional sign be installed at a total estimated cost of $400. The Commission accepted the recommendation unanimously.

The Commission discussed with the Engineer bids received in the morning session and at 4:00 p.m., Commissioner Reynolds publicly announced the Commission's decision with respect thereto as follows, the action of the Commission being by unanimous vote:

"Grading and paving on the Reedsport-Winchester Bay Section of the Oregon Coast Highway in Douglas County. The low bidder for this work was Berke Brothers, Portland, at $669,982 00. Three higher bids were submitted. The bid of Berke Brothers is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving the Reedsport (Winchester Avenue) Project in Douglas County. Two bids were received on this project, the low one being submitted by E. L. Gates & Company, Salem, at $20,305.00. The Commission has rejected all bids as being too high.

"Construction of the Dee Bridge over the East Fork of Hood River at Dee, about 11½ miles South of Hood River in Hood River County. Lindstrom Brothers, Inc., Portland, submitted the low bid for this project at $55,392.00. There were four higher bids submitted. The contract has been awarded to the low bidder, Lindstrom Brothers, Inc. at their bid price.

"Grading, paving and bridge widening on the Gorton Creek-Warren Creek Section of the Columbia River Highway about six miles East of Cascade Locks in Hood River County. Gibbons & Reed, Salt Lake City, Utah, submitted the low bid for this work at $1,447,754.00, using either the concrete, metal or treated timber guard fence posts. Nine higher bids were received. The bid of Gibbons and Reed Company in the sum of $1,447,754.00, using concrete or metal guard fence posts is accepted subject to the completion of acquisition of all rights of way within sixty days and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving on the Warren Creek-Viento Section of the Columbia River Highway, east of Cascade Locks in Hood River County. Gibbons and Reed Company, Salt Lake City, Utah submitted the low bid for this work at $848,815.00, using either concrete, metal or treated timber guard fence posts. Eleven higher bids were received. The bid of Gibbons and Reed Company, using concrete or metal guard fence posts is accepted subject to the completion of acquisition of all rights

of way within sixty days, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading, cinder surfacing and bridge construction on the Rocky Creek-Wocus Marsh Section of the Klamath Lake Secondary Highway in Klamath County. R. A. Heintz Construction Company, Portland, submitted the low bid for this project at $452,433.00. Seven higher bids were received. The Commission has rejected all bids as being too high.

"Construction of a concrete reinforced structure on new alignment of the Columbia River Highway about 1½ miles east of Boardman in Morrow County. Schrader Construction Company, Portland, submitted the low bid for this project at $60,460.00 Twelve higher bids were received. The contract has been awarded to the low bidder, Schrader Construction Company at their bid price.

"Construction of the McGill Undercrossing on the T. H. Banfield Expressway near Fairview in Multnomah County. The low bid for this job was submitted by Birkemeier & Saremal, Portland at $42,196.60. Eleven higher bids were received. The contract has been awarded to Birkemeier & Saremal the low bidder."

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway contracts:

1. Jack R. Robinson, Contract No. 3476, for grading and oil mat surfacing on the Bly Section of the Klamath Falls-Lakeview Highway in Klamath County, requested an extension of time of 30 days from August 31 to September 30, 1951 within which to complete this job. He alleged that the job was not completed within the specified time limit due to the inability of the oiling sub-contractor to get on the job until after September 1. The Engineer reported that the contract had been completed with the exception of oiling because of previous commitments made by the oiling sub-contractor. As no additional expense had been incurred, he recommended that the extension be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

2. Warren Northwest, Inc., Contract No. 3399 for grading and paving the Main Street Section in Sweet Home, on the Santiam Highway, Linn County, requested an extension of time of 30 days from August 31 to September 30, 1951 within which to complete this job. They alleged that high water in Ames Creek had prevented

construction of a culvert within the specified time limit. The Engineer reported that the contractor had completed the curbs, storm sewer, paving; that traffic was restored to normal use of the street prior to the specified completion date; and that the contractor had been delayed because of high water. In view of the circumstances, he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

3. American Bridge Company, Contract No. 3415, for construction of steel spans on the Marion Street Bridge over the Willamette River at Salem in Marion County, requested an extension of time of 304 days from August 31, 1951 to and including July 1, 1952 for completion of this work. They alleged that they had been prevented from completing the contract within the specified time limit due to inability to secure steel from rolling mills, as practically all allocations issued for this project had been rejected. The Engineer reported that steel will not be available until about April 1, 1952. As the delay has not been the fault of the contractor, he recommended that the extension of time be granted as requested without penalty. A letter from the Bureau of Public Roads concurring therein was presented. The Commission approved the recommendation. (See FOOTNOTE)

4. Acme Construction Company, Contract No. 3392, for paving on the Broadway-Commercial Street Section in Empire in Coos County, requested an extension of time of 24 days from July 15, 1951 to August 8, 1951 within which to complete this job. They alleged that due to late delivery of a new paving plant which they had planned to use on the project they had as a result negotiated with Porter Yett to do the work and he did not get started as soon as planned. The Engineer reported that Mr. Yett had performed the job as soon as he could, and had completed it in four days' working time. As there was no extra cost involved and no inconvenience to the traveling public, he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

5. C. R. O'Neil, Contract No. 3491, for grading and surfacing the Summit-Lobster Valley Section of the Alsea Secondary Highway in Benton County, requested an extension of time of 30 days from August 31 to September 30, 1951 within which to complete this contract. He alleged that he had been prevented from completing the project within the specified time limit due to the fact that the Forest Service would not permit him to burn logs due to extremely dry weather. The Engineer reported all work other than burning had been completed within the specified time limit, which work could not be performed because of the fire hazard. As the delay was beyond control of the contractor and caused no inconvenience to the department, he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

6. Bechtel Bros., Contract No. 3388 for alterations to the shop building at LaGrande, Union County, requested an extension of time of 91 days from May 31 to and including August 31, 1951 in which to complete

the work. They alleged that shortage of materials had prevented completion within the specified time limit. The Engineer reported that all work was completed within the specified time limit except installation of some minor materials not available at that time. As the building has been in use since the specified completion date and the delay is in no way chargeable to the contractor he, therefore, recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

7. Tom Lillebo, Contract No. 3397 for construction of the Bybee Bridge on the Table Rock Market Road in Jackson County, requested an extension of time of 90 days from October 1 to and including December 29, 1951 within which to complete this work. He alleged that delay in receiving structural steel had prevented completion of the contract within the specified time limit. The Engineer reported that delivery of steel had been delayed several months because of Federal allocations, however, the steel is now on the job and erection is proceeding. In view of these facts, he recommended that the extension of time be granted as requested and without penalty. He presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

8. Lindstrom Bros. Inc., Contract No. 3417 for construction of the Wilson River Bridge on the Wilson River Highway in Tillamook County, requested an extension of time of 45 days from September 30, 1951 to and including November 15, 1951 for completion of this work. They alleged that high water conditions in the spring of the year and inadequate concrete supply had prevented completion of the contract within the specified time limit. The Engineer reported that heavy rainfall in the spring of 1951 made it inadvisable to start construction until the danger of high water had passed. As traffic is being carried over the existing structure without serious inconvenience, he recommended that the extension of time be granted as requested without penalty and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

9. Lindstrom Bros. Inc., Contract No. 3429 for construction of the Weed and Muscott Bridge on the Little Nestucca Secondary Highway in Tillamook County requested an extension of time of 60 days from September 30 to and including November 30, 1951 within which to complete this work. They alleged that adverse weather conditions during the preceding winter and spring made it impractical to begin construction until April 1, 1951. The Engineer reported that heavy rainfall in the spring of 1951 made it inadvisable to attempt construction until high water had passed. As traffic is being served by the existing structure and no serious inconvenience has been caused, he recommended that the extension of time be granted as requested without penalty. A letter from the Bureau of Public Roads concurring therein was presented. The Commission approved the recommendation. (See FOOTNOTE)

10. C. E. Leseberg, Contract No. 3468 for rock production on the Rock Creek-McDermitt Section of the I. O. N. Highway in Malheur County, requested an extension of time of 90 days from September 30 to December 30, 1951 within which to complete this work. He alleged that a change in the contract increasing the rock production approximately 30 percent had made it impossible to complete the contract within the specified time limit. The Engineer reported that the original contract required materials for an oiled macadam, but, after awarding the contract, it was decided that asphaltic concrete should be used and, therefore, it was necessary to change the type of materials to be produced, which delayed the contractor to some extent. No inconvenience has been caused the State, and he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

11. Parker-Schram Co., Contract No. 3318 for grading, paving and pavement widening on the Sauvie Island Bridge approaches on the Columbia River and Gillihan County Road in Multnomah County, requested an additional extension of time of 45 days from July 15, 1951 to August 9, 1951 within which to complete this work. They alleged that a change of plans increasing the amount of Class B asphaltic concrete in lieu of an oil mat surfacing and the final clean-up of the project had prevented completion of the contract within the limits of the previous extension of time. The Engineer reported that the original plans called for oil mat surfacing but at the request of Multnomah County a portion of the work was changed to Class B asphaltic concrete, which caused a change-over in the contractor s operations. The overrun in time caused no inconvenience to the public, and he therefore recommended the extension of time be granted as requested without penalty. He presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

12. F. L. Somers, Contract No. 3383 for grading and paving Fifth Street in Redmond on The Dalles-California Highway in Deschutes County, requested an extension of time of 15 days from June 30 to July 15 1951 within which to complete this work. He alleged that changes in the plans, labor shortage and difficult blasting operations had prevented completion of the contract within the specified time limit. The Engineer reported that the project involved asphaltic concrete paving, using cinders. This being the first contract of this type attempted by the State, there were numerous changes in the plans and specifications, and the contractor was held up at times because of these changes. As the overrun in time could not be attributed to the contractor, he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

13. Warren Northwest Inc., Contract No. 3484 for grading and paving the Parkrose (99th to 122d Avenue) Section of the Columbia River Highway in Multnomah County, requested an extension of time of 30 days from September 15 to October 15, 1951 within which to complete this work. They alleged that failure of the telephone and power companies to

remove their poles from the right of way until the middle of July had prevented completion of the contract within the specified time limit. The Engineer reported that the utility companies had failed to remove their poles from the right of way as soon as anticipated, thus delaying the contractor. He, therefore, recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

14. Asphalt Paving Co., Contract No. 3466 for reoiling and rock production on the Clear Creek-White School Section of the Wapinitia Highway in Wasco County, requested an extension of time of 19 days from September 15 to October 4, 1951 within which to complete this work. They alleged that rock production had been slowed considerably due to the nature of the quarry. The Engineer reported that all oiling on the section had been completed within the specified time limit but due to a difficult quarry they were unable to complete production of the maintenance materials within the time limit. As there will be no inconvenience to the State nor additional expense, he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

15. J. C. Compton Company, Contract No. 3407 for paving on Locust Street in the City of Oakland in Douglas County, requested an extension of time of 267 days from October 31, 1950 to July 25, 1951 within which to complete this work. The contractor alleged that, due to inclement weather in September and October 1950, it was impractical to complete the job. The Engineer reported that the contract was not awarded until September 1, 1950 and, because of inclement weather, it was decided not to attempt completion until the 1951 paving season. As no inconvenience had been caused the traveling public nor additional expense incurred, he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

16. A. H. Saxton & Sons, Contract No. 3251 for grading and bituminous macadam surfacing on the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County, requested an additional extension of time of 13 days from June 16 to June 29, 1951 within which to complete this work. They alleged that finishing the guardrail had required more time than anticipated, thus preventing completion of the contract within the limits of the previous extension of time. The Engineer reported that all work on the project had been completed by June 15, 1951, with the exception of the final coat of paint on the guardrail. The contractor, he said, had difficulty in securing guardrail materials. As there was no delay to the traveling public, he recommended that the extension of time be granted as requested without penalty; however, it was understood that the penalty imposed previously and effective up to June 16, 1951 would still remain effective. He presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

10. C. E. Leseberg, Contract No. 3468 for rock production on the Rock Creek-McDermitt Section of the I. O. N. Highway in Malheur County, requested an extension of time of 90 days from September 30 to December 30, 1951 within which to complete this work. He alleged that a change in the contract increasing the rock production approximately 30 percent had made it impossible to complete the contract within the specified time limit. The Engineer reported that the original contract required materials for an oiled macadam, but, after awarding the contract, it was decided that asphaltic concrete should be used and, therefore, it was necessary to change the type of materials to be produced, which delayed the contractor to some extent. No inconvenience has been caused the State, and he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

11. Parker-Schram Co., Contract No. 3318 for grading, paving and pavement widening on the Sauvie Island Bridge approaches on the Columbia River and Gillihan County Road in Multnomah County, requested an additional extension of time of 45 days from July 15, 1951 to August 9, 1951 within which to complete this work. They alleged that a change of plans increasing the amount of Class B asphaltic concrete in lieu of an oil mat surfacing and the final clean-up of the project had prevented completion of the contract within the limits of the previous extension of time. The Engineer reported that the original plans called for oil mat surfacing but at the request of Multnomah County a portion of the work was changed to Class B asphaltic concrete, which caused a change-over in the contractor s operations. The overrun in time caused no inconvenience to the public, and he therefore recommended the extension of time be granted as requested without penalty. He presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

12. F. L. Somers, Contract No. 3383 for grading and paving Fifth Street in Redmond on The Dalles-California Highway in Deschutes County, requested an extension of time of 15 days from June 30 to July 15, 1951 within which to complete this work. He alleged that changes in the plans, labor shortage and difficult blasting operations had prevented completion of the contract within the specified time limit. The Engineer reported that the project involved asphaltic concrete paving, using cinders. This being the first contract of this type attempted by the State, there were numerous changes in the plans and specifications, and the contractor was held up at times because of these changes. As the overrun in time could not be attributed to the contractor, he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

13. Warren Northwest Inc., Contract No. 3484 for grading and paving the Parkrose (99th to 122d Avenue) Section of the Columbia River Highway in Multnomah County, requested an extension of time of 30 days from September 15 to October 15, 1951 within which to complete this work. They alleged that failure of the telephone and power companies to

remove their poles from the right of way until the middle of July had prevented completion of the contract within the specified time limit. The Engineer reported that the utility companies had failed to remove their poles from the right of way as soon as anticipated, thus delaying the contractor. He, therefore, recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

14. Asphalt Paving Co., Contract No. 3466 for reoiling and rock production on the Clear Creek-White School Section of the Wapinitia Highway in Wasco County, requested an extension of time of 19 days from September 15 to October 4, 1951 within which to complete this work. They alleged that rock production had been slowed considerably due to the nature of the quarry. The Engineer reported that all oiling on the section had been completed within the specified time limit but due to a difficult quarry they were unable to complete production of the maintenance materials within the time limit. As there will be no inconvenience to the State nor additional expense, he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

15. J. C. Compton Company, Contract No. 3407 for paving on Locust Street in the City of Oakland in Douglas County, requested an extension of time of 267 days from October 31, 1950 to July 25, 1951 within which to complete this work. The contractor alleged that, due to inclement weather in September and October 1950, it was impractical to complete the job. The Engineer reported that the contract was not awarded until September 1, 1950 and, because of inclement weather, it was decided not to attempt completion until the 1951 paving season. As no inconvenience had been caused the traveling public nor additional expense incurred, he recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

16. A. H. Saxton & Sons, Contract No. 3251 for grading and bituminous macadam surfacing on the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County, requested an additional extension of time of 13 days from June 16 to June 29, 1951 within which to complete this work. They alleged that finishing the guardrail had required more time than anticipated, thus preventing completion of the contract within the limits of the previous extension of time. The Engineer reported that all work on the project had been completed by June 15, 1951, with the exception of the final coat of paint on the guardrail. The contractor, he said, had difficulty in securing guardrail materials. As there was no delay to the traveling public, he recommended that the extension of time be granted as requested without penalty; however, it was understood that the penalty imposed previously and effective up to June 16, 1951 would still remain effective. He presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

17. K. F. Jacobson, Inc., Contract No. 3418 for grading and paving the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County, requested an extension of time of 20 days from August 31 to September 20, 1951, within which to complete this work. They alleged that delay by the city in installing their sewer had delayed the contractor's operations more than the estimated length of time as stated in the specifications. The Engineer reported that installation of a sewer line by the City of Roseburg had definitely conflicted with the contractor's operations and that he had been delayed thereby. He recommended that the extension of time be granted as requested without penalty. The Commission approved the recommendation. (See FOOTNOTE)

18. F. L. Somers, Contract No. 3325 for grading and oil mat surfacing on the West Unit, Deschutes County Line-Prineville Section of the O'Neil Secondary Highway in Crook County, requested an additional extension of time of 13 days from May 31 to June 13, 1951 within which to complete this work. He alleged that inability to secure metal work had prevented the completion of the contract within the limits of the previous extension of time. The Engineer reported that the contractor had completed all work by May 31, 1951 with the exception of some metal flume work, for which he was unable to secure delivery of materials. He recommended that the extension of time be granted as requested without penalty and presented a letter from the Bureau of Public roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract No's 3251, 3299, 3311, 3318, 3325, 3383, 3388, 3392, 3394, 3407, 3418, 3440, 3476, 3484, 3496, 3498, 3508, 3515, 3536, 3546, 3547, 3550, 3553, 3556, 3559, and 3581 for construction of State Highway projects had been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by adoption of the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the following cities and towns had met the legal requirements with respect to expenditure of State Tax Street funds accrued to them during the second six months period of 1950 and that the plans for the work contemplated with such funds have been approved and found satisfactory:

Arlington	$2,091.89
Fossil	1,956.74
Gates	1,296.30
Huntington	2,242.41
Powers	2,749.26

He also reported that the following cities and towns have met the legal requirements with respect to expenditure of State Tax Street funds accrued to them during the first six months period of 1951 and that the plans for the work contemplated with such funds have been approved and found satisfactory:

Barlow	$ 191.54
Boardman	303.91
Canyonville	2,012.48
Culver	768.72
Dundee	786.60
Elkton	510.78
Grass Valley	498.01
Hammond	1,317.81
Huntington	1,864.35
Imbler	380.53
Monument	582.29
Nehalem	687.00
Pilot Rock	2,147.03
Waterloo	459.70
Yamhill	1,374.00

He recommended approval of the plans by the Commission. The Commission approved the plans by adoption of the attached resolutions relative thereto marked EXHIBITS "D-1" and "D-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered adoption of a resolution abandoning to Grant County portions of the West Unit, Hamilton Hill-Long Creek Section of the Kimberly-Long Creek Secondary Highway. The Engineer reported that under terms of an agreement previously executed with the County, the County had agreed to take over and maintain parts of the old highway when the new section has been completed and opened to travel. The newly constructed section has been completed and is open to traffic and he recommended that the resolution be adopted. The Commission thereupon adopted the attached resolution marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed briefly and referred to Commissioner Reynolds with power to act, the renewal of the Commission's forgery bond which expires November 2, 1951.

The Commission considered an agreement with the California-Oregon Power Company for moving power poles along the Barkley Springs-Algoma Section of The Dalles-California Highway. The Engineer advised that on May 22, 1950 an agreement had been entered into with the power company for the movement of certain poles to permit reconstruction of the Barkley Springs-Algoma Section of The Dalles-California Highway in Klamath County. Subsequent to the date of this agreement, it was found necessary to move one additional pole at an estimated cost of $503.12. As this is an obligation of the State by reason of the power company having owned its own right of way, he recommended approval of the additional pole movement. The Commission accepted the recommendation and on the following day signed the agreement.

The Commission considered a request from the Depoe Bay Chamber of Commerce which had been forwarded through the office of Governor McKay for construction of public restrooms in Depoe Bay with State Highway funds. The Engineer pointed out that this same subject has been considered a number of times and each time has been denied. The Commission again denied the request.

The Engineer presented for the Commission's consideration a request from Mr. Archie R. Averill, a contractor, that the penalty previously assessed for overrunning the time limit on Contract 3265 for construction of the Umatilla River bridge at Umatilla be rescinded. He pointed out that Mr. Averill's bid of $94,340 was approximately $20,000 under the second low bid and nearly $27,000 under the Engineer's estimate for the job. Mr. Averill, he stated, is a small contractor who has built many small bridges for the State and has always done good work. On this particular job at Umatilla, he overran his time limit with the result that penalty had been imposed for engineering costs subsequent to April 30, 1951, which amount to approximately $3,000. In view of Mr. Averill's past record, he recommended that the assessment of engineering penalties as previously ordered be rescinded. The Commission approved the recommendation.

The Commission considered and approved granting of a permit to the Bonneville Power Administration to construct an access road on State Highway property in Deschutes County. On the following day the Commission also signed the permit.

The Commission considered a suggestion offered by Arthur R. Kirkham to Governor Douglas McKay that sections or corridors of State Highways be named in honor of certain prominent citizens. After careful consideration, the suggestion was denied.

The Commission considered and approved an extension rider to an existing lease from the O. W. R. and N. Company and the Union Pacific Railroad Company for authority to install underground wiring on railroad property in Burns, Oregon, in connection with the State radio system. On the following day the Commission also signed the extension.

The Engineer presented for the Commission's consideration proposed modifications of the provisions of a permit form governing single trip oversize and overweight movements. He recalled that the original resolution had been approved on July 16, 1951, but there had been protests received from trucking companies, and as a result of conferences with them certain modifications had been agreed upon. He outlined the changes roughly as being, (1) the gross weight on any pair of tandem axles should not exceed 38,000 pounds and (2) a combination gross weight of vehicle and load should not exceed 84,000 pounds. In addition to these modifications he also recommended that the standard permit form be used for occasional single trip movements, such as hydraulic scrapers, equipped with 24 and 25 inch low pressure tires and in which one of the two axle weights exceeds 19,000 pounds. Road stresses for these vehicles with low pressure tires with single axle loads up to 26,000 pounds are no greater than tandem axle loads up to 38,000 pounds with high pressure tires. He recommended that permits be granted as presented. The Commission approved the recommendation and thereupon adopted the attached resolution marked EXHIBIT "F" which resolution by this reference is made a part hereof with like effect as though extended in full herein. (For further details concerning the permit modifications see EXHIBIT "F" and the Engineer's letter dated October 1 in the Commission's files.)

The Engineer requested authority to purchase various types of equipment as itemized in detail in his letter of October 2d, 1951, totaling $152,898. These purchases, he explained, are to be made from funds in the 1951 budget. He also requested that authority be granted to place orders now for the purchase of equipment, the money to be taken from the 1952 budget. Both the Ford Motor Company and the General Motors Company, he stated, have advised that they will not guarantee delivery of light trucks during 1952 unless orders are placed by November of this year. Specifically, he requested authority to place orders for 75 light trucks at $2,500 each, totaling $187,500 as a commitment against the 1952 budget. He also reported that he would recommend to the Commission approximately the same amount in 1952 for the purchase of equipment as was approved in the budget for 1951. In addition to the 75 light trucks, he also requested authority to purchase a posting machine and one comptometer, totaling $4,150. The Commission approved the Engineer's requests.

The Engineer reported that complaints had been received regarding the parking of cars in front of the Valley View Apartments which are located on the Tualatin Valley Highway at the intersection of Canyon Lane and

Canyon Road. An investigation has been conducted disclosing that vehicles parking in front of the apartment house do so at right angles to the highway pavement and vehicles so parked force pedestrians to walk on the traveled roadway. He recommended that that section of the Tualatin Valley Highway between Engineer's Station 14+98.2 and 16+98.2 be posted for parallel parking only. The Commission approved the Engineer's recommendation by adopting the attached resolution marked EXHIBIT "G" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered and accepted a report presented by Mr. H. B. Glaisyer, Commission Secretary, listing papers that he had signed in behalf of the Commission during the preceding month.

The Engineer reported that during the past several years there had been a number of requests to change the stop signs at the intersection of the Pacific Highway West and the Salem-Dallas Highway at Rickreall. At the present time traffic on the Salem-Dallas Highway is required to stop. A recent traffic count disclosed that 65 percent of the traffic enters the intersection from the Salem-Dallas Highway which traffic is now required to stop. In a 5-1/2 year period from January 1, 1946 to June 30, 1951, there were 20 reported accidents at this intersection with four fatalities and six personal injuries. There are presently installed at the intersection a flashing beacon and stop signs; however, due to the wide open nature of the intersection, there is no well-defined stop line. He recommended that the stop signs be changed making the Salem-Dallas Highway the through or preference route and that traffic entering the intersection from US99W be required to stop before proceeding. The Commission approved the recommendation.

The Commission considered a change in previously approved speed zones on the Salmon River Highway in the vicinity of Valley Junction. The Engineer recalled that on November 24, 1947, a 40-mile per hour speed zone had been established on the Salmon River Highway from Mile Post 18.27 to Mile Post 27.83, being from a point east of Grand Ronde to the west limits of Willamina. Since the establishment of this zone, there has been very little compliance with the posted limits and a great deal of objection from the driving public. The matter has been re-investigated, disclosing that there is a need for speed zoning only in the vicinity of Valley Junction and Grand Ronde. He recommended that the resolution enacted November 24, 1947, be rescinded and that a 35-mile per hour speed zone be established between Mile Post 21.59 near Valley Junction, and Mile Post 21.89, just east of the South Yamhill River, and that a 35-mile per hour speed zone also be established between Mile Post 19.57 and Mile Post 20.07 about 0.14 mile east of the road to Grand Ronde Agency. The Commission unanimously approved the recommendation and thereupon adopted the attached resolution marked EXHIBIT "H" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered extending a 25-mile per hour speed zone on the North Santiam Secondary Highway near Big Cliff Dam. The Engineer reported that on August 20, 1951, a 25-mile per hour speed zone

and a "NO PARKING ON HIGHWAY SHOULDERS" regulation had been established between Mile Post 37.36 and Mile Post 36.86 at the dam site. Subsequent to this action, field conditions at the dam have changed so that it is necessary to extend the regulated section and a request to do so has been made by the Army Engineers. His recommendation that a 25-mile per hour speed zone be established on that section of the North Santiam Highway between Mile Post 36.46 and Mile Post 36.86, and also that shoulder parking be prohibited in this section was approved by the Commission who also adopted the attached resolutions marked EXHIBITS "I-1" and "I-2" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered a request from George C. Gillis of Summit, Oregon, for designation of a reduced speed zone in the town of Summit on the Eddyville-Blodgett Highway. The Engineer advised that this request had been investigated, disclosing that the roadway consisted of an 18-foot blacktop pavement, gravel shoulders ranging from two to six feet in width, curved alignment but no greatly restricted sight distances, and three intersecting roads in the section of the community between Mile Post 14.08 and Mile Post 14.44. From January 1, 1946 to June 30, 1951 there were four accidents in this section, all involving property damage only. In view of these facts he recommended that the request for speed zoning be denied and that the "Summit" sign at the northwesterly edge of the community be moved northwest to a point beyond the Grange Hall affording a measure of additional indication to traffic entering the community. The Commission approved the recommendation.

The Commission also considered a request of the Seaside Safety Committee for designation of a reduced speed zone on the Sunset Highway in Elsie. The Engineer reported that an investigation had been made which shows that the alignment through Elsie is on a slight curve with no sight distance complications and that the roadside culture is concentrated on the southwesterly side of the highway. The daily average traffic was found to be 1,500 vehicles, and from January 1, 1947 to December 31, 1950, there were seven reported accidents with eight persons injured but no fatalities. In view of these facts and due to the shortness of the section involved (0.21 mile), he recommended and the Commission approved installation of advance "SLOW CONGESTED ZONE" signs at the approaches to the community in lieu of speed zoning.

Requests from several different sources for speed zoning on the Northeast Portland Secondary Highway in Northeast Portland were considered by the Commission. The Engineer reported that a detailed investigation had been made which disclosed that the section between the east city limits of Portland and the intersection of US30 in Parkrose should be speed-zoned as follows: from the east city limits of Portland, (Mile Post 2.05, N. E. 42d Avenue) to N. E. Culley Boulevard (Mile Post 3.46) 45 miles per hour; from N. E. Culley Boulevard (Mile Post 3.46)

to N. E 82d Avenue (Mile Post 4.20) 35 miles per hour; from N. E. 82d Avenue (Mile Post 4.20) to N. E. Sandy Boulevard (Mile Post 5.10) 45 miles per hour. He recommended that these speed zones be installed. The Commission unanimously approved the Engineer's recommendation by adopting the attached resolution relative thereto marked EXHIBIT "J" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that as a part of the program of speed zoning on the Pacific Highway West, action was taken by the State Speed Control Board on August 27, 1951 establishing a 35-mile per hour speed zone between the east city limits of Lafayette and the west city limits. The overall investigation indicated that a portion of the Pacific Highway West, east of the east limits of Lafayette should be zoned. During the period 1946 to 1950, there were five accidents in this section with one injury. The average daily traffic in 1950 was 5,300 vehicles. He recommended that a 35-mile per hour speed zone be established on the Pacific Highway West outside the east city limits of Lafayette (Mile Post 33.12) and a point easterly thereof (Mile Post 32.92) The Commission unanimously approved the Engineer's recommendation by adoption of the attached resolution marked EXHIBIT "K" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the State Speed Control Board at the request of the City of Medford established certain speed zones within the corporate limits of the city on the Pacific Highway at its meeting August 27, 1951 on Court Street, Central Avenue, and Riverside Avenue. As a part of the overall program of speed zoning, he felt it necessary that the rural extensions of the above-mentioned city streets have certain restricted speed zones established thereon so that there will be an integration of speeds approaching and within the city. To establish such uniform speed zoning on the primary highway approaches to the City of Medford and to coordinate the action of the Speed Control Board, he recommended that the following speed zones be established:

1. On the Pacific Highway from the south city limits of Medford (Mile Post 312.06) to Mile Post 312.76, 45 miles per hour.

2. On the Pacific Highway from the State Highway Section Headquarters (Mile Post 308.45) to the north limits of Medford (Mile Post 309.14 for southbound traffic and at Mile Post 309.26 for northbound traffic) 35 miles per hour.

3. On the Crater Lake Highway from the junction of the Pacific Highway (Mile Post 0.00) to Mile Post 0.30, 35 miles per hour.

The Commission unanimously approved the Engineer's recommendation by adopting the attached resolutions relative thereto marked EXHIBIT "L-1" and EXHIBIT "L-2" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission considered the matter of an overweight violation as committed by Charles Thornton Leeds who was driving a truck belonging to the Brookings Plywood Corporation. The Engineer reported that on September 24, the weighmasters, while operating in the vicinity of Brookings, apprehended this load of logs which, when weighed, was determined to be 28,240 pounds in excess of the permissible weight and was also overheight. The load had entered the Oregon Coast Highway approximately three miles north of Brookings. This Company, he stated, had only recently started hauling logs, and, as of September first, was operating seven trucks and trailers that had been weighed nineteen times with no violations. He recommended that a warning letter be written to the firm, advising that should any of their trucks be apprehended in the future with similar violations, such action may be considered cause to cancel permits for their vehicles. The Commission approved the Engineer's recommendation.

The Commission considered recommendations as made by the Engineer concerning retirement of those employees who will have reached retirement age, or those whose present extension will expire in the first quarter of 1952. The Engineer advise that he had made a report on all persons affected during the year 195 . in order to present a full picture, but at this time asked that the Commission take action on the names of 17 persons reaching retirement age in January, February, or March, 1952. Of the 17 names, he recommended that six be retired, that seven be retained for one year, and that four be retained for a period of three months. This latter group, he pointed out, are all Engineers who have been granted four extensions and all of whom will have reached the age of 70 by March 30, 1952. He also recommended that William Cowgill, Jr., age 66, be re-employed for one year beginning November 1, 1951 and also that Mr. Charles L. Plummer, Sr. be re-employed for a period of one year beginning November 1, 1951. On both employees, re-employment was requested on the basis of adequate physical condition and the inability to secure replacements. The Commission approved the recommendations. (For names of the employees and further details, see Engineer's letter dated October 4, 1951.)

The Commission confirmed the date for the next regular meeting for Thursday and Friday, November 8 and 9, 1951 to be held in the Green Room of the Imperial Hotel in Portland.

The Commission discussed items of "Unfinished Business" as shown on the list dated September 12, 1951 as follows:

1. Cleanup of payments on completed contracts: The Engineer advised that he had submitted his report on this subject on October 3. The Commission ordered the item deleted from the list of "Unfinished Business".

2. Request of Lake County Court to exchange Camas Creek County Road for Adel-Plush Section of the Warner State Secondary Highway: The Engineer stated that this matter had been previously considered by the Commission at this meeting under Agenda item 3-a. The item was ordered deleted from the list.

3. Improvement of Mt. Hood Highway between Parkdale and Hood River: The Engineer recalled that he had presented a report at this meeting but action had been deferred pending the appearance of a delegation. This item to remain on the list.

4. Request of City of DeLake for establishment of permanent grade and installation of curbs on US101 through DeLake: The Engineer reported that an investigation was under way but had not yet been completed. This item to be retained on the list of Unfinished Business.

5. Request of City of Tillamook for construction of new entrance at Wilson River Highway into Tillamook: The Engineer pointed out that he had presented a report at this meeting under agenda item 3-b. The Commission ordered the item deleted from the list.

6. Highway improvements in Salem. The Engineer recalled that an amended agreement clarifying obligations of the City and the right of the State to abandon old highway streets had been approved at this meeting. The Commission ordered the item deleted from the list.

7. Acquisition of Lloyd property along Banfield Expressway in Portland: The Commission ordered this item to be retained on the list of Unfinished Business.

8. Proposed connection to US30 in Portland at 18th and 19th streets: The Engineer advised that other streets are involved in this proposed connection and that his report would be ready at a later date. This item to be retained on the list.

9. Expenditure of secondary funds in Division 4: The Engineer reported that $150,000 had been transferred from Klamath to Crook County. The Commission ordered this item deleted from the list of Unfinished Business.

10. Request to move dirt on Coast Highway two miles south of Waldport: The Engineer stated that the owner of the Edgewater Lodge had been contacted and after reviewing his request, he had been granted permission to move dirt. This item to be deleted from the list.

11. Maintenance of the Paulina Secondary Highway: The item to be retained on the list of Unfinished Business as an economic survey is to be conducted for this highway.

12. Design of signs to be erected at ends of construction work that is under way: This item also to be retained on the list, as the Engineer reported that he had not received replies from as many States as he would like and that he would report later.

13. Request of A. F. of L. for prevailing wage provision in contracts: This item to be deleted, as the Assistant Counsel, Mr. C. W. Enfield advised that the State could not comply. (See report below)

14. Improvement to Noti-Badger Mountain Section of the Richardson-Eugene Highway: The Engineer reported that the necessary investigation on this request was still in progress and that he would report at the next meeting.

15. Sale of land and building at Government Camp: The Right of Way Engineer previously reported that bids had been received for the sale of this property. This item to be deleted from the list of Unfinished Business.

16. Damage to Dodge Bridge on Sams Valley Secondary Highway: Mr. C. W. Enfield, Assistant Counsel, reported that evidence was still being gathered preparatory to taking the matter to court. To be retained on the list.

Mr. C. W. Enfield, Assistant Counsel, presented a report concerning a request from the American Federation of Labor that prevailing wages be paid as a requirement in contracts awarded by the Commission. The Assistant Counsel stated that as a summation of the research in this matter, he could state as follows:

(1) There is no law that requires the Commission to set forth in its specifications that the prevailing wage shall be the minimum wage scale.

(2) The Commission has no authority, even if it wished to do so, to set forth in its specifications what would purport to be a requirement that the prevailing wage be the minimum wage paid, for the Legislature has not named the officer or authority who is to determine what is the prevailing wage.

(3) That a specification requiring that only union labor be employed on the State Highway jobs would be unlawful without the aid of Legislation and that any statute enacted by the Legislature requiring the same would be invalid.

The Commission unanimously accepted the Counsel's report.

The Commission considered a request from the Hammond Lumber Company for a change of access point on the Hammond Lumber Company's property near Detroit on the North Santiam Secondary Highway. The Right of Way Engineer reported that the request would not involve any additional access but only a change and recommended that it be granted. The Commission approved the recommendation.

The Right of Way Engineer presented a proposed exchange of property with the Long Bell Lumber Company in the vicinity of Gardiner, Oregon. He advised that the department needs from the lumber company 4.07 acres valued at $2,205 and that the company wishes to secure 1.844 acres in three parcels in Gardiner, valued at $2,357. The lumber company needs the State property in order to construct a railroad. They also gave to the State some right of way without charge at Mill Creek on the Umpqua Highway. The exchange, he stated, has the approval of the Highway Engineer and he recommended that it be made. The Commission approved the recommendation.

The Engineer reported that construction of the Marks Creek-Jones Ranch Section of the Ochoco Highway in Crook County has been completed and that under the terms of an agreement previously signed by Crook County, the county is to maintain a part of the old route of the highway when the new route is opened to traffic. This has now been done and he recommended that the old right of way be formally abandoned to Crook County. The Commission approved the Engineer's recommendation by adoption of the attached resolution marked EXHIBIT "M", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that construction of the Marks Creek-Jones Ranch Section of the Ochoco Highway in Wheeler County has been completed and that under the terms of an agreement previously signed by Wheeler County, the county is to maintain a part of the old route of the highway when the new route is opened to traffic. This has now been done and he recommended that the old right of way be formally abandoned to Wheeler County. The Commission approved the Engineer's recommendation by adoption of the attached resolution marked EXHIBIT "N", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed an agreement with Jackson County whereby the county agrees to accept a portion of the old right of way of the North Unit, Antelope Creek-Medford Section of the Crater Lake Highway when construction on this section has been completed and the new route is opened to traffic. The Engineer advised that the agreement has been signed by Jackson County officials, approved by the Chief Counsel, and he recommended that the Commission approve it. The Commission accepted the Engineer's recommendation and on the following day signed the agreement.

The Commission considered adoption of a resolution by which the State would accept jurisdiction of the Crescent Lake County Road in Klamath County as the Crescent Lake Secondary Highway No. 429. The Engineer reported that the Commission and Klamath County, on November 8, 1949, had at that time agreed that the State would take over this road if the county would take over a part of the old route of the Barkley

Springs-Algoma Section of The Dalles-California Highway. The resolution before the Commission, he stated, carries out the intent of the previous arrangement as far as the Crescent Lake road is concerned. The Commission thereupon adopted the attached resolution relative thereto marked EXHIBIT "O", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered adoption of a resolution abandoning parts of the Barkley Springs-Algoma Section of The Dalles-California Highway to Klamath County when the new route is completed and open to traffic. The Engineer advised that this resolution is the culmination of an agreement dated January 26, 1950 relating to the use and jurisdiction of the abandoned sections and that under the agreement and the proposed resolution, the sections are to be maintained by Klamath County as the new section is now open to traffic. He recommended that the resolution be adopted. The Commission approved the recommendation by adoption of the attached resolution marked EXHIBIT "P", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered an agreement with Tillamook County covering relocation of a section of the Oregon Coast Highway in Tillamook County, known as the Bay City-Kilchis River Section. The Engineer reported that the agreement provides that the county is to maintain certain parts of the old section of the highway when the new section has been completed and opened for traffic. He recommended that the agreement be approved. The Commission approved the recommendation and on the following day signed the agreement.

The Commission also considered a form of agreement between the State, the City of Reedsport, and Union High School District No. 13 in connection with the Reedsport-Winchester Bay project on the Oregon Coast Highway in Douglas County. The agreement, the Engineer advised, provides a cooperative arrangement whereby the city may install a water line on State Highway right of way during construction of this section of road, and that the school district is to maintain a landscaped area incorporated in the plans for construction. He recommended that the agreement be signed. The Commission accepted the Engineer's recommendation and on the following day signed the agreement.

The Engineer requested authority to have Porter W. Yett lay 6,000 tons of asphaltic pavement on the Front Street job in Coos Bay at a cost in addition to the bid price of $1.25 per ton, totaling an increase of $7,500 in the contract authorization. He reported that the principal contractor had failed to get the paving done as soon as had been planned and that in order to relieve the congested traffic on Broadway Street it was deemed advisable to have the work

done by Mr. Yett even though the cost is more than stipulated in the contract. The Commission approved the recommendation.

The Engineer brought up for the Commission's consideration the conducting of a reconnaissance survey from Euchre Creek to Gold Beach to Brookings on the Oregon Coast Highway. He stated that property has been purchased along the coast for the Samuel H. Boardman Park and that in purchase of the right of way it had been borne in mind that the future location of the highway may be through the park property and it is needful to know the cost of reconstructing the highway on or near its present alignment or on new alignment. He requested authority to expend $25,000 in conducting such a survey. The Commission unanimously approved the request.

The Commission discussed with the Engineer problems of the several delegations to appear on the following day. No action was taken at this time.

The meeting adjourned at 5:00 p.m. to reconvene the following morning at 9:00 a.m. in the same location.

Portland, Oregon
October 12, 1951

The State Highway Commission reconvened in regular session at 9.00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
C. W. Enfield, Assistant Counsel
Fred A. Miller, Assistant Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

Bids as follows for highway construction projects were opened and read aloud by the Secretary in conformance with previously published notice, at the conclusion of which the Secretary, as requested by the Chairman, announced that award of contracts would be made at 3:30 p.m.:

MT. HOOD HIGHWAY IN CLACKAMAS COUNTY
DORMITORY AT TIMBERLINE JUNCTION

McKel, Inc., Portland	$ 59,772.00
Serge R. Perrin, Oregon City	59,969.00
Thompson & Georgeson, Inc., Portland	62,925.00

MT. HOOD HIGHWAY IN CLACKAMAS COUNTY (cont.)
DORMITORY AT TIMBERLINE JUNCTION

H & R Construction Co., Beaverton	66,757.62
Blanchard Construction Co., Portland	69,802.00
Gilbert Roberts, Hood River	69,905.00
Donald M. Drake Co., Portland	72,276.00

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY
JAYMAR OVERCROSSING

Orlando C. Bennard, Portland	$ 20,654.00
Snook Brothers, Corvallis	21,232.00
Lindstrom Brothers, Portland	21,758.00
Erick Enquist, Troutdale	22,252.00
Leonard & Slate Oregon Limited, Portland	25,260.00
Kuckenberg Construction Co., Portland (1)	26,110.00
Valley Construction Co , Portland	26,171.00
Parker-Johnson Co., Portland	29,179.00

(1) Bidder will accept this project only in combination with Wygant Park-Hood River Project.

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY
WYGANT PARK-HOOD RIVER SECT.

	Using Concrete or Metal Guard Fence Posts	Using Treated Timber Guard Fence Posts
Guy F. Atkinson Co., Portland	$1,821,465.65	-------
Leonard & Slate Oregon Limited, Portland	1,905,712.00	-------
Kuckenberg Construction Co., Portland	1,956,245.00	$1,956,245.00
General Construction Co., Seattle, Washington	1,972,795.25	-------
White Brothers Co., Walla Walla, Washington	2,062,217.45	-------
Carl M. Halvorson, Inc., Portland	2,074,548.25	2,073,548.25
Peter Kiewit Sons Co., Longview, Washington	2,358,101.50	-------
McNutt Brothers, Eugene	2,420,142.70	2,421,142.70

THE DALLES-CALIFORNIA HWY. IN KLAMATH COUNTY
GILCHRIST-WILLAMETTE JUNCTION UNIT

R. A. Heintz Construction Co., Portland	$ 689,468.50
Berke Brothers, Portland	713,621.00

THE DALLES-CALIFORNIA HWY. IN KLAMATH COUNTY (cont.)
GILCHRIST-WILLAMETTE JUNCTION UNIT

C. R. O'Neil, Creswell	$ 722,166.00
E. C. Hall Company, Portland	722,669.00
Pacific Sand and Gravel Co., Centralia, Washington	729,150.00
Babler & Rogers, Portland	742,847.00
Porter W. Yett, Portland	745,860.50
J. N. Conley, Portland	750,348.80
K. F. Jacobsen, Inc., & J. M. Arenz, Portland	750,963.00
J. C. Compton Co., McMinnville	763,456.50
Kuckenberg Construction Co., Portland	773,082.00
McNutt Brothers, Eugene	778,211.60
Acme Construction Co., & F. H. McEwen, Eugene	791,270.50

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY
BAY CITY-TILLAMOOK SECTION

Heavy Hauling Company, Astoria	$ 238,645.00
Erland & Blickle, Portland	257,043.00

TILLAMOOK COUNTY
BAY CITY-TILLAMOOK SECTION STRUCTURES

Tom Lillebo, Reedsport	$ 184,232.00
Port Construction Co., Port Angeles, Washington (1)	193,549.00
Hamilton & Thoms, Eugene	206,657.00
Valley Construction Co., Portland	209,458.50
Lindstrom Brothers, Inc., Portland	209,668.00
General Construction Co., Portland	237,547.50

(1) Bidder will not accept projects totaling over $220,000.00

TILLAMOOK COUNTY
JOHNSON BRIDGE OVER TRASK RIVER

Tom Lillebo, Reedsport	$ 79,045.00
Port Construction Co., Port Angeles, Washington (1) (4)	82,823.00
Lindstrom Brothers, Inc., Portland	93,015.80
C. J. Eldon, Portland (2)	99,827.60
Valley Construction Co., Portland (3)	100,469.00

(1) If also awarded Dougherty Slough Bridge Section will make lump reduction of $1,000.00

(2) If also awarded Dougherty Slough Bridge Section will make lump reduction of $3,000.00

(3) If also awarded Dougherty Slough Bridge Section will make lump reduction of $5,000.00

(4) Bidder will not accept projects totaling more than $220,000

October 12, 1951

TILLAMOOK COUNTY
DOUGHERTY SLOUGH BRIDGE

Tom Lillebo, Reedsport	$ 47,594.00
Port Construction Co., Port Angeles, Wash. (1)	50,244.00
Lindstrom Brothers, Inc., Portland	61,801.40
Valley Construction Co., Portland	65,312.00
C. J. Eldon, Portland	70,589.60

(1) Bidder will not accept projects totaling over $220,000.00

The Engineer reported that as previously authorized by the Commission he had caused to be conducted detailed surveys on the following sections of state highways:

1. The Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County. (Engineer's Station 0+00 at Newport to Engineer's Station 293+00 west of Toledo)

2. The Divide-Anlauf Section of the Pacific Highway in Douglas County. (Engineer's Station 297+00 at Anlauf to Engineer's Station 1048+80 south of Divide)

3. The Eagle Creek Section of the Clackamas Secondary Highway in Clackamas County. (Engineer's Station 994+00 to 1049+42.69)

The proposed locations as shown by the surveys represent the most feasible routes for reconstruction considering costs, safety and benefit to the general public and he recommended that they be adopted. The Commission approved the Engineer's recommendation and thereupon adopted the attached resolutions relative thereto marked EXHIBITS "S-1" and "S-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Judge Wallace Telford and Commissioner Bob Jones representing the Clackamas County Court appeared before the Commission to request an exchange of county roads on the Federal Aid Secondary System: Judge Telford requested that the Aemisigger Hill-Bradley Richy Road No. 1671, consisting of $3\frac{1}{2}$ miles, and Market Road No. 17, consisting of 2 miles, or a total of $5\frac{1}{2}$ miles be placed upon the Federal Aid Secondary System, and that there be deleted from the FAS System a section of Market Road No. 28 between Carver and Park Place, consisting of $5\frac{1}{2}$ miles. He urged that the exchange be made as the section now on the FAS System is not a heavily traveled road, whereas the section requested bears very heavy traffic, including the hauling of lumber and logs. He also brought up the matter

of an allocation of $50,000 which has been made by the State for rebuilding with FAS funds the bridge over Kellogg Creek. He pointed out that the County has on hand two 61-foot steel railroad girders and three truss beams for a bridge and suggested that in lieu of spending the allocation on the Kellogg Bridge, that the County be permitted to construct it with their own funds, and that the $50,000 allocation be diverted to a project on market roads No. 14, 16 and 34 for widening the pavement three or four feet on each shoulder. Chairman Chandler concluded the discussion by advising the delegation that the Engineer would study their requests, contact them, and report to the Commission at a later date.

A delegation representing the Hillsboro City Council appeared before the Commission requesting that a study be made with a view to relieving traffic congestion on the highway within the city. Present were:

J. W. Barney, City Manager
L. J. Alder, Mayor
Thomas Doyle and Harley Cruse, Councilmen
Carroll Bradley, Asst. City Attorney

Mr. Barney who acted as spokesman, pointed out that there is much congestion of traffic within the city and that there is a definite need for a study to alleviate this condition with a possibility of either widening the highway or installing a one-way system. City officials, he stated, are well aware that no matter which program is undertaken there will be opposition from some sources; and with that thought in mind, the City feels that a complete and thorough study should be made. He requested that the Highway Department make the study. Chairman Chandler advised the delegation that the Commission in the past has made it a policy to perform such services when requested by the cities. The survey, he added, will be performed as requested when engineering personnel is available and after the City has submitted the request in writing.

County Judge Sewell Stanton and Mr. George Taylor, both from Ontario in Malheur County appeared before the Commission to request highway improvements in Malheur County. Judge Stanton thanked the Commission for work performed in Malheur County and requested that the proposed cut-off between Ontario and Huntington be placed in the immediate State Program; that the project for widening US30 from Ontario to the Snake River Bridge be completed at an early date; and that early improvement be made on the farm to market road south of Ontario from the Ontario Livestock Commission to Highway 28. He presented a resolution from Idaho State Representative Allen Gowey, a resolution from the Malheur County Highway and Industrial Development Association approved by the Malheur County Court endorsing early construction of the Ontario-Huntington cut-off, and also a resolution from the Malheur County Highway and Industrial Development Association approved by the Malheur County Court urging improvement on the farm to market road from the Stock Auction Yards to U. S. Highway No. 28. Chairman Chandler thanked the delegation

for their expression of appreciation for work completed and advised them that their requests would be given consideration.

State Representative J. S. "Jack" Greenwood appeared before the Commission regarding the bid he had submitted for purchase of the old maintenance site and buildings at Government Camp. He asked that the Commission rescind award of the property to him as he expressed the feeling that a number of people who are his neighbors may have wanted to bid on the property but did not know that it was for sale even though it had been properly advertised. Inasmuch as these people are his neighbors and friends, and he did not wish to create an antagonistic feeling among them, he requested that he be allowed to withdraw his bid. Chairman Chandler stated that his request would be considered by the Commission during the lunch hour. (Later in the day this matter was again discussed and the Commission decided unanimously to release Mr. Greenwood from his bid. The Right of Way Engineer was instructed to determine if the property should be re-advertised for sale, and if so determined to re-advertise it.)

A delegation representing the US Highway 20 Association appeared before the Commission concerning improvement of the Corvallis-Newport Highway between Newport and Toledo. The following people were present:

Marion E. Cady, Mgr., Bend Chamber of Commerce
Frank Updyke, Pres., Highway 20 Assoc., Toledo
Kurt Kiesow, Director, Highway 20 Assoc., Toledo
Mel Hammerness, Director, Highway 20 Assoc., Toledo
C. H. Bogert, Mayor of Toledo
Mrs. C. H. Bogert, Toledo
James M. Howes, Secy., Highway 20 Assoc., Newport
Russell Gardner, State Senator, Newport

Mr. Kurt Kiesow who acted as spokesman stated that they had just heard that the survey between Newport and Toledo had been approved by the Commission and in behalf of the delegation he thanked the Commission for their action. He expressed the hope that there would be funds available for extending the project at a later date. He also expressed appreciation for work performed on US20 between Bend and Burns and between Sisters and Bend. State Senator Russell Gardner stated that the Mayor of Newport had asked him to express the City's thanks for adoption of the Newport-Toledo survey. Chairman Chandler concluded the interview by expressing the Commission's appreciation for the attitude shown by the delegation.

The Assistant Highway Engineer, Mr. W. C. Williams, reported that the conditions under which the contract for the Vida-Belknap Springs rock production project had been awarded to E. H. Itschner Company

had been satisfied and that contract forms had been sent to the contractor for execution. Bids on the project were received by the Commission on September 12, 1951.

The Assistant Engineer also brought up the matter of formal adoption of a resolution outlining the amounts and conditions under which charges are made to utility companies to cover administrative costs of issuing permits to allow their facilities on the highway right of way. He recalled that this matter had been discussed at a previous meeting and confirmed as a matter of policy. He recommended that the resolution be formally adopted at this time. The Commission thereupon adopted the attached resolution marked EXHIBIT "Q", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Doctor B. R. Sharff appeared before the Commission representing the Enterprise Chamber of Commerce. He asked that a reduced speed limit be placed on the Wallowa Highway between Minam and Wallowa or that the highway be reconstructed to modern standards as the present highway is exceedingly dangerous to the traveling public. Chairman Chandler stated that the project would be considered when money is available.

A delegation from Wemme and vicinity appeared before the Commission and requested improvement to the Mt. Hood Highway in the vicinity of Cherryville. The following people were present:

Hon. J. S. "Jack" Greenwood, State Representative, Wemme
Marion E. Cady, Mgr., Chamber of Commerce, Bend
Jim Langdon, District Ranger, Zigzag
Lester Houk, Central Oregon Chamber of Commerce, Redmond
E. S. Young, Crown-Zellerbach Corp., Brightwood
Wm. Jossy, Bend-Portland Truck Co., Bend
Joe Thomison, representing Central Oregon Stockmen, Prineville

State Representative J. S. Greenwood headed the delegation and acted as spokesman, introducing the various members of the delegation. He pointed out the very crooked, narrow condition of a section of the Mount Hood Highway beginning at a point about four miles east of Sandy and extending easterly for a distance of about 11 miles. He called attention to the fact that there is much heavy truck traffic, particularly in the summer, and that passing lanes are badly needed on the steeper grades to allow faster moving traffic to get by. Mr. Jim Langdon, District Ranger for the Forest Service, outlined the large amount of timber which the Forest Service plans to sell or has sold in this vicinity, all of which will be hauled over the highway. He anticipated that there would probably be about 25 million feet to be hauled during 1952 as compared with about 12 million feet in 1951 and smaller amounts in 1950 and 1949. It was also pointed out that much produce from Eastern Oregon is hauled over this highway, particularly cattle and lumber. Mr. Joe Thomison emphasized this point citing the loss in weight suffered by cattle when trucks are

delayed while hauling over the Mt. Hood Highway. Mr. Greenwood concluded the delegation's remarks by requesting that the Commission consider whatever improvements are possible, particularly passing lanes for trucks. Chairman Chandler stated that their request would be given serious consideration. (Later in the day the Commission authorized the Engineer to make a location survey on this section).

Mr. Glaisyer, the Commission's Secretary, advised that he plans to be out of the state for about three weeks during the later part of October and the early part of November and during his absence he requested that the Commission designate Mr. Floyd Query as Acting Secretary. The Commission approved the recommendation by adopting the attached resolution relative thereto marked EXHIBIT "R", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Chairman Chandler inquired of the Ass't Counsel as to progress in collection of the bid bond forfeited by the State Construction Company on their bid to construct the Marion Street Bridge piers across the Willamette River in Salem. Mr. Enfield replied that the matter is being prosecuted and that attorneys for the contractor have filed an answer.

Mr. Glaisyer brought up the matter of a telephone request from a representative of the State Forestry Department concerning a permit for a road on State Highway property adjoining the Fishhawk Falls Secondary Highway in Clatsop County. He recalled that at a previous meeting the Commission had approved a request granting the use of highway property for a log hauling road for a period of one year. The State Forestry Department has now advised that they have a large amount of timber to come out over this road and that in order to get good bids for the timber they wish to have the period of their lease or permit extended from one to two years. The Commission unanimously approved the extension of the lease.

Chairman Chandler inquired of the Engineer as to the status of survey work for location of the Umpqua Highway in and along the Umpqua River. The Engineer reported that he anticipated the survey would be ready for presentation to the Commission in November or December of this year.

Chairman Chandler also requested the Engineer to prepare a map for the Commission showing the location of survey parties.

The Engineer presented an oral report on progress being made for transfers of property with the Union Pacific Railroad in connection with construction and proposed construction of the new alignment of the Columbia River Highway in the Columbia River Gorge. He pointed out that years ago a survey had been conducted by the

Railroad Company called the "Roberts Projection" which allowed room for the Railroad Company to straighten and improve their tracks. In the highway construction now being conducted, the "Roberts Projection" has been respected but he suggested that if the Railroad Company did not show a more lenient attitude in dealings with them concerning right of way that the State cease to respect the "Roberts Projection". He requested authority for himself and the Assistant Counsel, Mr. Enfield, to contact head officials of the Union Pacific Railroad Company when they are in Omaha during the latter part of October. The Commission approved the request.

The meeting recessed at 12:00 noon and reconvened at 2:00 p m. in the same room with the same persons present and participating.

Chairman Chandler stated that the Commission would go along with the proposed change in the Forest Highway Program increasing the allotment for work on the Cascade Lakes Forest Highway from $90,000 to $130,000. (The Secretary gave to Mr. Kellogg of the Forest Service a letter signed by two members of the Highway Commission concerning the change in program.)

Mr. Gil Wright, Baker County Commissioner from New Bridge, appeared before the Commission concerning plans the Commission might have for highway construction in Baker County. He inquired if it was true that if more work is performed on the Sumpter Valley Secondary Highway, that it would not be possible to do other jobs in the county. Chairman Chandler replied that available money is allocated in an equitable manner over the state and that if the funds are spent on primary and secondary State highways it would not be possible to spend additional funds on Federal Aid Secondaries. Mr. Wright stated that the county road in Baker County known as the Wingville Route between Baker and Pocahantas is their number one project following the work on the Sumpter Valley Highway. Chairman Chandler concluded the interview by stating that the Commission cooperates with the county courts in allocating available funds for improvement of county roads, but the Commission could not state at this time when additional funds will be available.

A delegation representing the John Day Chamber of Commerce composed of the following people appeared before the Commission concerning improvement of several sections of highways in Central Oregon:

I. B. Hazeltine, Secretary, John Day Chamber of Commerce
E. L. Knox, Dr. Jerry VanderVlugt and L. D. Wilson, all members of the John Day Chamber of Commerce

Mr. Hazeltine, who acted as spokesman, outlined the projects in which they were most interested as follows:

1. Early completion of the section between Mt. Vernon and John Day on US Route 28.

2. Removal of dangerous curves in the Brogan Hill Section of US28.

3. Improvement of the John Day-Pendleton Highway from John Day to Mountain Rest.

4. Elimination of curves east of Mitchell on Highway 28.

5. Elimination of sharp curves on Highway 19 near Service Creek.

6. Improvement on Highway No. 28 east of Austin Junction by cutting out sharp curves.

Chairman Chandler advised the delegation that the survey from Mt. Vernon to John Day was complete and it was anticipated that bids would be received for construction on this section in the spring of 1952. He pointed out that much of the work on Highway 395 comes under jurisdiction of the United States Forest Service and that improvements are conducted by them. The Commission, he added, will give serious consideration to the requests as submitted by the delegation.

Mr. Elmer Bankus appeared before the Commission requesting that some provision be made so that he could use land located in Brookings and previously deeded to the State. He recalled that sometime in the past he had deeded right of way for highway purposes with an understanding (not written into the deed) that if the property was not needed it would be deeded back to him. Chairman Chandler stated that the Commission had several times considered his request for return of the property and that in each instance the Engineer had recommended against it on the basis that the property is needed for highway purposes. Mr. Bankus questioned the statement that the property is needed for highway use and suggested that if the property could not be deeded back to him that it be leased to him for a period of 15 years or more with the understanding that at any time it is needed for highway purposes the lease could be cancelled. He also stated that he would not ask for more than two accesses and emphasized the point that he needed the property badly for the development of his business. The Engineer was instructed by the Commission to discuss the matter with the Assistant Engineer and the Legal Department and report to the Commission later.

The Engineer presented for the Commission's consideration a proposal that the Wocus Marsh job on the Klamath Lake Secondary Highway, for which $413,000 has been allocated, be combined with

the adjoining section for which $500,000 has been allocated and that the two jobs be advertised as one with bids to be received sometime in the spring after snow has left the ground. He pointed out that bids had been received several times on the Wocus Marsh job alone and had been rejected as being too high. It was his thought that if the two jobs could be combined, the one larger job might be more attractive to contractors, thereby securing a lower bid. The Commission approved the Engineer's suggestion.

The Engineer requested that he be given authority to conduct a survey for relocation of the Mt. Hood Highway on a section approximately 11 miles long beginning at a point about four miles east of Sandy and extending easterly from that point. The Commission authorized the survey as requested by the Engineer.

A delegation consisting of the following residents of North Powder and other users of the Anthony Lakes Road appeared before the Commission to protest a grade crossing of the Anthony Lakes Road at US Highway No. 30 near North Powder:

Roger Loennig, Member of State Legislature, Baker
County Rural School Board, Haines
A. W. Peters and Merton A. Davis, farmers, North
Powder
John Davis, farmer and stock raiser, North Powder

Mr. Loennig acted as spokesman and pointed out that the Anthony Lakes Road served a populous farming community and in addition carried considerable log traffic. It was his feeling that crossing US30 at grade by the Anthony Lakes Road would be exceedingly dangerous and that the Anthony Lakes Road should be carried beneath the primary highway. He presented to the Commission a petition signed by residents of North Powder and vicinity endorsing the construction of an underpass. Mr. Davis emphasized the amount of farm products hauled on the Anthony Lakes Road and also pointed out that many tourists travel this road in visiting Anthony Lakes. The Engineer stated that there are many other highway grade crossings in the state which carry more traffic than this one, and he pointed out the type of stage construction in such instances, generally followed in the order mentioned: first, channelizing of the intersection; second, installation of traffic lights; and third, construction of an underpass. The cost of the underpass he estimated at about $60,000. Chairman Chandler concluded the interview by stating that no action could be taken at this time but that the Commission would have to wait and see how the intersection actually worked when it is in operation.

The Engineer brought up the matter of allowing the proprietor of the "Chicken in the Rough" restaurant in Gladstone to perform landscaping on state highway right of way in front of his property. He recalled that this man had already put in grass and other beautification

improvements on highway right of way and had asked permission to make additional beautification improvements. Inasmuch as the work he proposes to do will be of benefit to the right of way, he recommended that he be granted a revocable permit to perform this work and include in the permit the work that he has already performed. The Commission approved the recommendation.

Chairman Chandler brought up the matter of appointing a new Chief Counsel to succeed the late J. M. Devers. Commissioner Reynolds moved that Mr. C. W. Enfield, present Assistant Counsel, be appointed as Chief Counsel at a salary of $700.00 per month and that Mr. Fred A. Miller be appointed as Assistant Counsel at a salary of $600.00 per month. He also moved that Mr. J. W. DeSouza be paid $550 per month; G. E. Rhode, $460.00 per month; Mr. R. G. Wykoff $460.00 per month; and that Mr. T. J. Reeder be paid $375.00 per month. Commissioner McIver seconded the motion and it was declared passed unanimously. The Commission also adopted the attached resolutions relative thereto marked EXHIBITS "T-1" and "T-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

Commissioner Reynolds also moved that changes be made in Accounting classifications effective September 1, as follows:

Malcolm H. Hawke — Auditor — $700.00 per month

Present Classification	Proposed Classification	Proposed Scale
Accounting Clerk	Junior Accountant	272 - 336
Accountant I	Accountant I	309 - 379
Accountant II	Accountant II	350 - 426
Accounts Executive I	Accounts Executive I	410 - 495
Accounts Executive II	Accounts Executive II	477 - 570
Accounts Executive III	Accounts Executive III	551 - 651

Commissioner McIver seconded the motion and it was declared passed unanimously.

The Honorable C. L. Allen, Deschutes County Judge was present and paid his compliments to the Commission.

At 3:30 p.m. Commissioner Reynolds publicly announced awards of contracts, bids for which were received by the Commission at the morning session as follows, the Commission's action in each instance being by unanimous vote:

"Construction of a dormitory building at Timberline Junction on the Mt. Hood Highway in Clackamas County. McKel, Inc., Portland, submitted the low bid at $59,772. Six higher bids were received. The contract has been awarded to the low bidder, McKel, Inc., at their bid price.

"Construction of the Jaymar Overcrossing on the Columbia River Highway at Hood River in Hood River County. Orlando C. Bennard, Portland, submitted the low bid for this job at $20,654. Seven higher bids were submitted. The bid of Orlando C. Bennard is accepted subject to completion of acquisition of all rights of way within 60 days, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as the right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County. The low bid for this project, using concrete or metal guard fence posts, was submitted by Guy F. Atkinson Company at $1,821,465.65. Seven higher bids were received. The bid of Guy F. Atkinson Company is accepted subject to completion of acquisition of all rights of way within 60 days, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County. R. A. Heintz Construction Company, Portland, submitted the low bid for this job at $689,648.50. Four higher bids were submitted. The bid of R. A. Heintz Construction Company is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County. Heavy Hauling Company, Astoria, submitted the low bid for this job at $238,645. Only one higher bid was received. The bid of Heavy Hauling Company is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of six bridges on the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County. Tom Lillebo, Reedsport, submitted the low bid for this work at $184,232. Five higher bids were submitted. The low bid of Tom Lillebo is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of Johnson Bridge over the Trask River on Tillamook County Market Road No. 13. Tom Lillebo Reedsport, submitted the low bid for this work at $79,045. There were four higher bids received. The contract has been awarded to the low bidder, Tom Lillebo, at his bid price.

"Construction of the Dougherty Slough Bridge on Tillamook County Road No. 12. Tom Lillebo, Reedsport, submitted the low bid for this job at $47,594. Four higher bids were received. The contract has been awarded to the low bidder at his bid price."

Agreements and other papers as follows were signed by the Commission:

Agreement covering maintenance of Fern Ridge Dam Recreational Area.

Renewal of Lease Agreement covering maintenance station at Newberg.

Amended Agreement with the City of Salem covering highway improvements in Salem.

Agreement with Homer C. Beach and wife disposing of claim to their property on Corvallis (east side) Secondary Highway.

Agreement with California-Oregon Power Co. covering movement of power poles along Barkley Springs-Algoma Section of The Dalles California Highway.

Permit to Bonneville Power Administration for construction of access road on State Highway property in Deschutes County.

Extension Rider to existing lease from OWR&N Co. and Union Pacific Company for authority to install underground wiring on railroad property in Burns, Oregon.

Agreement with Jackson County covering abandonment of a portion of old right of way on North Unit, Antelope Creek-Medford Section of the Crater Lake Highway.

Agreement with St. Helens Pulp and Paper Company to cross Short Sand Beach State Park with logging road.

Agreement between State, City of Reedsport, and Union High School District No. 13 in connection with Reedsport-Winchester Bay project on Oregon Coast Highway.

Bargain and Sale Deed conveying four parcels on Front Street, in Coos Bay, to the Southern Pacific Company in accordance with Agreement authorized by the Commission on August 3, 1951.

1975

Agreement with Geo. H. Besendorfer & Martha Besendorfer covering Lease for Road Materials on property situated in Malheur County Oregon.

"Indenture of Access" to Hammond Lumber Company covering the change of access point on the North Santiam Highway at Detroit.

Agreement with Union Pacific & O.W.R. & N. covering encroachments at Mitchell Point on the Columbia River Highway.

Lease for Land to Ben F. Burgess & Fred Hadlock for parts of Lots 10 and 11, Block 34, Coos Bay Platt B. Consideration $50.00 annually.

Agreement with Tillamook County covering the relocation of a section of the Oregon Coast Highway in Tillamook County.

Bargain & Sale Deed to Gardiner Lumber Company for land in the Town of Gardiner, Douglas County.

Bargain & Sale Deed to Roy L. Comrie for a parcel of land in the City of Pendleton, Umatilla County.

Bargain & Sale Deed to Benton County for tracts of land acquired in 1948 by State of Oregon for the right of way of the relocated Albany-Buena Vista County Road in Benton County.

Bargain & Sale Deed to Russell O. Reed and Mary E. Reed for a parcel of land in Clackamas County.

Bargain & Sale Deed to Union County for a parcel of land extending from the relocated Oregon Trail Highway to Ladd Canyon Market Road in Union County. The parcel of land to which this description applies contains 1.26 acres.

Quitclaim Deed to J. G. Houghton for a parcel of land lying in the East half (E½) of Section 4, Township 17 South, Range 12 West, W.M. Lane County, Oregon.

Release of California-Oregon Power Company with respect to the elevation of Klamath Lake on the Rocky Creek-Wocus Marsh Section of the Klamath Lake Secondary Highway.

There being no further business to come before the Commission, the meeting adjourned at 3:45 p. m.

Chairman

State Highway Engineer

Commissioner

Commissioner

ATTEST:

Secretary

October 12, 1951

EXHIBITS "A" through "U"

Minutes of

October 11 and 12, 1951

EXHIBIT "A"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #3 - T. H. BANFIELD EXPRESSWAY

14742 - Pacific Power & Light Co. (Johnson)
Right of Way
Option expires November 18, 1951

1,880 sq. ft. at $0.20 per sq. ft.	$ 376.00
Allowance - moving & relocating sub station	7,741.00
Amount to be paid owner - chrg to Right of Way	$ 8,117.00

Takes all -

Grantor to remove all equipment by June 30, 1952

(cont.)

19778

EXHIBIT "A" (cont.)

UNIT #3 - T. H. BANFIELD EXPRESSWAY (cont.)

(Johnson)

14742-A-Pacific Power & Light Co.
Right of Way
Option expires November 18, 1951

4,000 sq.ft. at $0.25 per sq.ft. $ 1,000.00

Amount to be paid owner - chrg to Right of Way $ 1,000.00

Grantor to remove any and all electrical equipment by June 30, 1952

Takes all -

UNIT #5 - T. H. BANFIELD EXPRESSWAY

(Johnson)

17656 - Landwer, Simon J. and Pearl H.
Right of Way
Option expires November 2, 1951

2.48 acres at $1,250 per acre $ 3,100.00
Allowance - 65 rods of fence at $5.00 per rod 325.00
for loss of ground for private road 350.00

Amount to be paid owner - chrg to Right of Way $ 3,775.00

THINGS TO BE DONE BY THE STATE:

State to protect a spring water supply that lays north of right of way.

Grantor to have until June 30, 1952 in which to remove crop.

Access controlled - no access allowed

Confirmation of phone approval by M. K. McIver - October 1, 1951

BOONES FERRY ROAD MARION CO. LINE UNIT-BARBER BLVD-WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY

(Johnson)

17541 - Eade, Belle
Right of Way
Option expires March 11, 1952

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION CO. LINE UNIT-BARBER BLVD-WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY (cont.)

17541 - Eade, Belle (cont.) (Johnson)

1.75 acres at $400.00 per acre	$ 700.00	
Allowance - Severance damage	260.00	
- 38 rods of fence at $3.50 per rod	133.00	
Amount to be paid owner - chrg to Right of Way		$1,093.00

Access controlled - No access except by County Rd.

17490 - Foster, William A. and Dorothy J. (Smith)
Right of Way
Option expires March 16, 1952

1.73 acres at $500 per acre	$ 865.00	
33 rods of fence at $3.60 per rod	118.80	
Allowance-Brick lined dug well	400.00	
- Spring	450.00	
- Removal of buildings	330.00	
- Severance damages	348.00	
Amount to be paid owner - chrg to Right of Way		$2,511.80

Access controlled - no access allowed

17526 - Van De Moortele, Louis and Daisy D. (Smith)
Right of Way
Option expires February 21, 1952

8.44 acres at $308.00 per acre	$2,598.00	
171 rods of fence at $3.50 per rod	578.50	
Allowance-moving & reestablishing barn, granary, garage, etc.	6,837.00	
-Berry plants	538.00	
-Rearranging water pipes	250.00	
-Replacement of berry patch shelter	150.00	
Land and allowance for rearranging farm road	255.00	
Severance damage	3,768.66	
Amount to be paid owner - chrg to Right of Way		$14,975.16

Access controlled - no access allowed

Confirmation of phone approval by M. K. McIver - 9/26/51

(cont.)

18760

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD.-WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY (cont.)

17521 - Aden, Emery D. and Alice I. (Smith)
Right of Way
Option expires March 16, 1952

.32 acres at $1,000 per acre	$ 320.00	
Allowance-27 rods of fence at $3.69-per rd.	99.50	
Amount to be paid owner - chrg to Right of Way		$ 419.50

Access controlled - no access allowed

17927 - Sagert, Fred and Orpha C., also Mary Sagert (Smith)
Right of Way
Option expires March 24, 1952

.118 acres Lump Sum	$ 50.00	
Damages	50.00	
21 rods of fence	94.50	
Amount to be paid owner - chrg to Right of Way		$ 194.50

Access not controlled -

4847 - Martinazzi, Julius and Nettie (Smith)
Right of Way
Option expires November 25, 1951

9.48 acres at $400 per acre	$3,792.00	
178 rods of woven wire fence at $4.50 per rod	801.00	
Allowances-for burying 6" concrete tile sleeve under right of way prior to const.	450.00	
-Reestablish private power line to well	350.00	
-Removal of the hog shed and pens	25.00	
Severance damages	4,028.00	
Amount to be paid owner - chrg to Right of Way		$9,446.00

THINGS TO BE DONE BY THE STATE:

Construct an approach from Sagert County Road into Grantors property. Road to be gravel surface 12' wide and 6" deep. Estimated Cost	$ 500.00	
Amount to be charged to Construction		$ 500.00
GRAND TOTAL (Estimate)		$9,946.00

Access controlled - no access allowed, except via county road

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION CO. LINE UNIT-BARBUR BLVD. - WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY (cont.)

4850 - Harris, Arthur K. and Ruth L. (Johnson)
Right of Way
Option expires December 9, 1951

20.0 acres at $250 per acre (Timber) $5,000.00

Amount to be paid owner - chrg to Right of Way $5,000.00

State to assume last half of 1951-52 taxes. Estimate 40.00

GRAND TOTAL (estimate) Charged to Right of Way $5,040.00

Takes all -

17502 - Boettner, Herman H. (Johnson)
Right of Way
Option expires March 16, 1952

3.68 acres at $375 per acre	$1,380.00
1.28 acres at $225 per acre	288.00
Allowance-80 rods of fence at $3.50 per rod	280.00

Amount to be paid owner - chrg to Right of Way $1,948.00

THINGS TO BE DONE BY THE STATE:

Reestablish entrance drive at Station 434+45.0
Grantor reserves right to cut and remove timber 60 days after notice of acceptance of option.

Access controlled -

17504 - Ridder, Fred H. and Frieda I. (Johnson)
Right of Way
Option expires March 19, 1952

5.27 acres at $375 per acre	$1,976.25
+ 10' x 475' drainage pipe easement	
Allowance-2½ acres of clover at $29.00	72.50
-60 rods of fence at $3.50 pr. rod	210.00

Amount to be paid owner - chrg to Right of Way $2,258.75

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 451+05.

Access controlled - no access allowed, except via frontage road.

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD.-WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY (cont.)

17503 - Ridder, Edwin C. (Johnson)
Right of Way
Option expires March 19, 1952

4.95 acres at $325 per acre	$1,608.75	
Allowance-2 acres of clover, at $25 per acre	50.00	
-104 rods of fence at $3.50 per rod	364.00	
Amount to be paid owner - chrg to Right of Way		$2,022.75

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 451+05
Reestablish private road entrance, to frontage road at Station 451+05

Access controlled - no access allowed, except by frontage road only.

17501 - Ridder, Edwin C. (Johnson)
Right of Way
Option expires March 19, 1952

0.29 acres at $375 per acre	$ 108.75	
Amount to be paid owner - chrg to Right of Way		$ 108.75

Access controlled - no access allowed

17501-A-Ridder, Edwin C. (Johnson)
Right of Way
Option expires March 19, 1952

2.49 acres at $375 per acre	$ 933.75	
Allowance-1 acre of clover at $25 per acre	25.00	
Amount to be paid owner - chrg to Right of Way		$ 958.75

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION CO. LINE UNIT-BARBUR BLVD.-WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HIGHWAY (cont.)

4848 - Sagert, Fred, and Orpha C. Also Mary Sagert (Smith)
Right of Way
Option expires March 19, 1952

4.8 acres at $300 per acre	$1,440.00
84 rods of fence at $4.90 per rod	404.60
Severance damages	237.00

Amount to be paid owner - chrg to Right of way $2,081.60

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 281+20

Grantor reserves the right to remove timber until January 1, 1952.

Access controlled -

ZIGZAG-RHODODENDRON SECTION-MT. HOOD HIGHWAY

15223 - Williams, J. F. (Witt)
Right of Way
Option expires December 11, 1951

9600 sq.ft. at $0.034 per sq. ft	$ 312.00
House - 768 sq.ft.	2,688.00

Amount to be paid owner - chrg to Right of Way $3,000.00

Takes all -

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY

17393 - Clatsop County CORRECTED REPORT (Byrum)
Right of Way
Deed taken

Corrected report due to change in relocation of buildings.

Original bid for moving shed and gas tank	$1,865.00
Additional allowance	250.00

State to move buildings - chrg to Right of Way $2,115.00

(cont.)

EXHIBIT "A" (cont.)

BIG CREEK SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17393 - Clatsop County (cont.)

THINGS TO BE DONE BY THE STATE:

Remove and replace 700' fence. Est. cost $ 674.00

Amount to be chrgd to Right of Way. Est. $ 674.00

GRAND TOTAL (Estimate) $2,789.00

Access controlled -

Previously approved 7/16/51

3.118 acres Gratis

State to clear and rock
1.7 acres
Move shed & gas tank $1,865.00
For fencing area + 2
gates 674.00
Total 2,539.00

BAY CITY-TILLAMOOK SECTION - OREGON COAST HIGHWAY

17903 - Anderson, Lynn A. and Vesta M. (Haskin)
Right of Way
Option expires March 10, 1952

871 sq.ft. at $0.05- per sq.ft $ 40.00

Amount to be paid owner - chrg to Right of Way $ 40.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at Station 121+05, 25' wide. Commercial

Access controlled -

17905 - Illirgsworth, Robert E. and Irene (Haskin)
Right of Way
Option expires March 16, 1952

2.3 acres at $400 per acre $ 920.00

Amount to be paid owner - chrg to Right of Way $ 920.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

BAY CITY-TILLAMOOK SECTION-OREGON COAST HIGHWAY (cont.)

17914 - Porter, H. E. and Hazel (Haskin)
Right of Way
Option expires March 12, 1952

0.55 acre at $500 per acre	$ 275.00	
Allowance-15 rods of fence at $4 per rod	60.00	
-27½ foot well, at $6 per ft.	165.00	
-to move incomplete house, 26x22	350.00	
Amount to be paid owner - chrg to Right of Way		$ 850.00

Access controlled - no access allowed

17921 - Dawson, M. L. and Anna T. (Haskin)
Right of Way
Option expires March 17, 1952

4792 sq.ft. at $0.07- per sq.ft.	$ 300.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approaches at Station 239+10 and 241+50, East side, 25' wide. Private approaches.

Access controlled -

17917 - Vantress, O. E. and Anna L. (Haskin)
Right of Way
Option expires March 10, 1952

0.98 acre at $450 per acre	$ 441.00	
25 rods of fence at $4 per rod	100.00	
Amount to be paid owner - chrg to Right of Way		$ 541.00

Access controlled - no access allowed

17916 - Carnahan, J. R. and Hazel H. et al (Haskin)
Right of Way
Option expires March 12, 1952

2.19 acres at $320- per acre	$ 668.00	
38 rods of fence at $4 per rod	152.00	
Amount to be paid owner - chrg to Right of Way		$ 820.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT - SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST

17215 - Bell, Carles G. and Charlotte M. (Byrum)
Right of Way
Option expires March 12, 1952

1045 sq. ft. at $0.05 per sq. ft $ 52.25

Amount to be paid owner - chrg to Right of Way $ 52.25

Access controlled - no access allowed

17217 - Baker, Florence E. (Byrum)
Right of Way
Option expires March 10, 1952

1,263 sq. ft. at $0.05 per sq. ft $ 63.15

Amount to be paid owner - chrg to Right of Way $ 63.15

Access controlled - no access allowed

17218 - Carter, Wade C. and Elaine S. (Byrum)
Right of Way
Option expires March 10, 1952

1699 sq. ft. at $0.05 per sq. ft. $ 84.95

Amount to be paid owner - chrg to Right of Way $ 84.95

Access controlled - no access allowed

17238 - Geer, A. A. and Cora P. (Byrum)
Right of Way
Option expires March 11, 1952

1,525 sq. ft. at $0.05 per sq. ft. $ 76.25
48 rods of fence at $4 per rod 192.00

Amount to be paid owner - chrg to Right of Way $ 268.25

Access controlled - no access allowed

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION
PACIFIC HIGHWAY EAST (cont.)

17232 - Alderman, Emery and Dorothy (Landon)
Right of Way
Option expires March 21, 1952

828 sq.ft. at $0.05 per sq.ft. $ 41.40

Amount to be paid owner - chrg to Right of Way $ 41.40

Access controlled - no access allowed

17234 - Smith, R. A. and Elsie N. (Landon)
Right of Way
Option expires March 21, 1952

871 sq.ft. at $0.05 per sq.ft $ 43.55

Amount to be paid owner - chrg to Right of Way $ 43.55

Access controlled - no access allowed

17235 - Lang, Robert T. and Marjorie J. (Landon)
Right of Way
Option expires March 21, 1952

1000 sq.ft. at $0.05 per sq.ft. $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

Access controlled - no access allowed

17236 - Robinson, Frank F. and Mary A. (Landon)
Right of Way
Option expires March 23, 1952

4182 sq.ft. at $0.05 per sq.ft.	$ 209.10	
Allowance-for trees, shrubs and lawn	305.00	
Damages	400.00	
Amount to be paid owner - chrg to Right of Way		$ 914.10

Access controlled - no access allowed

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL- STATE STREET UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST (cont.)

17221 - Brunkal, Harold M. and Rosa C. (Byrum)
Right of Way
Option expires March 18, 1952

3.464 acres at $2,178 per acre	$7,544.60
80 rods of fence at $4 per rod	320.00
Damages	135.40
Amount to be paid owner - chrg to Right of Way	$8,000.00

THINGS TO BE DONE BY THE STATE:

State to construct frontage road along west side of right of way.

Access controlled - no access allowed, except via frontage road

17225 - Schrunk, Lester W. and Bernis L. (Byrum)
Right of Way
Option expires March 23, 1952

151,806 sq.ft. at $0.05- per sq.ft.	$7,590.00
Allowance-for 8 fruit trees	138.00
80 rods of fence at $4.00 per rod	320.00
Damages, severance.	1,140.00
Amount to be paid owner - chrg to Right of Way	$9,188.00

THINGS TO BE DONE BY THE STATE:

State to construct frontage road, oil mat surface, along west side of right of way.

Access controlled - no access allowed, except via frontage road.

17228 - Cusey, Evelyn (Byrum)
Right of Way
Option expires March 9, 1952

49,397 sq.ft. at $0.05 per sq.ft.	$2,469.85
8 rods of fence	30.15
Amount to be paid owner - chrg to Right of Way	$2,500.00

THINGS TO BE DONE BY THE STATE:

State to construct frontage road along west side of right of way.

Access controlled - no access allowed, except via frontage road

(cont.)

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST (cont.)

17366 - Ray, Margaret E. et al (Byrum)
Right of Way
Option expires March 12, 1952

108,726 sq.ft. at $0.05 per sq.ft.	$5,436.30	
Severance damage	217.10	
41+ rods of fence at $4.00 per rod	165.00	
Amount to be paid owner - chrg to Right of Way		$5,818.40

THINGS TO BE DONE BY THE STATE:

State to construct frontage road along West side of right of way.

Access controlled - no access allowed, except via frontage road

17367 - Ray, Margaret E. et al (Byrum)
Right of Way
Option expires March 12, 1952

115,390 sq.ft. at $0.05 per sq.ft.	$5,769.50	
Severance damage	247.10	
41+ rods of fence at $4.00 per rod	165.00	
Amount to be paid owner - chrg to Right of Way		$6,181.60

THINGS TO BE DONE BY THE STATE:

State to construct frontage road along west side of right of way.

Access controlled - no access allowed, except via frontage road

17233 - Steinke, Charles H. and Myrtle F. (Landon)
Right of Way
Option expires March 21, 1952

828 sq.ft. at $0.05 per sq.ft.	$ 41.40	
Amount to be paid owner - chrg to Right of Way		$ 41.40

Access controlled - no access allowed

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST (cont.)

17654 - Morley, W. H. and Xina M. (Landon)
Right of Way
Option expires March 25, 1952

54,340 sq. ft. at $0.05 per sq. ft.	$2,717.00
House, 18'x30', with 16'x30' lean-to	2,250.00
Barn, 20'x34', with 16'x34' lean-to	1,250.00
3 walnut trees, and berrybushes	250.00
Amount to be paid owner - chrg to Right of Way	$6,467.00

THINGS TO BE DONE BY THE STATE:

Construct 2 approaches, both sides, to new street.
Salvage 1000 cubic yards of top soil and dump on northwesterly corner of grantors property.

Access controlled - no access allowed - on Parcel 1 and 2
Access not controlled - Parcel 3

Grantor to remove buildings from the right of way

17243 - Brown, Stanley A. and Clara W. (Landon)
Right of Way
Option expires March 20, 1952

24,872 sq. ft. at $0.05 per sq. ft.	$1,243.60
10 rods of fence at $4.00 per rod	40.00
Amount to be paid owner - chrg to Right of Way	$1,283.60

Access controlled - no access allowed

17257 - Marling, Robert A. and Ethel T. (Haskin)
Right of Way
Option expires March 20, 1952

9520 sq. ft. at $0.07- per sq. ft.	$ 666.00
House, 884 sq. ft., and appurtenances	7,772.00
Garage, 354 sq. ft.	1,062.00
Amount to be paid owner - chrg to Right of Way	$9,500.00
State to assume 1951-52 taxes (Estimate cost)	130.00
GRAND TOTAL (Estimate) Charged to Right of Way	$9,630.00

Takes all -

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST (cont.)

17365 - Meier, Flarius and Veronica J. (Byrum)
Right of Way
Option expires March 10, 1952

4,966 sq.ft. at $0.05 per sq.ft.	$ 248.30	
12 rods of fence at $4.00 per rod	48.00	
Amount to be paid owner - chrg to Right of Way		$ 296.30

Access controlled - no access allowed

17678 - Needham, A. T. and Doris G. (Haskin)
Right of Way
Option expires March 20, 1952

8900 sq.ft. at $0.07+ per sq.ft.	$ 650.00	
House, 608 sq.ft. & Garage, 264 sq.ft.	6,850.00	
Amount to be paid owner - chrg to Right of Way		$7,500.00

Takes all -

STOUT CREEK-MILL CITY SECTION - NORTH SANTIAM HIGHWAY

17892 - Ward, Alfred M. and Nellie R. (Benson)
Right of Way (Slide Area)
Option expires February 21, 1952

1.27 acres at $50.00 per acre	$ 63.50	
12 rods of fence at $4.00 per rod	48.00	
Amount to be paid owner - chrg to Right of Way		$ 111.50

Access controlled - no access allowed

SOUTHWEST OF SALEM ON A COUNTY ROAD

18079 - Schroeder, E. B. and Katherine (Benson)
F.M. Radio Tower Site
Option expires March 12, 1952

0.06 acre + an easement along grantor's north line for underground power line	$ 300.00	
Amount to be paid owner - chrg to Miscellaneous Sites		$ 300.00

(cont.)

EXHIBIT "A" (cont.)

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

17698 - Becker, Edwin and Margaret L. (Reeder)
Right of Way
Option expires March 11, 1952

1.74 acres at $300 per acre	$ 522.00	
1½ story house, 1112 sq.ft.	6,150.00	
Chicken house, 180 sq.ft.	360.00	
Garage, 468 sq.ft.	936.00	
Cow shed & wood shed, 332 sq.ft.	332.00	
Amount to be paid owner - chrg to Right of Way		$8,300.00
State to assume 1951-52 taxes. Estimate cost		100.00
GRAND TOTAL (Estimate) Charged to Right of Way		$8,400.00

Grantor to vacate property 5 days after State makes payment

Takes all -

17699 - Gibson, DeEava (Reeder)
Right of Way
Option expires March 23, 1952

1.48 acres at $600 per acre	$ 888.00	
1 wood frame cabin, 18x18	1,650.00	
Garage, wood, 10x18	270.00	
2 cabins, each 10x18'	2,340.00	
2 garages, each 8x18'	432.00	
Living quarters & apartment, 1062 sq.ft.	5,320.00	
Amount to be paid owner chrg to Right of Way		$10,900.00
State to assume 1951-52 taxes. Estimated cost		100.00

Takes all -

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY - SHADY SECTION-PACIFIC HIGHWAY

18092 - McFall, W. C. & Georgie M. (Stuntz)
Right of Way
Option expires March 13, 1952

EXHIBIT "A" (cont.)

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY - SHADY SECTION-PACIFIC HIGHWAY (cont.)

18092 - McFall, W. C. & Georgie M. (cont.) (Stuntz)

2 100x160 lots at $1000 each	$2,000.00	
One house, 14x26	800.00	
One house, 20x34	1,000.00	
Amount to be paid owner - chrg to Right of Way		$3,800.00
State to assume 1951-52 taxes. Estimated cost		50.00
GRAND TOTAL (Estimate) Charged to Right of Way		$3,850.00

Takes all -

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT-SHADY-DEADY SECTION - PACIFIC HWY.

17871 - Cummings, Ward H. and Nelle D. (Stuntz)
Right of Way
Option expires March 12, 1952

4550 sq.ft. at $0.275- per sq.ft.	$1,250.00	
House, 832 sq.ft.	7,900.00	
Garage, 16 x 16	850.00	
Amount to be paid owner - chrg to Right of Way		$10,000.00
State to assume 1951-52 taxes. Estimated cost		125.00
GRAND TOTAL (Estimate) Charged to Right of Way		$10,125.00

Grantor agrees to vacate premises 30 days after receipt of payment.

Takes all -

17872 - Kimmel, Margaret and Max W. (Stuntz)
Right of Way
Option expires March 12, 1952

4675 sq ft. at $0.30+ per sq.ft.	$1,400.00	
House, 720 sq.ft.	7,250.00	
Garage, 16x16	850.00	

(cont.)

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT-SHADY-DEADY SECTION - PACIFIC HWY. (cont.)

17872 - Kimmel, Margaret and Max W. (cont.) (Stuntz)

Amount to be paid owner - chrg to Right of Way	$9,500.00
State to assume 1951-52 taxes. Estimated cost	100.00
GRAND TOTAL (Estimate) Charged to Right of Way	$9,600.00

Grantor agrees to vacate premises 30 days after receipt of payment.

Takes all -

17873 - Root, Barney A. and Dottie L. (Stuntz)
Right of Way
Option expires March 9, 1952

5000 sq. ft. at $0.25 per sq. ft.	$1,250.00	
House, 768 sq. ft.	7,075.00	
Garage and service room	675.00	
Amount to be paid owner - chrg to Right of Way		$9,000.00
State to assume 1951-52 taxes. Estimated cost		100.00
GRAND TOTAL (Estimate) Charged to Right of Way		$9,100.00

Grantor agrees to vacate premises 30 days after receipt of payment.

Takes all -

17882 - Reynolds, Richard W. and Metze C. (Stuntz)
Right of Way
Option expires March 23, 1952

4000 sq. ft. Lump Sum	$1,200.00	
House, 20x26, at $7.72 per sq. ft.	4,650.00	
Amount to be paid owner - chrg to Right of Way		$5,850.00
State to assume 1951-52 taxes. Estimated cost		60.00
GRAND TOTAL (Estimate) Charged to Right of Way		$5,910.00

Takes all -

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

17866 - Poole, Frank and Lena Leonard & Lucia Delaney (Stuntz)
Right of Way
Option expires March 25, 1952

9100 sq.ft.	Lump Sum	$1,750.00
House, 856 sq.ft. at $6.13 per sq.ft.		5,250.00
Garage, lawn & shrubs		500.00
Amount to be paid owner - chrg to Right of Way		$7,500.00
State to assume 1951-52 taxes. Estimated cost		75.00
GRAND TOTAL (Estimate) Charged to Right of Way		$7,575.00

Takes all -

17875 - Willson, Helen G. (Stuntz)
Right of Way
Option expires March 19, 1952

17,160 sq.ft.	Lump Sum	$2,000.00
House, 1764 sq.ft. at $3.11+ per sq.ft.		5,500.00
Amount to be paid owner - chrg to Right of Way		$7,500.00
State to assume 1951-52 taxes. Estimated cost		75.00
GRAND TOTAL (Estimate) Charged to Right of Way		$7,575.00

Takes all -

17876 - Downing, E. J. (Stuntz)
Right of Way
Option expires March 11, 1952

2500 sq.ft. at $0.30 per sq.ft.		$ 750.00
House, 22x26		2,250.00
Amount to be paid owner - chrg to Right of Way		$3,000.00
State to assume 1951-52 taxes. Estimated cost		50.00
GRAND TOTAL (Estimate) Charged to Right of Way		$3,050.00

Grantor agrees to vacate premises 30 days after receipt of payment.

Takes all -

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT-SHADY-DEADY SECTION - PACIFIC HIGHWAY (cont.)

17881 - Bradley, C. J. and A. M. (Stuntz)
Right of Way
Option expires March 12, 1952

4000 sq. ft. at $0.30 per sq. ft.	$1,200.00	
Amount to be paid owner - chrg to Right of Way		$1,200.00
State to assume 1951-52 taxes. Estimated cost		30.00
GRAND TOTAL (Estimate) Charged to Right of Way		$1,230.00

Takes all-

17869 - Nelson, Walter J. and Eleanor (Stuntz)
Right of Way
Option expires March 16, 1952

7220 sq. ft. at $0.20+ per sq. ft.	$1,508.00	
House: 1028 sq. ft. at $6.31+ per sq. ft.	6,492.00	
Amount to be paid owner - chrg to Right of Way		$8,000.00
State to assume 1951-52 taxes. Estimated cost		100.00
GRAND TOTAL (Estimate) Charged to Right of Way		$8,100.00

Takes all -

17854 - Wyatt, John T. and Eva E. (Stuntz)
Right of Way
Option expires March 9, 1952

19166 sq. ft. at $0.14+ per sq. ft.	$2,688.00	
House - 964 sq. ft. with prch. & service room	8,450.00	
Garage	350.00	
Amount to be paid owner - chrg to Right of Way		$11,300.00
State to assume 1951-52 taxes. Estimated cost		125.00
GRAND TOTAL (Estimate) Charged to Right of Way		$11,425.00

Grantor agrees to vacate premises 30 days after receipt of payment.

Takes all -

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT-SHADY-DEADY SECTION - PACIFIC HIGHWAY (cont.)

17865 - Joelson, A. W. (Stuntz)
Right of Way
Option expires March 11, 1952

6195 sq.ft. at $0.485-a sq.ft.	$3,000.00	
Amount to be paid owner - chrg to Right of Way		$3,000.00
State to assume 1951-52 taxes. Estimated cost		50.00
GRAND TOTAL (Estimate) Charged to Right of Way		$3,050.00

Takes all -

17868 - Busenbark, T. B. and Ethel M. (Stuntz)
Right of Way
Option expires March 9, 1952

6500 sq.ft. at $0.30 per sq.ft.	$1,950.00	
House, 865 sq.ft.	8,650.00	
Garage, 16x24	400.00	
Amount to be paid owner - chrg to Right of Way		$11,000.00
State to assume 1951-52 taxes. Estimated cost		125.00
GRAND TOTAL (Estimate) Charged to Right of Way		$11,125.00

Grantor agrees to vacate premises 30 days after receipt of payment.

Takes all -

17874 - Smith, Charlie O. et al (Stuntz)
Right of Way
Option expires March 12, 1952

Lot: 50x100	$1,375.00	
House: 568 sq.ft. at $7.75+ per sq.ft.	4,405.00	
Storage house: 80 sq.ft.	320.00	
Amount to be paid owner - chrg to Right of Way		$6,100.00
State to assume 1951-52 taxes (Estimated cost)		75.00
GRAND TOTAL (Estimate) Charged to Right of Way		$6,175.00

Takes all -

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

17880 - Digby, O. B. and Alpha (Holtz)
Right of Way
Option expires March 13, 1952

9000 sq.ft. at $0.30 per sq.ft.	$2,700.00	
2 story house, 1456 sq.ft.	9,168.00	
Garage - 16x18	432.00	
1 story frame house, 240 sq.ft	1,400.00	
Amount to be paid owner - chrg to Right of Way		$14,000.00
State to assume 1951-52 taxes (Estimated cost)		175.00
GRAND TOTAL (Estimate) Charged to Right of Way		$14,175.00

Takes all

17853 - Petersen, Walter C. (Stuntz)
Right of Way
Option expires March 17, 1952

5000 sq.ft.	Lump Sum	$1,250.00	
Amount to be paid owner - chrg to Right of Way			$1,250.00
State to assume 1951-52 taxes. (Estimated cost)			15.00
GRAND TOTAL (Estimate) Charged to Right of Way			$1,265.00

Takes all

17877 - Houser, L. J. and Alice V. (Holt)
Right of Way
Option expires March 14, 1952

1½ story frame house, 1654 sq.ft.	$7,850.00	
50x100 corner lot, sidewalk, boardwalk & retaining wall	1,100.00	
Trees and shrubs	50.00	
Amount to be paid owner - chrg to Right of Way		$9,000.00
State to assume 1951-52 taxes. Estimated cost		100.00
GRAND TOTAL (Estimate) Charged to Right of Way		$9,100.00

Takes all

(cont.)

EXHIBIT "A" (cont.)

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HWY.

17733 - Wildgrube, Mark S. and Ruby E. (Holt)
Right of Way
Option expires March 16, 1952

0.25 acres at $3,220.00 per acre	$ 805.00
0.5 acre at $700 per acre	350.00
1.21 acres at $100+ per acre	123.00

Amount to be paid owner - chrg to Right of Way $1,278.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach to existing width at Station 156+60, north side.

Access controlled -

17723 - Henderson, Carl W. and Mary (Harrington)
Easement
Option expires March 25, 1952

375 sq. ft. Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE:

Construct commercial access at Station 15+00, south side.

Access controlled -

17726 - Brown, Kenneth E and Wanda L. (Bennett)
Easement
Easement signed 9/10/51

250 sq. ft. Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE:

Construct commercial access at Station 21+80, south side.

Access controlled -

EXHIBIT "A" (cont.)

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HWY. (cont.)

17717 - Christman, John F. and Emma (Bennett)
Easement
Option expires March 13, 1952

3945 sq. ft. slope easement	$ 500.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE:

Construct asphalt walk way, 4' wide, with hand rails.
Construct road approach, south side at Station 4+40. Commercial

Access controlled -

17736 - Deenin, Joe M. and Edna (Holt)
Right of Way
Option expires March 18, 1952

2.17 acres at $250 per acre	$ 542.50	
0.03 acre at $3500 per acre (Cranberry bog)	105.00	
0.07 acre at $300 per acre	21.00	
18 rods of fencing at $3.00 per rod	54.00	
Amount to be paid owner - chrg to Right of Way		$ 722.50

THINGS TO BE DONE BY THE STATE:

Reconstruct existing private approach at Station 171+40, south side, and at Station 172+22, north side.

Access controlled -

17722 - Brynteson, Carl A. and Wanda P. (Bennett)
Easement
Option expires February 20, 1952

375 sq. ft. slope easement	Gratis

THINGS TO BE DONE BY THE STATE:

Grantor reserves the right of access at Stations 13+78.5 and 14+30, south side, 25' wide. Commercial

Access controlled -

EXHIBIT "A" (cont.)

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HIGHWAY (cont.)

17737 - Diehl, John C. and Helen K. (Harrington)
Right of Way
Option expires February 27, 1952

0.59 acre Gratis

THINGS TO BE DONE BY THE STATE:

Rough grade road from private access at Station 180+00 to top of hill. Estimated cost $100.00

GRAND TOTAL (Estimate) Charged to Construction $ 100.00

Access controlled -

WINCHESTER BAY-COOS COUNTY LINE SECTION - OREGON COAST HIGHWAY

17741 - Brisbin, Elmer L. and Violette C. (Bennett)
Right of Way
Option expires March 10, 1952

3520 sq. ft. Lump Sum $ 700.00

Amount to be paid owner - chrg to Right of Way $ 700.00

Access controlled - no access allowed

HAYES HILL SECTION - REDWOOD HIGHWAY

17380 - Josephine County (Harrington)
Right of Way
Deed and Resolution dated August 6, 1951

3.30 acres, more or less Gratis

Grantor reserved right to log and remove all merchantable timber.

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

WYGANT PARK-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

16999 - Copper, Robert A. and Catherine (Witt)
Right of Way
Option expires December 28, 1951

0.84 acre at $1000 per acre	$ 840.00	
7000 sq.ft.(more or less)at $0.10 per sq.ft.	700.00	
Allowance-in lieu of moving two story house (Estimate A.C. Baumback $6800)	6,500.00	
Amount to be paid owner - chrg to Right of Way		$8,040.00

THINGS TO BE DONE BY THE STATE:

State to build an outer highway.

Access controlled - no access allowed, except via outer highway

176669 -Richfield Oil Company (Witt)
Right of Way
Option expires March 4, 1952

28314 sq.ft. at $0.046- per sq.ft.	$1,300.00	
Amount to be paid owner - chrg to Right of Way		$1,300.00

Access controlled - no access allowed

MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17452 - Fransen, Christian and Bertha L. (Witt)
Right of Way
Option expires March 18, 1952

0.25 acres at $3000 per acre	$ 750.00	
4 room house, and garage	5,740.00	
Amount to be paid owner - chrg to Right of Way		$6,490.00

Takes all -

17453 - Goss, Delphia I. and Arlene J. F.J. Kargl, owner (Witt)
Right of Way
Option expires March 19, 1952

EXHIBIT "A" (cont.)

MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17453 - Goss, Delphia I. and Arlene J. (cont.)

0.25 acres at $3000 per acre	$ 750.00
1 story frame dwelling & carpenter shop, 12x16'	5,990.00

Amount to be paid owner - chrg to Right of Way $6,740.00

Takes all -

BLY SECTION - KLAMATH FALLS - LAKEVIEW HIGHWAY

18084 - Hyde, Dayton Ogden and Gerda V. (Cozad)
Maintenance Station Site
Option expires March 10, 1952

1.25 acres at $360 per acre	$ 450.00
Allowance-for removing and re-establishing 3 small buildings	100.00

Amount to be paid owner - chrg to Maintenance Site $ 550.00

THINGS TO BE DONE BY THE STATE:

State to furnish equipment to drag buildings a distance of approximately 100 feet.

Grantor has right to maintain existing power line across property.

Access controlled - no access allowed

SUMMIT-CLARNO SECTION - SHANIKO-FOSSIL HIGHWAY

17292 - State of Oregon, Land Board (Cozad)
Right of Way
Letter of Sept. 25, 1951

26.2 acres at $15.00 per acre	$ 393.00

Amount to be paid to State Land Board - chrg to Right of Way $ 393.00

Access not controlled -

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

17626 - Norris, Lula (Massee)
Right of Way
Option expires February 23, 1952

0.13 acre at $300 per acre	$ 39.00	
House, 468 sq.ft. at $1.00 per ft.	468.00	
Amount to be paid owner - chrg to Right of Way		$ 507.00

To be approved subject to satisfactory title clearance.

Takes all -

17614 - Bohanna, Garland and Gussie (Massee)
Right of Way
Option expires February 27, 1952

.45 acre Lump Sum	$ 243.00	
Allowance - to move 12x22 chicken house and pig pen	187.00	
- 10 rods of fence	30.00	
- 2 large apple trees	40.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

Access controlled - no access allowed

17610 - Doneff, Dan T. (Massee)
Right of Way
Option expires March 4, 1952

0.62 acre at $15.00 per acre	$ 9.30	
Allowance-damage for proximity of highway	500.00	
Amount to be paid owner - chrg to Right of Way		$ 509.30

THINGS TO BE DONE BY THE STATE:

Construct private access north side, at Station 441+50.

Access controlled -

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY (cont.)

17612 - Owens, Pansey, et al (Massee)
Right of Way
Option expires March 10, 1952

12.10 acres at $250 per acre	$3,025.00
1.0 acre at $100 per acre	100.00
41.41 acres at $15.00- per acre	619.80
Allowance-1694 rods of fence at $3.00 per rod	5,082.00
-Severance damage	1,000.00

Amount to be paid owner - chrg to Right of Way $9,826.80

THINGS TO BE DONE BY THE STATE:

Protect Grantors irrigation system, and re-establish same, if distrubed by construction.
Construct private access, North and South, at Stations 581+50, 612+00, 620+00, 673+00. North side only at Stations 560+30, 664+00. South side only at Station 669+10.

Access controlled -

PENDLETON DEAD MAN'S PASS SECTION - OLD OREGON TRAIL

18073 - Lieuallen, J. T. (Cozad)
25 year lease for F. M. Station
Option expires March 21, 1952

25 year lease only at $5.00 per yr. $ 125.00
(Renewal clause at expiration of present lease.)

Amount to be paid owner - chrg to Miscellaneous Sites $ 125.00

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY

18074 - DeRoest, Bruno (Massee)
Right of Way
Option expires March 18, 1952

0.48 acres, in exchange for 4.3 acres.

THINGS TO BE DONE BY THE STATE:

Convey to the grantors above, that part of the abandoned right of way of the Sumpter Valley

(cont.)

EXHIBIT "A" (cont.)

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY (cont.)

18074 - DeRoest, Bruno (cont.)

Railroad right of way as it crosses Section 28 and 29, outside of the City Limits of Baker, not required for the Baker-Unity Highway, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access controlled - no access allowed

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD. - WHITE SCHOOL SECTION-WEST PORTLAND HUBBARD HWY.

17517 - Roos, Francis J. and Caroline M. (Smith)
Right of Way
Option expires January 4, 1952

2 acres black cap berries at $1,000 per acre	$2,000.00
.894 acres homesite at $600 per acre	536.40
1 story house, 947.5 sq.ft. at $3.50 per sq.ft.	3,316.25
6 out bldgs. -pump house, work shop, fruit house, chicken house, garage, and tool house.	1,199.00
Dry well and septic tank	500.00
2 walnut trees, and 8 fruit trees	100.00
70' dug well with jet pump	1,500.00
Amount to be paid owner - chrg to Right of Way	$9,151.65
State to assume 1951-52 taxes. Estimated cost	125.00
GRAND TOTAL (Estimate) Charged to Right of Way	$9,276.65

Takes all

WYGANT PARK-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

17768 - Malaer, Daniel J. and Sarah M. (Brainerd)
Right of Way
Option expires March 26, 1952

EXHIBIT "A" (cont.)

WYGANT PARK-HOOD RIVER SECTION - COLUMBIA RIVER HWY. (cont.)

17768 - Malaer, Daniel J. and Sarah M. (cont.)

.389 acres more or less at $1000 per acre	$ 400.00	
Allowance-for blasted basement area	202.00	
-in lieu of moving house, woodshed and garage	2,848.00	
Amount to be paid owner - chrg to Right of Way		$3,450.00

THINGS TO BE DONE BY THE STATE:

Construct private access on south service road at Station 1069+35.

Access controlled -

HAYESVILLE SCHOOL-STATE ST. UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST

17222 - Lawrence, Everett D. and Katherine (Byrum)
Right of Way
Option expires March 27, 1952

0.55 acres at $2,178 per acre	$1,197.00	
Allowance-22 rods of fence at $4.00 per rod	88.00	
-for moving shed	15.00	
-Severance damage	100.00	
-30 fruit trees at $20 each	600.00	
Amount to be paid owner - chrg to Right of Way		$2,000.00

THINGS TO BE DONE BY THE STATE:

Build frontage road west side of highway.

Access controlled - no access allowed, except by frontage road.

REEDSPORT-WINCHESTER BAY SECTION-PACIFIC HWY.

17720 - Marks, Mary E. (Holt)
Easement
Option expires March 27, 1952

EXHIBIT "A" (cont.)

REEDSPORT WINCHESTER BAY SECTION - PACIFIC HWY. (cont.)

17720 - Marks, Mary E. (cont.)

3850 sq. ft. at $0.13 per sq. ft.	$ 500.00	
Plus low bid for moving. Est. not to exceed	3,500.00	
Amount to be paid owner - chrg to Right of Way Est.		$4,000.00

THINGS TO BE DONE BY THE STATE:

Construct commercial approach at Station 5+61, south side.

Access controlled -

17718 - Landerking, Walter G. and Daisy M. (Holt)
Right of Way
Option expires February 29, 1952

100'x110' sq. ft. lot at $4.00 per front ft.	$ 400.00	
House boat, 1037 sq. ft. & shed 178 sq. ft.	2,000.00	
Amount to be paid owner - chrg to Right of Way		$2,400.00

Takes all -

UNIT #3 T. H. BANFIELD EXPRESSWAY (Johnson)

14738 - Law, Vivian Elaine and Delavan G. (Adeline Frances & Marvin G. Zurfluh)
Right of Way
Option expires March 23, 1952

2,071 sq. ft. at $0.20 per sq. ft.	$ 414.20	
Severance damages	1,445.00	
Allowances - move garage and re-establish driveway	640.80	
Amount to be paid owner - chrg to Right of Way		$2,500.00

THINGS TO BE DONE BY THE STATE:

Reestablish walk to front porch of house. Est.	25.00	
Amount to be charged to construction		$ 25.00
GRAND TOTAL (Estimated)		$2,525.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

WARREN CREEK-VIENTO PARK SECTION - COLUMBIA RIVER HWY.

15947 - Mead, Ruby Wells (Rhode)
Right of Way
Deed signed 9-25-51

106 acres	Lump Sum	$5,500.00	
Amount to be paid owner - chrg to Right of Way			$5,500.00
1951-52 taxes to be prorated. State share (Estimated)			35.00
GRAND TOTAL (Estimated) Charged to Right of Way			$5,535.00

Timber reserved, to be removed by 3-1-52

Takes all -

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD. - WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HWY.

17519 - Murray, Walter R. and Elma (Smith)
Right of Way
Option expires November 3, 1951

2 acres at $1000 per acre (homesite)	$2,000.00	
2.90 acres at $517+ per acre (berries and garden)	1,500.00	
House - 24x36	8,025.00	
Total consideration for property		$11,525.00
Less salvage value of house, if moved by grantor prior to 12/1/51		1,000.00
Amount to be paid owner - chrg to Right of Way		$10,525.00

Takes all -

BAY CITY-TILLAMOOK SECTION - OREGON COAST HIGHWAY

17909 - Vermilyea, Paul S. and Hancy D. (Haskin)
Right of Way
Option expires March 27, 1952

1.27 acres at $600 per acre	$ 762.00	
31 rods of fence at $4.00 per rod	124.00	
Amount to be paid owner - chrg to Right of Way		$ 886.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

BAY CITY-TILLAMOOK SECTION - OREGON COAST HIGHWAY (cont.)

17910 - Vermilyea, J. M. and Daisy (Haskin)
Right of Way
Option expires March 27, 1952

1 acre at $600 per acre	$ 600.00
1.65 acres at $500 per acre	825.00
166 rods of fence at $4.00 per rod	664.00
4 gates at $20 each	80.00

Amount to be paid owner - chrg to Right of Way $2,169.00

THINGS TO BE DONE BY THE STATE:

State to give an easement and grade and gravel 370' road to be used for farm equip. Est $ 600.00

GRAND TOTAL (Estimate) Charged to Right of Way $2,769.00

Access controlled -

17918 - McLane, W. E. and Mae I. (Haskin)
Right of Way
Option expires April 4, 1952

0.84 acres at $350 per acre	$ 294.00
44 rods of fence at $4.00 per rod	176.00
Allowance - severance	432.00

Amount to be paid owner - chrg to Right of Way $ 902.00

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 222+00, 25 ft. wide.

Access controlled -

CITY OF CANYONVILLE SECTION - PACIFIC HIGHWAY

15557-B-Mault, Beulah A. W. Connors & Josephine Cont. Pur. (Holt)
Right of Way
Option expires February 15, 1952 CORRECTED REPORT

0.43 acres Lump Sum *	$ 980.00
House, 400 sq.ft. at $4.60 per sq.ft.	1,840.00
2 Duplexes, 1440 sq.ft. at $4.25 per sq.ft.	7,560.00

(cont.)

EXHIBIT "A" (cont.)

CITY OF CANYONVILLE SECTION - PACIFIC HIGHWAY (cont.)

15557-B-Mault, Beulah (cont.)

Amount to be paid owner - chrg to Right of Way	$10,380.00
State to assume 1951-52 taxes. Estimated cost	100.00
GRAND TOTAL (Estimate) Charged to Right of Way	$10,480.00

Takes all -

Previously approved 9-12-51 - $10,480 - 0.75 acres.

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION PACIFIC HIGHWAY

17878 - Peterson, Mary A. (Stuntz)
Right of Way
Option expires March 25, 1952

7500 sq.ft. at $0.20 per sq.ft.	$1,500.00
House - 1480 sq.ft.	8,120.00
Garage and other improvements	380.00

Amount to be paid owner - chrg to Right of Way	$10,000.00
State to assume 1951-52 taxes. Estimated cost	100.00
GRAND TOTAL (Estimated) Charged to Right of Way	$10,100.00

Takes all -

17863 - Oderkirk, P. M. and E. J. (Stuntz)
Right of Way
Option expires March 18, 1952

5828 sq.ft. Lump Sum	$2,500.00
House 24x30	8,900.00
Garage and other improvements	2,100.00

Amount to be paid owner - chrg to Right of Way	$13,500.00
State to assume 1951-52 taxes. Estimated cost	135.00
GRAND TOTAL (Estimated) Charged to Right of Way	$13,635.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY SHADY SECTION PACIFIC HIGHWAY (cont.)

17864 - Hess, Norman B. and Meryl (Stuntz)
Right of Way
Option expires March 18, 1952

5828 sq.ft.	Lump Sum	$2,500.00
House: 720 sq.ft.		8,600.00
Garage and other improvements		1,900.00
Amount to be paid owner - chrg to Right of Way		$13,000.00
State to assume 1951-52 taxes. Estimated cost		130.00
GRAND TOTAL (Estimated) Charged to Right of Way		$13,130.00

Takes all

REEDSPORT WINCHESTER BAY SECTION OREGON COAST HIGHWAY

17735 - Morris, Eddie E. and Erma (Harrington)
Right of Way
Option expires March 18, 1952

0.54 acres at $1000 per acre		$ 540.00
Allowance - relocate sign. shrubs, lawn and gasoline tanks		1,590.00
50 ft. extension of 12" concrete pipe at $2.50 per ft.		125.00
Amount to be paid owner - chrg to Right of Way		$2,255.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approaches at Station 168+13, 169+00, and 169+75, south side. Commercial

Access controlled -

18085 - Mooney, Hiram and Della et al (Harrington)
Right of Way
Option expires March 12, 1952

1.00 acre at $350+ per acre		$ 353.50
1.11 acre at $300 per acre		333.00
House - 600 sq.ft.		2,130.00
Wood Shed - 150 sq.ft.		352.50
Out-building 20 sq.ft.		17.00
Amount to be paid owner - chrg to Right of Way		$3,186.00

(cont.)

EXHIBIT "A" (cont.)

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HWY. (cont.)

18085 - Mooney, Hiram and Della et al (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private approaches at Stations 147+00, 161+35 and 164+35, 25' in width, South side.
Reserve approaches at Stations 162+35 and 163+35, South side.

Access controlled -

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY-SHADY SECTION-PACIFIC HIGHWAY

17829 - Miller, Fred F. and Emmilia (Stuntz)
Right of Way
Option expires April 1, 1952

36,730 sq.ft. at $0.0545 per sq.ft.	$2,000.00	
House - 852 sq.ft.	5,706.00	
Garage and other improvements	994.00	
Amount to be paid owner - chrg to Right of Way		$8,700.00
State to assume 1951-52 taxes. Estimated cost		90.00
GRAND TOTAL (Estimate) Charged to Right of Way		$8,790.00

Takes all -

PRINCETON-MALHEUR CAVE SECTION - DIAMOND VALLEY SECONDARY HIGHWAY

15574 - Greer, A. N. (Massee)
Right of Way and haul road (Harrington)
Option expires March 23, 1952

5.0 acres at $30 per acre	$ 150.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE:

If grantor elects to fence around property, state will construct cattle guards at each end of haul road. Est. $ 500.00

(cont.)

EXHIBIT "A" (cont.)

PRINCETON-MALHEUR CAVE SECTION - DIAMOND VALLEY SECONDARY HIGHWAY (cont.)

15574 - Greer, A. N. (cont.)

Construct accesses at Stations 422+00 and 465+00, east side, private.

Amount to be charged to Quarry Site. Estimate		$ 500.00
GRAND TOTAL (Estimated)		

Access controlled -

HAYESVILLE SCHOOL-STATE ST. UNIT SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17242 - Braucht, Benjamin E. and Linda F. (Landon)
Right of Way
Option expires March 10, 1952

68,737 sq.ft. at $0.05 per sq.ft.	$3,436.85	
Allowance barn, 924 sq.ft., to be wrecked	1,385.00	
garage, 320 sq.ft., to be wrecked	480.00	
350 lineal ft. painted board fence	350.00	
shrubs, flowers & 26 trees	960.00	
damage for reduction and in lieu of moving house	4,500.00	
Plus low bid for moving work shop, 18x28 and garage 10x20. Low bid C.B. Burt	3,987.00	
Amount to be paid owner - chrg to Right of Way		$15,098.85

Access controlled - no access allowed

17237 - Madsen, Marcus T. Jr. and Nellie (Landon)
Right of Way
Option expires April 4, 1952

9,396 sq.ft. at $0.05 per sq.ft.	$ 469.80	
Allowance - for changing two double doors to barn, & changing corrals and stalls, or wrecking barn, (as owner may elect)	270.00	
- 150 ft. board fence, & 12½ rods of woven wire fence	100.00	
- 1 walnut tree, 4 holly trees, raspberries, and trellis	175.00	
Amount to be paid owner - chrg to Right of Way		$1,014.80

(cont.)

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE ST. UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

17237 - Madsen, Marcus T. Jr. and Nellie (cont.)

THINGS TO BE DONE BY THE STATE:

Build 170' driveway on grantors property. Est. $ 170.00

Amount to be charged to construction $ 170.00

GRAND TOTAL (ESTIMATED) $1,184.80

Access controlled - no access allowed

BAY CITY-TILLAMOOK SECTION - OREGON COAST HIGHWAY

17920 - Scaife, Jeanette (Haskin)
Right of Way
Option expires April 2, 1952

8.7 acres at $410.00 per acre $3,580.00

Amount to be paid owner - chrg to Right of Way $3,580.00

THINGS TO BE DONE BY THE STATE:

Build approximately 130 rods of fence at $6.00 per rod. Estimated $ 780.00

GRAND TOTAL (Estimated) Charged to Right of Way $4,360.00

Access controlled - no access allowed

LA GRANDE SHOP SITES

18153 - Tetrick, Glenn M. and Sadie L. (Chidsey)
Parking Lot
Option expires March 8, 1952

13,000 sq. ft. Lump Sum $600.00

Amount to be paid owner - chrg to Maint. Sites $ 600.00

EXHIBIT "A" (cont.)

LA GRANDE SHOP SITES (cont.)

18154 - Murray, Arthur R. (Chidsey)
Parking Lot
Option expires March 31, 1952

6,500 sq. ft.	Lump Sum	$ 300.00

Amount to be paid owner - chrg to Maint. Sites $ 300.00

ROCKY CREEK-WOCUS MARSH SECTION - KLAMATH LAKE SECDY. HWY.

16930 - Alexander, D. E. (Cozad)
Right of Way
Option expires April 9, 1952

5.11 acres at $200 per acre	$1,030.00
11.05 acres at $50 per acre	552.50
948 rods of fence at $4.00 per rod	3,792.00

Amount to be paid owner - chrg to Right of Way $5,374.50

THINGS TO BE DONE BY THE STATE:

Provide access points as shown on plans.

Access controlled -

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SEC. - PACIFIC HIGHWAY

17688 - Pynch, Elizabeth & W. E. and Elizabeth Brown (Reeder)
Right of Way
Option expires April 3, 1952

11.59 acres at $345 per acre	$3,982.67
5.26 acres at $100 per acre	526.00
Old house, 30x32	2,880.00
2 log cabins, 18x24 and 22x36	4,032.00
Unfinished log building, 1652 sq. ft.	880.33
2 chicken houses, 3 sheds, barn & garage, 2,764 sq. ft.	2,764.00

Amount to be paid owner - chrg to Right of Way $15,065.00
Allowance to Browns for moving expenses - chrg to Right of Way 75.00

GRAND TOTAL Charged to Right of Way $15,140.00

EXHIBIT "A" (cont.)

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SEC. - PACIFIC HWY. (cont.)

17688 - Pynch, Elizabeth & W.E. & Elizabeth Brown (cont.)

THINGS TO BE DONE BY THE STATE:

Construct, grade and gravel private approach, 15' wide, south side, at Station 1048+50.

Access controlled -

GILCHRIST-WILLAMETTE JUNCTION UNIT-LAPINE-DIAMOND LAKE JCT. SEC. - THE DALLES-CALIFORNIA HIGHWAY

17950 - Renner, R. T. (Massee)
Right of Way
Option expires April 2, 1952

37.66 acres at $22 per acre	$ 828.52	
Allowance - Est. 150,000 ft. Jack Pine at $6.00/M	900.00	
- Est. 11,034 ft. Ponderosa Pine at $14/M	154.48	
Amount to be paid owner - chrg to Right of Way		$1,883.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 265+00, 50' wide, east and west side. Private approach, for log trucks.
Construct private approaches at Stations 245+00, east and west side, and at Station 280+00, west side only.

Access controlled -

17940 - Snodgrass, George C. (Harrington)
Right of Way (Brainerd)
Option expires April 4, 1952

6.0 acres at $25.00 per acre	$ 150.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing road approach at Station 1471+66, west side.

Access controlled -

EXHIBIT "A" (cont.)

GILCHRIST-WILLAMETTE JCT. UNIT-LAPINE-DIAMOND LAKE JCT. SEC. - THE DALLES-CALIFORNIA HIGHWAY (cont.)

17949 - Blay, Ora F. (Massee)
Right of Way
Option expires March 31, 1952

8.25 acres at $300 per acre	$2,475.00	
Amount to be paid owner - chrg to Right of Way		$2,475.00

THINGS TO BE DONE BY THE STATE:

Construct private approaches west side at Stations 55+00, 60+00, 65+00 and 70+00.

Access controlled -

17946 - Sylvest, T. U. and Marie A. (Massee)
Right of Way
Option expires April 3, 1952

1 acre at $500 per acre	$ 500.00	
Allowance - to move house, 24x12	432.00	
- to move partially built house, 24x18 and shed, 16x18	360.00	
- 14' concrete cased well	115.00	
Amount to be paid owner - chrg to Right of Way		$1,407.00

Grantor may remove improvements before July 1, 1952

Takes all -

17941 - Van Winkle, H. E. and Eleanor (Brainerd)
Right of Way
Option expires April 4, 1952

0.22 acres at $500 per acre	$ 110.00	
House, 793 sq. ft.	3,370.25	
Granary and 2 storage sheds, 289 sq. ft.	519.75	
Amount to be paid owner - chrg to Right of Way		$4,000.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

GILCHRIST-WILLAMETTE JCT. UNIT-LAPINE-DIAMOND LAKE JCT. SEC. - THE DALLES-CALIFORNIA HIGHWAY (cont.)

17942 - Van Winkle, H. E. and Eleanor (Brainerd)
Right of Way
Option expires April 4, 1952

0.04 acres at $500 per acre	$ 20.00
Chicken house - 33x13	150.15
Allowance - rabbit hutch & misc. fencing	29.85

Amount to be paid owner - chrg to Right of Way $ 200.00

Takes all -

17945 - La Douceur, Mollie (Massee)
Right of Way
Option expires April 2, 1952

1.5 acres at $500 per acre	$ 750.00
Allowance - house, 30x48	720.00
- 2 sheds, 20x25 & 16x18	180.00

Amount to be paid owner - chrg to Right of Way $1,650.00

Takes all -

GARDEN VALLEY RD.-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

17851 - Fretwell, H J. and Cecile C. (Stuntz)
Right of Way
Option expires March 31, 1952

Lot: 111'x107' at $0.16 per sq.ft.	$2,000.00
1½ story house, 2000 sq.ft.	13,000.00
Building: 384 sq.ft. at $3.90+ per sq.ft.	1,500.00

Amount to be paid owner - chrg to Right of Way $16,500.00

Takes all -

State to assume 1951-52 taxes. Estimated cost $ 80.00

(cont.)

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

17867 - Culp, Wilbur and Maud (Stuntz)
Right of Way
Option expires April 1, 1952

9175 sq. ft.	Lump Sum	$1,750.00	
House - 1296 sq. ft.		8,925.00	
11 trees, garden and shrubs		325.00	
Amount to be paid owner - chrg to Right of Way			$11,000.00

Takes al

State to assume 1951-52 taxes. Estimated cost	$ 55.00

17879 - Pinkerton, John E. and Bertha Lois (Stuntz)
Right of Way
Option expires March 31, 1952

5300 sq. ft.	Lump Sum	$1,200.00	
House - 1512 sq. ft. at $9.12+ per sq. ft.		13,800.00	
Amount to be paid owner -chrg to Right of Way			$15,000.00
State to assume 1951-52 taxes. Estimated cost			75.00
GRAND TOTAL (Estimated)			$15,075.00

Takes al -

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD.-WHITE SCHOOL SECTION-WEST PORTLAND-HUBBARD HWY.

17485 - Marcy, O. N. and Edna J. (Mayhew)
Right of Way
Option expires April 7, 1952

10 acres	Lump Sum	$14,000.00	
Amount to be paid owner chrg to Right of Way			$14,000.00

Owner may remove trees, shrubs, plants and improvements before December 1, 1951

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HWY.

17731 - Menasha Wooden Ware Corp. (Harrington)
Right of Way
Option expires April 4, 1952

23.2 acres at $100 per acre $2,320.00

Amount to be paid owner - chrg to Right of Way $2,320.00

THINGS TO BE DONE BY THE STATE:

Reserve private accesses at Stations 94+00, 102+30, 111+60, 112+45, 126+70, 136+00, and 147+20, North side;
and on the South side at Stations 94+00, 99+00, 116+90 and 138+50.

If it is deemed necessary or desirable to remove any timber or growing trees from the right of way, then the Corporation shall be given the right to meet the high bid for said trees or timber.

Access controlled -

WARM SPRINGS JCT. UNIT-MILL CREEK SECTION - WARM SPRINGS HIGHWAY

18192 - Confederated Tribes Warm Springs Reservation (Treasurer of the U.S.) (Rohrbough)
Stockpile Site
Perpetual permit

Perpetual use permit 1.27 acres, for stock-piling materials only $ 100.00

Amount to be paid owner - chrg to Stockpile Site $ 100.00

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HWY.

17716 - City of Reedsport (Holt)
Right of Way
Option expires March 9, 1952

Parcel 1, - 4 lots at $50 per lot $ 200.00
Parcels 2 to 4 - 13,187 sq. ft. slope easement + 35' additional temporary construction easement Gratis

Amount to be paid owner - chrg to Right of Way $ 200.00

(cont.)

EXHIBIT "A" (cont.)

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HIGHWAY (cont.)

17716 - City of Reedsport (cont.)

THINGS TO BE DONE BY THE STATE:

State to reset fence across block 24.
State to remove temporary structures used in bridge detours.

Grantor reserves 25' commercial accesses as follows:
Two accesses on Block 24
Four accesses on Block 94. Said accesses to be located sometime in the future.

Access controlled -

EXHIBIT "B"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the STATE OF OREGON, by and through its State Highway Commission, is the owner of a parcel of land described as follows, to-wit:

A parcel of land lying in Lots 5 and 8 of Block 7 in Couch's Addition to the City of Portland, Multnomah County, Oregon. The said parcel being described as follows:

Beginning at a point on the South line of said Lot 5, said point being 31.82 feet Westerly from the Southeast corner of said Lot 5; thence South 88° 32' West along the South line of Lot 5 a distance of 68.18 feet to the Southwest corner of said Lot; thence North 1° 28' West along the Westerly line of Lots 5 and 8 a distance of 100 feet to the Northwest corner of Lot 8; thence North 88° 32' East along the Northerly line of Lot 8 a distance of 28.65 feet; thence South 23° 02' East a distance of 107.53 feet to the point of beginning, containing 4841 square feet. The foregoing being all that portion of Lots 5 and 8 lying westerly of a line which is parallel to and 25 feet Westerly from the centerline of Harbor Drive-Front Avenue Connection.

WHEREAS, after consideration, this Commission hereby finds and declares that the said property is no longer needed, required, or useful for highway purposes, and

WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,150.00, and the Commission is desirous of selling and disposing of said property, at a price not less than the said appraised amount, upon the basis of complete restriction of access to the abutting Pacific Highway West.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission be, and he hereby is, authorized and instructed, to advertise the said property for sale in accordance with the terms and provisions of Chapter 437, Oregon Laws 1949, as amended by Chapter 154, Oregon Laws 1951. Sealed bids for the sale of the said property shall be received by the said Secretary in the offices of the Commission in Salem, Oregon, at 2:00 o'clock P. M. on November 30, 1951, and shall be opened in the presence of the Commission's Chief Counsel or his authorized representative. The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

(cont.)

19822

EXHIBIT "A" (cont.)

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HIGHWAY (cont.)

17716 - City of Reedsport (cont.)

THINGS TO BE DONE BY THE STATE:

State to reset fence across block 24.
State to remove temporary structures used in bridge detours.

Grantor reserves 25' commercial accesses as follows:
Two accesses on Block 24
Four accesses on Block 94. Said accesses to be located sometime in the future.

Access controlled -

EXHIBIT "B"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the STATE OF OREGON, by and through its State Highway Commission, is the owner of a parcel of land described as follows, to-wit:

A parcel of land lying in Lots 5 and 8 of Block 7 in Couch's Addition to the City of Portland, Multnomah County, Oregon. The said parcel being described as follows:

Beginning at a point on the South line of said Lot 5, said point being 31.82 feet Westerly from the Southeast corner of said Lot 5; thence South 88° 32' West along the South line of Lot 5 a distance of 68.18 feet to the Southwest corner of said Lot; thence North 1° 28' West along the Westerly line of Lots 5 and 8 a distance of 100 feet to the Northwest corner of Lot 8; thence North 88° 32' East along the Northerly line of Lot 8 a distance of 28.65 feet; thence South 23° 02' East a distance of 107.53 feet to the point of beginning, containing 4841 square feet. The foregoing being all that portion of Lots 5 and 8 lying westerly of a line which is parallel to and 25 feet Westerly from the centerline of Harbor Drive-Front Avenue Connection.

WHEREAS, after consideration, this Commission hereby finds and declares that the said property is no longer needed, required, or useful for highway purposes, and

WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $3,150.00, and the Commission is desirous of selling and disposing of said property, at a price not less than the said appraised amount, upon the basis of complete restri ction of access to the abutting Pacific Highway West.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission be, and he hereby is, authorized and instructed, to advertise the said property for sale in accordance with the terms and provisions of Chapter 437, Oregon Laws 1949, as amended by Chapter 154, Oregon Laws 1951. Sealed bids for the sale of the said property shall be received by the said Secretary in the offices of the Commission in Salem, Oregon, at 2:00 o'clock P. M. on November 30, 1951, and shall be opened in the presence of the Commission's Chief Counsel or his authorized representative. The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

(cont.)

EXHIBIT "B" (cont.)

The published notice for the receiving of bids shall fix a minimum price of $3,150.00 for which the property shall be sold and shall further provide that the sale shall be made for cash.

Be it further resolved that this resolution be entered in full in the minutes and records of the Commission as of the eleventh day of October, 1951.

EXHIBIT "C"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

Contract No. 3251 with A. H. Saxton & Sons for grading and bituminous macadam surfacing on the Squally Hook-Quinton Section of the Columbia River Highway in Gilliam County, completed June 29, 1951.

Contract No. 3299 with Bemis & Company for constructing a maintenance building at Jewell in Clatsop County, completed March 8, 1951.

Contract No. 3311 with Bemis & Company for constructing a maintenance building at Fossil in Wheeler County, completed April 30, 1951.

Contract No. 3318 with Parker-Schram Company for grading, oil mat surfacing and pavement widening on the Sauvie Island Bridge Section of the Columbia River Highway and Gillihan County Road in Multnomah County, completed August 9, 1951.

Contract No. 3325 with F. L. Somers for grading and oil mat surfacing on the West Unit, Deschutes County Line-Prineville Section of the O'Neil Secondary Highway in Crook County, completed June 13, 1951.

Contract No. 3383 with F. L. Somers for grading and paving on the Redmond (5th Street) Section of The Dalles-California Highway in Deschutes County, completed July 12, 1951.

Contract No. 3388 with Bechtel Brothers for alterations of shop building at La Grande in Union County, completed August 30, 1951.

Contract No. 3392 with Acme Construction Co. (assigned to Porter W. Yett) for paving on the Empire (Broadway St. -Commercial St.) Section of the Cape Arago Highway in Coos County, completed August 8, 1951.

Contract No. 3394 with Bemis & Company for constructing addition to maintenance building at Prineville in Crook County, completed September 26, 1951.

(cont.)

EXHIBIT "C" (cont.)

Contract No. 3407 with J. C. Compton Co., for paving on the Oakland (Locust St.) City Street Section in Douglas County, completed July 24, 1951.

Contract No. 3418 with K. F. Jacobsen & Co., Inc. for grading and paving on the Garden Valley Road-Roseburg Section of the Pacific Highway in Douglas County, completed September 20, 1951.

Contract No. 3440 with A. H. Saxton & Sons for furnishing crushed materials in stockpiles on the Elsie-Sunset Tunnel Section of the Sunset Highway in Clatsop, Washington, Tillamook and Columbia Counties, completed August 14, 1951.

Contract No. 3476 with Jack R. Robinson for grading and oil mat surfacing on the Bly Section of the Klamath Falls-Lakeview Highway in Klamath County, completed September 10, 1951.

Contract No. 3484 with Warren Northwest Inc. for grading and paving of the Parkrose (99th Ave.-122nd Ave.) Section of the Columbia River Highway in Multnomah County, completed October 1, 1951.

Contract No. 3496 with C. E. Blakeley for constructing maintenance employees' houses at Prospect in Jackson County, completed September 28, 1951.

Contract No. 3498 with Warren Northwest, Inc. for grading and paving on the Water St.-Commercial St. Unit, Salem (Marion St. Bridge) Section of the Salem-Dallas Highway in Marion County, completed September 15, 1951.

Contract No. 3508 with Warren Northwest Inc. for grading and paving on the Salem (Lana Ave.-Academy St.) Section of the Pacific Highway in Marion County, completed August 31, 1951.

Contract No. 3515 with Central Heating Co. for paving on the Oakridge (Hills St.-Beech St.) City Street Section in Lane County, completed September 17, 1951.

Contract No. 3536 with Babler Bros., Inc. for oil mat surfacing on the Madras (3rd & "C" St.) City Street Section in Jefferson County, completed August 17, 1951.

Contract No. 3546 with Western Paving & Construction Co. for paving on the Halsey (1st Street) City Street Section in Linn County, completed September 25, 1951.

Contract No. 3547 with Warren Northwest Inc. for paving on the Brownsville (Main St.) City Street Section in Linn County, completed September 6, 1951.

EXHIBIT "C" (cont.)

Contract No. 3550 with Western Paving & Construction Co. for paving on the Turner ("C", 2nd & "D" Sts.) City Street Section in Marion County, completed September 10, 1951.

Contract No. 3553 with Russel Olson Construction Co., Inc. for grading and bituminous macadam surfacing of the Umatilla ("G" & "I" Sts.) City Street Section in Umatilla County, completed September 30, 1951.

Contract No. 3556 with H. J. and H. W. Miller for paving on the Wallowa City Street Section in Wallowa County, completed September 15, 1951.

Contract No. 3559 with Russell Olson Construction Co., Inc. for grading and bituminous macadam surfacing on the Stanfield (Coe Ave.) City Street Section in Umatilla County, completed September 30, 1951.

Contract No. 3581 with Warren Northwest Inc. for paving on the Sweet Home ("K" & "L" Sts.) City Street Section in Linn County, completed September 10, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "D-1"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Arlington	$2,091.89
Fossil	1,956.74
Gates	1,296.30
Huntington	2,242.41
Powers	2,749.26

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows.

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the eleventh day of October, 1951.

October 11, 1951

EXHIBIT "D-2"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Barlow	$ 191.54
Boardman	303.91
Canyonville	2,012.48
Culver	768.72
Dundee	786.60
Elkton	510.78
Grass Valley	498.01
Hammond	1,317.81
Huntington	1,864.35
Imbler	380.53
Monument	582.29
Nehalem	687.00
Pilot Rock	2,147.03
Waterloo	459.70
Yamhill	1,374.00

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

(cont.)

EXHIBIT "D-2" (cont.)

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the eleventh day of October, 1951.

EXHIBIT "E"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Kimberly-Long Creek Secondary Highway No. 402 known as the West Unit, Hamilton-Long Creek Section in Grant County, the westerly terminus of which is at highway engineer's station 1143+60 of the reconstructed line and the easterly terminus of which is at highway engineer's station 1431+50 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway as formerly located has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for highway purposes; and

WHEREAS, the contract for the construction of this relocated section of the Kimberly-Long Creek Secondary Highway was completed on June 28th, 1951, and traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area and section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the section of the Kimberly-Long Creek Secondary Highway known as the West Unit, Hamilton Hill-Long Creek Section, which begins at highway engineer's station 1143+60 on the new route and ends at highway engineer's station 1431+50 of the new route, has been completed and made available for travel, and that no persons live on, nor is any community served by, the section of the old route herein defined and described as Unit "A", and that Unit "A" shall no longer be part of the route of the Kimberly-Long Creek Secondary Highway but shall be eliminated therefrom.

2. That the section of the old route of the Kimberly-Long Creek Secondary Highway lying outside the established right of way of the relocated highway which for the purpose of this agreement is identified as Unit "A" and is more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 1402+50 of the relocated Kimberly-Long Creek Secondary Highway in the Southwest

(cont.)

EXHIBIT "E" (cont.)

quarter of the Southeast quarter of Section 32, Township 9 South, Range 29 East, W. M.; thence Easterly along the former route of the Kimberly-Long Creek Secondary Highway to State Highway Engineer's Station 1412+50 of the relocated Kimberly-Long Creek Secondary Highway in the Northwest quarter of the Northeast quarter of Section 5, Township 10 South, Range 29 East, W. M.

and is otherwise shown and identified colored in brown on a white print marked "Exhibit A", and which is by this reference incorporated herein, is hereby abandoned as any part of the right of way of the said state highway, and the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said section may be assumed and exercised by the County Court of Grant County to be used for county purposes or vacated as the County Court of Grant County may determine. *

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission hereby does declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission as of the eleventh day of October, 1951, and the Secretary hereby is directed to mail to the County Court of Grant County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A", and shall assume jurisdiction thereover, or permit it to revert to the owners of the abutting property, as the County Court may determine. *

---

*FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 243, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "F"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, on July 16, 1951, the State Highway Commission adopted a resolution authorizing the issuance of permits pursuant to the provisions of Section 13, Chapter 405, Oregon Laws 1951, for the movement of any vehicle or combination of vehicles, article, property or thing having any gross weight or dimension, or of a description not otherwise permitted to move over state highways; and

WHEREAS, based upon investigations and studies made by the State Highway Engineer and his recommendations to the Commission, it is the opinion of the Commission that Paragraph 4 of said resolution of July 16, 1951, should be amended in certain particulars; and

WHEREAS, the Commission believes that the best public interest will be served by amending said Paragraph 4 of said resolution of July 16, 1951, in the manner hereinafter set forth.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the Commission, two members being present and voting affirmatively, acting pursuant to the authority of Section 13, Chapter 405, Oregon Laws 1951, as follows:

1. That Paragraph 4 of the said resolution adopted by the State Highway Commission on July 16, 1951, is hereby amended to read as follows:

That when either the State Highway Engineer, First Assistant State Highway Engineer, Second Assistant State Highway Engineer, Director of Permits, Transportation Permit Supervisor, or the personnel hereinafter designated in Para-

(cont.)

EXHIBIT "F" (cont.)

graphs 10 and 11, find that the proposed movement is to be made over a highway classified as either a group 1 or group 2 highway as set forth in resolution of the Commission, dated July 16, 1951, pertaining to issuance of permits pursuant to the provisions of Section 12, Chapter 405, Oregon Laws 1951, and all recommendations and supplements thereto that have been or may thereafter be adopted, they are authorized to issue a permit for such movement; subject to the limitations hereinafter stated, having gross weights not in excess of the following, to-wit:

Maximum gross weight of any vehicle or combination of vehicles, 84,000 pounds.

Maximum gross weight of any axle, 19,000 pounds.

Maximum gross weight of any tandem axle, 38,000 pounds.

Maximum gross weight in pounds of any group of axles spaced more than 18 feet apart is determined by the formula $W = 1100 \times (L+40)$.

Maximum gross weight in pounds of any group of axles spaced 18 feet or less apart is determined by the formula $W = 1000 \times (L+40)$.

In addition, permits may be issued for the movement of equipment designed for the moving of earth and rock construction materials and having a maximum gross weight of any single axle not in excess of 26,000 pounds, when such single axle is equipped with (not less than 48 inches of) low-pressure tires having a total tire width of not less than 48 inches and operated at a pressure of not more than 25 pounds per square inch.

EXHIBIT "F" (cont.)

2. That this resolution be entered in the minutes and records of the Commission as of the 11th day of October, 1951, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each the Superintendent of State Police, the Public Utilities Commissioner, and the Secretary of State.

1886

EXHIBIT "G"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the Tualatin Valley Highway is one of the major highways of the State and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 29; and

WHEREAS, it appears that on said highway at the intersection of Canyon Lane and Canyon Road there is located on property adjacent to the said highway an apartment house, and, that vehicles parking in front of said apartment house do so at right angles to the highway pavement, thereby forcing pedestrians and school children to walk on the edge of the first lane of traffic; and

WHEREAS, because said highway throughout its entire length carries a large volume of traffic, and the parking of vehicles at right angles to the curb in front of said apartment house forces pedestrians to walk in the traveled roadway, it is the opinion of the Highway Commission that a hazard is created, not only to through traffic but to school children and other people desiring to pass said apartment; and

WHEREAS, in the opinion of this Commission, public convenience and public safety require that the parking of vehicles at right angles to the highway pavement should be prohibited and parallel parking substituted therefor.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation reports and recommendations made by and under the supervision of the State Highway Engineer, that the parking of vehicles at right angles to the highway pavement along the Tualatin Highway on Canyon Road at Canyon Lane between State Highway Engineer's Station 14+98.2 and State Highway Engineer's Station 16+98.2 creates a hazard not only to through traffic but to school children and other pedestrians desiring to pass said apartment.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles at right angles to the highway pavement and at the same time provide the degree of safety and convenience which in the opinion of this Commission should be provided the traveling public.

(cont.)

EXHIBIT "G" (cont.)

3. That this Commission does further find and declare that the parking of vehicles at right angles to the curb and highway between Engineering Stations 14+98.2 and 16+98.2 should be and hereby is prohibited, and parallel parking substituted therefor.

4. That the State Highway Engineer be and he hereby is instructed to erect "PARALLEL PARKING ONLY" signs at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the owner of the apartment house and that like copies be mailed to the Superintendent of the Department of State Police and to the Sheriff of Washington County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the eleventh day of October, 1951.

EXHIBIT "H"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of highway. SALMON RIVER HIGHWAY

Highway number: 39 Route number: ORE 18

Location of Termini			Established Speed
M. P. 21.39 (0.09 mile west of the W. & C. R. RR spur crossing at Valley Junction)	to	M. P. 21.89 (0.05 mile east of South Yamhill River)	35 miles per hour

(cont.)

EXHIBIT "H" (cont.)

SALMON RIVER HIGHWAY (cont.)

Location of Termini			Established Speed
M.P. 19.57 (0.14 mile west of logging RR spur crossing near Grande Ronde)	to	M.P. 20.07 (0.14 mile east of road to Grande Ronde Agcy.)	35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that the resolution enacted by the Commission November 24, 1947, establishing a 40-mile per hour speed zone between M.P. 18.27 and M.P. 27.94 hereby is rescinded.

BE IT FURTHER ORDERED that this resolution be entered in the records and minutes of the State Highway Commission as of October 11, 1951.

EXHIBIT "I-1"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: North Santiam State Secondary Highway

Highway number: 162 Route number: ORE 222

Location of Termini			Established Speed
M. P. 36.46 (0.65 mi. west of Big Cliff Dam Site)	to	M. P. 36.86 (0.25 mile west of Big Cliff Dam Site)	25 miles per hour

(cont.)

EXHIBIT "I-1" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the records and minutes of the State Highway Commission as of October 11, 1951.

EXHIBIT "I-2"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the North Santiam Secondary Highway, otherwise known and designated as State Secondary Highway No. 162, is a State Highway under the jurisdiction and control of the State Highway Commission; and

WHEREAS, on property abutting on said highway a dam is being constructed by the U. S. Government known as Big Cliff Dam; and

WHEREAS, the width of said highway and shoulders at said location is not sufficient to allow the parking of cars on the highway and at the same time permit the safe and free movement of traffic; and

WHEREAS, the parking of vehicles on the highway and the shoulders thereof will create a hazard not only to through traffic, but also to the owners and drivers of said parked vehicles; and

WHEREAS, in the opinion of this Commission public welfare and public safety require that the use of the said highway and the shoulders thereof for parking purposes be prohibited within the area hereinafter set forth; and

WHEREAS, on August 20, 1951, there was established on the North Santiam Highway between M.P. 36.86 and M.P. 37.36 a "NO PARKING ON HIGHWAY SHOULDERS" regulation; and

WHEREAS, subsequent to the above action, field conditions in connection with the construction of Big Cliff Dam have so changed that it now is necessary to extend the above-regulated section.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and the recommendations of members of its staff, that the zone prohibiting the parking of motor vehicles on either side of the North Santiam Secondary Highway be extended to include the section between M.P. 36.46 and M.P. 36.86, a distance of 0.40 mile in Marion County, Oregon.

2. That in the opinion of this Commission the shoulders of said highway at said location are not of sufficient width to permit the parking of vehicles thereon and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

EXHIBIT "I-2" (cont.)

3. That this Commission does further find and declare that the parking of vehicles on the shoulders on either side of said highway between said M.P. 36.46 and said M.P. 36.86 should be and hereby is prohibited.

4. That the State Highway Engineer hereby is instructed to erect signs at said points and at such places between said points, as in the judgment of said Engineer, are necessary to accomplish the purpose of this resolution and the action of the Commission as herein declared, on which signs shall be printed in plain, legible type the words "NO PARKING" or "NO PARKING ON HIGHWAY SHOULDERS";

5. That the prohibition against parking herein declared and set forth, shall become effective at such time as construction on the Big Cliff Dam warrants such action to the end that the traveling public shall be properly safeguarded;

6. That the Secretary be, and he hereby is, instructed to send a certified copy of this resolution to the U.S. Army Engineers and a like copy to the Superintendent of State Police;

7. That this resolution be entered in the minutes and records of the State Highway Commission as of the eleventh day of October, 1951.

EXHIBIT "J"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: Northeast Portland State Secdy. Hwy. (US 30 By-pass)

Highway number: 123 Route number: US 30 By-pass

Location of Termini			Established Speed
M. P. 2.05 (NE 42d Ave) (East city limits Portland)	to M. P.	3.46 (intersection NE Cully Blvd.)	45 miles per hour

(cont.)

EXHIBIT "J" (cont.)

Northeast Portland State Secdy. Hwy. (US 30 By-pass) (cont.)

Location of Termini			Established Speed
M.P. 3.46 (NE Cully Blvd.)	to M.P.	4.20 (intersection NE 82d Avenue)	35 miles per hour
M.P. 4.20 (NE 82d Avenue)	to M.P.	5.10 (junction NE Sandy Blvd.) (US 30)	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the records and minutes of the State Highway Commission as of October 11, 1951.

(cont.)

EXHIBIT "K"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: Pacific Highway West

Highway number: 1 W Route number: US 99W

Location of Termini			Established Speed
M. P. 32.91 (just S. W. of Martin Creek)	to	M. P. 33.12 (east city limits of Lafayette)	35 miles per hour

(cont.)

EXHIBIT "K" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the records and minutes of the State Highway Commission as of the eleventh day of October, 1951.

EXHIBIT "L-1"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: Pacific Highway

Highway number: 1 Route number: US99

Location of Termini			Established Speed
M. P. 312.06 (south city limits of Medford	to M. P.	312.76 (south of city limits)	45 miles per hour

(cont.)

EXHIBIT "L-1" (cont.)

Pacific Highway (cont.)

Location of Termini				Established Speed
M. P. 308.45 (State Hwy. Maint. Headquarters north of city limits)	to	M. P. 309.14 (North city limits of Medford) (for southbound traffic on Court Street)		35 miles per hour
M. P. 308.45 (State Hwy. Maint. Headquarters)	to	M. P. 309.26 (North city limits of Medford) (for northbound traffic on Riverside Ave.)		35 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the records and minutes of the State Highway Commission as of the eleventh day of October, 1951.

EXHIBIT "L-2"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: Crater Lake Highway

Highway number: 22 Route number: ORE 62

Location of Termini			Established Speed
M. P. 0.00 (Junction with the Pacific Highway)	to M. P. 0.30 (northerly from Pacific Hwy. Junction)		35 miles per hour

(cont.)

EXHIBIT "L-2" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the records and minutes of the State Highway Commission as of the eleventh day of October, 1951.

EXHIBIT "M"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Ochoco Highway, State Highway No. 41, known as the Marks Creek-Jones Ranch Section in Crook County, the westerly terminus of which is at highway engineer's station 589+40 of the reconstructed line and the easterly terminus of which is at highway engineer's station 262+33.3 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for highway purposes; and

WHEREAS, Crook County and the Highway Commission have entered into an agreement under date of October 29, 1946, relating to the use and jurisdiction of the abandoned section; and

WHEREAS, the contract for the construction of this relocated section of the Ochoco Highway has been completed and highway traffic is now routed over said relocated section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area and section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, and which for the purpose of this resolution is identified as Unit "A" and is shown colored in red on the map attached hereto and marked "Exhibit A", and is more particularly described as follows

Unit "A"

Beginning at Engineer's Station 593+40 of the new route equals Station 882+60 of the old route of the Ochoco Highway, State Highway No. 41, which is in the southwest quarter of Section 22, Township 14 South, Range 18 East, W.M., thence northeasterly to the intersection of said old

(cont.)

EXHIBIT "M" (cont.)

highway with the north boundary of Crook County at Engineer's Station 1044+00 on the line between Sections 17 and 20, Township 13 South, Range 20 East, W. M.

shall hereafter be maintained by the County as a county road for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Crook County, and said road shall thereafter be maintained by the County for public use. *

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

3. The boundaries of all real properties acquired for right of way, and the boundaries of all real properties title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Crook County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown in red on the map attached hereto and marked "Exhibit A". *

*FOOTNOTE:

The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 148, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Ochoco Highway, State Highway No. 41, known as the Marks Creek-Jones Ranch Section in Wheeler County, the westerly terminus of which is at Highway Engineer's Station 589+40 of the relocated line and the easterly terminus of which is at Highway Engineer's Station 262+33.3 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway as formerly located have been eliminated from the boundaries of the new location, which eliminated sections or units will no longer be needed for highway purposes; and

WHEREAS, Wheeler County and the Highway Commission have entered into an agreement under date of March 6, 1948, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Ochoco Highway has been completed and the highway traffic is now routed over said relocated section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, and which for the purpose of this resolution is identified as Unit "B" and is shown colored in red on the map attached hereto and marked "Exhibit A" and is more particularly described as follows:

Unit "B"

Beginning at State Highway Engineer's Station 17+70 of the old route on the line between Sections 21 and 28, Township 12 South, Range 20 East, W.M., and running thence

(cont.)

EXHIBIT "N" (cont.)

northeasterly to State Highway Engineer's Station 209+80 of the new route equals State Highway Engineer's Station 215+00 of the old route in the northeast quarter of Section 3, Township 12 South, Range 20 East, W. M.

shall hereafter be maintained by the County as a county road for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Wheeler County, and said road shall thereafter be maintained by the County for public use. *

2. That the portion of the old right of way which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, and which for the purpose of this resolution is identified as Unit "A" and is shown colored in brown on the map attached hereto and marked "Exhibit A" and is more particularly described as follows:

Unit "A"

Beginning at the intersection of the present Ochoco Highway, State Highway No. 41, and the south line of Wheeler County at State Highway Engineer's Station 1044+00 ± 0+00 of the old highway, which is on the line between Sections 17 and 20, Township 13 South, Range 20 East, W. M., thence northeasterly to State Highway Engineer's Station 17+70 of the old route on the line between Sections 21 and 28, Township 12 South, Range 20 East, W. M.

shall be and hereby is abandoned as a part of said highway and shall hereafter be maintained as a county road by the County, or, in the discretion of the County and in the manner provided by law, may be vacated as a public highway. *

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

EXHIBIT "N" (cont.)

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Wheeler County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of said old right of way shown colored in red and brown on the map attached hereto and marked "Exhibit A". *

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 182, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "O"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, under the provisions of Section 100-115, O. C. L. A., and in particular, Subsection 36 of said Section, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the State, is authorized and empowered to select, locate, and designate a system of state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the Klamath County Court of the State of Oregon, made and entered into January 26, 1950, has selected the road or highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating, as follows.

1. That the following described highway or road in Klamath County be, and the same hereby is, selected, designated, established, adopted and approved as a secondary state highway and shall be, and hereby is, designated as a part of the secondary state highway system, to-wit:

Crescent Lake State Secondary Highway No. 429

Total length - 2.40
Right of Way width - 80 feet - 40 feet each side of center line.

Center Line Description:

Beginning at a point on the center line of the Willamette Highway, which point of beginning is South 0° 15' East 382.3 feet and South 73° 45' West, 223.1 feet from the township corner of Sections 36, 31 and 1, 6, Township 23 South and Township 24 South, Range 6 East and Range 7 East, W.M.; thence South 73° 45' West, 1865.2 feet; thence along the arc of a 520.87 foot radius curve

(cont.)

EXHIBIT "O" (cont.)

to the left (whose long chord bears South 50° 22-1/2' West) a distance of 425.00 feet; thence South 27° 00' West, 2389.7 feet; thence along the arc of a 572.96 foot radius curve to the right (whose long chord bears South 38° 00' West) a distance of 220.00 feet; thence South 49° 00' West, 700.9 feet; thence along the arc of a 954.93 foot radius curve to the right (whose long chord bears South 55° 06' West) a distance of 203.33 feet; thence South 61° 12' West, 4200.4 feet; thence along the arc of a 260.43 foot radius curve to the left, a distance of 134 feet (whose chord bears South 46° 27-1/2' West) to a point on the curve, which point is also of the center line of the Southern Pacific Railroad main line track; thence continuing along the arc of the 260.43 foot radius curve the right arc of a 2864.79 foot radius curve to the right (whose long chord bears South 43° 54' East a distance of 236.67 feet; thence South 41° 32' East, 741.0 feet, which is a point on the southeasterly edge of the Crescent Lake Townsite.

2. Attached hereto and by this reference made a part hereof is a map upon which the above described highway or road is colored in red. *

3. That the said highway shall be and hereby is qualified for improvement under the provisions of said Section 100-115, Subsection 36, O. C. L. A.

4. That this resolution be entered in the minutes of the meeting of the Highway Commission of October 11, 1951, and that the Secretary be, and he hereby is, instructed to deliver to the County Court of Klamath County and to the County Clerk of Klamath County duly certified copies thereof.

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 19, under the heading "Secondary Highway Designations" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "P"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Dalles-California Highway known as the Barclay Springs-Algoma Section in Klamath County, the northerly terminus of which is at Highway Engineer's Station 565+30 of the relocated line, and the southerly terminus of which is at Highway Engineer's Station 370+55 of the relocated line, and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway as formerly located have been eliminated from the boundary of the new location, which eliminated sections or units will no longer be needed for highway purposes; and

WHEREAS, Klamath County and the Highway Commission have entered into an agreement under date of January 26th, 1950, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of The Dalles-California Highway was completed on August 11th, 1951, and the highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portions of the old right of way, which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "A" and "B" and are shown colored in red on map attached hereto and marked "Exhibit A", and more particularly described as follows:

Unit "A"

Beginning opposite State Highway Engineer's Station 552+25 of the relocated The Dalles-California Highway in Lot 11 of Section 6, Township 37 South, Range 9 East,

(cont.)

EXHIBIT "P" (cont.)

W.M.; thence Southerly via the former route of The Dalles-California Highway to State Highway Engineer's Station 496+22.1 of The Dalles-California Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 13, Township 37 South, Range 8 East, W.M.

Unit "B"

Beginning at State Highway Engineer's Station 496+22.1 = 41+47.9 of The Dalles-California Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 13, Township 37 South, Range 8 East, W.M.; thence via a route established as a connection from the old route of The Dalles-California Highway to State Highway Engineer's Station 0+60 of the connecting road opposite State Highway Engineer's Station 409+62.7 of the relocated line of said highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 13, Township 37 South, Range 8 East, W.M.

shall hereafter be maintained by the County as county roads for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said roads may be assumed and exercised by the County Court of Klamath County, and said roads shall thereafter be maintained by the County for Public use. *

2. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "C" and is shown colored in brown on said "Exhibit A", and is more particularly described as follows:

Unit "C"

Beginning at State Highway Engineer's Station 496+22.1 of The Dalles-California Highway in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 13, Township 37 North, Range 8 East, W.M.; thence Southerly via the former route of The Dalles-California Highway to a point opposite State Highway Engineer's Station 401+40 of the relocated highway on the line between Sections 24 and 37, Township 37 South, Range 8 East, W.M.

shall be and hereby is abandoned as a part of said highway, and hereafter all right, title and interest which the State has in said right of way shall vest in the County for such public use as the County may determine. *

(cont.)

EXHIBIT "P" (cont.)

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

4. In consideration of and in connection with the abandonment of the above sections of highway, the State at the request of and with the approval of the County agreed to establish and maintain a secondary state highway over a county road extending from the Willamette Highway to the community of Crescent Lake. This secondary state highway has been established through the medium of a separate resolution of the State Highway Commission.

5. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Klamath County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of said old right of way shown colored in red on the map attached hereto and marked "Exhibit A". *

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 214, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "Q"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to designate the location of telegraph, telephone and electric power lines and wires and the fixtures incident to the operation and maintenance of said lines and wires upon and along state highways; and

WHEREAS, by virtue of the laws of the State of Oregon, the State Highway Commission is authorized and empowered to order change of location of any such fixtures whenever a change in location is deemed expedient by the State Highway Commission; and

WHEREAS, the State Highway Commission receives many requests to designate locations upon state highways for the installation of poles, pipes, conduits and other fixtures utilized for telephone, telegraph and electric lines and wires; and

WHEREAS, it is necessary, upon the receipt of such a request, for the State Highway Commission to cause to be made investigations, engineering studies and activities, in order that the public interest be served and preserved; and

WHEREAS, the State of Oregon is necessarily put to, and does incur, costs and expenses for such investigations, engineering studies and other activities needed and made necessary to determine the location of the aforesaid fixtures best suited for the public interest; and

WHEREAS, it is the opinion of the State Highway Commission that the State of Oregon be reimbursed for the costs of such investigations, engineering studies and administrative and other expenses as may be incurred in determining and designating the location of the said fixtures.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That the State of Oregon be reimbursed by payment as hereinafter provided, into the State Highway Fund, by applicant for such designation, for the costs and expenditures occasioned by the investigations, engineering studies and administrative and other expenses made necessary by the determination of the expedient location of telegraph, telephone and electric power lines and wires and the fixtures incidental to the operation of said lines and wires.

EXHIBIT "Q" (cont.)

2. That the said payments into the said Highway Fund shall be in the amount of Ten Dollars ($10.00) per installation, provided, however, that should the desired installation require a cutting of the surface of the traveled portion of a state highway the payments shall be made in accordance with the following schedules, which shall be applicable as indicated.

SCHEDULE NO. 1

(Applicable to P.C. concrete, A.C. concrete, bituminous macadam and oiled surfacings.)

Length of Cut	Flat Charge (Any Width 2' or less)	Additional Charge (For each foot, or fractional ft., of width in excess of 2'
Less than 25'	$30.00	$ 6.00
Between 25' and 35'	38.50	10.00
Between 35' and 45'	45.00	13.00
Between 45' and 55'	55.00	16.00

(Charges for greater lengths to be in proportion)

SCHEDULE NO. 2

(Applicable to unoiled rock and gravel surfacings)

Length of Cut	Flat Charge (Any Width 2' or less)	Additional Charge (For each foot, or fractional ft., of width in excess of 2')
Less than 25'	$17.50	$2.50
Between 25' and 35'	21.50	5.00
Between 35' and 45'	26.00	6.00
Between 45' and 55'	30.00	8.00

3. That this resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 12th day of October, 1951.

EXHIBIT "R"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, Mr H. B. Glaisyer is the duly appointed, qualified and acting Secretary for the Oregon State Highway Commission; and

WHEREAS, Mr. Floyd A. Query is assistant to Mr. H. B. Glaisyer in his capacity as Secretary for the Commission; and

WHEREAS, Mr. H. B. Glaisyer will be absent from the State of Oregon from October 17, 1951, until November 2, 1951, and it is necessary that some other qualified person be appointed to act as Secretary for the Commission during the absence of Mr. Glaisyer; and

WHEREAS, Mr. Floyd A. Query is capable and qualified to perform the duties of Acting Secretary for the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. That Floyd A. Query is hereby appointed, authorized and directed to perform all of the usual duties of the Secretary for the Commission, except the signing of vouchers pursuant to the authority given to Mr. H. B. Glaisyer by resolution of the Commission dated May 24, 1951.

2. That Mr. Floyd A. Query is authorized to sign for Mr. H. B. Glaisyer, as Secretary for the Commission, all contracts, documents, minutes and other papers or instruments of the Commission which require the signature of the Secretary, and Mr. Query is authorized to prepare on the request of any interested parties copies of any records, documents, contracts or other papers in the custody of the Secretary, and he may certify to the same.

3. Mr. Floyd A. Query shall keep in his custody the official seal of the Commission and may impress the same upon all contracts or other papers or documents on which said official seal may be appropriate or necessary.

4. Mr. Floyd A. Query shall, in addition to the duties and authorities herein enumerated, and not expressly excepted, is authorized to perform such other functions or duties as may naturally and normally come within the scope of the office of the Secretary for the Commission or as may be required by the Commission.

EXHIBIT "R" (cont.)

5. That the authority granted to Mr. Floyd A. Query pursuant to this resolution and the duties to be performed by him in compliance with this resolution shall be during the absence of Mr. H. B. Glaisyer from the State of Oregon during the period from October 17, 1951 to November 2, 1951, inclusive.

6. That this resolution be entered in full in the minutes and records of the Commission as of the 12th day of October, 1951.

EXHIBIT "S-1"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County, and of the route and location of the Eagle Creek Section of the Clackamas Secondary Highway in Clackamas County, and in connection therewith to prepare maps showing the route and location of each of said sections of highway and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of each of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Newport-Toledo Section of the Corvallis-Newport Highway between Engineer's Station 0+00 in Newport and Engineer's Station 293+00 near Toledo, together with the map, which for identification purposes bears the number 7B-10-8, dated October, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon.

2. That the survey of the Eagle Creek Section of the Clackamas Secondary Highway between Engineer's Station 994+00 north of Eagle Creek (stream) and Engineer's Station 1049+42.69 south of Eagle Creek (stream), together with the map, which for identification purposes bears the number 6B-34-19 and the date of October, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

3. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

EXHIBIT "S-1" (cont.)

4. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said surveys. The said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

5. That this resolution be entered in the minutes and records of the Commission as of the 12th day of October, 1951.

19268

EXHIBIT "S-2"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Divide-Anlauff Section of the Pacific Highway in Lane and Douglas Counties and in connection therewith to prepare a map or maps showing the route and location of said section of highway and to file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission, and

WHEREAS, after due consideration of said survey or surveys, field notes, maps or other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Divide-Anlauff Section of the Pacific Highway between Engineer's Station 1048+80, south of the town of Divide, and Engineer's Station 297+00, at the town of Anlauff, together with the map which for identification purposes bears the numbers 7B-7-8 and 7B-8-3 and the date of October, 1951, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

(cont.)

EXHIBIT "S-2" (cont.)

4. That the survey of the Divide-Anlauff Section or Unit of said Pacific Highway has been made within the meaning and purpose of Chapter 4, Oregon Laws, 1947, commonly known as the "Throughway Law" and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission November 3, 1948; therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 12th day of October, 1951.

EXHIBIT "T-1"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, O. C. L. A., Section 100-113, directs and authorizes the Highway Commission, with the approval of the Attorney General, to appoint a Chief Counsel; and

WHEREAS, Clifton W. Enfield is an attorney in good standing before the Oregon State Bar, is admitted to practice before all of the courts of the State of Oregon and before the United States District Court For The District Of Oregon, and is qualified to discharge the duties of Chief Counsel for the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That Clifton W. Enfield be and he hereby is appointed as Chief Counsel for the Highway Commission, to serve in such capacity for a term of four years.

2. That the salary to be paid to Clifton W. Enfield is hereby fixed by the Commission in the sum of $700.00 per month.

3. That, in addition to the salary which shall be paid to Clifton W. Enfield, he shall be entitled to and shall be paid his actual traveling and other expenses as may be incurred in the performance of his official duties.

4. That this resolution shall be entered in the minutes and records of the Commission as of the 12th day of October, 1951.

October 12, 1951

EXHIBIT "T-2"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, O. C. L. A., Section 100-113, directs and authorizes the State Highway Commission, with the approval of the Attorney General, to appoint an Assistant Counsel; and

WHEREAS, Fred A. Miller is an attorney in good standing before the Oregon State Bar and admitted to practice in all of the courts of the State of Oregon and before the United States District Court For The District of Oregon, and is qualified to discharge the duties of Assistant Counsel for the Commission;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That Fred A. Miller be and he hereby is appointed as Assistant Counsel for the Highway Commission, to serve in such capacity for a term of four years.

2. That the salary to be paid to Fred A. Miller is hereby fixed by the Commission in the sum of $600.00 per month.

3. That Fred A. Miller shall serve under the direction of the Chief Counsel, and in the absence of the Chief Counsel shall have full authority to perform any duty required or permitted by law to be performed by the Chief Counsel.

4. That, in addition to the salary which shall be paid to Fred A. Miller, he shall be entitled to and shall be paid his actual traveling and other expenses as may be incurred in the performance of his official duties.

5. That this resolution shall be entered in the minutes and records of the Commission as of the 12th day of October, 1951.

1952

EXHIBIT "U-1"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Bay City-Tillamook Section of the said Oregon Coast Highway, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "U-1" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Bay City-Tillamook Section of the Oregon Coast Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

R-17904
Owner: Margaret Lichtenthaler

A parcel of land lying in the Northeast quarter (NE¼) of the Northeast quarter (NE¼) of Section 13, Township 1 South, Range 10 West, W.M., Tillamook County, Oregon, and being a portion of that property conveyed by that deed to Margaret Lichtenthaler, recorded in Book 130, Page 20, of Tillamook County Records of Deeds; the said parcel being a strip of land variable feet in width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 119+39.42, said Station being 790 feet south and 560 feet west of the northeast corner of said Section 13; thence on a spiral curve left (the long chord of which bears North 26° 14' West) 400 feet to Station 123+39.42 back = 123+20.07 ahead; thence North 29° 34' West 679.93 feet to Station 130+00; said strip of land extending from the northerly line of that tract conveyed to Linn A. and Vesta M. Anderson by deed recorded in Book 128, Page 5, of Tillamook County Deed Records, to the westerly line of said Lichtenthaler property; said center line crossing the westerly line of said Lichtenthaler property approximately at Station 125+35.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northeasterly side of center line	Width on Southwesterly side of center line
Northerly line of Anderson property	123+50	85	To existing highway right of way line
123+50	127+24	110	" " " " "
127+24	West and North lines of Lichtenthaler property	130	" " " " "

(cont.)

EXHIBIT "U-1" (cont.)

The parcel of land to which this description applies contains 0.98 acre.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Oregon Coast Highway, when constructed upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress, and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited; except that there shall be reserved unto the owner of said remaining real property a right of private access not to exceed 25 feet in width on the east side of the Oregon Coast Highway at State Highway Engineer's center line Station 122+30.

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of the highway.

The State shall have the right, at its option, to build at any future time at its sole cost, a frontage road upon either or both sides of the Oregon Coast Highway upon right of way now owned or lands to be acquired by the State, and upon construction of either or both of such frontage roads, the right or rights of private access herein set forth to be reserved that is or are adjacent to either or both such frontage roads shall terminate and cease, and the owner of said remaining property shall thereupon have access to such frontage road or roads; said frontage road or roads shall be connected to the main highway only at such points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

EXHIBIT "U-1" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the state, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 11th day of October, 1951.

EXHIBIT "U-2"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Bay City-Tillamook Section of the said Oregon Coast Highway, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows.

EXHIBIT "U-2" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Bay City-Tillamook Section of the Oregon Coast Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

R-17906
Owners: Jerry F. Arthur, et ux

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 12, Township 1 South, Range 10 West, W.M., Tillamook County, Oregon and being a portion of that property conveyed by that deed to Jerry F. Arthur and Ellen E. Arthur, husband and wife recorded in Book 129, Page 398, Instrument No. 19618, of Tillamook County Records of Deeds; the said parcel being that portion of said property included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 130+00 said Station being 165 feet north and 1090 feet west of the southeast corner of said Section 12; thence North 29° 01' West, 500 feet to Station 135+00; the northeasterly line of said strip of land crosses the southerly and westerly lines of said property approximately opposite Stations 132+20 and 133+35, respectively.

The parcel of land to which this description applies contains 0.06 acre.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Oregon Coast Highway, when constructed upon the aforesaid-described real property to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress, and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited; except that there shall be reserved unto the owners of said remaining real property a right of access to a frontage or service road to be constructed upon the above described property and easterly of the main highway, said frontage or service road to be connected to a county road lying northerly of and adjacent to the remaining property and to a connection with the existing Oregon Coast Highway.

(cont.)

EXHIBIT "U-2" (cont.)

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 11th day of October, 1951.

EXHIBIT "U-3"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Bay City Tillamook Section of the said Oregon Coast Highway, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "U-3" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Bay City-Tillamook Section of the Oregon Coast Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

R-17912
Owner: William R. Coats, et al

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 12 and the Northwest quarter ($NW\frac{1}{4}$) of Section 12, Township 1 South, Range 10 West, W. M., Tillamook County, Oregon, and being a portion of that property conveyed by that deed to William R. Coats and E. S. Coats, recorded in Book 107, Page 535, of Tillamook County Records of Deeds; the said parcel being that portion of said property included in a strip of land of variable widths, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 178+00, said Station being 1753 feet south and 922 feet east of the Northwest corner of said Section 12; thence North 53° 05' West 1800 feet to Station 196+00; said center line crossing the east and west lines of said property approximately at Stations 179+80 and 194+83, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northeasterly Side of Center Line	Width on Southwesterly Side of Center Line
178+00	192+00	60	50
192+00	193+00	Taper 60 to 110	Taper 50 to 110
193+00	196+00	110	110

The parcel of land to which this description applies contains 4.38 acres.

2. That in addition to acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Oregon Coast Highway, when constructed upon the aforesaid-described real property, to the remaining abutting

(cont.)

EXHIBIT "U-3" (cont.)

land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress, and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited; except that there shall be reserved unto the owners of said remaining real property a right of access for a farm crossing not to exceed 25 feet in width on both sides of the Oregon Coast Highway at State Highway Engineer's center line Station 187+00, and also a right to pass stock under the Oregon Coast Highway at State Highway Engineer's center line Station 188+50, going beneath the State Highway bridge to be constructed on said Oregon Coast Highway.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the state, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 11th day of October, 1951.

EXHIBIT "U-4"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Bay City-Tillamook Section of the said Oregon Coast Highway, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "U-4" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Bay City-Tillamook Section of the Oregon Coast Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

R-17913-A
Owner: Reuben Wilkins, et al

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 11, Township 1 south, Range 10 west, W.M., Tillamook County, Oregon and being a portion of that property conveyed by that deed to Reuben Wilkins, et ux. recorded in Book 63, Page 491 of Tillamook County Records of Deeds. The said parcel being that portion of said property included in a strip of land 220 feet in width, 110 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows

Beginning at Engineer's center line Station 193+00, said Station being 838 feet south and 267 feet west of the northeast corner of said Section 11; thence North 53° 05' west 700 feet to Station 200+00; said center line crossing the east and northwest lines of said property approximately at Stations 194+83 and 198+89 respectively. The northwest line of said property being the southerly line of the County Road to the Town of Idaville.

The parcel of land to which this description applies contains 2.05 acres.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Oregon Coast Highway when constructed upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress, and regress to, from and between the aforesaid described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Com

(cont.)

EXHIBIT "U-4" (cont.)

mission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 11th day of October, 1951.

EXHIBIT "U-5"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Bay City Tillamook Section of the said Oregon Coast Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Oregon Coast Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Bay City Tillamook Section of the Oregon Coast Highway the parcel of real property located in Tillamook, Oregon, and described as follows, to-wit:

R-17908
Owner: Anna Neilson

A parcel of land lying in the South half of Section 12

(cont.)

EXHIBIT "U-5" (cont.)

Township 1 South, Range 10 West, W.M., Tillamook County, Oregon. The said parcel being a strip of land bounded on the Southerly end by the Kilchis River, bounded on the North by the Southerly line of that tract conveyed to Paul S. Vermilyea and Hancy D. Vermilyea by deeds recorded in Book 40, Page 212 and Book 47, Page 505, of Tillamook County Deed Records, bounded on the West by the S.P. Co. Right of Way, and bounded on the East by a line parallel to and 50 feet Easterly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 140+00, said Station being 1040 feet North and 1585 feet West of the Southeast corner of said Section 12; thence North 29° 01' West 282.86 feet; thence on a spiral curve left (the long chord of which bears North 31° 01' West) 400 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears North 41° 03' West) 402.22 feet; thence on a spiral curve left (the long chord of which bears North 51° 05' West) 400 feet; thence North 53° 05' West 514.92 feet to Station 160+00.

The parcel of land to which this description applies contains 3.33 acres.

There is also hereby granted an easement for Channel Change, lying East of the above-described parcel and being a strip of land 50 feet in width, 25 feet on each side of a line described as follows:

Beginning at Engineer's center line Station 148+05 as said center line is described above; thence North 56° 55' East 230 feet; thence on a 572.96 foot radius curve left (the long chord of which bears North 49° 25' East) 150 feet; containing 0.39 acre.

Except the right of the public to use the right of way granted to Tillamook County by F. H. Neilson, et ux., recorded September 30, 1920, in Book 42, Page 132, of the Deed Records of Tillamook County, Oregon, being a 30-foot right of way along the north side of the Kilchis River.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Oregon Coast Highway, when constructed

upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress, and regress to, from and between the aforesaid-described property including any highway to be constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulations, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 11th day of October, 1951

EXHIBIT "U-6"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Reedsport-Winchester Bay Section of the said Oregon Coast Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, the Oregon Coast Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Reedsport-Winchester Bay Section of the Oregon Coast Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

(cont.)

EXHIBIT "U-6" (cont.)

R-17732
Owner: H. L. Mooney, et al

Parcel No. 1:

A parcel of land lying in Tracts 2 and 3, Unrecorded Plat of Mooney, in the Northwest quarter (NW$\frac{1}{4}$) of the Southwest quarter (SW$\frac{1}{4}$) of Section 8, Township 22 South, Range 12 West, W. M., Douglas County, Oregon; the said parcel being that portion of said Tracts 2 and 3 included in a strip of land 120 feet in width, lying on the southerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 143+05.66, said Station being 185.21 feet north and 1550.95 feet east of the west quarter corner of said Section 8; thence on a spiral curve right (the long chord of which bears South 53° 38' 45" West) 400 feet; thence South 54° 58' 45" West 101.95 feet; thence on a spiral curve right (the long chord of which bears South 59° 28' 37" West) 450 feet; thence on a 954.93 foot radius curve right (the long chord of which bears South 71° 47' 11" West) 110.24 feet; thence on a spiral curve right (the long chord of which bears South 84° 05' 45" West) 450 feet; thence South 88° 35' 37" West 692.40 feet to Station 165+10.25; the southerly line of said strip of land intersecting the east and the west lines of said Tracts 2 and 3 approximately opposite Station 151+10 and Station 160+27, respectively.

The parcel of land to which this description applies contains 2.10 acres.

Parcel No. 2:

A parcel of land lying in Tract 10, Unrecorded Plat of Mooney in the Northwest quarter (NW$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) of Section 7, Township 22 South, Range 12 West, W. M., Douglas County, Oregon; the said parcel being that portion of said Tract 10 included in a strip of land 100 feet in width, lying on the southerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 170+86.56, said Station being 405.95 feet south and 1059.20 feet west of the east quarter corner of said Section 7; thence on a spiral curve right (the long chord of which bears North 71° 41' 15" West) 500 feet to Station 175+86.56 equals Station 175+79.42; thence north 68° 21' 15" West 202.94 feet; thence on a spiral curve left (the long chord

of which bears North 72° 51' 10" West) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 85° 03' 15" West) 436.39 feet; thence on a spiral curve left (the long chord of which bears South 62° 57' 40" West) 450 feet to Station 191+18.75; the southerly line of said strip of land intersecting the east and westerly lines of said Tract 10 approximately opposite Station 184+15 and Station 187+35, respectively.

The parcel of land to which this description applies contains 0.46 acre.

2. That in addition to the acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished all easements of access and rights of ingress, egress, and regress to, from, and between the aforesaid-described real property and any highway now or hereafter constructed thereon and the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, except that there shall be reserved unto the owners, their heirs and assigns, the following rights of access:

(a) A right of private access for an approach not to exceed twenty-five feet in width on the south side of the Oregon Coast Highway opposite State Highway Engineer's center line Station 153+00.

(b) A right of private access for an approach not to exceed twenty-five feet in width on the south side of the Oregon Coast Highway opposite State Highway Engineer's center line Station 157+75.

(c) A right of private access for an approach not to exceed twenty-five feet in width on the south side of the Oregon Coast Highway opposite State Highway Engineer's center line Station 185+50.

A right of private access as herein used is defined as follows:

An access for ordinary travel to and from the remaining land only, and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway.

The State of Oregon shall have the right, at its option, to build at any future time, at its sole cost, a frontage or service road on the south side of the Oregon Coast Highway upon right of way now owned, or lands to be acquired, by the State of Oregon, and upon

EXHIBIT "U-6" (cont.)

construction of such frontage or service road the rights of private access herein set forth to be reserved that are adjacent to such frontage or service road shall terminate and cease, and the owners, their heirs and assigns, shall thereupon have access to such frontage or service road; said frontage or service road shall be connected to the main highway only at such points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 11th day of October, 1951.

EXHIBIT "U-7"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Reedsport-Winchester Bay Section of the said Oregon Coast Highway, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows

EXHIBIT "U-7" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Reedsport-Winchester Bay Section of the Oregon Coast Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

R.-17729
Owners: Russell J. Hubbard, et ux.

Parcel No. 1:

A parcel of land lying in Section 3 and 4, Township 22 South, Range 12 West, W.M., Douglas County, Oregon; the said parcel being a strip of land of variable widths, extending from the west line of 22nd Street in the City of Reedsport to the west line of said Section 4 and lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 23+66.04, said Station being 801.55 feet south and 210.10 feet east of the northeast corner of said Section 4; thence on a 5729.58 foot radius curve left (the long chord of which bears South 72° 22' West) 178.33 feet; thence on a spiral curve left (the long chord of which bears South 70° 08' 30" West) 400 feet; thence South 69° 28' 30" West 4332.76 feet; thence on a spiral curve left (the long chord of which bears South 66° 08' 30" West) 500 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 55° 02' West) 222.08 feet; thence on a spiral curve left (the long chord of which bears South 43° 55' 30" West) 500 feet; thence South 40° 35' 30" West 1135.17 feet to Engineer's center line Station 96+34.38, said center line crossing the west line of said 22nd Street and the west line of said Section 4 approximately at Stations 24+15 and 88+05, respectively. Said Station 88+05 being 893 feet south of the west quarter corner of said Section 4.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on North side of Center Line	Width on South Side of Center Line
23+66	29+44.37	60	Variable to existing hwy.
29+44.37	37+00	60	110
37+00	45+50	70	110
45+50	50+00	90	110
50+00	63+50	150	150
63+50	65+00	150	300
65+00	70+00	250	300
70+00	73+00	250	200

(cont.)

EXHIBIT "U-7" (cont.)

Station to Station		Width on North side of Center Line	Width on South Side of Center Line
73+00	73+50	200	200
73+50	78+00	200	150
78+00	West line of Section 4	150	150

Except that part of said strip of land lying within the Northeast quarter (NE$\frac{1}{4}$) of the Southwest quarter (SW$\frac{1}{4}$) of said Section 4.

The parcel of land to which this description applies contains 40.3 acres, of which 7.8 acres lie within the existing right of way, title to which hereby is alleged to be in the public, and 32.5 acres lie outside of the existing right of way; 5 acres of this 32.5 acres lie in the Bonneville lease, leaving 27.5 acres net.

Parcel No. 2:

A parcel of land lying in the Northeast quarter (NE$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) of Section 5, Township 22 South, Range 12 West, W.M., Douglas County, Oregon; the said parcel being that portion of said Northeast quarter (NE$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) included in a strip of land 300 feet in width, 150 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 84+99.21, said Station being 660.95 feet south and 153.52 feet east of the east quarter corner of said Section 5; thence South 40° 35' 30" West 1000.79 feet to Station 95+00, said center line crossing the east and south lines of said Northeast quarter (NE$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) approximately at Stations 88+05 and 93+50, respectively.

The parcel of land to which this description applies contains 3.75 acres, of which 1.04 acres lie within the existing right of way, title to which hereby is alleged to be in the public, and 2.71 acres lie outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Oregon Coast Highway, when constructed upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress, and regress to, from and between the

EXHIBIT "U-7" (cont.)

aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited, except that there shall be reserved unto the owners of said remaining real property rights of private access as follows:

(a) A right of private access not to exceed twenty-five feet in width on the north side of the Oregon Coast Highway opposite State Highway Engineer's center line Station 86+77.

(b) A right of private access not to exceed twenty-five feet in width on the north side of the Oregon Coast Highway opposite State Highway Engineer's center line Station 77+30.

(c) A right of private access not to exceed twenty-five feet in width on the south side of the Oregon Coast Highway opposite State Highway Engineer's center line Station 71+80.

(d) A right of private access not to exceed twenty-five feet in width on the north side of the Oregon Coast Highway opposite State Highway Engineer's center line Station 63+00.

(e) Rights of access to a frontage or service road to be constructed by the State of Oregon on the north side of the Oregon Coast Highway upon right of way now owned, or lands to be acquired, by the State of Oregon; said frontage or service road shall be constructed at the time of construction of the Oregon Coast Highway upon the above-described real property from 22nd Street in Reedsport, Oregon, to connect with an existing ranch road which crosses the Oregon Coast Highway at State Highway Engineer's center line Station 48+40.

A right of private access as herein used is defined as follows: An access for ordinary travel to and from the remaining land only, and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway.

The State of Oregon shall have the right, at its option, to build at any future time, at its sole cost, a frontage or service road, or frontage or service roads, in addition to the said service road above set forth, on either side of the Oregon Coast Highway upon right of way now owned, or lands to be acquired by the State of Oregon, and upon construction of such frontage or service road or roads, the right or rights of private access herein set forth to be reserved that is or are adjacent to such frontage or service road or roads shall terminate and cease, and the owners of said remaining

(cont.)

EXHIBIT "U-7" (cont.)

property shall thereupon have access to such frontage or service road or roads; said frontage or service road or roads shall be connected to the main highway only at such points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the state, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 11th day of October, 1951.

EXHIBIT "U-8"

Minutes of October 11 and 12, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct, and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts, and

WHEREAS, for the purpose of constructing and maintaining certain sections of the State highway system, the said Commission plans and proposes to acquire a quarry site and an easement for right of way for a hauling road in conjunction therewith, and for such purpose and connection therewith, the real property hereinafter described is necessary, and

WHEREAS, said Commission is authorized to take fee title to said property for the acquisition of a quarry site and is authorized to take an easement for right of way for the construction, improvement or maintenance of a hauling road in conjunction therewith;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find that the following described property is necessary and required for the acquisition of a quarry site in connection with the proper construction and maintenance of certain sections of the State highway system, said property being located in Washington County, Oregon:

R-8875
Owner: Oliver Jack, et al

Parcel No. 1:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of Section 21, Township 2 North, Range 4 West, W.M., Washington County, Oregon, the said parcel being described as follows:

(cont.)

EXHIBIT "U-8" (cont.)

Beginning on the south line of said Section 21 at a point which bears North 88° 25' 15" East 2029.2 feet from the southwest corner of said Section 21; thence North 88° 25' 15" East along said Section line 282.9 feet; thence North 44° 21' West 1430.0 feet; thence North 560.0 feet; thence West 1020.0 feet; thence South 580.0 feet; thence South 46° 43' East 707.5 feet; thence East 641.6 feet; thence South 44° 21' East 737.2 feet; to the south line of said Section 21; thence North 88° 25' 15" East 65.0 feet to the place of beginning.

The parcel of land to which this description applies contains 29.23 acres.

2. The Commission does hereby find and declare that an easement for right of way, over and across the following described property, is necessary and required for the construction, improvement, or maintenance of a hauling road to be used in conjunction with the quarry site situated upon the real property described in Parcel No. 1, said property being located in Washington County, Oregon:

Parcel No. 2:

That part of the following described strip of land lying within the east half of Section 28, Township 2 North, Range 4 West, W.M., Washington County, Oregon, except any portion thereof lying within the tract of land described in that certain deed to Carl H. Hutch, recorded in Book 310, page 384, of the Deed Records of Washington County, Oregon, to wit:

The strip of land 60 feet in width, 30 feet on each side of the following described center line:

Beginning on the South line of the Northwest quarter ($NW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of said Section 28; said point being 1310.5 feet North and 1656.3 feet West of the Southeast corner of said Section 28; thence North 24° 31' West 21.97 feet; thence North 4° 06' East 183.2 feet; thence North 27° 25' 30" East 203.3 feet; thence North 8° 08' West 462.7 feet; thence North 9° 46' 30" East 453.4 feet; thence North 31° 15' West 243 4 feet; thence North 31° 23' East 110.05 feet; thence North 8° 25' West 313.45 feet; thence North 26° 38' 45" West 360.76 feet; thence North 6° 39' 45" West 369.94 feet; thence North 28° 35' 15" West 379.0 feet; thence North 45° 42' 15" West 528.60 feet; thence North 49° 52' 15" West 515.78 feet; thence North 77° 17' 15" West 167.40 feet; thence North 87° 30' 30" West 167.20 feet; thence North 44° 48' 15" West 243.40 feet; thence North 24° 37' 45" West 51.81 feet to the North line of said Section 28 from which point the Northwest corner of said Section 28 bears South 88° 25' 15" West 2029.2 feet.

(cont.)

EXHIBIT "U-8" (cont.)

The parcel of land to which this description applies contains 4.83 acres.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located. and will be operated and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 11th day of October, 1951.

Portland, Oregon
October 13, 1951

The State Highway Commission met with members of the Legislative Highway Interim Committee at 9:00 a.m. in the Green Room of the Imperial Hotel for discussion of matters set forth in the Committee's letter of October 1 to the Commission. (See letter in General Files.)

Present representing the State Highway Department were:

Ben R. Chandler, Chairman, State Highway Commission
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary
Geo. C. Hester, Jr., Administrative Assistant

Representing the Interim Committee were:

Senator Elmo E. Smith, John Day, Chairman
Senator Angus Gibson, Junction City
Senator Warren Gill, Lebanon
Representative Edward A. Geary, Klamath Falls
Representative Robert W. Root, Medford
Representative B. A. Stover, Bend

Senator Smith presided and upon calling the meeting to order, explained that the purpose of the meeting was to orient members of the Committee on highway matters and fulfill obligations imposed on the Committee by House Joint Resolution No. 24. He then referred to the Commission's brief of the following subjects as outlined in the Committee's letter and asked the Commission to explain the several items appearing therein.

1. Administration of the State Highway Department

   a. Organization and Channels of Administrative Control

   b. Relationship Between the State Highway Commission and the Civil Service Commission with Respect to Salary Scales, Job Classifications, and other Regulations affecting Personnel Requirements

2. Allocation, Distribution and Expenditure of State Highway Funds

   a. Relationship Between the State Highway Commission and the Bureau of Public Roads with Respect to Allocation and Expenditure of Federal Funds

   b. Formula for Allocation to Divisions

c. Method of Allocating Expenditures between Primary, Secondary, and F. A. S. County Roads

d. Method of Selecting Individual Projects for Improvement

e. Distribution of Gross Receipts from Motor Vehicle Taxes

f. Program for the Expenditure of Bond Moneys

3. Methods and Standards Used and the Results Obtained in Construction and Maintenance of State Highways

a. Control Exercised by the Bureau of Public Roads over Design Standards Employed by the State

b. Comparison of Oregon's Standards with those Promulgated by the AASHO

c. Considerations Involved in Choice of Surface Type and Thickness for New Construction and Reconstruction

d. Purpose and Use of Classification as Applied to the State Highway System

e. Considerations Involved in Imposition of Load Limits or Prohibition of Truck Traffic on Various Highways during Spring Thaws and Other Periods

f. Reasons for the Increased Maintenance Expenditures During the Past Quarter Century

g. Explanation of Type of Design and Axle Loads on Proposed WASHO Road Test

Individual copies of the Highway Commission's brief were distributed and the subjects were taken up in order. At the request of Chairman Chandler, Mr. Baldock explained the items presented in the Commission's brief, with an informal discussion following the explanation of each item.

At the conclusion of discussion on the written brief, Representative Root pointed out that at the present time loggers are permitted to haul during certain hours of the day which, during the winter season, extend into the darkness hours; whereas, the same time limits during the summer season fail to take advantage of all the daylight hours. Mr. Baldock agreed that this point was well taken, and promised to make a study and report to the Commission on the subject.

On behalf of the Interim Committee, Senator Smith requested that the State Highway Commission provide the Committee with comments con-

cerning the application of present highway laws and/or recommendations for additional highway legislation, together with drafts of any bills which the Commission desires to have introduced at the next legislative session, on or before July 1, 1952. The Commission assured the Committee that this request would be complied with.

The meeting adjourned at 11:45 a. m.

Chairman

State Highway Engineer

Commissioner

Commissioner

Secretary

Portland, Oregon
November 8, 1951

The members of the State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Those present were:

Chas. H. Reynolds, Commissioner, Acting Chairman
Milo K. McIver, Commissioner
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
Fred Miller, Assistant Counsel
C. H. Armstrong, Parks Superintendent
H. B. Glaisyer, Secretary

Chairman Ben R. Chandler was excused from attending this meeting.

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which, at the request of the Acting Chairman, he announced that the award of contracts would be made at 3:00 p.m.

BAKER COUNTY
CITY OF BAKER

Zephyr Electric, Pendleton	$ 11,488.41
Mill Electric, Salem	13,200.00
Electric Corporation, Salem	16,609.00
Huenergard Electric Co., Portland	20,999.00

PITTSBURG-SCAPPOOSE COUNTY RD. IN COLUMBIA COUNTY
PITTSBURG-WILSON CREEK SECTION

J. N. Conley, Portland	$179,643.60
Smith Bros., Vancouver, Wn.	180,561.00
Oregon Asphaltic Paving Co., Portland	182,489.90
E. C. Hall Co., Portland	183,140.50
Vernie Jarl, Gresham	184,806.00
Homer G. Johnson, Portland	188,511.00
Erland & Blickle and F.H. McEwen, Portland	221,676.90

GERKING AND INNES COUNTY RDS. IN DESCHUTES COUNTY
GERKING CORNER-NORTH SECTION

Rogers Construction Co., Portland	$ 57,535.00
M.C. Lininger & Sons, Medford	67,348.50
Edwin C. Gerber, Oregon City	71,030.00
J. C. Compton Co., McMinnville	72,098.50

GERKING AND INNES COUNTY RDS. IN DESCHUTES COUNTY
GERKING CORNER-NORTH SECTION (cont.)

P. B. Doherty & Son, Portland	$ 74,795.00
Homer G. Johnson, Portland	75,490.00
E. C. Hall Co., Portland	78,007.50
McNutt Bros., Eugene	90,870.00

DOUGLAS COUNTY
REEDSPORT (WINCHESTER AVENUE)

J. C. Compton Co., McMinnville	$ 18,170.00

KLAMATH COUNTY
BLY MAINTENANCE BLDG.

H. G. Wirtz, Grants Pass	$ 12,694.00
Gilbert Roberts, Hood River	12,781.00
R. H. Jones, Hillsboro	12,924.00
Thompson & Georgeson, Portland	14,919.00
Ernest J. Hepp, Medford	15,154.00
Pinniger & Watkins, Klamath Falls	15,235.00
C. E. Blakley, Klamath Falls	15,905.00

MULTNOMAH COUNTY
SYLVAN MAINTENANCE BUILDING

C. M. Corkum Co., Portland	$ 14,273.00
H & R Construction Co., Beaverton	14,350.00
United Builders, Inc., Beaverton	14,936.89
Gilbert Roberts, Hood River	14,981.00
Thompson & Georgeson, Portland	15,082.00
Robert Strahorn, Inc., Portland	15,410.00
Simonton and Steele, Portland	15,569.00
James and Yost, Portland	15,790.00
Peter Stuart Construction Co., Portland	16,096.00
Robertson, Hay & Wallace, Portland	16,668.00
R. H. Jones, Hillsboro	17,310.00
Serge R. Perrin, Oregon City	17,420.00
Gene H. Settergren, Portland	17,502.00
Chas. R. Schmiedeskamp, Portland	17,516.00
McKel, Inc., Portland	17,800.00
V. C. Johnson, Portland	18,418.00
Lorentz Bruun Co., Portland	19,929.00
J. Bacaloff Co., Portland	27,881.00

OCHOCO HIGHWAY IN WHEELER COUNTY
JONES RANCH-MITCHELL SECTION

C. R. O'Neil, Creswell	$ 728,595.50
Durbin Bros., & R.E. Rush, Eugene	735,213.20
Goodfellow Bros., Inc., Wenatchee, Wn.	736,628.00
Rogers Construction Co., Portland	745,454.50
Leonard & Slate Ore. Ltd. & E.C. Hall Co., Portland	783,383.00
McNutt Bros., Eugene	783,677.50
Berke Bros., Inc., Portland	784,139.00
Kuckenberg Construction Co., Portland	794,267.50
Natt McDougal Co., Portland	799,175.75
Carl M. Halvorson, Inc., Portland	815,695.50
White Bros. Co., Walla Walla, Wn.	864,649.00
C. J. Montag & Son, Portland	928,117.50
Guy F. Atkinson Co., Portland	957,883.00
E. L. Gates & Co., Inc., Salem	967,106.00
Peter Kiewit Sons' Co., Longview, Wn.	1,040,498.00
J. A. Terteling & Son, Boise, Idaho	1,099,111.30

The Commission approved the minutes of the meetings held on August 20-21, and on September 12, 1951, subject to any correction that might be requested by the Chairman.

The State Parks Superintendent reported on the following park matters:

1. Requests of J. T. Lamb and Daniel B. Sells, both of Lakeview, to lease separate portions of Booth State Park for grazing purposes: The Parks Superintendent advised that these are two separate transactions, but neither of the gentlemen wishes to pay very much for the grazing privilege. Moreover, each wants permission to fence his particular area, which would bar public access to the park property. He recommended that both requests be denied, notwithstanding that the grazing of stock would not be objectionable. The Commission approved the recommendation.

2. Offer of Tillamook County to present to the State as a gift thirteen lots situate on Nehalem Sandspit: The Parks Superintendent advised that the State now owns most of this sandspit, a considerable portion of which was obtained from Tillamook County as tax delinquent property, and that the thirteen lots represent additional property that the county has acquired in lieu of taxes. He recommended acceptance of the offer. The Commission approved the recommendation.

3. Proposed development of recreational area acquired from Mr. J. H. Koberg on the Columbia River Highway about one mile east of the City of Hood River. The Parks Superintendent advised that the property in question was acquired from Mr. J. H. Koberg in connection with a settlement for right of way needed for the new Columbia River Highway. The area, he said, has been used by the people of Hood River and vicinity for many years as a swimming beach; it contains about 15 acres of land including the beach and a rock promontory fronting on the Columbia River. Mr. Koberg, he said, spent a considerable sum of money in development including a huge dance hall and a bath house, constructed of stone, concrete and timber with cement walks retaining walls and a swimming pool or reservoir on the high rock northeast of the beach area. The beach, he said, is approximately 900 feet long; also that the area contains a small lake which, if the area is developed, will have to be drained and filled in. He also said that a quarry has been developed at the easterly end of the rock promontory, materials from which are being used by the State's contractor in the construction of the highway. He exhibited a map showing a plan for the development of the area, which plan includes a driveway entrance from the highway. He estimated the cost of the development at about $30,000 except that an additional amount will be required if a traffic separation structure were provided at the junction of the entrance road with the highway.

In this connection the Parks Superintendent also advised that there is another area immediately to the east of the City of Hood River, upstream from the road leading to the Interstate bridge, which is very suitable for recreational purposes, particularly for local residents, a small part of which is owned by the State, and the remainder is in private ownership. He said that at small cost approximately 600 feet of river frontage and 4 acres of land can be developed for recreational purposes, affording an excellent picnic ground and swimming beach away from the highway and highway traffic. He estimated that the development work would cost about $12,000; however, he gave as his opinion that this is strictly a city project and that the expense should be borne by the community, since it is so close to the city and it being contrary to the established policy of the Commission to develop areas in such locations. The Engineer pointed out that were the Highway Commission to develop this latter mentioned area, the probabilities are that the county would ask the Commission to take over the county road that leads to it, which would involve an expenditure of about $96,000 to replace a timber bridge structure located thereon that is badly in need of repair. Both matters were discussed at some length, but action thereon was deferred by the Commission pending a conference with a representation from the City of Hood River, which was scheduled to be present on the following day. (See ahead for additional paragraph and action)

4. Proposed exchange of timber land in Silver Falls State Park. The Parks Superintendent recalled that the Commission some time ago authorized the sale of two isolated tracts in this park, and the

acquisition of a privately owned area that is surrounded by the park. Under authority granted at that time, he said, the timber on both tracts has been cruised, and it has been determined that they are out of balance, that on the State's property being valued at about $265,000, whereas that on the property that the State wants being valued at not to exceed $75,000. He mentioned a suggestion from the National Parks Service that the State sell only sufficient amount of its property to offset the cost of the privately owned property, and he pointed out the desirability of acquiring additional tracts, one of which would be valuable from a standpoint of protecting the water shed, and another which controls the springs in the park, the only available water supply. He requested authority to sell enough of the property that the State now owns to pay for the privately owned land that is needed to fill out this park which arrangement, he said, has been approved by the National Parks Service in principle. The Commission approved the request on the condition that the State is not required to spend any money for the property other than that which it receives from the sale of the State's land.

5. Sale of dead timber on Port Orford cedar tract north of Sixes, Curry County: The Parks Superintendent recalled that the Commission some time ago advertised the sale of this timber, but no bids were received. Subsequently, a Mr. George Weston, Myrtle Point, offered to pay $5.00 per MFBM for the timber. He recommended acceptance of the offer. The Commission approved the recommendation.

6. Purchase of Holland beach grass for use in Cape Lookout State Park: The Parks Superintendent advised that about 720,000 plants are required to control sand blow in this park and that the U. S. Soil Conservation Service has offered to furnish the plants at a maximum cost of $1.75 per thousand. He recommended acceptance of the offer. The Commission approved the recommendation. (An Agreement covering the arrangement was signed by the Commission later in the session.)

7. Prohibiting truck turn-around movements in Yachats State Park: It was explained by the Parks Superintendent that this resolution is simply to confirm and make formal the action taken by the Commission at its meeting on August 20, 1951. He recommended adoption of the resolution. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

8. State Parks budget for 1952: The Commission deferred action on this matter until its next meeting when Chairman Chandler is expected to be present.

The Right of Way Engineer reported options secured for property needed for right of way and other highway purposes. He presented a list of the options, which the Commission carefully considered. As a result of such consideration, the Commission authorized the closing of the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously.

In this connection the Right of Way Engineer reported the status of acquisition of rights of way needed for proposed improvements on US Highway No. 99. He gave as his feeling that it will be necessary to acquire some of these properties by condemnation, and he suggested that acquisition would be expedited were the Commission to grant blanket authority to condemn the properties if necessary. The Commission indicated a favorable attitude toward the suggestion, if that can be done legally, but deferred action in the matter until its next meeting, at which time the Right of Way Engineer will render another report on the subject.

In the absence of the Chief Counsel, Assistant Counsel, Mr. Fred Miller, reported difficulties in closing thirty-three right of way transactions and the need to acquire the parcels by resorting to condemnation. He presented a list of the parcels, together with the offer that is recommended in connection with each tract, as follows:

Stoute Creek-Mill City Sect. of the North Santiam Hwy.		Recommended Offer
R 17766 - Keith Phillips, et ux		
State Park Access Road (Marion)		
3.257 acres at $75.00	$ 244.50	
84 rods of woven wire fence	95.00	
Barb wire 2 strands 84 rods	17.00	
Labor to erect fence	120.00	
Steel posts (2 end)	91.00	
	$ 567.50	$ 575.00
Jones Ranch-Mitchell Section of the Ochoco Hwy.		
R 18199 - Owner unknown		
Right of Way (Wheeler)		
50 square feet, more or less		$ 25.00
R 17621 - C. A. Van Winkle		
Right of Way (Wheeler)		
0.1 acre		$ 150.00
R 17623 - Owner unknown		
Right of Way (Wheeler)		
1.54 acres		$ 25.00

Reedsport-Winchester Bay Sect. of the Oregon Coast Hwy.		Recommended Offer
R 18086 - H. L. Mooney and Louie Nichols Right of Way (Douglas) 1.56 acres		$1,275.00
Viento-Hood River Sect. of the Columbia River Hwy.		
R 17630 - Columbia Gorge Hotel Company Hood River (Right of Way) 6.77 acres		$6,800.00
Barbur Blvd.-Marion County Line Sect. of the West Portland-Hubbard Hwy.		
R 17539 - Mary Scheckla Right of Way (Clackamas) 5.89 acres - Taking Severance	$1,650.00 3,100.00 $4,750.00	$4,750.00
R 10630 - Anna B. Wurster Right of Way (Clackamas) 13.53 acres		$6,500.00
R 18095 - George Teufel, et ux Right of Way (Clackamas) 0.14 acre		$ 500.00
R 17522 - Don C. Irion, et ux Right of Way (Clackamas) 6.66 acres		$16,500.00
R 17499 - John Micek, et ux Right of Way (Washington) 11.67 acres		$7,000.00
Divide-Anlauf Unit of the Divide-Rice Hill Sect. of the Pacific Hwy.		
R 17702 - James Baxter Davis Quarry and Haul Road Easement (Douglas) 15.50 acres for quarry 4.7 acres for haul road		$3,000.00
R 18000 - Eldon Thompson, et ux Right of Way (Douglas) 0.93 acre		$5,000.00

Divide-Anlauf Unit of the Divide-Rice Hill Sect. of the Pacific Hwy. (cont.)	Recommended Offer
R 17692 - Pass Creek Development Company Right of Way (Douglas) 0.62 acre	$ 500.00
R 17691 - Leroy Lumber Company Right of Way (Douglas) 46.14 acres	$12,000.00
R 17993 - I. R. Lawrence, et ux Right of Way (Douglas) Easement for channel change 19.8 acres for right of way 0.55 acre for easement for channel change	$15,000.00
R 17992 - C. R. Lawrence, et ux Right of Way and Easement for channel change (Douglas) 13.09 acres for right of way 0.57 acre for easement for channel change	$ 2,000.00
R 17994 - R. Max and Irene Davis Ames Right of Way (Douglas) 0.40 acre	$ 250.00
R 17995 - Merl F. Clark Right of Way (Douglas) 0.50 acre	$ 500.00
R 17996 - Violet G. Clark Right of Way (Douglas) 0.72 acre	$ 1,000.00
R 17997 - Forest Veneer Company Right of Way and Easement for Channel Change (Douglas) 8.78 acres for right of way 0.72 acre for easement for channel change	$ 9,000.00
R 17998 - Oliver Hodge, et ux Right of Way (Douglas) 0.51 acre	$11,000.00
R 17999 - Benjamin Verl or Rosalia Miller Right of Way (Douglas) 0.76 acre	$10,000.00

Divide-Anlauf Unit of the Divide-Rice Hill Sect. of the Pacific Hwy. (cont.)	Recommended Offer
R 18001 - Clay Galdabini, et ux Right of Way (Douglas) 31 acres	$17,000.00
R 18002 - Clarence T. Anlauf, et ux Right of Way (Douglas) 8.25 acres	$ 3,000.00
R 18003 - W. C. Henderer, et ux Right of Way (Douglas) 12.74 acres	$14,000.00
R 18004 - R. B. Bewley, et ux Right of Way (Douglas) 7.36 acres	$ 4,500.00
R 18005 - Eugene Remington, et ux Right of Way (Douglas) 0.16 acre	$10,000.00
Gilchrist-Willamette Junction Unit Lapine-Diamond Lake Junction Sect. of The Dalles-California Hwy.	
R 18187 - L. L. Miller Right of Way, Mining Claim (Klamath) 29.5 acres	$ 295.00
Bay City-Tillamook Sect. of the Oregon Coast Hwy.	
R 17912 - Wm. R. Coats Right of Way (Tillamook) 4.38 acres	$ 8,150.00
Cape Lookout State Park	
R 17674-A-Jones Lumber Corporation (Park) Tillamook Interest of Jones Lumber Company, a corporation 46.4 acres, being only standing timber upon the land	$ 3,350.00
Judkins Point-Goshen Sect. of the Pacific Hwy.	
R 17055 - Ross E. Glass, et al Gravel Pit (Lane) 30 acres at $250.00	$ 7,500.00

Hood River-Mosier Sect. of the Columbia River Hwy.	Recommended Offer
R 17634 - James C. Fulton, et al Right of Way, Rock Quarry and Haul Road (Wasco) 28 acres	$ 9,000.00

As a result of careful consideration, the Commission approved the offers and authorized the condemnation proceedings. The attached resolutions relative thereto marked EXHIBITS "J-1" through "J-10", which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission, upon motion of Commissioner McIver, duly seconded by Acting Chairman Reynolds.

The Right of Way Engineer reported the following sales of miscellaneous properties, which were unanimously confirmed by the Commission:

File No.	Location	Sales Price	Purchaser	Items & Remarks
9734-	South 6th St. - Klamath Falls	$ 500.00	Destroyed by fire Sept. 15, 16, 1951. Covered by Lloyd's Policy	All the balance of Ewauna Box & Big Lake Box buildings had been sold prior to this fire.
17588-	Salisbury-Baker Sec. Baker-Unity Hwy.	326.00	Fred J. Schultz Route 2, Baker, Oregon	These bldgs. valued in final report at $3215.00 with statement house was 80% depreciated.
17786-	Forest Grove Sec. Tualatin Valley Hwy.	501.00	David G. Spiering, 1830 "C" St., Forest Grove	Advertised. Only bid received. In way of construction. Recommended acceptance to W.C. Williams who cleared sale with Mr. Chandler 10/23/51
17246- 17247	Salem By-Pass Pacific Hwy. East	1,750.00	Jack Henningsen, 3115 Willamette Dr. Salem	Auction sale. With this house was offered that part Lot 5, Block 2, Rehb's Addition lying outside right of way. Value of portion lot sold $350. Sale approved by phone by Mr. Chandler 10/22/51

File No.	Location	Sales Price	Purchaser	Items & Remarks
17251-17247A	Salem By-Pass Pacific Hwy. East	$4,350.00	Kenneth A. Murphy, 635 So. Liberty, Salem	Auction sale. With house was offered Lot 4, Block 4 Rehb's Addition. Lot purchase price $700. Sale approved by phone by Mr. Chandler 10/22/51
16987-	Viento-Hood River Sec. Columbia River Hwy.	50.00	M. L. Galligan Hood River	M. L. Galligan only bidder on sealed bids. Did not consider any salvage- extremely old bldgs- 1 bidder
16996-	Viento-Hood River Sec. Columbia River Hwy.	75.00	Lee D. Tanner Rte. 4, Box 123 Hood River	This house has composition siding. There is no ground close that this house could move on to- Estimated value $100. 3 bidders.
16997-	Viento-Hood River Sec. Columbia River Hwy.	96.00	Luke Nichols and R. T. Cobie Rte. 4, Box 5 Hood River	Unplastered house- old bath- Estimated value $150 - 2 bidders
16995-	Viento-Hood River Sec. Columbia River Hwy.	5.00	W. I. Kirby Rte. 2, Box 378 Hood River	Small cabin-not lived in for years- expected to have to pay for tearing down - 1 bidder
16993-	Viento-Hood River Sec. Columbia River Hwy.	198.00	Luke Nichols & R. T. Cobie Rte. 4, Box 5 Hood River	Service station with living quarters above; all service station equipment salvaged by the Department - 5 bidders

File No.	Location	Sales Price	Purchaser	Items & Remarks
16989-	Viento-Hood River Sec. Columbia River Hwy.	$ 62.50	Elmer W. Murray, c/o Murray Auto Parts, Rte. 4, Box 32 Hood River	This property on top of hill reached by winding narrow road- house not modern in any way- 2 bidders
17003	Viento-Hood River Sec. Columbia River Hwy.	118.00	Luke Nichols and R. T. Cobie Rte. 4, Box 5 Hood River	Extremely old house plastered. Barn and mink pen old and will have to be wrecked as no place to move- 4 bidders
17679-	Salem By-Pass Sec. Pacific Hwy. East	2,550.00	Jack Henningsen, 3115 Willamette Drive Salem	Auction sale. With this house was offered that part of Lot 5, Block 4, Rehb's Addition lying outside right of way- value of portion $350.00- phone approval by M. K. McIver 11/5/51
17249-	Salem By-Pass Sec. Pacific Hwy. East	6.650.00	E. W. Brutka Rte. 1, Box 65C, Brooks, Oregon	Auction sale - with this house was offered Lot 3, Block 2, Rehb's Addition, Salem- lot valued at $750- Phone approval by M. K. McIver 11/5/51

The Right of Way Engineer also reported the results of the sale of houses along the Salem By pass Section by the auction method. He recalled that the Commission authorized such method of disposal of the buildings as a trial proposition. The results of the sales, he said, indicate that much better prices can be received by the auction method than by receiving sealed bids, and he recommended that auctioning of the buildings be continued. The Commission approved the recommendation.

The Commission confirmed the sale of Lot 5, Block 2, Rehb's Addition, Salem, to Jack and Flora Henningsen, at $350; and the sale of Lot 4, Block 4, Rehb's Addition, Salem to Kenneth A. Murphy, at $700. The Right of Way Engineer explained that these lots were sold to the two purchasers in connection with the sale of houses on the Salem By-pass and that the sales were authorized by at least one commissioner before they were consummated. The Commission confirmed the sales unanimously.

The Commission authorized the Right of Way Engineer to issue land use permits during the year 1952 in conformity with past practice.

The Commission authorized an expenditure of approximately $700 for construction of right of way fences along the Beach Creek Section of the Pendleton-John Day Highway, Grant County, in cooperation with the U. S. Forest Service which is constructing similar fences along this highway within the National Forest boundaries. It was explained that fences to be constructed by the State aggregate about 3,600 lineal feet along land that is privately owned, where Forest highway funds cannot be used.

The Right of Way Engineer requested instructions concerning the disposition of houses purchased in connection with right of way settlements along Unit 5 of the T. H. Banfield Expressway, Multnomah County, and along the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County. He said there are about 24 houses to be disposed of along Banfield Expressway and he suggested that the public auction method be employed on a number of them as a trial proposition to ascertain whether or not such method is satisfactory in this locality. He also said that no land would be offered in connection with the sales. The Commission approved the suggestion unanimously. As to the buildings located on the Wygant Park-Hood River Section, the Parks Superintendent suggested that these also be disposed of by public auction except the Thompson Motel buildings, which the State's contractor wishes to use during his construction operations. The Motel buildings, he said, are located partially within the construction area, but the contractor wants them left there for his use, and has offered to pay $2,500 for them if the Commission approves. Moreover, he agrees to raze the buildings after his construction work is completed. He recommended acceptance of the offer. The Commission unanimously approved the sale of the buildings either by auction or by negotiated sale. The Thompson Motel buildings are to be handled in conformity with the Right of Way Engineer's recommendation.

The Right of Way Engineer reported that the Reconstruction Finance Corporation finally has taken over the Lofts' property adjacent to the Columbia River Highway near the Hood River Bridge, and has offered to let the State purchase all or a portion of it, as may be needed for highway use. The entire property, he said, can be purchased for about $17,500. He pointed out that the State can realize considerable salvage and he recommended acceptance of the offer. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously.

The Right of Way Engineer reported the results of taking bids in Salem on October 22, 1951 for the purchase of some fragmentary

lots along The Dalles-California Highway south of Redmond. The high offer received for this property, he said, was that of Mr. M. A. Lynch, Redmond, at $450. He recommended acceptance of the offer. The Commission approved the recommendation. (A deed conveying the property to Mr. Lynch was signed by the Commission later in the session).

The Right of Way Engineer asked the Commission to confirm an oral arrangement previously made with the Roberts Motor Company, Portland, for leasing the "Mack Truck Building" located at the east end of the Steel Bridge. He explained that the arrangement provides for the leasing of the property to the Roberts Motor Company for a period of four years, the company to remodel it at its own cost and expense, which is estimated at $30,000. The arrangement, he said, provides for shortening the building about seventy feet on the east side so as to accommodate a future highway development, if such materializes. The Commission approved the arrangement unanimously. (An Agreement covering the matter was signed by the Commission later in the session).

The Right of Way Engineer requested instructions concerning salaries paid right of way agents. He recalled that some three months ago, a request for salary increases for these men was presented to the State's Civil Service Board, but was denied. Subsequently, the State Tax Commission has embarked on a reappraisal program covering the entire state and is employing men whom they call "appraisal engineers" to do the work. These men, he said, are receiving a higher rate of pay for less responsible work than are the right of way men, and as a result, the Highway Department is due to lose several men, in fact one man already has gone over to the Tax Commission and others are considering offers from that department. He recommended salary increases for the right of way agents in conformity with the following schedule.

Right of Way Agent Aide -	Present rate: $261 - 272 - 284 - 296 - 309 - 322
	Proposed rate: 284 - 296 - 309 - 322 - 336 - 350
Right of Way Agent I -	Present rate: $296 - 309 - 322 - 336 - 350 - 364
	Proposed rate: 322 - 336 - 350 - 364 - 379 - 394
Right of Way Agent II-	Present rate: $336 - 350 - 364 - 379 - 394 - 410
	Proposed rate: 379 - 394 - 410 - 426 - 442 - 459
Right of Way Agent III-	Present rate: $379 - 394 - 410 - 426 - 442 - 459
	Proposed rate: 442 - 459 - 477 - 495 - 513 - 532

As a result of discussion that followed, the Commission approved the salary increases as recommended. The Right of Way Engineer was authorized to ask the Civil Service Board to approve the new schedule.

The Commission had under discussion the matter of deeding to the City of Eugene certain excess property which was acquired in connection with a settlement for right of way needed for the railroad overpass at Sixth and Mill Streets in Eugene. The Right of Way Engineer advised that, while this property was acquired in the name of the State, the purchase price actually was paid by the city, which is now asking the State Highway Department to reconvey to the City such portion as is not needed for State purposes. He recommended approval of the request. The Commission approved the recommendation.

The Commission confirmed an arrangement made by Division Engineer, W. E. Chandler with the Shevelin-Hixson Co., Bend, for office space for engineering crews stationed at the Bend headquarters, consideration $150 per month.

The Commission discussed a request from the City of Portland that the State deed to the City certain surplus property, described as Lots 1, 2 and 3 of Block 147, Carruthers Addition to Portland, on which property the city proposes to construct a building in which to house park maintenance equipment. The Right of Way Engineer advised that the property referred to is one of those toward which the city contributed 60% of the cost, and that the property is not particularly needed for highway purposes. The Commission unanimously approved the deeding of the property to the City of Portland without charge.

The Commission also discussed a request from the City of Portland that the State deed to the city certain property acquired by the State for reconstruction of S. E. Grand Avenue at Division Street, in connection with a highway improvement at that location. It was explained that the highway improvement necessitated a revision in the alignment of Grand Avenue, that title to the property was acquired in the name of the State and, because of that fact, the city has no legal authority to maintain the area as a city street. The Commission unanimously approved the deeding of the property to the City in order to clarify this ambiguity.

The Commission approved extension riders to two existing lease agreements with the Union Pacific Railroad Company as follows: (1) materials storage site in Albina, Multnomah County, original lease dated December 31, 1946, rider extends period five years to December 31, 1956, for consideration of $10 per year; (2) underground asphalt storage site adjacent to the railroad siding at Baker, Oregon, the original lease dated December 31, 1946, rider extends agreement for five years until December 31, 1956, for consideration of $5.00 per year. (Both riders were signed by the Commission later in the session.)

The meeting recessed for luncheon at 12:00 o'clock noon, and reconvened at 2:00 p.m. with the same persons present and participating.

The Engineer presented to the Commission for approval a revised agreement with the Union Pacific Railroad Company concerning highway encroachments on railroad property along the Wygant Park-Hood River Section of the Upper Columbia River Highway. This transaction, he said, involves an exchange of properties and difficulties have arisen in the negotiations. However, they have now been ironed out satisfactorily and the railroad company has agreed to give the State a right of entry onto its property pending conclusion of the property exchange. He recommended approval of the agreements as prepared and pointed out that they have already been approved by the Chief Counsel as to form. The Commission approved the recommendation, and thereupon signed the agreements.

The Commission discussed the matter of permitting the truck hauling of logs over State highways during the holidays as well as on Saturday afternoons and Sundays during the balance of the year, particularly on Monday, November 12, 1951, which has been declared a legal holiday because Armistice Day, November 11, 1951 occurs on Sunday. Mr. Fred Packwood, attorney, Portland, was present regarding this matter in behalf of his clients who are members of the timber industry. He urged the Commission to authorize the truck hauling of logs on Monday, November 12 only. He said they are not interested in the holidays on Thanksgiving or Christmas. The Engineer recommended approval of the request so far as it pertains to the Armistice Day holiday but not as to holidays on Thanksgiving and Christmas. The Commission approved the recommendation, subject to approval by the Public Utilities Commissioner.

The Engineer reported on a request from the City of Delake for establishment of a permanent grade and the installation of concrete curbs along US101 through Delake. He said that this matter has been investigated and it has been determined that to construct the curbs and necessary drainage pipe will cost about $18,000. He gave as his feeling that as soon as the curbs are constructed, the city will ask that the pavement be widened full width between the curbs. He estimated the cost of such widening work at $54,000, and the total cost of the improvement at $72,000. He pointed out that there are not sufficient funds available to finance the entire improvement at this time, and he questioned the advisability of doing any part of the work until it can be done in its entirety. Accordingly, he recommended that the project be deferred until funds become available to finance the entire project and that, in the meantime a permanent grade line be established so the city can proceed with the construction of sidewalks if it so desires. The Commission approved the recommendation.

The Commission discussed a letter from the City of Taft requesting construction of concrete curbs along the Oregon Coast Highway for a distance of about 425 feet to take care of a city drainage problem, and to prevent the drifting of sand onto the highway from ad-

jacent property. The Engineer advised that this matter has been investigated and it has been found that the drifting of sand does create a material drainage problem, which could be eliminated by construction of the curb as has been requested, provided sand surfaces on the abutting areas are covered with shale rock to decrease the sand drift. He estimated the cost to construct the curb at $750 and he recommended approval of the project as a minor betterment function, work to be done in 1952, on the condition that the property owners will first do the necessary surfacing on the adjacent sand areas. The Commission approved the recommendation.

The Engineer reported on the request of a delegation from Lane County that appeared before the Commission at its meeting on August 21, 1951 for improvement of the Noti-Badger Mountain Section of the Eugene-Richardson State Secondary Highway. He recalled that the delegation particularly requested the oiling of the five-mile section between Noti and Badger Mountain, and the raising of the grade at certain low spots where the existing roadway is flooded during the rainy season. Investigation, he said, reveals that to do what the delegation asked will cost about $130,000, of which amount $70,000 represents the cost of raising the low sections and the balance represents the cost to stabilize and oil the 5-mile section. He pointed out that the present highway is not on permanent alignment and that the estimated cost to provide an oiled highway on the proposed alignment is $384,000, which is approximately $77,000 per mile. He gave as his opinion that the Commission would not be justified in spending $130,000 for improving the present road or even in spending $70,000 to raise the grade above high water, in view of the fact that this highway will be abandoned within the next few years. He recommended, therefore, that both requests be denied until more moneys become available to reconstruct the highway on permanent alignment. The Commission approved the recommendation.

The Commission discussed a request from the City of Eugene for installation of three additional traffic signals on US99 at its intersection with 8th Street, 7th Street, and 6th Street in Eugene. The Engineer advised that this matter has been investigated and it has been found that there is justification for the installation of the additional signal at the 8th Street intersection, but there is no justification for the other two. He estimated the cost of the signal at 8th Street at $3,000 and he recommended that this signal be installed if the city will pay one-half of the installation expense, will maintain the signal, and will furnish electrical energy to operate it. He also recommended that the request for the signals at 7th Street and 6th Street be denied. The Commission approved the recommendation.

A request of the City of Joseph for installation of "blinker" lights on the Wallowa Lake Highway at its intersections with Hurricane Creek Road and with Little Sheep Creek State Secondary Highway was discussed by the Commission. The Engineer advised that

an investigation reveals that the conditions existing at each of these intersections do not warrant the installation of signals, either from the traffic or accident standpoint. He recommended that the request be denied. The Commission approved the recommendation.

Pursuant to previous instructions from the Commission, the Engineer reported results of investigations to determine the need for additional traffic signals in the City of Coos Bay. He recalled that the Commission at its September 12, 1951 meeting considered the installation of three signals on Front Street at its intersections with Curtis Avenue, Anderson Avenue and Central Avenue, but a subsequent investigation reveals that three additional signals are desirable and necessary on the two-way portion of Broadway, particularly at its intersection with Elrod Street. Hall Street and Johnson Street, in fact, they are definitely needed for proper control and regulation of traffic on US101 through Coos Bay. He estimated the cost of the six signals at $25,000, and advised that, according to information received from the city manager, the city has sufficient funds available to pay 50% of the cost of the installation. Moreover, the city will maintain the signals and will furnish electrical energy to operate them at city expense when the installation is completed. He recommended approval of the project on the condition that the city will meet the requirements of paying 50% of the cost involved, will maintain the signals and will furnish the electrical energy to operate them. The Commission approved the recommendation

The Commission discussed a request from the City of Corvallis for installation of additional signals on Madison Street at its intersections with 3rd Street and 4th Street, which streets are designated State Highway routes. The Engineer advised that at the time the original signals were installed in Corvallis, it was believed that there would be sufficient lapse in the flow of traffic at Madison Street to permit cross traffic, both vehicular and pedestrian. However, a recent investigation reveals the falsity of such assumption, particularly in view of the great amount of pedestrian traffic, this street being used heavily by students of the state college going to and from the downtown business area. According to a report by the Traffic Engineer, he said, the additional signals now requested are definitely needed. He estimated the cost of the two signals at $6,000 and recommended approval of the installation on the condition that the City of Corvallis will pay 50% of the cost involved, will maintain the signals and will furnish electrical energy to operate them. The Commission approved the recommendation.

The Commission had under discussion a request from the Hermiston Chamber of Commerce for reconstruction of the Union Pacific Railroad underpass on the Hermiston State Secondary Highway No. 207, and for construction of a new bridge across the Umatilla River as a replacement for a timber structure that was erected during World War II. The Engineer advised that reconstruction of the underpass referred to has

been studied for several years, since it is recognized that a hazard does exist at this place. The existing structure, he said, has a horizontal width of only 13 feet 6 inches, and is on a curve where the sight distance is restricted. Also, the present daily traffic averages about 1,600 vehicles. He estimated the cost to reconstruct the underpass to modern standards, including some improvement of the alignment, at $120,000. of which amount $90,000 represents the cost of reconstructing the underpass, and $30,000 represents the cost of grading and surfacing on the revised alignment. He recommended approval of the project in order to eliminate the existing hazard and to provide a structure adequate to take care of present traffic needs; also, that it be placed in the construction program as soon as additional Federal Aid Secondary Highway funds become available to finance it. As to the Umatilla River bridge replacement, the Engineer advised that the present timber structure is in fairly good condition and should give satisfactory service for a number of years. He recommended that the request for the replacement of this structure be denied. As a result of discussion, the Commission unanimously approved both recommendations.

A letter was presented from the County Court of Wasco County requesting that the $100,000 heretofore programmed by the Commission for improvement of the Dufur-Boyd FAS Highway No. 310 be transferred to finance improvement of FAS Highway No. 312, which extends easterly from the Town of Maupin a distance of about 5 miles. The reason given for the proposed transfer is that future modernization of The Dalles-California Highway may have considerable effect on the Dufur-Boyd road with the result that if the $100,000 were spent for the improvement of such road, a considerable portion thereof would be lost. The Engineer advised that the court's reasoning is correct, that there is a possibility that the Dufur-Boyd road will be affected by the modernization of The Dalles-California Highway, although that is a project for some time in the future. FAS Highway No. 312, he said, carries about $2\frac{1}{2}$ times as much traffic as the Dufur-Boyd road, and he recommended, in view thereof, approval of the transfer of the funds as requested by the County Court. The Commission approved the recommendation and instructed the Engineer to present the matter to the Bureau of Public Roads for concurrence.

The Engineer requested authority to spend about $65,000 of State funds to construct a crushed rock surfacing on a 3.76 mile section of the Wasco-Heppner Secondary Highway west of John Day River crossing, which section was recently widened and on which a pit run gravel surfacing was placed, and to widen and surface an additional 1.24 mile section of this highway immediately adjacent thereto, which section is narrow and crooked. He recalled that this highway east of the John Day River crossing has been reconstructed satisfactorily, and he advised that the proposed construction on the west side of the river will place the road in condition to handle all kinds of

traffic for considerable time in the future. He recommended approval of the expenditure, the work to be done in 1952. The Commission approved the recommendation.

The Commission approved an agreement with Douglas County providing for the disposal of a section of the present Oregon Coast Highway between Reedsport and Winchester Bay when the proposed reconstruction of the highway has been completed. (An Agreement was signed later in the session).

The Commission also approved an agreement with Deschutes County providing for county maintenance of the Gerking Corner-North Section of FAS Highway No. 329 upon completion of construction by the State. (An Agreement was signed later in the session).

The Commission also approved an agreement with Hood River County providing for county maintenance of the Dee River Section of FAS Highway No. 306 when improvement of this section has been completed by the State. (The Agreement was signed later in the session).

The Commission considered and approved two agreements with Tillamook County providing for county maintenance of the Dougherty Slough Section of FAS Highway No. 551 and for county maintenance of the Trask River Bridge section of FAS Highway No. 620, when construction of these two proposed improvements have been completed by the State. (Both Agreements were signed later in the session).

The Commission discussed a letter from the County Court of Wallowa County requesting (1) the relocation and resurfacing of the Wallowa Lake Highway between the Cities of Wallowa and Minam, and (2) the resurfacing and oiling of the Little Sheep Creek State Secondary Highway from the Town of Joseph to Sheep Creek, if the Commission cannot see its way clear to continue the improvement to the Town of Imnaha. The Engineer advised that a relocation survey has not been made of the Minam-Wallowa Section, but investigations indicate that to improve this section to present highway standards would require a very material expenditure. He estimated the cost roughly at about $1,000,000 for this 13 mile section. He pointed out that the present highway has been considerably improved during the past few years by betterment work, and is satisfactory to handle traffic which averages about 500 vehicles daily, notwithstanding there are some hazardous curves. He suggested on account of the high cost of improving the section, that the project be deferred for some time in the future when funds can be spared to finance the work. As to the improvement of Little Sheep Creek State Secondary Highway, the Engineer advised that the 5 mile section extending from Joseph to the end of the present oiled surface at the top of Little Sheep Creek Hill needs not only resurfacing and oiling but also considerable regrading, as the alignment is very inferior. He estimated the cost to reconstruct this highway to modern standards at about $300,000, which amount, he pointed out, is not available at the present time. He suggested that the Commission keep this project in mind for possible improvement next year as an FAS project, it being, in his estimation, the most important secondary highway

in Wallowa County, and definitely in need of improvement. The Commission discussed both projects at some length, and it was decided to keep the Minam-Wallowa Section in mind for future consideration when additional Federal Aid primary highway funds become available. As to the other project, the Commission decided to give this project careful consideration in formulating its 1952 construction program. In the discussion, the feeling was expressed that Wallowa County would be better served if moneys available to this county were applied to the improvement of the Little Sheep Creek FAS Highway No. 482, rather than to the Hurricane Creek County Road, FAS No. 497, and that any moneys that are now set up for the Hurricane Creek project should be transferred to the other. The Engineer stated that he would see what could be worked out along that line.

The Commission discussed a letter from the City of Stanfield requesting the widening of a bridge which crosses a drainage ditch on the former route of US Highway 30 just north of the city limits It is alleged that the existing bridge is narrow and a hazard to children who are obliged to cross it in attending school in Stanfield. The Engineer advised that investigation reveals a total vehicular traffic of 2,200 vehicles, and a pedestrian count of only 66 during a 16-hour period. A considerable portion of the pedestrians, he said, were school children. He pointed out that the bridge is only 30 feet long, and he gave as his feeling that, due to the relatively light traffic on the roadway, there should be no particular hazard to pedestrians, who could wait until no vehicles are near the bridge before they cross the structure. He mentioned that it requires only approximately six seconds of time for a pedestrian to cross the bridge. The Engineer also advised that the width of the bridge, 19 feet 4 inches, is substandard, but is wider than many other bridges on the State Highway system. He estimated the cost to widen the bridge at $14,000, but he questioned the advisability of the expenditure. The Commission decided unanimously against the improvement.

The Engineer reported that the cities of Coburg, Donald, Helix, Juntura, Lonerock, North Powder, Phoenix, Prescott and Sherwood have met the legal requirements with respect to the expenditure of state tax street funds which accrued to them during the first six months' period of 1951 and that the plans for the improvements proposed to be financed by such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "C-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the towns of Halfway and Sherwood have fulfilled the legal requirements with respect to expenditure of state tax street funds that accrued to them during the second

six months' period of 1950 and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "C-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion requests, as follows, for extensions of time within which to complete highway contracts:

1. Loree Building Service, Contract No. 3552 for building construction in Emigrant Springs State Park on the Old Oregon Trail in Union County, requested an extension of time of 30 days from September 30 to October 30, 1951 within which to complete this job. They attributed their failure to complete the project within the specified time limit to delays in shipment of steel needed for the work, and a change ordered by the State Highway Department in the location of a pump house. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit is correct. He recommended, in view thereof, that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

2. J. F. Johnston, Contract No. 3437 for construction of a bridge on the Moores Valley County Road near Carlton, Yamhill County, requested an extension of time of 274 days from September 1, 1951 to May 31, 1952, within which to complete this job. He attributed his failure to complete the project within the specified time limit to the following: (1) heavy rains and high water which prevented excavating work before March 1, the time set for closing the old bridge to traffic; (2) failure of the county to provide a detour and of the city of Carlton to readjust water mains; (3) delays in securing delivery of steel necessary for the job; and (4) delays incident to excavation of piers, rock being encountered instead of blue clay as shown on the plans. The Engineer advised that, when this contract was awarded, it was anticipated that the excavation for the foundations would be started early in the spring and that the existing bridge could be removed by March. However, weather conditions prevented any work until after March 1. In addition, Yamhill County did not provide a detour so the old bridge could be removed and, as stated by the contractor, delays were experienced in the shipment of steel for foundation piling. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads, concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

3. C. M. Merrill, Contract No. 3545 for construction of a sand shed and an extension to the existing maintenance building at Santiam Junction on the Santiam Highway, Linn County, requested an ex-

tension of time of 60 days from October 31, to December 30, 1951 within which to complete this job. He gave the following reason for failure to complete the project within the specified time limit: forest fire on Sardine Creek which caused closure of Idanha Lumber Company's plant, and delayed delivery of lumber, with the result that the job extended into a period of bad weather, which was unsuitable for painting. The Engineer stated that the reason given by the contractor for overrunning the time limit is substantially correct - that the contractor's progress with the work since delivery of the lumber has been very satisfactory. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

4. Del R. Beebe Construction Co., Contract No. 3227, for grading and paving the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road in Douglas County, requested an additional extension of time of 16 days from July 31 to August 16, 1951 within which to complete this job. They alleged that their failure to complete the project within the previously extended time limit was due to the fact that they were required to remove additional slide material. They further stated that the road was usable by the public on August 1, 1951. The Engineer advised that this contract was awarded on September 20, 1949, with a specified completion date of September 30, 1950; however, the work was not done at that time and the Commission at its meeting in November 1950 granted the contractor an extension of time to July 31, 1951, with the stipulation that the contractor would be charged, as a penalty, with the extra engineering expense that the State incurred. Due to bad weather conditions, which would not permit paving operations during the winter season, he said, the work was closed down until May 1951 when the paving contractor, J. C. Compton Co., started the paving operations which were completed, except along a short section, by June 23, 1951. The reason that the short section was not paved was because a slide occurred which delayed completion until August 16, 1951. The Engineer stated that an analysis of the engineering costs incurred on the job, indicates that actually there was no excess engineering expense as the necessary pavement inspectors, checkers, etc. would have been required even if the work had been performed and completed within the specified time limit. He pointed out that the engineering costs on the project were less than 8% of the cost of construction, which is normal for a project of this nature. He recommended, in viewof the circumstances, that the additional extension of time as requested be granted without any deduction for excess engineering expense, because none can be proven. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

5. Geo. E. Corliss, Contract No. 3274, for grading and oil mat surfacing on the Scott Canyon County Road in Sherman County, requested an additional extension of time of 238 days from September 15,

1950 to May 10, 1951 within which to complete this job. He gave no particular reason for overrunning the previously extended time limit except that grading work was not completed in sufficient time to perform oiling operations within the specified time. The Engineer advised that the contractor handled this project in a very dilatory manner. He recalled that the Commission at its meeting on August 30, 1950 granted Mr. Corliss an extension of time to September 15, 1950 within which to complete the job, with the stipulation that he would be penalized by an assessment of engineering expense incurred by the State from July 31, 1950 until the job was done. He recommended that the additional extension of time now requested be granted on the same basis. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

6. Russell Olson Construction Co., Contract No. 3403, for grading, surfacing, and oiling the Joseph Section of the Joseph-Wallowa Lake Secondary State Highway, and streets in the Town of Wallowa, requested an extension of time of 11 days from July 31 to August 11, 1951 within which to complete this job. He attributed his failure to complete the project within the specified time limit to the fact that he was busy on other State projects which delayed starting this one. The Engineer advised that the contractor had several State oiling projects in the immediate vicinity of the town of Joseph, and it was to the State's convenience and advantage, as well as the contractor's, to have these jobs completed prior to the commencement of oiling work on the project under discussion. He further stated that the traveling public has not been inconvenienced by the delay, neither has the State incurred any extra expense for engineering supervision. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

7. Rush Construction Co., Contract No. 3446, for rock production on the Eightmile-Heppner Section of the Wasco-Heppner State Secondary Highway, Morrow County, requested an extension of time of 14 days from July 31, 1951 to August 14, 1951 within which to complete this project. The contractor advised that the rock for this project had all been produced prior to the expiration of the specified time limit and that the only thing remaining to be done was to haul it to the designated stockpiles, which work was accomplished as soon as hauling equipment was made available from the Joseph and Wallowa Lake Highway projects. The Engineer advised that the contractor had produced all of the rock required in the contract prior to the completion date specified, but due to the fact that his trucks were being used on another State oiling project nearby, he stockpiled the materials and completed the hauling when his trucks were released from the other work. The traveling public, he said, has not been inconvenienced by the delay, neither has the State incurred any extra engineering expense. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

8. Archie R. Averill, Contract No. 3265, for widening the bridge over the Umatilla River on the Columbia River Highway, Umatilla County, requested an additional extension of time of 83 days from July 1 to September 21, 1951 within which to complete this job. He advised that his failure to complete this project within the previously extended time limit was due to difficulties in securing sufficient labor on a tight labor market in that particular area. The Engineer recommended approval of the request without penalty. The Commission approved the recommendation. (See FOOTNOTE)

9. Tom Lillebo, Contract No. 3322, for construction of the Ferry Street Bridge and approaches on the Eugene-Coburg County Road, Lane County, requested an extension of time of 30 days from September 30 to October 30, 1951 within which to complete this job. He alleged that the extra time is needed to complete certain grading and paving work that was supplemental to the original contract. The Engineer advised that the contractor was delayed practically one month by construction of a connection to 8th Street in Eugene, which work was not included in the original contract. He further stated that the traveling public has not been inconvenienced by the overrun in time limit because the structure was open for public use on July 28, 1951, which was prior to the expiration of the specified time limit. He recommended that the extension of time as now requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

10. VaDare Construction Co., Contract No. 3480 for construction of a bridge over the Deschutes River at Tumalo on the McKenzie-Bend Highway in Deschutes County, requested an extension of time of 60 days from October 31 to December 30, 1951 within which to complete this job. They alleged that they failed to complete the job within the specified time limit because of difficulties in securing delivery of necessary steel, the delay being caused by Governmental restrictions. The Engineer advised that the contractor was delayed for approximately one month on account of a change in plans requiring the driving of piling at three bents. He further stated that, while the contractor did not start operations on this structure until July 2, satisfactory progress was made subsequent thereto, so the job will be completed without the State incurring any additional expense for engineering supervision. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

11. C. R. O'Neil, Contract No. 3491, for grading and surfacing the Summit-Lobster Valley Section of the Alsea-Deadwood State Secondary Highway, Benton County, requested an additional extension of time of 22 days from October 1 to October 22, 1951 within which to complete this job. He stated that he was unable to complete the project within the previously extended time limit because of dry weather

conditions which prevented burning operations. The Engineer advised that the contractor had completed all of the grading and surfacing work on this project within the specified date, and there remained only the burning of logs and brush, which work could not be done until weather conditions were favorable, and no fire hazard existed. This feature, he said, was controlled by the Forest Service, who would not allow the burning until after October 1, 1951. For reasons stated, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

12. M. L. and C. R. O'Neil and George E. Berry, Contract No. 3385 for grading and topping and construction of structures on the North Powder River Section of the Old Oregon Trail, Union and Baker Counties, requested an extension of time of 45 days from September 30 to November 15, 1951 within which to complete this job. They alleged that they were delayed approximately 90 days in securing approval from the Union Pacific Railroad Co. to proceed with the construction of an overcrossing. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct, and that the delay was no fault of the contractor. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

13. M. L. and C. R. O'Neil, Contract No. 3295, for grading and surfacing the Ladd Canyon-North Powder Section of the Old Oregon Trail, Union County, requested an extension of time of 60 days from September 30 to November 30, 1951 within which to complete this job. They stated that this extension of time is needed by their subcontractor, D. F. McKenzie Co., to complete roadbed topping material. The Engineer advised that, had the contractor provided sufficient equipment at the commencement of the project to balance his operations, he would have been able to complete the project well within the specified time limit; further, that the engineering costs on the job have been abnormally high, due to the necessity of constantly replacing stakes, which were destroyed during the contractor's operations, which expense could have been reduced had the contractor made an effort to preserve the stakes. He recommended, in view of the circumstances that the extension of time as requested be granted but that the contractor be charged as a penalty, with the engineering costs that the State incurred in connection with this job from September 1951 to the job completion date. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

14. The Central Heating Co., Contract No. 3340, for pavement resurfacing on the Alsea-Alder Creek Section of the Alsea Highway, Benton County, requested an extension of time of 277 days from November 1, 1950 to August 4, 1951, within which to complete this job. They stated that they were engaged in work for the State under Contract No. 3328 on the

Crater Lake Highway between Cascade Gorge and Prospect during 1950, and that this work was completed too late in the season to commence the work at Alsea, which accounted for the fact that they overran the specified completion date. The Engineer advised that this company was awarded a contract in 1950 for construction of the Cascade Gorge - Propsect Section, but the quarry specified for that job failed and it was necessary to delay the operations until the State could develop another quarry. For this reason, he said, the contractor was unable to move onto the Alsea-Alder Creek project in time to complete it before fall rains interfered with paving operations. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

15. Cosmo Gilo, Contract No. 3421, for grading the Stout Creek-Mill City Section of the North Santiam Highway, Marion County, requested an additional extension of time of 182 days from October 15, 1951 to July 1, 1952, in which to complete this job. He alleged that extremely wet conditions in the grade and cuts made it impossible for him to finish the roadbed construction by October 15. Also that slides resulting from springs and wet pockets in banks and slopes were frequent and caused considerable delays in the progress of the work. The Engineer advised that this contractor has not exerted any effort to complete the project within the specified time limit. Moreover, he has obligated himself for contracts with other agencies during the summer season, and in connection therewith removed equipment from his State job. The bulk of the grading work has been completed, he said, but there still remains construction of 2 cattle passes, most of the fencing work and the final cleanup and burning of rubbish and debris. He pointed out that the Commission previously granted an extension of time from July 15 to October 15, 1951 within which to complete this project, with the stipulation that the contractor would be charged with engineering expense that the State incurred in connection with the job from October 16, 1951 to the time the job was entirely completed. He recommended that the additional extension of time now requested be granted, subject to a like penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

16. Floyd Grahm Construction Co., Contract No. 3481, for grading and surfacing on the Siletz-Logsden Section of the Siletz-Logsden County Road, Lincoln County, requested an extension of time of 270 days from October 31, 1951 to July 31, 1952 within which to complete this job. They gave the following reason for failure to complete the project within the specified time limit: conditions experienced which made it necessary to move more material than was originally planned and other circumstances beyond their control, which delayed progress of the work. The Engineer advised that the con-

tractor has had great difficulty in obtaining equipment and operators, but has succeeded in grading the roadbed from the east end of the project to the west side of Klamath Grade, and has surfaced this portion so that it is suitable for winter travel. Because of wet weather conditions he said, further grading work cannot be undertaken until next spring. He recommended that the extension of time as requested be granted without penalty. A letter was presented by the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

7. Berke Bros., Contract No. 3448, for grading and topping on the Willow Creek-Boardman Section of the Columbia River Highway, Morrow County, requested an additional extension of time of 15 days from September 15 to September 30, 1951, within which to complete this job. They attributed their failure to complete the project within the specified time limit to extra work that they were asked to do by the State Highway Department, such as construction of an access road from the new highway to the railroad station at Castle, and revision of the grade for the underpass at the connection of Highways No. 30 and No. 730. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct, that the extra work that he was asked to do was not a part of the original contract. The contractor, he said, has prosecuted the work in an excellent manner and the State has incurred no additional expense for engineering because of the overrun. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

8. Porter W. Yett, Contract No. 3505, for grading and paving on the Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass County Road requested an extension of time of 45 days from September 30 to November 14, 1951, within which to complete this job. He attributed his failure to complete the project within the specified time limit to a shortage of equipment repair materials, and additional work required due to unstable material encountered in excavation. The Engineer advised that the contractor encountered considerable unstable materials in his excavation which necessitated additional handling of the materials over and above that normally required. Also that the contractor experienced some difficulty in obtaining repair parts for his equipment. The delay, he said, has caused very little inconvenience to the traveling public and no extra cost to the State for engineering expense. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

9. Coos Bay Dredging Co., Inc., Contract No. 3324, for grading and paving the Fir Avenue-Ingersoll Avenue Section of the Oregon Coast Highway, in the City of Coos Bay, Coos County, requested

an extension of time of 366 days, from September 1, 1951 to August 31, 1952, within which to complete this job. They gave as their reason for overrunning the specified time limit failure of the Southern Pacific Co. to reestablish its track facilities necessitated by the highway improvement. The Engineer explained that this project involved the moving of the Southern Pacific Co.'s tracks in which the State was to construct a new railroad grade and the Southern Pacific Co. was to reestablish its tracks thereon. The company, he said, did not complete its portion of the project in time to permit the contractor to do his paving work before bad weather set in, so such work will have to be deferred until next year. He also said that the delay was no fault of the contractor. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that the Commission's present contract with Brunnel Bros. for furnishing ferry service at the Enegren crossing of Coos River in Coos County will expire on January 6, 1952. He requested authority to advertise for bids to furnish like service for a one-year period after that date, subject to cancellation of the contract upon 60 days' notice to the contractor when the new bridge now under construction across this river, and the approaches thereto, are completed and opened to travel in the late fall of 1952. The Commission approved the request unanimously subject to the cancellation clause as mentioned.

Consideration was given by the Commission to a proposed agreement with the City of Pendleton covering certain improvements on S. E. Court Street, Pendleton, route of US Highway No. 30. It appears that the city has expended a total sum of $3,622.33 for certain street improvements including construction of curbs, catch basins, excavation, surfacing and paving on certain streets, one of which is S. E. Court Street between S. E. 5th Street and S. E. 6th Street, and, due to the fact that the improvements inured to the benefit of highway traffic using S. E. Court Street, the city has requested state cooperation in the expense to the extent of $600. The Engineer stated that

$600 represents a fair share of the improvement cost to the State and he recommended that the city be reimbursed for such sum. The Commission approved the recommendation. (An Agreement covering the matter was signed by the Commission later in the session).

The Engineer reported that Contract Nos. 3105, 3227, 3265, 3340, 3354, 3446, 3454, 3472, 3478, 3491, 3513, 3514, and 3551 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration the Commission by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under consideration adoption of the Highway budget for 1952, but deferred action thereon until Chairman Chandler is present, except that the Commission approved EXHIBIT "E" of the tabulation presented by the Engineer, being the contract rock production program, and authorized the Engineer to proceed with the contracting of the projects listed therein. (For list of the rock production projects, see complete proposed budget No. 5 on file in the Secretary's office).

The Commission had under discussion the reclassification from Group 3 status to Group 1 status of the following highways in Harney County so as to permit vehicular movements 60 feet overall in length:

French Glen State Secondary Highway
Diamond Valley State Secondary Highway
Rome-Princeton State Secondary Highway

The Engineer advised that this matter arises because recently State Police have caused the arrest of a number of stockmen who have been using 60-foot equipment, consisting of truck and trailer, for transportation of livestock from rural areas to the main highways, and it appears that they are going to be very seriously handicapped unless they are allowed the continued use of such equipment, which is longer than the statutory limitations. The highways concerned, he said, are now classified as Group 3 highways because equipment 60 feet in length cannot negotiate them without encroaching in the opposing lane of traffic, according to test runs which have been conducted in conformity with the requirements of Section 12, Chapter 405, Oregon Laws for 1951. The traffic on these highways, he said, is very light. Moreover, sight distance along the highway for the most part is not restricted, so the use of overlength equipment will not be objectionable or hazardous, although permits cannot be granted because of the legal limitations. He gave as his feeling that if there is any way at all of allowing permits to be granted without changing the classification of the highways, that should be done. Mr. W. W. Stiffler, Second Assistant State Highway Engineer,

who is in charge of the Permit Division, reported the results of the test runs and verified the statement that the highways cannot be reclassified without evading the intent of the law. He pointed out that the main reason why the equipment cannot operate entirely on its own side of the highway is because of the narrowness of the roadway. The Commission discussed this matter at considerable length, during which the feeling was expressed that the stockmen should be allowed to continue use of overlength equipment if that can be arranged. The matter was referred to the Engineer with instructions to discuss it with the Superintendent of the Department of State Police. (A delegation from Harney County discussed this matter with the Commission on the following day, at which time the Commission explained the situation and the reasons why permits cannot be granted. See ahead for additional paragraph).

The Engineer brought up for discussion a claim presented by Mrs. L. M. Scholl, Hubbard, Oregon, for some trees located on her property near Hubbard, which were cut by members of a highway department survey party. The Engineer advised that this survey party was engaged in making a survey for the proposed Pacific Highway freeway and at this particular point were extending a 6-mile tangent, and in order to maintain accuracy in their work, cut the trees and produced their line directly rather than offsetting around the trees. The claim, he said, is in the amount of $50.00 for 4 trees, three of which were approximately 12 inches in diameter, containing 1152 board feet of merchantable timber, valued at $15.00 per MFBM, and the other was an old growth yellow fir 30 inches in diameter, containing 1344 board feet of merchantable timber valued at $25.00 per MFBM. The total value of the trees from the board foot standpoint, he added, amounts to $50.88. He recommended payment of the claim as presented by Mrs. Scholl. The Commission approved the recommendation.

The Commission discussed and denied as a matter of policy a request from Mr. A. B. Lambert, Portland, for permission to maintain signs along State Highways in the vicinity of Portland directing the traveling public to Lambert Gardens.

The Commission discussed with the Engineer bids received at the morning session for highway construction and at 3:00 p.m., the Acting Chairman, Mr. C. H. Reynolds, publicly announced the action of the Commission with respect thereto as follows:

"Traffic signal installation in the City of Baker, Baker County. Zephyr Electric Co. of Pendleton submitted the low bid at $11,488.41. There were three higher bids. The Commission awarded the contract to the low bidder, Zephyr Electric Co. at its bid price.

"Grading, surfacing, oiling and construction of two bridges on the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose

County Road, Columbia County. The low bid for this work was submitted by J. N. Conley, Portland, at $179,643.60. There were six higher bids. The contract has been awarded to J. N. Conley, the low bidder, at his bid price.

"Surfacing and oiling the Gerking Corner-North Section of the Gerking and Innes County Roads, Deschutes County. The Commission received eight bids for this project, the low one being that of the Rogers Construction Co., Portland, at $57,535. The contract has been awarded to Rogers Construction Co. at its bid price.

"Grading and paving the Reedsport (Winchester Avenue) Section of a city street project in the city of Reedsport, Douglas County. The only bid received for this project was that of J. C. Compton Co., McMinnville at $18,170. The bid of J. C. Compton Co. in the sum of $18,170 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Reedsport and provision has been made by said City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"Construction of a masonry block maintenance building in the Town of Bly, Klamath County. H. G. Wirtz, Grants Pass, was the low bidder of seven for this project at $12,694. The contract has been awarded to Mr. Wirtz at his bid price.

"Construction of a masonry block maintenance building at Sylvan, Multnomah County. C. M. Corkum Co., Portland, was the low bidder for this work at $14,273. There were 17 higher bids. The Commission has awarded this contract to the low bidder, C. M. Corkum Co. at its bid price.

"Grading and paving the Jones Ranch-Mitchell Section of the Ochoco Highway, in Wheeler County. Sixteen bids were submitted for this work, the low one being that of C. R. O'Neil of Creswell, Oregon at $728,595.50. The bid of C. R. O'Neil in the sum of $728,595.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads."

The Engineer brought up for discussion Bulletin No. 7 issued by the Department of Finance and Administration bearing date of October 31, 1951, on the subject of decentralization of property control. He explained briefly that, according to the bulletin, the Department of Finance and Administration has concluded to dispense with the State Property Control Division and to place the functions of that division with each state department, board, commission and institution, which hereafter shall be respon-

sible for the keeping of accurate records of property and equipment under its jurisdiction. In view of this bulletin, the Engineer requested authority from the Commission to establish a property control section within the State Highway Department and to employ such personnel as may be necessary to handle the work. The Commission approved the request.

The Commission had under consideration a renewal of its agreement with MacWilkins, Cole and Weber, advertising consultants extending for a period of one year after expiration of the present agreement on February 25, 1952, the contract currently in force. It was explained that the renewal of the contract has been recommended by the Travel Advisory Committee. The Commission approved the arrangement unanimously. (An Agreement with MacWilkins, Cole and Weber covering the matter was signed by the Commission later in the session).

The Engineer reported on a request from R. W. Webster, Beaverton, Oregon, for establishment of a reduced speed zone along the Beaverton-Hillsdale Highway from the end of the presently established 40 MPH speed zone at West Slope Road, to the east city limits of Beaverton. He said that when the present 40 MPH speed zone was extended to West Slope Road in 1949 there appeared no justification to extend the zone to the Beaverton city limits, due to the lack of culture, but since then, the district has built up rapidly and the average daily traffic has increased about 400 vehicles per day, resulting in a corresponding increase in the accident rate, from 3.7 per million vehicle miles to 7.78 per million vehicle miles. He recommended, in view of the increasing accident rate, coupled with the rapid residential development, that the Commission extend the existing 40 MPH speed zone from the West Slope Road, M.P. 4.15, to the east city limits of Beaverton, M.P. 5.89. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein

The Engineer also reported a request from the Hayesville Women's Club, Salem, for designation of a 35 MPH reduced speed zone along the Pacific Highway East (US99E) northerly from Salem a distance of about four miles to a place known as "Totem Pole Corner" which request has the endorsement of the Hayesville Parent-Teachers Association. He advised that this section of highway is considerably congested and that the accident ratio is higher than the state-wide average, but he said that is also the case on many of the more heavily traveled highways, which raises the question whether or not the hazard would be decreased materially and the carrying capacity of the highway impaired were the reduced speed zone established. He pointed out that the Commission now has under contract for improvement to a 4-lane standard a $1\frac{1}{2}$ mile section of this highway and he recommended, in view thereof, that the matter of establishing a reduced speed zone as requested be deferred until this highway project is completed and

opened to travel, when further investigation will be made. The Commission approved the recommendation.

A letter was presented from Mr. C. G. Murphy, Secretary, Cummings Hill Zoning Commission, Oswego, Oregon, in which the Highway Commission is requested to give consideration to the erection of suitable warning signs on the Oswego Highway at its intersection with Riverview Road for the benefit and safety of some 50 car-owning residents of their zoning district. The Engineer advised that this matter has been investigated by the Traffic Engineering Department, which advises that there are approximately 75 cars that use this intersection, but which also advises that the conditions here are no different than they are at many others on this highway. If advance warning signs were erected at the Riverview Road intersection, he said, it would be necessary to erect many others in the near vicinity, and experience has indicated that when there are a large number of such intersection road signs, the traveling public pays little attention to them. He added that at the Riverview Road intersection, only one accident has occurred in the last six years, which accident resulted from a motorist making a "U" turn. He recommended that the request be denied, and that the zoning commission be advised that local residents could improve the conditions were they to trim some of the brush and trees growing on their properties near the intersection. The Commission approved the recommendation.

The Engineer requested authority for an expenditure of $1,485 to purchase furniture for use by the Legal Department in its auxiliary offices on the 5th floor of the State Highway Building at Salem. The Commission approved the request.

The Engineer reported the need to impose a 50% reduced load limit on the newly graded section of the North Santiam State Secondary Highway No. 162 between Mehama and Mill City. He said that the grading work was completed recently but no surfacing was applied, and that loggers immediately started truck-hauling logs over this section, causing considerable damage. This matter, he said, was called to his attention on October 20, 1951, at which time he immediately authorized the posting of the road for a 50% reduced load limit in order to keep the logging trucks off the grade. He asked the Commission to confirm the posting. The Commission approved the request by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that on November 1, 1951 he ordered the reduced weight load signs removed from the South Santiam River bridge on the entrance road to Cascadia State Park in view of the fact that the bridge has been repaired and is now capable of withstanding legal weight loads. He explained that this bridge was posted for a five ton gross load limit on September 11, 1950, when it was damaged by a logging truck.

He asked the Commission to confirm the lifting of the restriction. The Commission approved the request by unanimously adopting the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission confirmed oral authority heretofore given to Frank R. Towle of the Right of Way Department to go to Boise, Idaho and Salt Lake City, Utah at State expense in connection with the Strasbauch vs State case; amount involved $147.45. The Commission also confirmed oral authority heretofore given Edwin C. Johnson to go to Seattle, Washington at State expense in connection with acquisition of right of way from Mrs. Nettie Salser; amount involved $33.45.

The Commission unanimously approved the Secretary's report on papers that he signed in behalf of the Commission during the preceding month.

The Engineer submitted for the Commission's approval a form of transportation permit for use in granting continuous operation over State highways of overwidth loads consisting of forest products only. He recalled that the Commission at its meeting on September 12, 1951 authorized such movements, and he advised that the permit form, as prepared, is in conformity with the action then taken. He presented a copy of the permit form, which is identified as "Form E-327-2M-10-51", and a form of application for such permit, identified as "Form E-326-1M-10-51", and asked the Commission to approve them. The Commission approved both forms by unanimous vote. In this connection the Commission confirmed for the record the authority granted at its meeting on September 12, 1951 for the issuance of such permit by adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion the setting of a date for its next regular meeting and decided to hold such meeting in Portland on Thursday and Friday, December 20 and 21, 1951. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel.

The Engineer brought up for discussion the matter of contributing State funds in cooperation with other western states to pay the cost of constructing a test road project in Idaho. He recalled that the Commission earlier in the year authorized an expenditure of $30,000 as Oregon's share of the cost of the project. He also said that when the plans were first prepared, it appeared that the share of each of the participating states would be approximately $20,000 and agreements were entered into by various State Highway Departments and the Highway Research Board, which is sponsoring the

project, on such basis. However, since then the plans and specifications have been completed and bids obtained for the project from which it has been determined that the cost of each participating state will be approximately $30,000. He requested authority from the Commission to enter into a new agreement with the Highway Research Board for an amount not to exceed $30,000 as Oregon's participation in the cost of this work. The Commission approved the request.

The Engineer presented a request from the Supervisor of the Mt. Hood National Forest for authority to construct a log scaling station on the Mt. Hood Highway at M.P. 34.49, which location is at Wildcat Creek in the Cherryville Section, where a location survey has been authorized by the Commission. He said that the scaling area would be so constructed that trucks will be parked a minimum distance of 8 feet from the edge of the pavement, where there should be no interference with traffic if adequate turn-outs are provided. As a matter of fact, he said the scaling area should be helpful to the highway because, presently there is no general scaling area in the vicinity and trucks now park along the shoulder of the highway which does create a hazard. He recommended approval of the request. The Commission approved the recommendation.

The Engineer reported the results of a reconnaissance survey for a one way street system through the City of McMinnville as previously authorized by the Commission. He exhibited a map on which was indicated the most feasible one-way street routing through this place, and pointed out that the one-way couplet provides for the use of Baker Street (existing highway route) for one way traffic north bound, and Adams Street for one-way traffic south bound. Adams Street, he said, is not a continuous street and it is quite narrow in places so that construction along this route will involve considerable expense for right of way. He estimated that construction of the couplet will cost about $215,000 and right of way about $175,000 a total of $390,000. He gave as his belief that the one way street plan ultimately will be required, but he said the cost involved, $390,000, is difficult to finance at the present time. He recommended that the project be kept in mind as a meritorious project to be undertaken when funds become available. The Commission approved the report but took no further action.

The Engineer asked the Commission to authorize for contracting during the months of January, February and March 1952, certain projects contained in the list of projects heretofore approved by the Commission to be financed with moneys derived from the sale of bonds. He explained that it takes considerable time to process projects through the Bureau of Public Roads so it is quite essential that the Commission make a selection of the projects now in order to avoid delays when the plans have been prepared and the right of way acquired. He presented a list of proposed projects as follows:

PROPOSED BOND PROJECTS

(For tentative letting in January, February and March)

	Allotment Requested
U. S. ROUTE 30	
Hood River-Mosier Section:	
Hood River Overcrossing	$230,000
Second Ave. Overcrossing of U. P. RR	85,000
Second Ave. Overcrossing of Highway	47,000
Revision of Approach to Columbia River Bridge at Hood River	46,000
Rock Creek Bridge	50,000
Mosier Grade Separation	70,000
Mosier Creek Bridge	67,000
Shogren Overcrossing	128,000
	$723,000
(The above $723,000 is from the $1,250,000 of bond funds tentatively allotted to the Hood River-Mosier Section. The remaining $526,000 is sufficient for the paving, completion of grading, landscaping, etc.)	
U. S. ROUTE 99E	
Salem By-pass Section:	
Bridge over Mill Creek, 2 railway grade separations and 11 highway grade separations	$750,000
State St.-Turner Road Unit, Grading	150,000
(This $900,000 is the amount of bond funds tentatively allotted to the Salem By-pass. To complete the By-pass, $345,000 has been allotted from 1953 F. A. funds and $920,000 is tentatively allotted from 1954 F. A. funds.)	
U. S. ROUTE 99	
Medford-County Farm Section, 5 mi. Grade and Pave	$500,000

November 8, 1951

PROPOSED BOND PROJECTS (cont.)

	Allotment Requested
U.S. ROUTE 97	
Modoc Point-Barkley Springs Unit of Modoc Point-Algoma Section, 2.52 mi. Grade and Pave	$300,000
U.S. ROUTE 101	
Winchester Bay-Clear Lake Unit of Winchester Bay-Forest Bdry. Section, 2.2 mi. Grade and Pave	700,000
(To complete the Winchester Bay-Forest Bdry. Section, an additional $700,000 is tentatively allotted from future F.A. funds.)	
Hauser-Coos Bay Section, 5 mi. Grade, Pave and 2 Bridges	700,000
Bunker Hill Section, 0.55 mi. Grade and Pave	100,000

As a result of careful consideration, the Commission unanimously approved the request for the recommended projects.

The Commission discussed and approved an agreement with Columbia County providing for county maintenance of the Pittsburg-Wilson Creek Section of FAS Highway No. 609 following construction of this section by the State. (An Agreement covering the matter was signed by the Commission later in the session).

The Commission discussed and, upon the recommendation of the Engineer, denied a request from the Fremont Highlanders Ski Club, Lakeview, that an additional parking area be provided for this group at its skiing grounds on the Warner Valley State Secondary Highway. For the Commission's information, the Engineer advised that investigation reveals that approximately 2,000 skiers at the most use this skiing area during the winter season, and that at the present time there are 109 members of the club. He also said that the present parking area will accommodate 25 cars and there is an additional area not over 0.4 mile distance that will accommodate an additional 25 cars, which, he thought, not too far for the skiers to walk. He estimated the cost to enlarge the present area at $930.00.

A letter was presented signed by 102 residents of Crescent Lake and vicinity in which the State Highway Commission is requested to make provision for oiling the two-mile road which extends from ORE Highway 58 (Willamette Highway) to the Town of Crescent Lake. The Engineer

advised that this road is 2.2 miles in length and is now under the jurisdiction of the State Highway Commission pursuant to an arrangement made with the Klamath County Court in 1949 whereby the county agreed to take over for county maintenance the old section of highway between Barkley Springs and Algoma when the new highway was constructed between these points, if the Highway Commission would assume jurisdiction over the Crescent Lake Road. The exchange, he said, was effected by the Commission at its meeting on October 11 and 12, 1951. The Engineer pointed out that the Crescent Lake Road is now lightly surfaced with gravel, that it is an all-year road although it is somewhat dusty in the dry season, but it is passable at all times of the year. The average daily traffic volume, he said, is 70. He also said that the present road cannot be oiled without the addition of more surfacing materials, which he estimated would cost about $35,000, including a satisfactory oiled surface. The Engineer pointed out that the Bureau of Public Roads is now making a survey for the Cascade Lakes Secondary Highway and there are possibilities that this highway will afford a better connection to Crescent Lake than the existing road. In view of the facts as stated, he recommended that the petition be denied. The Commission approved the recommendation.

The Commission discussed and approved an agreement with the Bonneville Power Administration granting to the BPA a perpetual right to construct and maintain a power line across Primary State Highway No. 1, Lane County. (The Agreement was signed by the Commission later in the session).

The Commission also discussed and approved an agreement with contractors, K. F. Jacobson & Co., Inc., J. M. Arenz, and the Glens Falls Indemnity Co., covering the completion of the contract heretofore awarded to Spada Bros., Contract No. 3439, for construction of the Drake Creek-Adel Section of the Warner State Secondary Highway, Lake County. The Engineer recalled that Spada Bros. defaulted in this work and that the bonding company took it over for completion, and pursuant to authority granted by the Commission, the arrangement to complete the work was made with K. F. Jacobson Co., Inc. and J. M. Arenz. The contract, he said, provides that the surety company is to bear all costs involved over and above the amount that the State would have had to pay Spada Bros. under the original contract. (The contract agreement was signed by the Commission later in the session).

The Commission discussed items of "Unfinished Business" appearing on the Secretary's summary as of October 11, 1951 and took the following action thereon:

(1) Improvement of Mt. Hood Highway between Parkdale and Hood River: Discussion of this matter was deferred pending a conference with the delegation from Hood River on the following day.

(2) Request of the City of Delake for establishment of a permanent grade and installation of curbs on US101 through Delake: This item was previously reported on by the Engineer at this meeting. Item is to be deleted from the list.

(3) Acquisition of Lloyd property for Banfield Expressway in Portland: The Right of Way Engineer advised that the corporation appraisals are still in progress, but they expect to have them completed in about 10 days.

(4) Proposed connection for US30 in Portland at 18th and 19th Avenues: The Engineer advised that his report on the subject will not be ready for 6 or 8 months. He suggested that the item be deleted from the list and be considered as new business when the report is rendered. The Commission approved the suggestion.

(5) Maintenance of Paulina Secondary State Highway, Crook County: The Engineer advised that data is being assembled for a report which he hopes to have ready before the end of the year. It was decided to retain the item on the list.

(6) Design of signs to be erected at ends of construction work: The Engineer advised that as yet he has not received full information from the other states, but he expects to have his report ready in the not distant future. This item is to be retained on the list.

(7) Improvement of the Noti Badger Mountain Section of the Richardson-Eugene State Secondary Highway: This matter was previously reported on by the Engineer at this meeting. The Commission ordered the item deleted from the list.

(8) Damage to Dodge Bridge on Sams Valley State Secondary Highway, Jackson County: The Engineer reported that preparation of this case is in progress but action has not as yet been instituted by the Legal Department. The Commission ordered the suit filed and the case prosecuted vigorously.

(9) Proposed development of Koberg Park near Hood River: Action on this matter was deferred by the Commission pending appearance of a delegation from Hood River on the following day.

(10) Sale of houses in Roseburg: The Right of Way Engineer advised that no houses have been sold to date at this place, so he has no report to render. The item is to be retained on the list.

(11) Purchase of land at Garrison Corner on the Nyssa-Adrian Highway, Malheur County: The Engineer advised that a report on this subject is awaiting the return of the State Highway Engineer. The item is to be retained on the list.

(12) Status of condemnation proceedings: The Chief Counsel advised that his report on the subject was rendered to the Commission some time ago in writing. The item is to be deleted from the list.

(13) Renewal of the State Highway Department forgery bond: The item is to be deleted from the list inasmuch as the new bond has been purchased.

(14) Request of Clackamas County Court for transfer of FAS funds: The Engineer advised that the Court wants the funds heretofore set up for the Kellogg Creek bridge transferred to some other project. Pursuant to the Commission's instructions, he said, the matter has been discussed with the County Court, which wants certain projects that he does not think are necessary. Moreover, there is a question of whether or not the Bureau of Public Roads will approve them. He suggested that the Commission proceed with the construction of the Fields Bridge over the Tualatin River as planned, and that the $50,000 heretofore set up for the Kellog Creek Bridge be held in abeyance. The Commission approved the suggestion and instructed the Secretary to so inform the County Court. This item is to be deleted from the list.

(15) Request of Elmer Bankus for return of land near Brookings: Action in this matter was deferred until Chairman Chandler is present. The Engineer and the Chief Counsel were instructed to have ready at the next meeting their joint report on the subject.

(16) Sale of property at Government Camp: The Right of Way Engineer advised that pursuant to oral instructions from the Commission, the sale of the property has been readvertised, bids to be received on November 30, 1951. The Commission approved the report and ordered the item deleted from the list.

The Commission considered and signed Agreements, etc., as follows:

Deed conveying Lot 5, Block 2, Rehb's Addition, Salem, to Jack and Flora L. Henningsen.

Deed conveying Lot 4, Block 4, Rehb's Addition, Salem, to Kenneth A. Murphy.

Deed conveying property along The Dalles-California Highway south of Redmond to M. A. Lynch.

Extension riders to existing lease agreements with Union Pacific Railroad Co.: (1) materials storage site in Albina, Multnomah County, (2) underground asphalt storage site adjacent to railroad siding at Baker, Oregon.

Agreement with Douglas County providing for disposal of a section of the present Oregon Coast Highway between Reedsport and Winchester Bay when the highway has been realigned.

Agreement with Deschutes County covering maintenance of Gerking Corner-North Section of FAS Highway No. 329.

Agreement with Hood River County providing for maintenance of the Dee River Section (FAS project) when constructed by the State;

also

Two agreements with Tillamook County providing for maintenance of the Dougherty Slough Section and the Trask River Section when these two projects have been completed by the State.

Cooperative agreement with City of Pendleton providing for improvements to SE Court Avenue (US30) in connection with certain city street improvements.

Agreement with MacWilkins, Cole and Weber, advertising consultants.

Agreement with Columbia County providing for county maintenance of the Pittsburg-Wilson Creek Section of FAS Highway No. 609, Columbia County.

Agreement with Soil Conservation Service for furnishing Holland Beach grass for use at Cape Lookout State Park.

Agreement with City of Vernonia covering proposed flashing beacon installation at the intersection of Bridge Street and Rose Avenue in the City of Vernonia.

Agreement with Crown Zellerbach Corporation re exchange of use of quarry material sites in Clatsop and Columbia Counties.

Agreement with Bonneville Power Administration relative to perpetual right to construct and maintain a power line across Primary State Highway No. 1 in Lane County.

Cooperative agreement with Bureau of Public Roads covering Oregon Forest Highway Project 25-A7, Mt. Hood.

Project agreements.

Agreement with K. F. Jacobson & Co., Inc., J. M. Arenz and Glens Falls Indemnity Co. covering completion of Contract No. 3439 with Spada Bros. for construction of Drake Creek-Adel Section of Warner Secondary Highway.

Cooperative agreement for Oregon Forest Highway Project 8-A2, B1, Umpqua Hwy.

Agreement with Pilot Rock Lumber Company covering maintenance and use of a logging road across Battle Mountain State Park, Umatilla County.

Industrial Lease to Roberts Motor Company for Mack Truck Building at east end of Steel Bridge, Portland.

Bargain & Sale Deed conveying Lot 3, Block 2, Rehb's Addition, Salem, Marion County, to E. Walter & Rosella Brutka.

Bargain & Sale Deed conveying Lot 5, Block 4, Rehb's Addition, Salem, Marion County, to Jack & Flora Henningsen.

The meeting adjourned at 4:00 p.m. to reconvene in the same room the following morning.

Portland, Oregon
November 9, 1951

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel, with the following persons present and participating:

Chas. H. Reynolds, Commissioner, Acting Chairman
Milo K. McIver, Commissioner
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
C. H. Armstrong, Parks Superintendent
H. B. Glaisyer, Secretary

A delegation from Harney County, consisting of County Judge, C. W. Craddock; R. E. Kriesien, Attorney; Peter Obiague and O. D. Hotchkiss, livestock men, all of Burns, was present regarding the reclassification of the French Glen, Diamond Lake and Rome-Princeton State Secondary Highways to permit vehicular movements 60 feet overall in length. Judge Craddock headed the group. He explained that the livestock industry is one of the big assets in the southern part of their county and that the only way available to livestock men to move the stock to market is via truck. For a long time, he said, the stockmen have been using equipment 60 feet in length, but recently some of them have been arrested because their permits do not allow such length equipment. These highways, he said, have been classified as Group 3 highways, limiting overall lengths to 50 feet, and unless the use of 60 foot equipment is allowed, the livestock men are going to be very seriously handicapped because smaller equipment is not readily available. He requested favorable consideration. The Acting

Chairman advised that the Highway Commission is sympathetically inclined, but its hands are tied by legal limitations. He called upon Mr. W. W. Stiffler, Second Assistant State Highway Engineer, to explain the legal requirements. Mr. Stiffler briefly outlined the law, particularly Chapter 405 Oregon Laws 1951, which requires that a test run shall be made before the Commission can grant a permit for a movement which exceeds in length the statutory length limits. Such test runs, he said, have been made over the three highways under discussion, and it has been found that portions thereof are too narrow to permit the 60 foot loads without encroachment in the opposing traffic lane. Accordingly, the Commission cannot legally issue the permits for such length loads. Judge Craddock pointed out that these highways traverse open country where sight distance is long, the main difficulty being the width of the road, where even passenger cars cannot travel without taking up more than half the roadway. His statement was confirmed by Mr. Stiffler. The matter was discussed at considerable length during which the Acting Chairman stated that the Highway Commission has no objections to the use of the overlength equipment, but it just cannot approve it legally. Commissioner McIver inquired as to the cost to widen the highway and was informed by the Engineer that it is a very costly undertaking. As a result of the discussion, the Commission referred the matter to the Engineer to discuss with the Superintendent of the Department of State Police to see what arrangement can be made to take care of the situation. He was instructed to convey the information to Judge Craddock.

A delegation was present from the City of Milwaukie; the group was headed by Mr. Thomas Telford, City Manager, and included Hon. Fred Sperr, Mayor; Garland Taylor, Ed Norbeck and R. E. Klein, city councilmen; and E. W. Kirkpatrick, City Attorney. Mr. Telford recalled that the State Highway Department some time ago wanted a strip of land along the west side of US99E, extending southerly from Harvester Drive to the southerly end of the property that the city owns, near the north city limits of the town of Milwaukie, so as to control access to the highway from the adjacent property. The city, he said, granted an option for the strip, but the Highway Commission never exercised it. It now develops that the city has a buyer for some of its land on the west side of the highway, a Mr. P. L. Crooks, who wants one access to the highway in addition to the existing access at Harvester Drive, although he says he may never use it. It was the feeling of the City Council, he said, that the Highway Commission should be consulted before making any definite arrangement with Mr. Crooks. He also stated that the city of Milwaukie is anxious to have the outer highway on the east side of US99E extended into the city of Milwaukie. He inquired whether or not the State will construct such extension if the city will furnish the necessary right of way for the same and will give the State the strip it wants on the west side of the highway. The Engineer explained further details, particularly pointing out that if the city's prospective purchaser Mr. Crooks, is given an additional access to the highway, it would mean installation of a traffic signal at that point.

He also said that the State is not at all interested in obtaining the strip along the west side of the highway unless access to the highway is fully controlled. The Engineer also mentioned, as an alternative proposition, construction of a connection on the east side of the highway at Harvester Drive similar to the existing one on the westerly side, for the convenience of northbound highway traffic, which would go to Mr. Crooks' plant or to any point on the west side of the highway. He pointed out that under existing conditions, northbound US99E traffic that wants to make a left-hand turn on Harvester Drive to points west of the highway must cross two lanes of south-bound traffic, which is rather dangerous because of the heavy volume of traffic at this location, but if the connecting roadway were constructed, all northbound traffic would then be protected by the existing traffic signal at this intersection. He estimated the cost of such connecting roadway at about $4,000. Mr. Telford advised that he has discussed this matter with Mr. Crooks, who appeared to be favorably inclined, although he made no definite statement regarding it. In the further discussion of this matter, the Acting Chairman mentioned that this is a new problem for the State Highway Commission, and it involves a question of State funds and a deviation from the Commission's policy with respect to access. He said that the Commission does not favor additional openings and the Commission is not in a position today to make a definite statement relative to extending the present service road into the City of Milwaukie. Mr. Kirkpatrick mentioned that the right of way for the service road extension is estimated to cost about $22,000. The Acting Chairman concluded the discussion by stating that the matter will be investigated, and the City will be advised when final action has been taken by the Commission.

Mr. Jack Steiwer, Secretary of the Fossil Community Club, was present. He gave as their understanding that the Highway Commission has authorized an expenditure of $45,000 next year for certain improvements to the Butte Creek-Summit Section of the John Day Highway. He also said that it is the feeling of the group that he represents that such sum is not sufficient to do much good, and that they now prefer this money spent for improvement of the John Day Highway between Service Creek and Spray. Anyway, he said, they do not want any money spent on the Butte Creek-Summit Section until the Commission is in a position to provide a permanent improvement. Acting Chairman Reynolds recalled that the request of a former delegation that appeared before the Commission in regard to this project was for a temporary relief job, which the Commission authorized, the work to consist of widening the worst places so as to provide safety for traffic when passing. However, he added, the matter will be given further study and, if the Commission can justify the transfer of the funds, that will be done.

The Engineer brought up for discussion the matter of cooperating with the Council of State Governments, an organization consisting of representatives of the eleven western states, in correlating highway functions, such as road laws, weight limits, etc. He explained

that this organization is considering such a correlating service with headquarters possibly at the University of California, and that it works with the legislative interim committees. It appears that the Oregon Legislative Highway Interim Committee has been approached with regard to participating in the expense involved, which is estimated at $22,000 or $2,000 for each of the eleven states. The Oregon Committee, he said, has inquired whether or not the State Highway Commission has any objections to the committee contributing about $2,000 of its funds in cooperation with other states, the idea being that, if the Highway Commission has no objections, details then will be worked out among the members of the committee and the Council of State Governments. As a result of discussion the Commission stated that it would have no objections whatsoever to the expenditure if the committee wishes to spend its money in that manner.

The Engineer also brought up for discussion the matter of purchasing metal culvert pipe for use in connection with construction of the Divide-Anlauf Section of the Pacific Highway, which project has been authorized for next year's construction. He said that this project requires 257 tons of metal culvert pipe, that can be purchased now for approximately $70,000, but contractors might not be able to obtain it next year because of prospective governmental restrictions, it being predicted that metal culvert pipe will soon be included in the list of controlled items. He recommended purchase of the pipe at this time, notwithstanding that there is a possibility that Federal reimbursement cannot be obtained. The Commission considered it good business to purchase the pipe at this time. Accordingly, motion was made by Commissioner McIver that the Engineer be authorized to spend approximately $70,000 for pipe for this job. Acting Chairman Reynolds seconded the motion and declared it carried.

A delegation from Lakeview, headed by Mr. Burt K. Snyder, former member of the state legislature, and including Messrs. Hugh Mercer and Dave Farmer, Councilmen; and Walter Dykeman, street superintendent, was present in the interests of highway improvements within the city limits of Lakeview. Mr. Snyder asked for the widening of the pavement on the Klamath Falls-Lakeview Highway and on the southerly portion of the Fremont Highway within the city limits, in order to relieve traffic congestion and to provide safety for pedestrians. He advised that considerable development has taken place on the Klamath Falls-Lakeview Highway and on the Fremont Highway just south of Lakeview and, because of a 100% increase in traffic volume during the past year, which the highways as now constructed are unable to handle, considerable congestion occurs and a dangerous condition exists for people who walk on the pavement as they now are required to do. The Engineer advised that the portion of the Fremont Highway which extends northerly to Bend is in pretty fair condition, but the section leading south from Lakeview is narrow. Likewise, the Klamath Falls-Lakeview Highway is narrow, the pavement consisting of an oiled surface only 18 feet wide. He also said that investigations a year ago revealed that it would cost about $46,000 to widen the Klamath Falls-Lakeview Highway and about $118,000

to widen the Fremont Highway, a total of about $164,000, but the work today probably would cost about $190,000. He pointed out that the traffic volume on the Klamath Falls-Lakeview Highway is about 2,200 vehicles daily and that on the Fremont Highway is about 1,200 daily, a considerable portion of which consists of logging trucks. He also said that the improvement will not only benefit local people but also through traffic, and that it is a meritorious one when funds are available to finance it. As a result of discussion of this matter, Acting Chairman Reynolds stated that the Highway Commission will give the project early consideration and study. He pointed out that the question of funds is involved and that the cities are now getting a large portion of highway revenues. The Engineer was instructed to make such further investigations as may be necessary and to render a full report to the Commission at its next regular meeting.

A delegation from McMinnville, including A. B. Stanky, Salem, owner of a Service Station in McMinnville; Henry Flomer, McMinnville, owner of Red Top Motel; C. Bays, McMinnville, owner of the Walnut Trailer Apartments; and P. E. Piluso, Portland, representing the McCall Oil Co., which supplies Mr. Stanky's service station, was present and urged the opening of divider strips on the new highway constructed just south of McMinnville so as to allow traffic from both directions ingress to and egress from the service station and the motor courts owned by these gentlemen. Mr. Piluso was principal spokesman. He said that the traffic now can enter the service station from one direction only and that a similar situation exists at Mr. Flomer's motel and Mr. Bays' trailer apartments. Moreover, the opening into the trailer apartments is too small and people have difficulty in driving their trailers into the lot, particularly if they are extra long. He suggested, in order to accommodate Mr. Flomer's motel, the cutting of about 10 feet off the edge of the highway at the Flomer Motel. He also urged the opening up of the divider strips so as to permit traffic from both directions to enter the service station and the other facilities. He was informed by Acting Chairman Reynolds that it is the function of the State Highway Commission and its engineers to construct highways for general public use and enjoyment and in so doing it is necessary to introduce certain features, such as traffic divider strips and islands, in order to eliminate hazards as would obtain were the divider strips and islands left out, particularly on 4-lane highways, such as the one under discussion, where traffic volume is heavy. The Highway Commission, he said, does not want to build highways that will handicap or be a detriment to the public, but in order to provide for safety, it sometimes is necessary to do things that hurt the adjacent property owners. As a result of further discussion, the Commission agreed to give the request consideration, although it was explained not much hope can be given that the request will be approved.

A delegation from the City of Portland and Multnomah County, consisting of the following persons, was present regarding construction

of tunnels rather than bridges across the Willamette River in Portland: Hon. Dorothy McCulloch Lee, Mayor of Portland; Frederick J. Schnell, representing the Progressive Businessmen's Club; R. D. Ward, representing the Hollywood Boosters Club; K. R. Jette, President of the East Side Commercial Club; W. J. Morrow, Secretary, East Side Commercial Club; H. H. Pearce, representing Parkrose Chamber of Commerce; Frank L. Shull, Chairman, Board of County Commissioners, Multnomah County; A. L. Brown, County Commissioner; L. D. Purcell, Progressive Businessmen's Club; Ernie Edmeades, Progressive Businessmen's Club; and William Bowes, City Commissioner. Mayor Lee headed the group. She advised that this delegation represents various civic groups in the City of Portland, who have been most interested in looking into the feasibility of a tunnel under the Willamette River. The matter came to a head, she said, in the early part of the year when a group was formed, called the "Tunnel Committee", which met informally with the City Council and with the Board of County Commissioners. She gave as her understanding that the group fully realizes that actual construction of the tunnel is out of the question at the present time, but the group is interested in a survey to ascertain and determine whether or not such a project would be feasible. She declared that the responsibility for bridges over the Willamette River is a function of the county and the State, the city's responsibility being limited to construction of approaches, but she added, the city is also interested in anything reasonable and forward looking, such as the project that the Tunnel Committee has in mind. Mrs. Lee introduced Mr. Schnell, Chairman of the Tunnel Committee. Mr. Schnell advised that he was delegated by his group to come before the Highway Commission at this meeting and request an appropriation of sufficient funds to finance an engineering survey to determine the practical and economic feasibility for a tunnel crossing of the Willamette River as an outlet for T. H. Banfield Expressway. He gave as their feeling that it would be a mistake to bring an expensive highway into a bridge bottleneck. He suggested employment of a well qualified firm of engineers experienced in the construction of tunnels to make necessary studies. He estimated the cost of the survey at from $25,000 to $50,000 and he asked the Highway Commission to join with the City of Portland and Multnomah County in bearing this expense. Mr. Schnell presented to the Commission a typewritten statement in support of his oral request. Mr. Jette endorsed the remarks of Mr. Schnell. He added that the Tunnel Committee has been informed by qualified engineers of this community that enough facts are available to support a request for a survey for a tunnel of this kind. He also stated that they are not pushing construction of the tunnel, but simply are requesting a survey to determine whether or not a tunnel is economically justified and sound, and whether or not it would relieve Portland's traffic problem. He declared that the City of Portland in the past has underestimated its possible growth, and he predicted that future growth of the city will be amazing and in time beyond the understanding of the people who live here now. He urged favorable consideration of the survey. Commissioner Bowes was asked to make a statement, but declined, stating that he had nothing further to add than has already been said. Mr. Shull

gave as his feeling that the engineering personnel of the State Highway Commission, City of Portland and Multnomah County are capable of making the engineering surveys as may be required, and that it would be unnecessary to employ others. He expressed the feeling that the engineers of these three organizations should make a survey of the project and bring in a recommendation. Mr. Brown expressed himself in agreement with Mr. Shull. He expressed his feeling that the tunnel project is the solution to their problems and that the survey will determine if it is economically sound. He endorsed the request for a preliminary survey. Mr. Schnell explained the committee's reasoning for specifying engineers who are not connected with the organizations of the state, county or city. Briefly, he said, it is the feeling of the committee that employment of an outside engineer with experience in tunnels would avoid local feeling which might influence an engineering decision. However, the local engineers should not be disregarded entirely. Mr. Ward stated that his business is predominantly on the East Side of the Willamette River, but, he said, there should be constructed a good expressway facility to the West Side of the river as a public convenience, and he urged the tunnel to provide such facility. Mr. Pearce also spoke for the survey in behalf of the people of Parkrose. Mr. Schnell concluded the presentation by thanking the Commission for its time and attention. The Commission made no response.

The following persons composed a delegation from the City of Hood River, which appeared before the Commission: Hon. F. B. Garrabrant, Mayor; Ed Steele, Manager, Hood River Chamber of Commerce; Dan L. Pierson, President, Chamber of Commerce; and R. W. Arens, President of the Farm Bureau and Chairman of the Highway Committee of the Hood River Chamber of Commerce. Mr. Steele headed the group. He said that the group has three matters to present to the Commission, viz., snow removal on the Cooper's Spur Road, establishment of a wayside park along the Columbia River Highway at Koberg's, and improvement of the Mount Hood Highway. As to the first of these three projects, Mr. Steele recalled that the Commission last year authorized snow removal operations on the Cooper's Spur Road for the benefit of winter sports enthusiasts. He advised that there were 2,700 visitors and skiers who patronized the area last year and that the number would have been considerably larger had weather conditions been more favorable. He urged the Commission to keep the road open again this year up to the tow line, a distance of about 2 miles, on the same basis that the operations were conducted last year. As a result of discussion, the Commission unanimously approved the request.

Mr. Pierson presented their request for the development of a State Park at a place known as Koberg's Beach. He recited the history of this area, advising that the beach had been used by the people of the mid-Columbia area for recreational purposes ever since the first

settlers came into Hood River Valley. He read aloud a prepared brief on the subject and urged the Commission to develop the property, which is now owned by the State, as a wayside park for travelers on the new Columbia River Highway. He declared that there is no place along this highway easterly to the Idaho state line that offers the possibilities for a wayside park as does this place, which, he said, could be developed at reasonable cost, and where drinking water, scenery, swimming and fishing are available to the public immediately adjacent to the highway. Mr. Pierson filed with the Commission a typewritten statement in support of his oral request.

Mayor Garrabrant endorsed the remarks of Mr. Pierson for development of Koberg Beach Park. He gave as his feeling that there is a very apparent need for a recreational area where people can congregate safely and avoid situations such as obtains along the Columbia River Highway near Troutdale and Multnomah Falls, where people park their cars along the highway while enjoying the recreational facilities available at those places.

Mr. Arens presented the group's request for improvement of the Mount Hood Highway immediately south of its connection with US30. He gave figures on traffic volume, advising that this highway carries traffic from 350 farms and that the traffic count at the north end of the highway shows a daily average of 1735 vehicles, and at Odell junction, the daily average is 1270 vehicles. He also gave figures on the tonnage of fruit that is carried over the road, the yearly average being apples and winter pears, 65 000 tons and Bartlett pears 11,000 tons. He pointed out that 50% of the packed fruit from the Odell and Parkdale warehouses is transported over this highway in large trucks, hauling 800 boxes each, and he also stated that almost the entire production of logs of the Hood River Box and Veneer Co. is hauled over the road, also, all of the logs of the Jaymar Lumber Co., and the logs that are rafted in the Columbia River at Hood River. Mr. Arens pointed out that, because of the highway conditions, several loads of fruit are lost annually due to the severe curvature of the highway and bad crown conditions, which means a loss of some $600 per load. He urgently requested improvement of the highway, particularly at two places, viz., Fike's corner and underpass, and at Whiskey Creek junction. He said that they have been looking for the improvement of this highway for a long time and that the Fike's Corner underpass project was considered by the Commission before the war.

Acting Chairman Reynolds advised that the Commission previously at this meeting discussed the matter of developing Koberg Beach Park as a recreational area, and decided to give it further study and personal inspection to make certain it is a merited project. He pointed out that there are traffic problems that will have to be solved. As to Mr. Arens' request for improvement of the Mount Hood Highway, Acting Chairman Reynolds advised that this is a matter of funds and that the Commission is

going to give it further study. The Engineer was thereupon authorized and instructed to make such study at the two places mentioned by Mr. Arens, and to report his findings to the Commission. In concluding the presentation, Mr. Pierson mentioned that the Highway Commission in its investigation will find that there is going to be a traffic hazard at Koberg Beach even if the area is not utilized as a State park because, he said, people will use the area anyway and will leave their cars parked on the highway shoulders.

Mr. J. H. Harland headed a delegation from the Town of Rickreall, Polk County, which registered objections to the proposed plan of the State Highway Commission for construction of a new highway extending from Rickreall to a connection with the Dallas-Coast State Secondary Highway at a place known as Dolph Corner. Others in the group were: Miss Elsie Monson, Mrs. Anna Ryan, M. J. Ryan, W. M. McDaniel, Howard Fleming, A. R. Cadle and W. H. Harland. In presenting their case, Mr. Harland (J. H.) read aloud a prepared statement setting forth their objections to the proposed highway, summarized as follows: (1) the proposed highway cuts across farm property at about a 45° angle, which will make it very difficult to operate the land and will nearly double the cost of operation; (2) it will necessitate the relocation of considerable drainage ditches, private roads and utilities; (3) every low spot that is crossed by the road will cause a surplus water problem; (4) the property owners affected are long-time residents of the district and do not wish to sell their properties at any price, but, if forced to do so, will demand maximum damages. Mr. Harland offered two alternative propositions, the first being a location extending from Oak Knoll Golf Course to Dolph Corner. A road in such location, he said, will provide a better route and will satisfy more people. He also said that it will be about 7.4 miles in length and will save about 4 miles of travel over the present route, whereas, the route proposed by the Highway Commission is 4.43 miles in length and will realize a saving of only 2.67 miles. He offered, if this route is adopted, to donate one-half of a 100 foot right of way across his holdings, about a mile and a quarter in length. He also stated that other property owners will be very liberal as to the right of way across their property. He urged adoption of such a route because it is not well adapted to home sites and because it will afford traffic an unobstructed view throughout most of its length; will eliminate considerable congestion at Rickreall and will result in a tremendous improvement over the existing situation at Derry Station. As a second alternate, Mr. Harland suggested modernization of the present highway from Brunk's Corner to Dallas with a new connection to Dolph's Corner. Many people, he said, favor such routing, including quite a few from Salem. Others speaking in behalf of the alternates suggested by Mr. Harland were Mr. Cadle and Mrs. Ryan. At the request of the Acting Chairman, the Engineer explained the benefits that would be received by the public if the proposed route between Rickreall and Dolph Corner were constructed. Such savings, he said, are the highest of any in the state, and the return to the public will be $12 for each $1 expended for construction of the road. He

estimated the cost to construct the road at $295,000 and the cost to acquire right of way at about $100,000, or a total cost of about $395,000. He also said that the road will pay for itself within five years. He also gave figures on traffic volume. Acting Chairman Reynolds advised that this project is not a new one, but has been considered by the State Highway Commission for a long time, even prior to World War II, and that it has been given a lot of study by the engineers. He stated that the Commission realizes that the road will cut up some of the farms through which it passes, but, he said, that is not a new problem to the State Highway Commission and it seems there is no way to avoid it. He added that the Highway Commission will give every consideration to the objections offered at this meeting, although not much hope can be given that any changes in the plan as presently prepared will be approved. Mr. Harland again urged the Commission to give very careful consideration to the Golf Course-Dolph Corner alternate route, which, he said, will save four miles of travel (8 miles round trip) for loggers and others. He also referred to his offer to donate a portion of the right of way across his holdings, and he advised that if the Highway Commission desires to proceed in accordance with its present plan for a road between Rickreall and Dolph Corner, it will have to "pay through the nose" for the right of way. Acting Chairman Reynolds concluded the discussion by restating that the Commission will carefully consider the matter from every angle, and will decide the matter on the basis of doing the best thing for the greatest number of people.

Mr. Harland registered a complaint in reference to a drainage problem at Basket Slough bridge on US99W, about 2¼ miles north of Rickreall. He said that when this bridge was constructed in 1922, it acted as a dam, preventing the drainage of the surrounding territory and that his request for remedial measures when presented to the State Highway Department was denied, so he had to spend $500 of his own money to lower the grade under the bridge. The Engineer was instructed to look into the situation.

Following the departure of the group, discussion of the proposed highway between Rickreall and Dolph Corner was resumed. The Engineer was instructed to present a full report on the matter during the afternoon session. (The Engineer rendered his report later in the session. The Commission then unanimously adopted the location between Rickreall and Dolph Corner. See ahead for additional entry.)

The meeting recessed for luncheon at 12:00 o'clock noon and reconvened at 1:30 p.m. with the same persons present and participating.

The Commission had under discussion a letter from Mr. Malcolm H. Hawke, Chief Auditor, stating his desire and intention to sever his connections with the State Highway Department as of November 7, 1951. As a result of discussion, motion was made by Commissioner McIver that Mr. Hawke's resignation be accepted as of the date specified. Acting

Chairman Reynolds seconded the motion and declared it carried.

In view of Mr. Hawke's resignation, it became incumbent upon the Commission to select someone to perform the duties and functions heretofore assigned to him. The name of Mr. Clifford H. Maison, presently employed as Assistant Auditor, was mentioned. Motion was made by Commissioner McIver that Mr. Maison be appointed Manager of the Accounting Division of the State Highway Department, in which capacity he will be responsible for actions of the Accounting Division. The motion was seconded by Acting Chairman Reynolds and was declared by him carried. The following statement concerning this appointment was thereupon made by the Commission for the record:

> "It is the desire of the Highway Commission that the records of the Commission show that Mr. Clifford H. Maison is hereby promoted from his present position of Assistant Auditor to the position of Manager of the Highway Department Accounting Division and that he have charge of and be responsible for the operation of the Accounting Division. Before entering upon the duties of Manager of the Accounting Division, Mr. Maison shall give to the State of Oregon, the State Highway Commission and members thereof, a liability bond executed by a corporate surety company duly licensed to transact the business of surety within the State of Oregon in the penal sum of $100,000.00. Said bond shall be conditioned upon the faithful discharge by Mr. Clifford H. Maison of the duties of his position, as such duties may be now or hereafter prescribed by the Commission; for the faithful performance by all persons employed by him, or under his control or supervision, of their duties and trusts; and for the transfer and delivery to his successor, or to any other person designated by the Commission, of all moneys, books, papers, records and other articles or effects belonging to his position or to the Accounting Division."

The salary to be paid Mr. Maison in his new position was then discussed and it was decided that the position should be classified as Accounts Executive III, salary range from $513.00 to $610.00 per month. The Commission approved the starting salary of $551.00 per month. Mr. Maison declared himself perfectly satisfied.

The Chief Counsel reported a settlement of the case of the State vs. Ida B. Ward et al, proposed by Harold Henigson, concerning right of way needed by the State for construction of the Nyssa-Adrian Section of the Nyssa Adrian State Secondary Highway. He explained that the State is taking a small parcel at the corner of Mrs. Ward's 320 acre farm at an agreed price of $800 per acre. The defendants claim, he said, that because of the taking, they are unable to utilize some of their land where the highway taking leaves square corners,

because farm machinery which they use on their crops cannot reach such places and they grow up to weeds. They also allege that the area thus destroyed amounts to 0.75 acre for which they are asking payment of $600. The Chief Counsel advised that the previous settlement was at $1500 but, if the Commission approves the extra payment, the total will be $2100. He gave as his opinion that the extra taking is less than 3/4 acre, and he recommended, therefore, in order to settle the case, payment for the actual area at the rate of $800 per acre, which he thought would amount to about $300. The Commission approved the recommendation.

The Chief Counsel brought up for discussion a claim filed by Mr. Howard F. Gepner, Portland, for injuries suffered by his 7 year old daughter, who, it is alleged, fell from a bicycle while riding on the sidewalk in front of State Highway property at N.E. 39th Avenue in Portland. Mr. Gepner, he said, alleges that his daughter fell from the bicycle due to a poor sidewalk, that she lost several teeth which have been replaced by dentures costing $35.00, with more expense to follow in the future. He asked the Commission for an expression whether or not it considers the State morally obligated to pay the claim. As a result of discussion, the Commission decided unanimously to deny the claim unless there are facts concerning it, of which the Commission has not been advised.

The Chief Counsel also brought to the Commission's attention a proposed settlement with Messrs. Marion Mooney and Louie Nichols et al for right of way needed for a proposed improvement of the Reedsport-Winchester Bay Section of the Oregon Coast Highway, Douglas County. He said that the property consists of portions of three lots of a platted subdivision, the appraised value of which is $1254. In dealing with the owners, he said, an offer of $1275 was made but was refused; however, they will settle for the sum of $500 for each lot, or a total of $1500. He recommended payment of such sum in order to avoid the expense of condemnation. The Commission approved the recommendation.

The Chief Counsel reported the status of the Commission's condemnation case against Mr. James P. Weter for right of way needed for improvement of the Oregon Coast Highway in the City of Coquille. He said that only a small parcel of land is being taken for which an offer of $5,100 was made, whereas the owner originally demanded the sum of $15,000, but later agreed to settle for $7,500. He requested instructions from the Commission whether or not to pay such sum, but he recommended that the offer be refused. The Commission approved the recommendation.

The Chief Counsel brought up for discussion a proposed "out of court" settlement of the case of the State vs. Gladys June Haviland, involving property that is needed as right of way for the Upper Columbia River Highway near the Columbia Gorge Hotel, Hood River County. It appears that Mrs. Haviland owns about 18 acres of land on which is situate a 12 room house and two artificial lakes. Also that the Commission previously authorized an offer of $10,500 for the property in condemnation in the event that appraisals reveal that is the correct value of the

property. The Chief Counsel advised that two separate appraisals of the property were made for the State, one of which indicated a value of $8500 and the other a value of $8700 with an extra allowance of $200 for fencing. However, Mrs. Haviland had the property appraised by Mr. Horace Dryer, a commercial appraiser from Portland, who has set a value of $10,500 on the property. It is alleged by Mr. Dryer, he said, that the property is worth such sum because the State is taking the best part of Mrs. Haviland's land and is depriving her of certain privacy which she previously enjoyed. He recommended payment of $10,500 for the property, otherwise that he be given authority to proceed with condemnation proceedings. The Commission approved the recommendation.

Pursuant to instructions from the Commission earlier in the session, the Engineer rendered a report on the proposed highway extending from a junction with the Salem-Dallas Highway at Rickreall northwesterly to a connection with the Dallas-Coast State Secondary Highway at a place known as Dolph Corner, objections to which location were offered by residents of Rickreall and vicinity during the morning session. Also covered by the report was the alternate route recommended by the group, which extends from Oak Knoll Golf Course on the Salem-Dallas Highway to Dolph Corner and improvement of the present highway. Briefly the Engineer stated that several years ago, a former highway commission recognized the need for improving the existing highway between Dallas and Dolph Corner and ordered investigation of several different routes, one of which was the improvement of the present route north from Dallas, which, it developed, was not economically sound. The second was the route suggested by the delegation, between Oak Knoll Golf Course and Dolph Corner, and the third was the Rickreall route. The Oak Knoll route, he said, is 7.4 miles long, will provide a saving of 3.2 miles in distance under the present route through Dallas, and is estimated to cost $719,000, whereas the proposed route from Rickreall to Dolph Corner is 4.43 miles long, provides a saving of 2.67 miles in distance, and is estimated to cost only $395,000, including construction and right of way. He pointed out that the saving in distance is only 0.53 mile and that in order to realize it, it would cost the State about $324,000 which in his estimation is not justified. He also pointed out that the route from Oak Knoll Golf Course to Dolph Corner closely parallels for a considerable distance the existing highway which still would have to be maintained. Too, the adoption of either route would require purchase of farm property, the value of which along the Oak Knoll route probably would be somewhat less than along the other, because it is low ground, although any benefit that might be realized by reason of the lower unit cost of the land would be offset by the need to purchase considerably more right of way than along the Rickreall route. The Engineer also mentioned that considerable of the coast-bound traffic, which originates along US99W south of Rickreall will be affected were the Commission to adopt the Oak Knoll-Dolph Corner route. He pointed out the benefits that would accrue in connection with each of the routes, and advised that such benefits are vastly in favor

of the route from Rickreall to Dolph Corner, which route will pay for itself in about two and one half years. The logical route and the best route, as determined by economic analysis, he said, is the one which connects with the Salem-Dallas Highway at Rickreall and he recommended adoption of such route by the Commission. After careful consideration of the report, motion was made by Commissioner McIver that the route of this proposed highway as surveyed, and as recommended by the Engineer, between Rickreall and Dolph Corner, be adopted by the Commission as a permanent route of this highway. The motion was seconded by Acting Chairman Reynolds, who declared it carried by unanimous vote. The attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously. The Right of Way Engineer was authorized by the Commission to proceed immediately with negotiations to acquire the right of way along the line of the adopted survey.

The County Court of Crook County, represented by Commissioners J. C. Minson and W. R. McCormack, was present concerning the possibilities of obtaining a timber access road extending eastwardly from the town of Paulina, Crook County, to the town of Seneca, Grant County. Mr. Minson was principal spokesman. He advised that the district to be served by the proposed road contains a vast amount of timber that is to be sold by the Federal Government in the not distant future and that the road is needed to facilitate the truck-hauling of logs to market at Prineville. He exhibited a map prepared by the U. S. Forest Service, showing the location of the timber, and advised that it will have to be marketed during the next five years. He urged construction of the road so that it will be ready for use when the timber is sold. He pointed out the possible use of the road as a portion of another cross-state route leading to Vale. Acting Chairman Reynolds pointed out that there is an existing highway outlet for timber in the Seneca area. He gave as his feeling that the Highway Commission should improve the present highway from Prineville to Paulina before any thought is given to extending it beyond that place, and he advised that it will be considerably more than five years before the Highway Commission will be in a position to even think about building a new road east of Paulina. Mr. McCormack spoke for the road from the recreational standpoint. Mr. Minson asked the Commission to at least designate the road as a State secondary highway, if it cannot see its way clear to construct it. He offered county cooperation. After further discussion, Acting Chairman Reynolds concluded the conference by again stating that the Highway Commission feels that it should spend its available money for improvement of the present road to Paulina before considering extending it eastwardly from that point; however, the Commission will take the matter under advisement, but can give no hope for approval. He mentioned that an economic survey of the Paulina district is now being made to determine whether or not there is justification for further improvement of the highway between Prineville and Paulina.

Mr. Minson then inquired when the Highway Commission proposes to landscape the area at the junction of the Ochoco and Madras-Prineville highways just west of Prineville. He gave as his understanding that the project has been authorized although the work has not as yet been started. The Engineer stated that he believed the Commission authorized $6,000 for this work, although he is not quite certain as to the amount. He was instructed by the Commission to check the records as to the authorization.

The Chief Counsel reported difficulties in acquiring right of way that is needed for improvement of the Gilchrist-Willamette Junction Section of The Dalles-California Highway across properties owned by a Mr. Pat Montgomery (Right of Way file 18189) and by the Gilchrist Timber Company (Right of Way file 17936), in Klamath County. He recalled that the Commission at its meeting on October 12, 1951 received a satisfactory bid for the construction of this project, but deferred a definite award of the contract pending the clearing of right of way matters and the securing of concurrence by the Bureau of Public Roads. He requested, in order to avoid further delay on account of right of way matters, that he be given authority to condemn the Montgomery and Gilchrist Timber Company properties. The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

There being no further business to come before the Commission at this time, the meeting adjourned at 2:15 p. m.

Chas. H. Reynolds
Acting Chairman

1st Assistant State Highway Engineer

W. L. McLucas
Commissioner

H. Breaing Jr.
Secretary

November 9, 1951

EXHIBITS "A" THROUGH "K"

Minutes of

November 8 and 9, 1951

EXHIBIT "A"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #5 - T.H. BANFIELD EXPRESSWAY

17657 - Wells, Chester C. and Gertrude L. et al (Johnson)
Right of Way
Option expires October 30, 1951

0.384 acres at $1,250 per acre	$ 480.00	
Allowance - 0.42 acres used for frontage road	525.00	
- grade and blacktop frontage road, 20' x 450'	2,000.00	
- Loss of spring and damages	495.00	
Amount to be paid owner - chrg to Right of Way		$3,500.00

This option taken subject to present lease on property, to expire May 1952

Access controlled - no access allowed

Confirmation of phone approval - by Mr. M.K. McIver - 10-29-51

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD.-WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HWY.

10628 - Mills, H. L. and Cora E. (Johnson)
Right of Way
Option expires October 30, 1951

6.18 acres at $645+ per acre, includes severance	$3,992.00
Allowance - 96 rods of fence at $2.06+ per rod	198.40
Amount to be paid owner - chrg to Right of Way	$4,190.40

Access controlled - no access allowed

Confirmation of phone approval - by M.K. McIver 10-29-51

4854 - Simmons, Cyrus T. and Elizabeth E. (Smith)
Right of Way
Option expires April 17, 1952

2.75 acres willamette loam at $400 per acre	$1,100.00
24 rods of fence at $4.50 per rod	108.00
Allowance-for digging new well	300.00
-for moving & reestablishing buildings	1,985.00
-for re-establishing power to buildings	150.00
-fruit and nut trees	27.00
-to establish 250 ft. roadway, at $2.00	500.00
-Severance and reduction damages	475.00
Amount to be paid owner - chrg to Right of Way	$4,645.00

Access controlled - no access allowed

17538 - Boettner, Herman H. (Johnson)
Right of Way
Option expires April 18, 1952

6.8 acres at $225.00 per acre	$1,530.00
Allowance-125 rods of fence at $3.50 per rod	437.50
Amount to be paid owner - chrg to Right of Way	$1,967.50

Access controlled - Parcel 1 only

Option taken subject to an easement to Bonneville Power Administration

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD. - WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HWY. (cont.)

17525 - Keil, Leo H. and Fay R. Lewis & Bertha D.Keil (Smith)
Right of Way
Option expires February 20, 1952

6.19 acres (cultivated) at $300 per acre	$1,857.00	
1.5 acres (filbert orchard) at $1000.00 per acre	1,500.00	
120 rods of fence at $3.50 per rd.	420.00	
Hop barn - 1100 sq. ft. at $0.40 per sq. ft.	440.00	
Damages - severance and reduction of area	5,028.20	
Amount to be paid owner - chrg to Right of Way		$9,245.20

Access controlled - no access allowed

4845 - Martinazzi, Nettie (Smith)
Right of Way
Option expires November 25, 1951

7.85 acres at $400 per acre	$3,140.00	
118 rods of woven wire fence at $4.50 per rod	531.00	
Allowance-damage to Fir Grove, 125 to 150 fir trees	1,000.00	
Severance and reduction damages	3,355.00	
Amount to be paid owner - chrg to Right of Way		$8,026.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 254+12, East side

Access controlled -

17899 - Jensen, Fred L. and Helen Michael and Julia Ivanick, Cont. Pur. (Johnson)
Right of Way
Option expires April 3, 1952

0.285 acres, Lump Sum	$ 300.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD.-WHITE SCHOOL SECTION WEST PORTLAND-HUBBARD HWY. (cont.)

17899 - Jensen, Fred L. and Helen (cont.)

THINGS TO BE DONE BY THE STATE:

Reestablish private driveway to outer road, south side of Boeckman Road, Station 484+40.

Access controlled -

CANNON BEACH-ARCADIA SECTION - OREGON COAST HIGHWAY

18195 - Olson, Emma N. (Benson)
Right of Way
Option expires April 22, 1952

3196 sq. ft.	Lump Sum	$ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access controlled - no access allowed

BAY CITY-TILLAMOOK SECTION - OREGON COAST HIGHWAY

17911 - Kominoth, John and Marie (Haskin)
Right of Way
Option expires April 8, 1952
William J. and Helen Mae Brownlee Cont. Pur.

2.25 acres at $1200 per acre	$2,700.00
Allowance-severance and other damages	2,300.00
91 rods fence at $4.00 per rod	364.00

Amount to be paid owner - chrg to Right of Way $5,364.00

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 188+00, 25' wide.
Construct bridge over drainage ditch, Station 178+90.

Access controlled -

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECT. - PACIFIC HIGHWAY EAST

17223 - Yates, S. J. and Verna F. J. and Sarah J. Yates (Byrum)
Right of Way
Option expires April 11, 1952

36,852 sq. ft. at $0.05 per sq. ft.	$1,842.60	
10 rods of fence, three cherry trees	57.40	
House - 700 sq. ft. at $3.00 per sq. ft.	2,100.00	
Amount to be paid owner - chrg to Right of Way		$4,000.00

Access controlled - no access allowed

17224 - Lock, William W. and Althea E. (Byrum)
Right of Way
Option expires April 16, 1952

91,040 sq. ft. at $0.05 per sq. ft. (2.09 acre)	$4,552.00	
49 rods of fence at $4.00 per rod	196.00	
Amount to be paid owner - chrg to Right of Way		$4,748.00

THINGS TO BE DONE BY THE STATE:

Construct and maintain drain, equal to one now existing.
State to build frontage road.

Access controlled - no access allowed

17229 - Hungsberg, Olga (Byrum)
Right of Way
Option expires April 21, 1952

31,581 sq. ft. at $0.05- per sq. ft.	$1,579.00	
Damage to house and lot	221.00	
Amount to be paid owner - chrg to Right of Way		$1,800.00

THINGS TO BE DONE BY THE STATE:

Build and maintain a frontage road.

Access controlled - no access allowed

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECT.-PACIFIC HIGHWAY EAST (cont.)

17220 - Setniker, Frank, Sr., and Emma (Landon)
Right of Way
Option expires April 25, 1952

157,295 sq.ft. at $0.05 per sq. ft. (3.611 acres)	$7,864.75	
113 peach trees, at $7.00 per tree	791.00	
84 rods of fence at $4.00+ per rod	344.25	
Amount to be paid owner - chrg to Right of Way		$9,000.00

Access controlled - no access allowed

17206 - Willis, Oliver M. and Della M. (Byrum)
Right of Way
Option expires April 15, 1952

420 sq.ft. at $0.05 per sq.ft.	$ 21.00	
Amount to be paid owner - chrg to Right of Way		$ 21.00

Access controlled - no access allowed

17243-A-Brown, Stanley A. and Clara W. (Landon)
Right of Way
Option expires April 9, 1952

78,350 sq.ft. at $0.05 per sq. ft. (1.80 acres)	$3,917.50	
52 nut and fruit trees	500.00	
Amount to be paid owner - chrg to Right of Way		$4,417.50

Takes all -

17240 - Richardson, Winford E. and Mae E. (Byrum)
Right of Way
Option expires April 16, 1952

House - 1,570 sq.ft. at $9.25- per sq.ft.	$14,522.00	
Garage- 484 sq.ft. at $4.75+ per sq.ft.	2,300.00	
133 ft. well, pump & pump house	1,710.00	
308,000 sq.ft. at $0.05 per sq.ft. (7.092 acre)	15,400.00	
Amount to be paid owner - chrg to Right of Way		$33,932.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

NORTH FORK SIUSLAW RIVER SECTION - SIUSLAW HIGHWAY

15362 - Hatch, Nick K. et al (Holt)
Right of Way
Option expires March 3, 1952

0.77 acres Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Access controlled - no access allowed

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECT.-PACIFIC HWY.

17695 - Landwing, Clarence A. and Betty et al (Reeder)
Right of Way
Option expires April 8, 1952

1.15 acres at $200 per acre	$ 230.00
Barn, 826 sq. ft.	600.00
21 rods of fencing at $3.00 per rd.	63.00

Amount to be paid owner - chrg to Right of Way $ 893.00

Access controlled - no access allowed

17694 - Littlepage, Elva and D.C. et al (Reeder)
Right of Way
Option expires April 8, 1952

4.64 acres at $200 per acre	$ 928.00
60 rods of fence at $3.00 per rd.	180.00

Amount to be paid owner - chrg to Right of Way $1,108.00

THINGS TO BE DONE BY THE STATE:

Grade and surface private roadway 12' wide approximately 1000 ft. long, crossing right of way line approximately at Station 112+20, west side. Estimated cost $3,300.00

Amount to be charged to Construction $3,300.00

GRAND TOTAL (Estimated) $4,408.00

Access controlled -

EXHIBIT "A" (cont.)

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECT. - PACIFIC HWY. (cont.)

17689 - Landon, Josephine and William C. (Reeder)
Right of Way
Option expires December 17, 1951

Entire taking of developed business property.
Taking includes 8.8 acres land.
6 cabins including furnishings.
House, 32x44.
3 garages
Cafe, 24x44 and rest rooms. $40,800.00

Amount to be paid owner - chrg to Right of Way $40,800.00

State to assume 1951-52 taxes. Estimated 400.00

GRAND TOTAL (Estimated) Charged to Right of Way 41,200.00

Takes all -

17703 - Brachvogel, A. H. and Martha G. (Reeder)
Quarry Site
Option expires December 22, 1951

18.27 acres at $150.00 per acre $2,740.50

Amount to be paid owner - chrg to Quarry Site $2,740.00

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

17830 - Day, Irene and Florence (Harrington)
Right of Way
Option expires March 27, 1952

32,100 sq.ft. at $0.051 per sq.ft. $1,637.10

Amount to be paid owner - chrg to Right of Way $1,637.10

State to assume 1951-52 taxes. Estimated 20.00

GRAND TOTAL (Estimated)Chrgd. to Right of Way $1,657.10

Takes all -

(cont.)

EXHIBIT "A" (cont.)

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

17832 - Mowery, Gaye J. and Edith C. — Alan Bruce and Mary Jean Miller (Stuntz)
Right of Way
Option expires April 4, 1952

6000 sq.ft. at $0.15 per sq. ft.	$ 900.00	
House - 852 sq.ft. at $6.22+ per sq. ft.	5,300.00	
Amount to be paid owner - chrg to Right of Way		$6,200.00
State to assume 1951-52 taxes. Estimated		35.00
GRAND TOTAL (Estimated) Chgd. to Right of Way		$6,235.00

Takes all -

17843 - Ritter, M.E. and Minnie — Cont. Pur. Harry W. & Glynette D. Greenquist (Harrington)
Right of Way
Option expires April 9, 1952

0.92 acres at $2500 per acre	$2,300.00	
House - 1057 sq.ft.	6,336.00	
Garage - 572 sq.ft.	858.00	
Work shop, 294 sq.ft. and chicken house, 140 sq. ft.	728.00	
Amount to be paid owner - chrg to Right of Way		$10,222.00
State to assume last half of 1951-52 taxes. Est.		50.00
GRAND TOTAL (Estimated) Chgd. to Right of Way		$10,272.00

Takes all -

17833 - Housley, J.M. and Leonora — (Cont. Pur. Victor E. and Edna M. Peterson) (Stuntz)
Right of Way
Option expires April 4, 1952

7350 sq.ft. at $0.11- per sq.ft.	$ 800.00	
House - 572 sq.ft. at $5.24- per sq.ft.	3,000.00	
Amount to be paid owner - chrg to Right of Way		$3,800.00
State to assume last half of 1951-52 taxes. Est.		25.00
GRAND TOTAL (Estimate) Chrgd. to Right of Way		$3,825.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

WINCHESTER-GARDEN VALLEY ROAD UNIT - DEADY-SHADY SECT. - PACIFIC HIGHWAY (cont.)

17834 - Housely, J. M. and Leonora (Cont. Pur. Garth W. Williams and Jessie L. Williams) (Stuntz)
Right of Way
Option expires March 23, 1952

7350 sq. ft. at $0.10+ per sq. ft.	$ 750.00	
House - 392 sq ft. at $3.00- per sq. ft.	1,175.00	
Amount to be paid owner - chrg to Right of Way		$1,925.00
State to assume 1951-52 taxes. Estimated		25.00
GRAND TOTAL (Estimated) Charged to Right of Way		$1,950.00

Takes all

17841 - Frank, J. and Dora I. (Holt)
Right of Way
Option expires March 8, 1952

1.05 acres at $2,600 per acre	$2,730.00	
2 poultry houses, 220 sq. ft.	200.00	
2 sheds, 240 sq. ft.	70.00	
Damage, reduction of area	500.00	
Amount to be paid owner - chrg to Right of Way		$3,500.00
State to assume last half of 1951-52 taxes. Est.		25.00
GRAND TOTAL (Estimate) Charged to Right of Way		$3,525.00

Access controlled - no access allowed

17824 - Steward, Earl C. and Betty Jean (Harrington)
Right of Way
Option expires April 16, 1952

1.77 acres at $2,000 per acre	$3,540.00	
Amount to be paid owner - chrg to Right of Way		$3,540.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY-SHADY SECT. - PACIFIC HIGHWAY (cont.)

17825 - Steward, Earl C. and Betty Jean — Cont. Pur. Lester N. & Wanda Beherndt (Harrington)
Right of Way
Option expires April 16, 1952

0.44 acre	Lump Sum	$1,000.00	
Amount to be paid owner - chrg to Right of Way			$1,000.00

Access controlled - no access allowed

17828 - Housley, J. M. and Leonora — Cont. Pur. Irven C. & Marian C. Ackley (Stuntz)
Right of Way
Option expires March 23, 1952

19,000 sq. ft. at $0.055+ per sq. ft.	$1,085.00	
Allowance - to move drainage field and water pipe	135.00	
- to move 23 rods fence	80.00	
Amount to be paid owner - chrg to Right of Way		$1,300.00
State to assume 1951-52 taxes. Estimated		13.00
GRAND TOTAL (Estimated) Chrgd to Right of Way		$1,313.00

Access controlled - no access allowed

17822 - Hewes, Thornton J. and Ida M. (Stuntz)
Right of Way
Option expires April 25, 1952

4.27 acres at $830- per acre	$3,541.00	
31 rods of fence at $3.50 per rd.	108.50	
Severance damages	250.50	
Amount to be paid owner - chrg to Right of Way		$3,900.00

Access controlled - no access allowed

17827 - Peavey, Carl E. and Doxie (Stuntz)
Right of Way
Option expires April 16, 1952

(cont.)

EXHIBIT "A" (cont.)

WINCHESTER-GARDEN VALLEY ROAD UNIT - DEADY-SHADY SECT. - PACIFIC HIGHWAY (cont.)

17827 - Peavey, Carl E. and Doxie (cont.) (Stuntz)

24,264 sq. ft. at $0.04¢ per sq. ft.	$1,150.00	
House - 428 sq. ft. at $5.00 per sq. ft.	2,140.00	
Chicken house - 119 sq. ft. and out building	410.00	
600 lineal ft. 3/4" water pipe	300.00	
Amount to be paid owner - chrg to Right of Way		$4,000.00
State to assume last half of 1951-52 taxes. Est.		20.00
GRAND TOTAL (Estimated) Chgd to Right of Way		$4,020.00

Takes all -

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT - DEADY-SHADY SECTION - PACIFIC HIGHWAY

17886 - Lindsey, Lulu E. (Stuntz)
Right of Way
Option expires April 18, 1952

6.12 acres at $1,200 per acre	$7,500.00	
Amount to be paid owner - chrg to Right of Way		$7,500.00

Access controlled - no access allowed

17884 - Cayler, Cam P. and Agnes et al (Holt)
Right of Way
Option expires April 23, 1952

52 x 95 Lot Lump Sum	$ 500.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

Access controlled - no access allowed

17883 - Cayler, Cam P. and Agnes (Holt)
Right of Way
Option expires April 23, 1952

55 x 212 Lot Lump Sum	$1,000.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY (cont.)

17885 - Pinkerton, John E. and Bertha Lois (Stuntz)
Right of Way
Option expires April 16, 1952

2 acres at $3000 an acre $6,000.00

Amount to be paid owner - chrg to Right of Way $6,000.00

Access controlled - no access allowed

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HIGHWAY

18094 - Douglas County (Holt)
Right of Way
Option expires April 15, 1952

170 sq. ft. Gratis

Access controlled - no access allowed

17731-A-Menasha Wooden Ware Corp. (Harrington)
Right of Way
Option expires April 22, 1952

0.6 acres at $100.00 per acre $ 60.00

Amount to be paid owner - chrg to Right of Way $ 60.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach at Station 70+50, south side.
25' wide, private approach

Access controlled -

WYGANT PARK-HOOD RIVER SECTION - COLUMBIA RIVER HWY.

17666 - Hood River County (Witt)
Right of Way
Deed signed 10-17-51

3.71 acres Gratis

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

WYGANT PARK-HOOD RIVER SECTION - COLUMBIA RIVER HWY. (cont.)

17004 - Bauer, O. W. (Witt)
Right of Way
Option expires April 9, 1952

0.49 acres at $750.00 per acre $ 367.50

Amount to be paid owner - chrg to Right of Way $ 367.50

THINGS TO BE DONE BY THE STATE:

Construct or replace stone wall, approximately 400'. Estimated cost $ 400.00

Amount to be charged to Right of Way $ 400.00

GRAND TOTAL (Estimated) $ 767.50

Access controlled - no access allowed

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

18197 - Tum-A-Lum Lumber Company (Witt)
Right of Way
Option expires April 17, 1952

408 sq.ft. at $0.32- per sq.ft. $ 130.00

Amount to be paid owner - chrg to Right of Way $ 130.00

THINGS TO BE DONE BY THE STATE:

State to relocate scales, replace present fence and gate. Est. cost $2,000.00

GRAND TOTAL (Estimated) Chgd to Right of Way $2,130.00

Access controlled no access allowed

MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17454 - Agsten, Clarence W. (Witt)
Right of Way
Option expires April 9, 1952

EXHIBIT "A" (cont.)

MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

17454 - Agsten, Clarence W. (cont.)

27,740 sq. ft. at $0.10 per sq. ft.	$2,774.00	
Allowances - service station and dwelling, 1204 sq. ft. at $4.00 per sq. ft.	4,816.00	
- machine shop, 360 sq. ft.	540.00	
- garage, 504 sq. ft.	504.00	
- three frame storage sheds, 396 sq. ft.	396.00	
- canopy, 2 gas pumps and 1-550 gal. tank	270.00	
Amount to be paid owner - chrg to Right of Way		$9,300.00

Takes all -

17462 - Merrill, Harvey H. and Laura A. (Witt)
Right of Way
Option expires March 26, 1952

0.52 acre at $2,000.00 per acre	$1,040.00	
Storage shed, 12 x 16'	50.00	
Allowance - to move chicken house, before 5-1-52	200.00	
- general damages	1,000.00	
Amount to be paid owner - chrg to Right of Way		$2,290.00

Access controlled - no access allowed

17447 - Kniesteadt, R. G. (Witt)
Right of Way
Option expires March 25, 1952

871 sq. ft. at $0.12- per sq. ft.	$ 104.50	
Allowance - loss of front lawn and tree	50.00	
Amount to be paid owner - chrg to Right of Way		$ 154.50

Access controlled - no access allowed

EXHIBIT "A" (cont.)

MOSIER - THE DALLES SECTION COLUMBIA RIVER HIGHWAY (cont.)

17450 - Miles, Alvin R. and Gene T. (Witt)
Right of Way
Option expires March 19, 1952

19,602 sq. ft. at $0.14+ per sq. ft.	$2,860.00	
Allowances - house, 712 sq. ft.	3,560.00	
- double garage, 360 sq. ft.	720.00	
- frame work shop and shed, 240 sq. ft.	360.00	
Amount to be paid owner - chrg to Right of Way		$7,500.00

Access controlled - no access allowed

17449 - Dunlop, Gerald L. and Elva A. (Witt)
Right of Way
Option expires April 10, 1952

27,704 sq. ft. at $0.10 per sq. ft.	$2,770.00	
Two story house, 1,752 sq. ft. floor space	10,014.00	
Frame poultry house, concrete floor, 1000 sq. ft.	1,200.00	
Double garage, 360 sq. ft.	360.00	
Lawn, shrubs, trees and fencing	156.00	
Amount to be paid owner - chrg to Right of Way		$14,500.00

Takes all -

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

17628 - Ringtsmeyer, Carl (Brainerd)
Right of Way
Option expires April 18, 1952

1.42 acres at $470.00+ per acre	$ 668.00	
Allowance - wood yard and damages	132.00	
move 150 ft. of fence at $0.50	75.00	
Amount to be paid owner - chrg to Right of Way		$ 875.00

THINGS TO BE DONE BY THE STATE:

Construct driveway between grantor's garage and Old Ochoco Highway.

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY (cont.)

17928 - Lollar, Harvie and Mildred (Brainerd)
Right of Way
Option expires April 22, 1952

0.63 acres at $400 per acre	$ 252.00	
2 story house - 784 sq.ft.	3,203.00	
Garage - 150 sq. ft.	75.00	
Two poplar trees, one fruit tree and one nut tree	70.00	
275 ft. stone block retaining wall	550.00	
Storage shed, and cellar	350.00	
Amount to be paid owner - chrg to Right of Way		$4,500.00

Takes all -

18185 - Huddleston, James and Lois (Brainerd)
Right of Way
Option expires April 22, 1952

0.01 acres more or less	Lump Sum $10.00	
Amount to be paid owner - chrg to Right of Way		$ 10.00

THINGS TO BE DONE BY THE STATE:

Construct private access south side, at Station 716+06.

Access controlled -

17609 - Simpson, Charles and Florence (Massee)
Right of Way
Option expires April 23, 1952

5.98 acres at $250 per acre (grain and hay)	$1,495.00	
4.94 acres at $100 per acre (undeveloped irrigated)	494.00	
28.81 acres at $15.00 per acre (dry pasture)	432.15	
Allowance - 854 rods fence at $3.00 per rod	2,562.00	
Amount to be paid owner - chrg to Right of Way		$4,983.15

THINGS TO BE DONE BY THE STATE:

Construct passage way for cattle, southerly side of highway at Stations 263 to 268+00.

(cont.)

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY (cont.)

17609 - Simpson, Charles and Florence (cont.)

THINGS TO BE DONE BY THE STATE: (cont.)

State to protect irrigation system
Construct private approaches at Stations 282+00, 345+20, 342+80 and 260+50, South side.
And at Station 363+50, 349+50, 339+50 and 319+00 on North side.

Access controlled -

GILCHRIST-WILLAMETTE JUNCTION UNIT-LAPINE-DIAMOND LAKE JUNCTION SECT. - THE DALLES-CALIFORNIA HWY.

17947 - Skelton, William E. and Bernice L. — W. L. and Genevive McCaw et al (Massee)
Right of Way
Option expires April 3, 1952

0.25 acres at $500.00 per acre	$ 125.00	
House, 1800 sq. ft. at $2.50 per sq. ft.	4,500.00	
Garage, 525 sq. ft. at $0.20 per sq. ft.	105.00	
15' well, lawn, strawberry patch, shrubs and fence	270.00	
Amount to be paid owner - chrg to Right of Way		$5,000.00

Takes all -

10713 - Wilson, R. W. and Helene D. — (Brainerd)
Right of Way
Option expires April 2, 1952

1,000 sq. ft. Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 19+75, west side.

Access controlled -

EXHIBIT "A" (cont.)

GILCHRIST-WILLAMETTE JUNCTION UNIT - LAPINE-DIAMOND LAKE JUNCTION SECT. - THE DALLES-CALIFORNIA HWY. (cont.)

18152 - Blay, Ora F. Albert R. Pinney, Cont. Pur. (Massee)
Right of Way
Option expires April 17, 1952

2.78 acres at $275.00 per acre	$ 764.50	
Allowance - 15' well, at $7.50 per ft.	123.00	
Amount to be paid owner - chrg to Right of Way		$ 887.50

THINGS TO BE DONE BY THE STATE:

Construct private approaches East side at Stations 57+50, 61+00, 64+00.

Access controlled -

17939 - Yeager, Ray A. and Dora (Brainerd)
Right of Way
Option expires April 26, 1952

0.55 acres Lump Sum	$ 25.00	
Allowance - 29 rods of fence at $2.65+ per rd.	77.00	
Amount to be paid owner - chrg to Right of Way		$ 102.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 1448+50, west side, 25' wide.

Access controlled -

10757 - Moore, W. D. and Sarah F. (Brainerd)
Right of Way
Option expires April 11, 1952

1000 sq. ft. at $0.03 per sq. ft.	$ 30.00	
Allowance - for picket fence	46.50	
- flower bed and reduction of area	123.50	
Amount to be paid owner - chrg to Right of Way		$ 200.00

(cont.)

EXHIBIT "A" (cont.)

GILCHRIST-WILLAMETTE JUNCTION UNIT - LAPINE-DIAMOND LAKE JUNCTION SECT. - THE DALLES-CALIFORNIA HWY. (cont.)

10757 - Moore, W. D. and Sarah F. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 30+36, east side 25' wide.

Access controlled -

BOONES FERRY ROAD-MARION COUNTY LINE UNIT - BARBUR BLVD. - WHITE SCHOOL SECT. WEST PORTLAND-HUBBARD HWY.

17516 - Callahan, Eugene F. and Dollie J. — Cont. Pur. William C. and Irma Prewitt (Smith)
Right of Way
Option expires April 21, 1952

1 acre highway frontage	$1,750.00
.93 acre	1,000.00
22 rods of fence at $4.50 per rod	99.00
Chicken house, 1200 sq. ft.	3,000.00
Barn, 442+ sq. ft.	1,106.00
Damages	900.00

Amount to be paid owner - chrg to Right of Way $7,855.00

Access controlled - access to frontage road only.

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

18303 - Amacher, John P. and Katherine, — C.E. and Bernice E Patterson Cont. Pur. (Stuntz)
Right of Way
Option expires April 25, 1952

0.23 acre Lump Sum	$1,000.00
House and garage	5,500.00

Amount to be paid owner chrg to Right of Way $6,500.00

State to assume last half of 1951 52 taxes Est. cost 35.00

Takes all -

EXHIBIT "A" (cont.)

GARDEN VALLEY ROAD-2nd CROSSING-SOUTH UMPQUA RIVER UNIT - DEADY-SHADY SECTION - PACIFIC HWY.

17862 - Boyles, J. M. and Elsie L. (Stuntz)
Right of Way
Option expires April 22, 1952

21,562 sq. ft. at $0.46+ per sq. ft. $10,000.00

Amount to be paid owner - chrg to Right of Way $10,000.00

State to assume last half of 1951-52 taxes. Est. 50.00

GRAND TOTAL (Estimated) Chgd to Right of Way $10,050.00

Takes all -

GILCHRIST-WILLAMETTE UNIT-LAPINE-DIAMOND LAKE JUNCTION SECT. - THE DALLES-CALIFORNIA HIGHWAY

7493 - Jones, Ray B. (Massee)
Right of Way
Option expires April 21, 1952

500 sq.ft. at $0.035+ per sq.ft. $ 17.50
in exchange for 6000 sq.ft. in lots
13, 15 and 17, Block 38, town of
Crescent.
6000 sq.ft. at $0.035+ per sq.ft. Cr. 217.50

Amount to be paid to Oregon State Highway Commission Cr. $ 200.00

THINGS TO BE DONE BY THE STATE:

Convey to the grantor above 6000 sq. ft. in Lots 13, 15 and 17, Block 38, town of Crescent, Oregon, as an exchange part of the settlement, upon the grounds and for the reason that the said property in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access controlled - no access allowed

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD. - WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HWY.

17520 - Schiemman, Otto and June (Smith)
Right of Way
Option expires April 12, 1952

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD. - WHITE SCHOOL SECTION - WEST PORTLAND - HUBBARD HWY. (cont.)

17520 - Schiemman, Otto and June (cont.)

.195 acres at $1000+ per acre	$ 200.00	
Allowance - 6½ rods of fence at $4.00 per rod	25.00	
reestablishing driveway	100.00	
Damage for 10 ft. of front yard and restriction of access	275.00	
		$ 600.00
In lieu of cash settlement, State is to convey .6 acre valued at $1000 per acre	$ 600.00	

THINGS TO BE DONE BY THE STATE:

Convey to the grantors above, that portion of land optioned from Walter R. Murray, File 17519, which lies westerly of a line that is 100 feet West of and parallel to the center line of the West Portland-Hubbard Highway, containing .6 acre, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access is provided at extreme west side of property.

Access controlled - no access allowed

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HWY.

17697 - Griggs, Sylvia G. et al (Reeder)
Right of Way
Option expires April 22, 1952

7.0 acres at $400 per acre	$2,800.00
4.0 acres at $200 per acre	800.00
5.7 acres at $150 per acre	855.00
2 story house, 40x44, with garage, 20x44	9,102.00
Chicken house and 2 sheds, 448' sq. ft.	368.00

(cont.)

EXHIBIT "A" (cont.)

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HWY. (cont.)

17697 - Griggs, Sylvia G. et al (cont.)

Allowance-replacing water system	$ 750.00	
-183 rods of fence, and 3 gates	609.00	
-General damages	616.00	
-for Bill of Sale on old store building, and 2 old gas pumps and tanks	250.00	

Amount to be paid to owners - chrg to Right of Way $16,650.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach Station 151+00 North side, Station 150+45, South side, and Station 153+00 South side, all approaches to be 16' wide.

Access controlled -

REEDSPORT-WINCHESTER BAY SECT. - OREGON COAST HWY.

17719 - Hubbard, Eva K. (Holt)
Right of Way
Option expires March 24, 1952

2 city lots 50x100 $2,100.00

Amount to be paid owner - chrg to Right of Way $2,100.00

Takes all -

CANNON BEACH-ARCADIA SECT. - OREGON COAST HWY.

18194 - Clatsop County (Benson)
Right of Way
Bargain and Sale Deed signed 10-31-51

4233 sq. ft. GRATIS

Takes all -

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECT.-PACIFIC HIGHWAY EAST

18109 - Gordy, L. G. and Hazel (Landon)
Right of Way
Option expires April 28, 1952

18,770 sq.ft. at $0.07 per sq.ft.	$1,312.90	
House, 32'x30'	7,680.00	
Garage, 240 sq.ft.	960.00	
74 foot well and pump	594.00	
Lawn, trees and shrubs	754.00	
Amount to be paid owner-chrg to Right of Way		$11,300.90

Takes all -

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER SECT.-PACIFIC HIGHWAY

17929 - John, Ray W. and Emma Louise (Stuntz)
Right of Way
Option expires April 30, 1952

2.13 acres at $1000 per acre	$2,130.00	
2 story house - 2950 sq.ft.	18,200.00	
2 room cabin	1,200.00	
Amount to be paid owner - chrg to Right of Way		$21,530.00
State to assume last half of 1951-52 taxes. Est.		100.00
GRAND TOTAL (Estimated) Chgd to Right of Way		$21,630.00

Takes all -

JONES RANCH-MITCHELL SECT. - OCHOCO HIGHWAY

16717 - Nichols, Henry D. and Zelma (Massee)
Right of Way
Option expires April 23, 1952

0.27 acres and damages	$1,108.00	
Allowance-trees, retaining wall and shrubbery	528.00	
-to move cabin, wood shed tool shed and garage	1,364.00	
Amount to be paid owner - chrg to Right of Way		$3,000.00

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECT. - OCHOCO HWY. (cont.)

16717 - Nichols, Henry D. and Zelma (cont.)

THINGS TO BE DONE BY THE STATE:

Construct commercial access at Stations 718+34 North, and 718+45 South,
Private access at Station 716+60, North side.

Access controlled -

GILCHRIST WILLAMETTE JUNCTION UNIT-LAPINE-DIAMOND LAKE SECT. - THE DALLES-CALIFORNIA HWY.

10706 - Pleas, Ivanhoe Cont. Pur. Earl R. Gordon (Massee)
Right of Way
Option expires April 17, 1952

0.025 acres $ 1.00

THINGS TO BE DONE BY THE STATE:

State to clear Easterly side of right of way and move neon sign. Est. cost $50.00

GRAND TOTAL (Estimated) Chgd to Right of Way $ 51.00

Access controlled - no access allowed

18151 - Blay, Ora F. (Massee)
Right of Way
Option expires April 30, 1952

0.7 acres at $300 per acre $210.00

Amount to be paid owner - chrg to Right of Way $210.00

THINGS TO BE DONE BY THE STATE.

Private access at Station 54+00, to be oiled to right of way line.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

GILCHRIST-WILLAMETTE JUNCTION UNIT-LAPINE-DIAMOND LAKE SECT. - THE DALLES-CALIFORNIA HWY. (cont.)

18186 - Nousen, Claude C. and Irene L. (Brainerd)
Right of Way - Quitclaim - pumice mining claim
Option expires May 1, 1952

20 acres at $10.00 per acre $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

Access controlled - no access allowed

18188 - Jones, Aaron U. and Jean W. (Brainerd)
Right of Way - Quitclaim-pumice mining claim
Option expires May 1, 1952

14.8 acres at $10.00 per acre $ 148.00

Amount to be paid owner - chrg to Right of Way $ 148.00

Access controlled - no access allowed

18190 - Bauman, Laurence and R. Winifred (Brainerd)
Right of Way - Quitclaim-pumice mining claim
Option expires May 1, 1952

16.4 acres at $10.00 per acre $ 164.00

Amount to be paid owner - chrg to Right of Way $ 164.00

Access controlled - no access allowed

18191 - Christy, Harold W. and Stella Diane (Brainerd)
Right of Way - Quitclaim-pumice mining claim
Option expires April 30, 1952

16.4 acres at $10.00 per acre $ 164.00

Amount to be paid owner - chrg to Right of Way $ 164.00

Access controlled - no access allowed

17943 - Negus, Wayne A. and Roberta L. (Brainerd)
Right of Way
Option expires April 15, 1952

EXHIBIT "A" (cont.)

GILCHRIST-WILLAMETTE JUNCTION UNIT-LAPINE-DIAMOND LAKE JUNCTION SECT. - THE DALLES-CALIFORNIA HWY. (cont.)

17943 - Negus, Wayne A. and Roberta L. (cont.)

0.50 acres at $500 per acre	$ 250.00	
Allowance-37 rods of fence, lawn, cindered driveway, shrubs, garden area, etc.	416.00	
Winter storage cellar & well house	234.00	
Plus low bid for moving house, garage, chicken house and well		
Amount to be paid owner - chrg to Right of Way Plus low bid for moving.		$ 900.00

Takes all -

17948 - Jorstad, Willis C. and Mabel (Massee)
Right of Way
Option expires April 30, 1952

0.64 acres at $500.00 per acre	$ 320.00	
Plus low bid for moving and $25.00 per day loss of business during move.		
Amount to be paid owner - chrg to Right of Way		

THINGS TO BE DONE BY THE STATE:

Construct commercial accesses at Stations 49+05 and 50+40, 40' wide.		
Clear right of way, east side, between Stations 45+00 and 55+00. Est. cost	$ 300.00	
Amount to be charged to Construction		$ 300.00

Access controlled -

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD. - WHITE SCHOOL SECT. WEST PORTLAND-HUBBARD HWY.

4843 - Nyberg, Clayton John, Kathryn and John (Smith)
Right of Way
Option expires April 2, 1952

2.10 acres Lump Sum	$ 1.00	

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD.-WHITE SCHOOL SECT. WEST PORTLAND-HUBBARD HWY. (cont.)

4843 - Nyberg, Clayton John, Kathryn and John (cont.)

Amount to be paid Clayton John Nyberg - Chrg to Right of Way $ 1.00

THINGS TO BE DONE BY THE STATE:

Area under bridge may be used by grantor for underpass.
Timber to inure to Grantor provided it is removed by December 1, 1951

Access controlled - no access allowed

4844 - Nyberg, John, Clayton John, and Kathryn (Smith)
Right of Way
Option expires April 2, 1952

13.39 acres at $400 per acre	$ 5,356.00
6.00 acres at $1,650 per acre	9,900.00
4.10 acres at $1,000 per acre	4,100.00
House, 1180 sq. ft.	6,000.00
Garage, 324 sq. ft.	650.00
Chicken house, 600 sq. ft.	1,200.00
Allowance - 344 rods of fence	1,548.00
- to build roadways, 1050 ft.	2,100.00
Allowance - for moving buildings	
- Barn, removed by May 1, 1952	4,735.00
- Produce, shop bldg., chicken shed, hog barn, smoke house, removed by December 31, 1951	2,308.00
- House, utility bldg., garage & shed, removed by Dec. 31, 1952	10,480.00
Allowance - 1951-52 taxes	375.00
- drying hybrid seed corn	1,000.00
Severance & reduction damages	10,750.00

Amount to be paid owner - chrg to Right of Way $60,502.00

(cont.)

EXHIBIT "A" (cont.)

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD.-WHITE SCHOOL SECT. WEST PORTLAND-HUBBARD HWY. (cont.)

4844 - Nyberg, John, Clayton John, and Kathryn (cont.)

THINGS TO BE DONE BY THE STATE:

Area under bridge may be used by grantor for underpass.
Grantor reserves right of accesses across that property to be used for traffic interchange. When interchange is built, access will be to leg of interchange only.
Grantors given free use of house and garage, purchased by State, also free use of land occupied by house and utility building, until December 1, 1952.

Access controlled -

WYGANT PARK-HOOD RIVER SECT. - COLUMBIA RIVER HWY.

17670 - The Texas Co. (Witt)
Right of Way
Letter of November 2, 1951

.045 acres Lump Sum $ 900.00

Amount to be paid owner - chrg to Right of Way $ 900.00

Grantor reserves right to install, maintain, repair pipe line under highway right of way.

Access controlled -

WINCHESTER-GARDEN VALLEY ROAD SECT.-PACIFIC HWY.

17823 - Curry, Harold G. and Dorothy (Stuntz)
Right of Way
Option expires April 30, 1952

3.89 acres at $620+ per acre	$2,412.50
25 rods of fence at $3.50 per rod	87.50

Amount to be paid owner - chrg to Right of Way $2,500.00

THINGS TO BE DONE BY THE STATE:

Grade and gravel Broad Street, approximately 550 ft. Est. cost $ 750.00

Amount to be charged to construction $ 750.00

GRAND TOTAL (Estimated) $3,250.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECT. - OCHOCO HIGHWAY

17611 - Hudspeth Sawmill Co. (Massee)
Right of Way
Option expires April 28, 1952

7.7 acres at $200 per acre	$1,540.00
7.25 acres at $15.00+ per acre	110.00
Allowance-reestablish pumping plant	630.00
-reestablish electricity to housing units	820.00
-to move and reestablish 6 houses	1,800.00
-one tent house destroyed	100.00

Amount to be paid owner - chrg to Right of Way $5,000.00

THINGS TO BE DONE BY THE STATE:

Connect old and new highway at Stations 453+50 and 477. Install 18" culvert under highway at Station 445+50. Construct private approaches at Station 481+50, north side, and Station 448+00, south side.

Grantor retains right to lay water pipe lines on the Southerly side of Branch Creek, between Stations 433+00 and 447+00, inside of right of way.

Access controlled -

17622 - Helms, Estella (Massee)
Right of Way
Option expires May 1, 1952

0.23 acre at $400 per acre	$ 92.00
House, 768 sq. ft.	1,920.00
Cabin, 160 sq. ft.	240.00

Amount to be paid owner - chrg to Right of Way $2,252.00

Takes all -

18029 - Ashmead, Robert (Brainerd)
Right of Way

1.5 acres Lump Sum	$ 50.00
33 rods of fence at $3.50 per rod	115.50

(cont.)

EXHIBIT "A" (cont.)

JONES RANCH MITCHELL SECT. - OCHOCO HIGHWAY (cont.)

18029 - Ashmead, Robert (cont.)

Amount to be paid owner - chrg to Right of Way $ 165.50

THINGS TO BE DONE BY THE STATE:

Provide unrestricted access South side at Stations 699+50 and 701+50.

Access controlled -

18080 - Payne, Baxter (Massee)
Right of Way
Option expires May 1, 1952

2 acres more or less (Quitclaim deed)	$ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

Access controlled - no access allowed

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECT. - PACIFIC HIGHWAY EAST

17244 - Jelderks, J. A. and Katharine (Benson)
Right of Way
Option expires May 6, 1952

324,221 sq. ft. at $0.05 per sq. ft. (7.43 a)	$16,211.00
Barn	2,500.00
Damage by reason of proximity of line to house	3,089.00
Loss of six fruit trees	200.00

Amount to be paid owner - chrg to Right of Way $22,000.00

THINGS TO BE DONE BY THE STATE:

Construct a driveway 12' wide, with 4" of crushed rock, a distance of approximately 130 ft.

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

SALISBURY-BAKER SECTION - BAKER-UNITY HIGHWAY

17569 - Dickinson, Randal W. & Margaret S. Corrected Report (Massee)
Gravel Pit
Option expires April 22, 1952

16.22 acres at $460- per acre $7,450.00

Amount to be paid owner - chrg to Gravel Pit $7,450.00

THINGS TO BE DONE BY THE STATE:

Fence east and south boundary of gravel pit, and install metal gate. (already constructed)
Est. $ 755.00

Construct private access, east side at Stations 382+20, 389+40, 410+20, 394+20, 422+00 and 402+89.

Grantor reserves right to use haul road and overburden from pit.

GRAND TOTAL (Estimate) Chgd to Gravel Pit $8,205.00

Access controlled -

Previously approved 7-16-51
17.54 acres $7,500.00
Fencing and metal gate 755.00

Total-chrg to Gravel Pit $8,255.00

18254 - Valentine, Leonard W. and Lola O. (Massee)
Gravel Pit
Option expires April 30, 1952

1.32 acres Lump Sum $ 150.00

Amount to be paid owner - chrg to Gravel Pit $ 150.00

State to assume 1951-52 taxes. Est. cost 5.00

GRAND TOTAL (Estimated) Chrg to Gravel Pit $ 155.00

Access not controlled -

EXHIBIT "B"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, the Yachats Park is a state park under the jurisdiction and control of the State Highway Commission; and

WHEREAS, there is located in said park a certain road which forms a loop, and the same is owned and maintained by the State; and

WHEREAS, diverse persons operating trucks use the above said road as a turn-around for said trucks, and the same creates a traffic hazard to the public using said park and the facilities thereon; and

WHEREAS, the trucks using said road for a turn-around make loud and undesirable noises which interfere with the comfort and peace of the residents who live near said state park; and

WHEREAS, said road is owned and maintained by the State solely for park purposes and for the convenience and accommodation of the public and its use of said park; and

WHEREAS, said road was not constructed and is not maintained to withstand the loads and pressures resulting from the use thereof by trucks; and

WHEREAS, in the opinion of the State Highway Commission the use of said road by trucks as a turn-around is an improper use of said road, and the same is destructive and detrimental to said road and said park and facilities thereon; and

WHEREAS, in the opinion of the State Highway Commission the public welfare and public safety require that the use of said road or any other roads in said park by trucks as a turn-around be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, two members being present and affirmatively voting, as follows:

1. The Commission does hereby find and declare, based up on investigations, reports and recommendations of the members of its staff, that the use of that certain road which forms a loop, or any other road, which is located in Yachats State Park, Lincoln County, Oregon, as a turn-around by trucks of any kind whatever creates a hazard to the general public which uses said park and the facilities thereon.

(cont.)

EXHIBIT "B" (cont.)

2. The Commission does further find and declare that the trucks using said road as a turn-around make loud and undesirable noises which interfere with the peace and comfort of the residents living in the proximity of said park.

3. That the Commission does further find and declare that said road is owned and maintained by the State solely for park purposes and the use by the public thereof, and that said road is not constructed to standards sufficient to withstand the weights of trucks in the use of said road.

4. That the Commission does further find and declare that the use of said road or roads in said park shall henceforth be prohibited as a turn-around for trucks of any kind whatsoever.

5. That the State Highway Engineer is hereby instructed to erect signs at such places in and around said park as in the judgment of said Engineer are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared; said signs shall be printed in plain, legible type and in such words as the said Engineer shall deem necessary to carry out the purpose of this resolution.

6. That the Secretary be and he hereby is instructed to send a certified copy of this resolution to the Superintendent of State Police and to send a like copy to the State Parks Superintendent.

7. That this resolution be entered in the minutes and records of the State Highway Commission as of the 8th day of November, 1951.

EXHIBIT "C-1"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Coburg	$1,769.85
Donald	475.03
Helix	469.82
Juntura	275.82
Lonerock	97.05
North Powder	1,024.12
Phoenix	1,928.20
Prescott	301.36
Sherwood	1,463.39

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission. shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy

(cont.)

of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 8th day of November, 1951.

EXHIBIT "C-2"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Halfway	$ 955.33
Sherwood	1,760.14

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 8th day of November, 1951.

EXHIBIT "D"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3105 with the Gilpin Construction Co. for constructing the Sauvie Island Bridge on the Gillihan County Road in Multnomah County, completed October 12, 1951.

Contract No. 3227 with Del R. Beebe Construction Co. for grading and paving on the Marks Ranch-Lone Rock Bridge Section of the North Umpqua County Road in Douglas County, completed August 16, 1951.

Contract No. 3265 with Archie R. Averill for widening the Umatilla River bridge on the Columbia River Highway in Umatilla County, completed September 21, 1951.

Contract No. 3340 with The Central Heating Co. for pavement resurfacing on the Alsea-Alder Creek Section of the Alsea Highway in Benton County, completed August 4, 1951.

Contract No. 3354 with Durbin Brothers for grading and oil mat surfacing on the South Unit, Joseph-Wallowa Lake Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County, completed August 9, 1951.

Contract No. 3446 with Rush Construction Co. for furnishing crushed materials in stockpiles on the Eightmile-Heppner Section of the Wasco Heppner Highway in Morrow County, completed August 14, 1951.

Contract No. 3454 with General Construction Company for redecking the Steel Bridge on the Pacific Highway West in Multnomah County, completed October 1, 1951.

Contract No. 3472 with Hamilton & Thoms for construction of the Goshen Overcrossing project on the Pacific Highway in Lane County, completed November 5, 1951.

Contract No. 3478 with Warren Northwest, Inc. for grading and paving on the Philomath ("F" Street - "H" Street) Section of the Corvallis-Newport Highway in Benton County, completed August 31, 1951.

(cont.)

EXHIBIT "D" (cont.)

Contract No. 3491 with C. R. O'Neil for grading and surfacing on the Summit-Lobster Valley Section of the Alsea Deadwood Highway in Benton County, completed October 18, 1951.

Contract No. 3513 with O & K Construction Co. for surfacing on the South Unit, Gateway-Agency Plains Section of the Gateway-Agency Plains County Road in Jefferson County, completed October 4, 1951.

Contract No. 3514 with Babler & Rogers for grade widening and paving on the Hampton-Gap Ranch Section of the Central Oregon Highway in Lake, Harney, and Deschutes Counties, completed October 12, 1951.

Contract No. 3551 with F. C. Scott Construction Co. for roadbed embankment and slope protection on the west approaches to the Salem bridges on the Salem-Dallas Highway in Polk County, completed October 2, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

18999

EXHIBIT "E"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: Beaverton-Hillsdale Highway

Highway number: 40 Route number: ORE 10

Location of Termini			Established Speed
M. P. 4.15 (Junction with West Slope Road)	to M. P.	5.89 (east city limits of Beaverton)	40 miles per hour

(cont.)

EXHIBIT "E" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the records and minutes of the Commission as of the eighth day of November, 1951.

19001

EXHIBIT "F"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, the North Santiam Secondary Highway has been duly designated and declared to be a state secondary highway and has been improved and maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state secondary highway; and

WHEREAS, a section of said highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highway section; and in order to protect said section of highway against such damage and injury, it is deemed and is the judgment of the Highway Commission and said Highway Commission finds that it will be for the best interests of said section of highway that the maximum weights permitted and authorized by law be reduced; and

WHEREAS, the State Highway Commission has, after due investigation, determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said section of highway shall be reduced and fixed as in this order provided;

NOW, THEREFORE, the premises being in part as above-stated and the State Highway Commission being of the opinion that said section of highway is not presently constructed to such standards to withstand the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said section of highway that the maximum total weight of load and vehicle which shall be permitted upon said section commencing on the date hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described section of highway shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles:

Name of Highway and No.	County	Section Restricted	Date Effective
North Santiam Secdy. No 162	Marion	On the north side of the North Santiam River beginning at the intersection of DeWitt's Road approximately 3 miles west of Mill City and extending easterly therefrom 1¼ mile.	1951 Oct. 20

(cont.)

EXHIBIT "F" (cont.)

IT IS FURTHER ORDERED that these rules and regulations as made and found by the State Highway Commission under the provisions of Section 15, Chapter 405, Oregon Laws 1951, shall be in full force and effect from the effective date hereinabove specified until modified, annulled or voided by the order of the State Highway Commission; and

IT IS FURTHER ORDERED that a notice be posted in a conspicuous manner and place at each end of the above section of highway and at the important cross roads on said section so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic thereby in this order determined and fixed; and

BE IT FURTHER ORDERED that a certified copy of this order be furnished to the Marion County Clerk and that a certified copy of this order also be furnished to the Superintendent of the Department of State Police for his information.

Dated this 8th day of November, 1951.

19003

EXHIBIT "G"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, on the 28th day of September, 1950, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission adopted a resolution effective September 12, 1950, reducing the maximum load limit on the following described State Highway bridge to wit:

SANTIAM PRIMARY HIGHWAY NO. 16

M. P. 41.56	Bridge No. 1356 crossing Santiam River (on entrance road to Cascadia State Park in Linn County)	5 tons (10,000 lbs.)

and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the permissible load limit on the said bridge be and the same hereby is rescinded and cancelled as of November 1, 1951, and that the maximum load limit permissible on the said bridge structure hereafter shall be the maximum load limit provided by law; and

IT IS FURTHER ORDERED that certified copies of this resolution be furnished to the Linn County Clerk, and to the Superintendent of the Department of State Police for their information.

Dated this 8th day of November, 1951.

EXHIBIT "H"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, the Forty-Sixth Legislative Assembly enacted Chapter 405, Oregon Laws 1951, and

WHEREAS, the State Highway Commission is authorized by the provisions of Section 12, Chapter 405, Oregon Laws 1951, to issue permits for the movement of any single vehicle engaged in the transportation of peeler bolts, blocks, cores, railroad ties, logs or poles loaded crosswise of the vehicle, having an overall width and load thereon in excess of eight feet but not in excess of eight and one-half feet, if it is first determined by trial load that the vehicle with load thereon, moving in a normal manner, can stay on the right side of the center line of the traveled way at all times and that there is sufficient room in the opposing traffic lane for the safe movement of other vehicles, and

WHEREAS, based upon the advice and recommendation of the State Highway Engineer, it is the judgment and opinion of the Commission that permits may be issued upon application therefor when meeting requirements of the provisions of Subsection 5 Section 12, Chapter 405, Oregon Laws 1951, which permits shall authorize the movement over highways set forth therein of single vehicles engaged in the transportation of peeler bolts, blocks, cores, railroad ties, logs or poles loaded crosswise on the vehicle, having an overall width in excess of eight feet but not in excess of eight and one-half feet,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by the Commission, two of the members being present and voting affirmatively, as follows:

1. That subject to such action as the Commission may hereafter deem to be in the public interest, the issuance of permits pursuant to the provisions of Subsection 5, Section 12, Chapter 405, Oregon Laws 1951, hereby is authorized in a form of permit attached hereto, marked Exhibit "A", and by this reference made a part hereof, which said form of permit is hereby approved and adopted as to form and as to all provisions and regulations contained therein.

2. That no permit on said form marked Exhibit "A" shall be issued pursuant to the provisions of Subsection 5, Section 12, Chapter 405, Oregon Laws 1951, authorizing the movement of any vehicle including any load thereon having a width in excess of eight feet until it is first determined by trial load that the vehicle with load thereon, moving in a normal manner, can stay on the right side of the center line of the traveled way at all times and that there is sufficient room

(cont.)

EXHIBIT "H" (cont.)

in the opposing traffic lane for the safe movement of other vehicles, and in no event shall such permit authorize the movement of any single vehicle including any load thereon having a width in excess of eight and one half feet.

3. That permits on said permit form marked Exhibit "A" may be issued for and by the State Highway Commission within the meaning, purpose and intent of Subsection 5, Section 12, Chapter 405, Oregon Laws 1951, and shall be valid when bearing the facsimile signature of R. H. Baldock, State Highway Engineer, and signed by any other of the following designated persons:

State Highway Engineer
First Assistant State Highway Engineer
Second Assistant State Highway Engineer
Director of Permits
Transportation Permit Supervisor

That any permit issued upon said permit form marked Exhibit "A", as above provided, shall be in full force and effect until the date of expiration specified upon the permit, which said date shall not extend beyond one year from the date of issuance of the permit.

4. That no permit shall be issued under the authority of Subsection 5, Section 12, Chapter 405, Oregon Laws 1951, and this resolution and order unless and until the permittee shall have furnished to the Director of Permits evidence satisfactory to the Director of Permits that he has procured and has in full force and effect, covering the proposed operation of the vehicle pursuant to the permit to be issued, a policy or policies of public liability and property damage insurance in any insurance company duly qualified and licensed to do business in the State of Oregon; said public liability insurance shall be not less than $10,000/$20,000, and said property damage insurance shall be not less than $10,000

5. That the Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification should be evidenced by resolution or order entered in the minutes and records of the Commission.

6. That this resolution be entered in the minutes and records of the Commission as of the 8th day of November, 1951, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each the Superintendent of State Police and the Public Utilities Commissioner.

Form E-327—2M—10-51

19006

OREGON
STATE HIGHWAY DEPARTMENT

....., Oregon, ..., 19.....

Transportation Permit for Continuous Operation of Overwidth Loads—Forest Products
SINGLE VEHICLE

THIS COPY FOR	
P. U. C. OFFICE	☐
STATE POLICE	☐
WEIGHMASTER	☐
	☐

Subject to each and all of the following terms and conditions, printed, typed or written below, and on the reverse side hereof, and not otherwise, the above named permittee is hereby authorized to

DESCRIPTION OF HAULING EQUIPMENT

MAKE OF TRUCK | MOTOR No. | PUC or PLATE No. | LICENSE No. | FIRM No.

This permit is issued under authority of Section 12, Chapter 405, Oregon Laws, 1951.

1. The overall length of any vehicle, including any load thereon, operated under this permit shall not exceed 35 feet. The OVERALL WIDTH of load thereon may exceed 8 feet, but SHALL NOT EXCEED 8½ feet.

2. The gross weight of any single axle of a vehicle operated under this permit shall not exceed 18,000 pounds, and the gross weight of any tandem axle of a vehicle shall not exceed 32,000 pounds. The gross weight of any vehicle shall not exceed the applicable gross weight set forth in the table of weights on the reversie side of this permit or the sum of the permissible axle weights, whichever is the lesser.

3. The posting of any highway or structure to reduced limits of weight or dimensions shall be to that extent a modification of the weights or dimensions allowed under this permit.

4. All equipment operating under authority of this permit shall be properly licensed, shall carry proper Oregon P.U.C. authorization, and shall conform in all other respects with the Oregon Motor Vehicle Laws and the Oregon Motor Transportation Code.

5. Notwithstanding anything in this permit to the contrary, the permittee shall be subject to all regulatory powers vested in the Interstate Commerce Commission, and shall be subject also to the regulatory powers vested in the Public Utilities Commissioner, but any such regulatory power, or any order of any Federal or State office, Board, or Commission having regulatory power over transportation, shall not be construed as permitting the operation of vehicles exceeding in any respect the provisions of this permit in regard to weight or dimensions.

6. Any vehicle operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, or over, beyond or to the left of the center line of the traveled roadway in case there be no painted stripe, except when overtaking or passing other vehicles or obstructions on the highway.

7. This permit must be carried at all times in the cab of the truck and shall be available for inspection by any police officer and any representative of the State Highway Commission or the Public Utilities Commissioner.

8. This permit is of a temporary nature only and will expire on ....., provided that any time prior thereto this permit may be cancelled by the State Highway Commission for violation of any of the terms or provisions of this permit, or when, in the judgment of the Highway Commission, public interest requires cancellation of this permit.

OREGON STATE HIGHWAY DEPARTMENT

R. H. Baldock

By R. H. BALDOCK, State Highway Engineer

EXHIBIT "A"

Countersigned by .....

Title .....

(OVER)

TABLE OF PERMISSIBLE WEIGHTS

a. The gross weight of any vehicle where the distance between the first and last axles is 18 feet or less, shall not exceed that set forth in the following table; or the sum of the permissible axle weights, whichever is the lesser:

Distance Between First and Last Axles (feet)	Maximum Gross Weight (pounds)	Distance Between First and Last Axles (feet)	Maximum Gross Weight (pounds)
Less than 6	32,000	12	36,400
6	32,200	13	37,100
7	32,900	14	43,200
8	33,600	15	44,000
9	34,300	16	44,800
10	35,000	17	45,600
11	35,700	18	46,400

The maximum gross weights in the above tables are for axle spacings measured to the nearest foot. If the axle spacing as actually measured is exactly one-half foot, the gross weight allowed is that given in the table for the next higher spacing.

19097

State Printing 52857

EXHIBIT "I"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of a road or highway extending northwesterly from a junction with the Salem-Dallas State Primary Highway No. 30 at Rickreall, to a junction with the Dallas-Coast State Secondary Highway No. 192 at a point known as Dolph Corner, in Polk County, and in connection therewith to prepare a map showing the route and location of said section of highway and to file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority of the members being present and affirmatively voting as follows:

1. That the survey of the Dolph Corner-Rickreall Section, beginning at the intersection with the Dallas-Coast Secondary Highway at Dolph Corner, (Engineer's Station 622+00) and ending at the intersection with the Salem-Dallas Highway in the westerly part of the town of Rickreall, (Engineer's Station 857+00), together with the map which for identification purposes bears the number 7B-9-15 and the date of October, 1951, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also

(cont.)

EXHIBIT "I" (cont.)

be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the section or unit of said highway has been made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and was likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission, November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 9th day of November, 1951.

EXHIBIT "J-1"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Ochoco Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Jones Ranch-Mitchell Section of the said Ochoco Highway, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

(cont.)

EXHIBIT "J-1" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Jones Ranch-Mitchell Section of the Ochoco Highway, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

R-17621
Owner: C. A. Van Winkle

A parcel of land lying in the Town of Mitchell in Section 36, Township 11 South, Range 21 East, W.M., Wheeler County, Oregon, and being a portion of that property conveyed by that deed to C. A. Van Winkle, recorded in Book 25, Page 343 of Wheeler County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable feet in width, lying on each side of the center line of the Ochoco Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 718+70.59, said Station being 1677 feet east and 1460 feet south of the west quarter corner of said Section 36; thence on a spiral curve left (the long chord of which bears South 69° 04' East) 600 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 78° 47' 30" East) 248.33 feet to Station 727+18.92; the south line of said strip of land crossing the west and east lines of said property approximately opposite Stations 723+80 and 725+50, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
721+00	724+32	50	155 feet opposite Station 721+00 to 60 feet opposite Station 724+32 in a straight line
724+32	727+18.92	50	60

The parcel of land to which this description applies contains 0.1 acre.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights

(cont.)

EXHIBIT "J-1" (cont.)

of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Ochoco Highway, when constructed upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress, and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the state, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 8th day of November, 1951.

EXHIBIT "J-2"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, The Dalles-California Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Gilchrist-Willamette Junction Unit, Lapine-Diamond Lake Junction Section of the said The Dalles-California Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to acquire all of the estate, right, title, or interest of the mining claimants to the said property for right of way and other purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, The Dalles-California Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Gilchrist-Willamette Junction Unit, Lapine-Diamond Lake Junction Section of The Dalles-California Highway the parcels of real property located in Klamath County, Oregon, and described as follows, to wit:

(cont.)

EXHIBIT "J-2" (cont.)

R-18187
Owner: L. L. Miller

Parcel No. 1:

A parcel of land lying in unsurveyed Government land which, if surveyed, would be the Southwest quarter (SW$\frac{1}{4}$) of Section 10, Township 26 South, Range 8 East, W.M., Klamath County, Oregon; the said parcel being that portion of said mining claim included in a strip of land 300 feet in width, 100 feet on the easterly side and 200 feet on the westerly side of the center line of The Dalles-California Highway as said highway has been relocated and staked on the ground over and across or adjacent to said mining claim, which center line is described as follows:

Beginning at Engineer's center line Station 170+00, said Station being 325 feet east and 315 feet north of the southwest corner of Section 35, Township 25 South, Range 8 East, W.M.: thence South 19° 53' West 11,600 feet to Station 286+00, which Station is approximately on the south line of what would be Section 10 if surveyed, at a point 1850 feet east of the southeast corner of Section 9, Township 26 South, Range 8 East, W.M.

The parcel of land to which this description applies contains 13.0 acres, more or less.

Parcel No. 2:

A parcel of land lying in unsurveyed Government land which, if surveyed, would be the Southeast quarter (SE$\frac{1}{4}$) of Section 3, Township 26 South, Range 8 East, W.M., Klamath County, Oregon; the said parcel being that portion of said mining claim included in a strip of land 300 feet in width, 100 feet on the easterly side and 200 feet on the westerly side of the center line of The Dalles-California Highway as said highway has been relocated and staked on the ground over and across or adjacent to said mining claim, which center line is described as follows:

Beginning at Engineer's center line Station 170+00, said Station being 325 feet east and 315 feet north of the southwest corner of Section 35, Township 25 South, Range 8 East, W.M.; thence South 19° 53' West 10,000 feet to Station 270+00, which Station is 2365 feet east and 1540 feet north of the southeast corner of Section 9, Township 26 South, Range 8 East, W.M.

The parcel of land to which this description applies contains 16.5 acres, more or less.

(cont.)

EXHIBIT "J-2" (cont.)

2. That in addition to the acquisition of the estate, right, title or interest in or to the aforesaid-described property, it is necessary that there be acquired or extinguished all existing rights of access to, from and between the aforesaid-described real property and any highway now or hereafter constructed thereon and the remaining real property, in or to which the mining claimants claim some estate, right, title or interest by virtue of the mining claims recorded in Book 3, Page 277, and Book 3, page 453, of Klamath County Records, the exact extent of said real property being unknown to the Commission, and that it is necessary that there be acquired or extinguished such interests, if any there be, by which rights of access, or any right in the nature of rights of access, may accrue by virtue of the adjacency of the relocated The Dalles-California Highway when constructed upon the aforesaid-described property to the remaining real property, in or to which the mining claimants claim some estate, right, title or interest by virtue of the aforesaid mining claims and access at all points to said The Dalles-California Highway located upon the aforesaid-described real property from said remaining real property, and all approach or access from said highway located upon the aforesaid-described real property to said abutting real property be restricted, except that there shall be reserved unto the mining claimants, their heirs and assigns, as owners of some estate, right, title or interest in the remaining real property by virtue of the aforesaid mining claims, a right of private access not to exceed twenty-five feet in width on the easterly side of The Dalles-California Highway opposite State Highway Engineer's center line Station 265+00.

A right of private access as herein used is defined as follows: An access for ordinary travel to and from the remaining land only, and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway.

The State of Oregon shall have the right, at its option, to build at any future time, at its sole cost, a frontage or service road, on the easterly side of The Dalles-California Highway upon right of way now owned, or lands to be acquired, by the State of Oregon, and upon construction of such frontage or service road, the right of private access herein set forth to be reserved that is adjacent to such frontage or service road shall terminate and cease, and the mining claimants, their heirs and assigns, shall thereupon have access to such frontage or service road; said frontage or service road shall be connected to the main highway only at such points as the State of Oregon may designate.

EXHIBIT "J-2" (cont.)

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 8th day of November, 1951.

19017

EXHIBIT "J-3"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the West Portland-Hubbard Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct and maintain the Barbur Boulevard - Marion County Line Section of the West Portland-Hubbard Highway and to construct and maintain an approach or connecting road between the said highway and the Oregon City-Wilsonville County Road, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way, for use in connection with the construction and maintenance of the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway and the construction and maintenance of an approach or connecting road between said highway and the Oregon City-Wilsonville County Road, the parcel of real property located in Clackamas County, Oregon, and described as follows, to wit:

R 18095
Owner: George Teufel, et ux.

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 23, Township 3 South, Range 1 West, W.M., Clackamas County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed

(cont.)

EXHIBIT "J-3" (cont.)

to George and Lillian A. Teufel, husband and wife, recorded in Book 395, Page 88, of Clackamas County Record of Deeds. The said parcel being described as follows:

Beginning at the northwest corner of the above-described property, said point being 709.50 feet West of the northeast corner of said Section 23; thence East 141.62 feet along the North line of said Section; thence South 30 feet at right angles to the North line of said Section; thence Southwesterly 165.1 feet, more or less, to a point in the West line of the above-described property which is 115.1 feet South of the point of beginning; thence North along the West line of said property to the point of beginning.

The parcel of land to which this description applies contains 0.24 acre, of which 0.10 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.14 acre lies outside of the existing right of way.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make

EXHIBIT "J-3" (cont.)

such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 8th day of November, 1951.

EXHIBIT "J-4"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to, or any interest in, any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system, and

WHEREAS, the Highway Commission has approved and adopted a survey of a route as a state highway to be known as the Divide-Anlauf Section of the Pacific Highway and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law, and

WHEREAS, for the purpose of establishing, relocating, constructing, improving, and maintaining the said highway as a throughway to the end human lives may be saved, property damage minimized, transportation of motor vehicles promoted and highway travel in general safeguarded, the real property hereinafter described is necessary and acquisition to and from said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively as follows:

(cont.)

EXHIBIT "J-4" (cont.)

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way of the Divide-Anlauf Section of the Pacific Highway for the purpose of establishing, relocating, constructing, improving, and maintaining a throughway the following described property, to wit:

R-17691
Owner: LeRoy Lumber Company

Two parcels of land lying in the South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10 and in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, the said parcels being that portion of said South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10 and in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16 included in a strip of land of variable widths, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 18+04.30, said Station being 478.83 feet North and 978.89 feet East of the Southeast corner of said Section 10; thence on a 1909.86 foot radius curve right (the long chord of which bears South 88° 42' 30" West) 1389.44 feet; thence on a spiral curve right (the long chord of which bears North 65° 27' West) 500 feet; thence North 62° 57' West 2.50 feet; thence on a spiral curve left (the long chord of which bears North 66° 17' West) 400 feet; thence on a 1145.91 foot radius curve left (the long chord of which bears North 76° 59' 30" West) 161.67 feet; thence on a spiral curve left (the long chord of which bears North 87° 42' West) 400 feet; thence South 88° 58' West 1373.04 feet; thence on a spiral curve left (the long chord of which bears South 86° 18' West) 400 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 74° 47' 45" West) 308.54 feet; thence on a spiral curve left (the long chord of which bears South 63° 17' 30" West) 400 feet; thence South 60° 37' 30" West 4.63 feet; thence on a spiral curve right (the long chord of which bears South 63° 07' 30" West) 500 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 76° 26' 30" West) 554.44 feet; thence on a spiral curve right (the long chord of which bears South 89° 45' 30" West) 500 feet; thence North 87° 44' 30" West 285.83 feet; thence on a spiral curve left (the long chord of which bears South 88° 55' 30" West) 500 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 70° 58' 15" West) 564.38 feet; thence on a spiral curve left (the long chord of which bears

(cont.)

EXHIBIT "J-4" (cont.)

South 53° 01' West) 500 feet; thence South 49° 41' West 1239.74 feet to Station 117+88.51; said centerline intersecting the East line of said South half ($S\frac{1}{2}$) of the South half ($S\frac{1}{2}$) of Section 10 approximately at Station 27+92 and intersecting the West line of said North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 16 approximately at Station 112+75.

Excepting that part of said strip of land lying within a parcel of land in the Southwest quarter ($SW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 10 as deeded to Frank J. Medine in Volume 99, Page 374, of Douglas County Records of Deeds; and excepting that part of said strip lying within a parcel of land in the Southwest quarter ($SW\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 10 as deeded to Pass Creek Development Company in Volume 189, Page 367, of Douglas County Record of Deeds.

Station	to Station	Width on Southerly side of Cen. Line	Width on Northerly side of Cen. line.
22+00	28+00	150'	Variable to RR r/w
28+00	29+50	150' taper in straight line to 250'	" " " "
29+50	36+96.24	250'	" " " "
36+96.24	43+00	300'	" " " "
43+00	45+00	300' taper in straight line to SE corner of Pass Creek Development Co. tract - deed recorded in Book 189, Page 367.	" " " "
45+00	66+50	150'	" " " "
66+50	68+00	150' taper in straight line to 250'	" " " "
68+00	69+00	250'	" " " "
69+00	70+00	250' taper in straight line to 150'	" " " "
70+00	80+50	150'	" " " "
80+50	84+00	200'	Variable to RR r/w
84+00	100+00	150'	" " " "
100+00	101+00	150' taper in straight line to 230'	" " " "
101+00	109+50	230'	" " " "
109+50	111+35	230' taper in straight line to 180'	" " " "
111+35	116+00	180'	" " " "

The parcels of land to which this description applies contain 55.12 acres, of which 8.73 acres lie within the existing right of way, title to which hereby is acknowledged to be in

(cont.)

EXHIBIT "J-4" (cont.)

the public, and 46.39 acres lie outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interest or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Divide-Anlauf Section of the Pacific Highway when constructed upon the aforesaid-described real property to the remaining abutting lands of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress, and regress to, from, and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting properties be prohibited, except rights of access to the Divide-Anlauf Section of the Pacific Highway as follows:

(1) An approach not to exceed 25 feet in width for private access on the north side of the Divide-Anlauf Section of the Pacific Highway at Engineer's center line Station 45+25.

(2) An approach not to exceed 25 feet in width for private access on the south side of the Divide-Anlauf Section of the Pacific Highway at Engineer's center line Station 52+00.

(3) An approach not to exceed 25 feet in width for private access on the north side of the Divide-Anlauf Section of the Pacific Highway at Engineer's center line Station 69+90.

(4) An approach not to exceed 25 feet in width for private access on the south side of the Divide-Anlauf Section of the Pacific Highway at Engineer's center line Station 94+00.

A right of private access as herein used is defined as follows: An access for ordinary travel to and from the remaining land only, and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway.

The State of Oregon shall have the right at its option to build at any future time, at its sole cost, a frontage or service road, or frontage or service roads, on either side

(cont.)

EXHIBIT "J-4" (cont.)

of the Pacific Highway upon right of way now owned or land to be acquired by the State of Oregon, and upon construction of such frontage or service road or roads, the right or rights of access herein set forth to be reserved that is or are adjacent to such frontage or service road or roads shall terminate and cease, and the owners of said remaining property shall thereupon have access to such frontage or service road or roads; said frontage or service road or roads shall be connected to the main highway only at such points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 8th day of November, 1951.

EXHIBIT "J-5"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to, or any interest in, any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system, and

WHEREAS, the Highway Commission has approved and adopted a survey of a route as a state highway to be known as the Divide-Anlauf Section of the Pacific Highway and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law, and

WHEREAS, for the purpose of establishing, relocating, constructing, improving, and maintaining the said highway as a throughway to the end human lives may be saved, property damage minimized, transportation of motor vehicles promoted and highway travel in general safeguarded, the real property hereinafter described is necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively as follows:

EXHIBIT "J-5" (cont.)

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way of the Divide-Anlauf Section of the Pacific Highway for the purpose of establishing, relocating, constructing, improving, and maintaining a throughway the following described property, to wit:

R-17692
Owner: Pass Creek Development Co.

Parcel No. 1:

Beginning at a point on the south right of way line of established Pacific Highway, said point being marked by an iron pin and being North 779.1 feet and East 265.7 feet from the Southwest corner of the Southeast quarter ($SE\frac{1}{4}$) of Section 10, Township 21 South, Range 4 West, W.M.; thence South 0° 16' East 147.5 feet; thence North 89° 44' East 100 feet; thence North 0° 16' West 107.7 feet to southern right of way line; thence northwesterly along said right of way on a 317.9 foot radius curve right (the long chord of which curve bears North 68° 32' West 107.6 feet) a distance of 108.2 feet to point of beginning, containing .29 of an acre in Section 10, Township 21 South, Range 4 West of Willamette Meridian, all in Douglas County, Oregon.

Parcel No. 2:

Beginning at a point marked by an iron pipe, said point being North 631.6 feet and East 365.7 feet from the Southwest corner of the Southeast quarter ($SE\frac{1}{4}$) of Section 10, Township 21 South, Range 4 West, W.M.; thence North 89° 44' East 600 feet; thence North 0° 16' West to intersection with the South line of the Pacific U.S. Highway #99 as now located; thence in a westerly direction following the South boundary line of said highway to a point which junctions with a line running North 0° 16' West from point of beginning; thence South 0° 16' East 107.7 feet to a point of beginning and containing two and one-fourth acres more or less, all in Douglas County, Oregon.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said

(cont.)

parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 8th day of November, 1951.

EXHIBIT "J-6"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway,

(cont.)

EXHIBIT "J-6" (cont.)

for the purpose of establishing, constructing and maintaining a throughway, the following-described parcel of real property, to wit:

R-17992
Owner: C. R. Lawrence, et ux

A parcel of land lying in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$); Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) and Lot 3 of Section 20, Township 21 South, Range 4 West, W. M., Douglas County, Oregon; the said parcel being that portion of the said North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$), Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) and Lot 3 included in a strip of land of variable widths, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 168+55.60, said Station being 257.36 feet North and 847.48 feet West of the northeast corner of said Section 20; thence South 65° 19' West 612.14 feet; thence on a spiral curve left (the long chord of which bears South 64° 17' 45" West) 350 feet; thence on a 3274.05 foot radius curve left (the long chord of which bears South 50° 35' 30" West) 1332.86 feet; thence on a spiral curve left (the long chord of which bears South 36° 53' 15" West) 350 feet; thence South 35° 52' West 1199.40 feet to Station 207+00; said center line intersecting the north line of said North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) approximately at Station 173+50 and the West line of Lot 3 approximately at Station 204+05. Excepting therefrom a parcel of land lying in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 20 as deeded to DeEava Gibson in Book 178, Page 123, of Douglas County Records of Deeds.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
N. L. Sec 20	176+00	136	To Railroad Right of Way
176+00	178+17.74	136 to 180 (a straight line)	" " " " "
178+17.74	179+00	180	" " " " "
179+00	180+50	180 to 172.5 (a straight line)	" " " " "
180+50	183+50	To old county road right of way	" " " " "

(cont.)

EXHIBIT "J-6" (cont.)

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
183+50	188+50	215 to 115 (a straight line)	To Railroad Right of Way
188+50	N. L. Lot 3	75	" " " " "
N. L. Lot3	195+00.6	75 (easterly side)	125 (westerly side)
N. L. Lot3	198+00		
195+00.6	198+00	Taper 75 to 200 (easterly side)	
198+00	199+00	200	125
199+00	200+00	Taper 200 to 125	75
200+00	W. L. Lot 3	125	75

(Bearings used herein are based upon the Oregon Coordinate System, South Zone.)

The parcel of land to which this description applies contains 16.1 acres.

2. The Commission does further find and declare that there is needed and required for highway drainage purposes for the construction of a channel change for Pass Creek in connection with the establishing, constructing and maintaining of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway the following described parcel of real property, to wit:

A parcel of land lying in Lot 3 of Section 20, Township 21 South, Range 4 West, W.M., Douglas County, Oregon; the said parcel being described as follows:

Beginning at a point which is opposite and 75 feet westerly of Engineer's center line Station 199+00 of the center line of the Pacific Highway as said highway has been relocated, said point also being 74.11 feet south and 1721.38 feet east of the northwest corner of the Samuel Hall D. L. C. No. 37; thence North 54° 08' West 75 feet; thence South 35° 52' West, parallel to said center line, 273 feet more or less to the west boundary of said Lot 3; thence south along the west boundary of said Lot 3 a distance of 135 feet more or less to a line parallel to said center line and 75 feet westerly, measured at right angles from said center line; thence North 35° 52' East parallel to said center line 386 feet, more or less, to the point of beginning.

(Bearings used herein are based upon the Oregon Coordinate System, South Zone.)

The parcel of land to which this description applies contains 0.56 acre.

(cont.)

EXHIBIT "J-6" (cont.)

3. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, when constructed upon the aforesaid-described real property designated as Parcel No. 1, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property designated as parcel No. 1 is a part, and that all access, ingress, egress and regress to, from and between the aforesaid-described property designated as Parcel No. 1, including any highway now or hereafter constructed thereon, and said remaining abutting property be prohibited, except that there shall be reserved unto the owners, their heirs and assigns of said remaining abutting property, a right of crossing at Engineer's center line Station 188+00 by means of a concrete 12-foot x 12-foot underpass to be constructed and maintained by the State Highway Commission.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the

EXHIBIT "J-6" (cont.)

best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 8th day of November, 1951.

EXHIBIT "J-7"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway,

(cont.)

EXHIBIT "J-7" (cont)

for the purpose of establishing, constructing and maintaining a throughway, the following-described parcel of real property, to wit:

R-17993
Owner: I. R. Lawrence, et ux

A parcel of land lying in the Samuel Hall Donation Land Claim #37 and situated in Section 20, Township 21 South, Range 4 West, W. M., Douglas County, Oregon, the said parcel being that portion of said Donation Land Claim #37 lying in said Section 20 and included in a strip of land of variable widths, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 200+00, said Station being 199.09 feet south and 1723.57 feet east of the northwest corner of the Samuel Hall Donation Land Claim #37; thence South 35° 52' West 3366.07 feet; thence on a spiral curve right (the long chord of which bears South 36° 04' 30" West) 250 feet to Station 236+16.07; said center line intersecting the east line of said Donation Land Claim #37 approximately at Station 204+05 and the south line approximately at Station 234+66. The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Cen. Line	Width on Westerly Side of Cen. Line
200+00	205+50	125	75
205+50	219+00	125	125
219+00	233+66.07	125	200
233+66.07	235+00	125 to 180 (a straight line)	220
235+00	236+00	180	220

The parcel of land to which this description applies contains 19.8 acres.

Bearings used herein are based upon the Oregon Coordinate System, South Zone.

2. The Commission does further find and declare that there is needed and required for highway drainage purposes for the construction of a channel change for Pass Creek in connection with the establishing, constructing and maintaining of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway the following described parcel of real property, to wit:

(cont.)

EXHIBIT "J-7" (cont.)

A parcel of land lying in the Samuel Hall Donation Land Claim #37 and situated in Section 20, Township 21 South, Range 4 West, W.M., Douglas County, Oregon, the said parcel being described as follows:

Beginning at a point which is opposite and 75 feet westerly of Engineer's center line Station 205+50 on the center line of the Pacific Highway as said highway has been relocated, said point also being 600.86 feet south and 1340.44 feet east of the northwest corner of the Samuel Hall Donation Land Claim #37; thence North 54° 08' West 75 feet; thence North 35° 52' East parallel to said center line, a distance of 377 feet, more or less, to the east line of said Donation Land Claim #37; thence south along said east line of Donation Land Claim #37 a distance of 135 feet, more or less, to a line which is 75 feet westerly of and parallel to said center line; thence South 35° 52' West, parallel to said center line, a distance of 264 feet, more or less, to the point of beginning.

Bearings used herein are based upon the Oregon Coordinate System, South Zone.

Said easement contains 0.55 acre.

3. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, when constructed upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid-described property, including any highway now or hereafter constructed thereon, and said remaining abutting property be prohibited, except that there shall be reserved unto the owners, their heirs and assigns of said remaining abutting property, a right of crossing at Engineer's center line Station 206+00 by means of a concrete 12-foot x 12-foot underpass to be constructed and maintained by the State Highway Commission.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel

(cont.)

EXHIBIT "J-7" (cont.)

of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 8th day of November, 1951.

19037

EXHIBIT "J-8"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation or by the exercise of the power of eminent domain, real property or any right or interest therein necessary or deemed necessary for the development and maintenance of parks; and

WHEREAS, the Highway Commission is authorized and empowered to develop, construct, improve, operate and maintain said parks to such an extent and in such manner as will best afford to the motoring public and road users necessary conveniences and accommodations and as will contribute to the general welfare of the people of the State, or the members of the motoring public using and traveling the highways of the State; and

WHEREAS, the North Santiam Forest State Park is a state park under the jurisdiction and control of the State; and

WHEREAS, for the purpose of developing and improving the North Santiam Forest State Park, the Highway Commission plans and proposes to construct and maintain a road within said park, and for such purpose and in connection therewith, the real property hereinafter described is necessary;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, two members thereof being present and voting affirmatively, as follows:

1. The Highway Commission does hereby find and declare that there is needed and required as an addition to the North Santiam Forest State Park to be used for the construction and maintenance of a road within said park, the following-described real property, to-wit:

R-17766
Owner: Keith Phillips, et ux

A parcel of land lying in the North half ($N\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 22, Township 9 South, Range 2 East, W. M., Marion County, Oregon; the said parcel being that portion of said North half ($N\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) included in a strip of land of variable widths, lying on each side of the center line of the State Park Access Road, which center line is described as follows:

(cont.)

EXHIBIT "J-8" (cont.)

Beginning at Engineer's center line Station 9+16.57, said Station being 61.3 feet north and 90.3 feet east of the northwest corner of Lot 2 of said Section 22; thence on a 1432.39 foot radius curve left (the long chord of which bears North 82° 23' West) 166.67 feet; thence North 85° 43' West 1103.48 feet; thence on a 954.93 foot radius curve right (the long chord of which bears North 77° 54' 15" West) 260.42 feet to Engineer's center line Station 24+47.14, at which Station the west end of said strip of land lies at right angles to said center line and said strip is coincident with the tract of land deeded to Marion County by deed recorded in Book 223 at Page 93 of Marion County Deed Records.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
North and South center line of Section 22	14+00	50	Taper in a straight line from 75 to 107
14+00	17+00	50	Taper in a straight line from 107 to 50
17+00	21+86.72	50	50
21+86.72	23+00	Taper 50 to 40	40
23+00	24+47.14	40	40

The parcel of land to which this description applies contains 3.257 acres.

2. That the facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

EXHIBIT "J-8" (cont.)

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 8th day of November, 1951.

EXHIBIT "J-9"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, if by so doing the interest of the owner and the State will be best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designed said route as a state highway to be known as the West Portland-Hubbard Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

(cont.)

EXHIBIT "J-9" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Boones Ferry Road-Willamette River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway the following described real property, to wit:

R-17499
Owner: Louisa Micek

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 2, Township 3 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property described in that deed to John and Louisa Micek, recorded in Book 93, page 193, of Washington County Records of Deeds, the said parcel being that portion of said property included in a strip of land 300 feet in width, 200 feet on the easterly side and 100 feet on the westerly side of the center line of the West Portland-Hubbard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 384+51.22, said Station being 2178.09 feet North 24° 55' 21" West of the East quarter ($E\frac{1}{4}$) corner of said Section 2; thence on an 11,459.16 foot radius curve left (the long chord of which bears South 7° 52' 30" West) 2923.34 feet to Station 413+74.56, said center line crossing the northerly line of said property approximately at Station 392+90.

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 3.17 acres, more or less.

2. The Commission does hereby find and declare that the acquisition of the real property hereinabove described and the denial of access thereto, as hereinafter set forth, will result in depriving the owner of all means of access from that portion of her real property lying easterly of and adjacent to the real property hereinabove described to any public highway and to her remaining real property, and, therefore, that it is in the best interest of both the State and the owner for the Highway Commission to acquire fee simple title to the owner's entire tract of real

EXHIBIT "J-9" (cont.)

property lying easterly of the west boundary of the real property hereinabove described, which said tract includes that portion of the real property described in paragraph 1, above, and the real property described as follows, to wit:

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 2, Township 3 South, Range 1 West, W.M., Washington County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to John and Louisa Micek, recorded in Book 93, Page 193, of Washington County Record of Deeds, the said parcel being that portion of said property lying easterly of the parcel of land described in paragraph 1, above, more particularly described as follows:

Beginning at the northeast corner of the parcel of land described in paragraph 1, above, said point being approximately 1158 feet north and 905 feet west of the East quarter ($E\frac{1}{4}$) corner of said Section 2; thence east on the north line of said Micek property 895 feet more or less to the northeast corner of said Micek property; thence south on the east line of Section 2 to the north line of that property conveyed to Hugh R. and Fay Thornton by deed recorded in Book 277, page 191, of Washington County Deed Records; thence west along said north line 970 feet more or less to the southeast corner of the parcel of land described in paragraph 1, above; thence northerly along the easterly line of the parcel of land described in paragraph 1, above, to the point of beginning.

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 8.52 acres, more or less.

3. That in addition to the acquisition of fee simple title to the real property hereinabove described in paragraphs 1 and 2, it is necessary and required that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the West Portland-Hubbard Highway, when constructed upon the real property described in paragraph 1 hereinabove, to the real property remaining after the appropriation of the real property described in said paragraph 1, and that all access to, from and between the real property described in paragraph 1 hereinabove, including any highways now or hereafter constructed thereon, and the real property remaining after

EXHIBIT "J-9" (cont.)

the appropriation of the real property described in said paragraph 1 be restricted and prohibited.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 8th day of November, 1951.

EXHIBIT "J-10"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct and maintain the Divide-Rice Hill Section of the Pacific Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property described hereinafter as parcel No. 1 for the acquisition and manufacture of road-building materials and the construction and maintenance of a stockpile site, and for other highway purposes, and is also authorized to acquire a perpetual, nonexclusive easement over and across the real property hereinafter described as parcel No. 2 for the construction and maintenance of a haul road to be used in conjunction with the aforesaid acquisition and manufacture of roadbuilding materials and construction and maintenance of a stockpile site;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that the following-described real property is necessary and required for the acquisition and manufacture of road-building materials and the construction and maintenance of a stock pile site in connection with the construction and maintenance of the Divide-Rice Hill Section of the Pacific Highway, said property being located in Douglas County, Oregon:

File No. 17702
Owner: James Baxter Davis, et ux

Parcel No. 1:

A parcel of land situated in the South half ($S\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 14, Township 21 South, Range 4

(cont.)

EXHIBIT "J-10" (cont.)

West, W. M., Douglas County, Oregon, which is described as follows:

Beginning at an iron pin at the south quarter corner of Section 14; thence North 0° 44' 30" East along the east line of the said South half ($S\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 14, a distance of 450 feet; thence North 87° 33' 30" West a distance of 1500 feet; thence South 0° 44' 30" West a distance of 450 feet to the south line of said Section 14; thence South 87° 33' 30" East along said south line, a distance of 1500 feet to the point of beginning.

(The bearings used herein are based on the Oregon Coordinate System, South Zone.)

The parcel of land to which this description applies contains 15.50 acres.

2. The Commission does hereby find and declare that a perpetual, nonexclusive easement is necessary and required over and across the following-described property for the construction and maintenance of a haul road in connection with the aforesaid acquisition and manufacture of road-building materials and construction and maintenance of a stock pile site, said property being located in Douglas County, Oregon:

Parcel No. 2:

The perpetual right and easement to construct, maintain, widen, repair and have free access to a haul road contained in a strip of land 40 feet in width, 20 feet on each side of the center line of the Ward Butte Forest Road, as said road is now located in the South half ($S\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) and the West half ($W\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 14, Township 21 South, Range 4 West, W. M.; the center line of said Ward Butte Road is described as follows:

Beginning on the north line of the South half ($S\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 14 at approximately Engineer's center line Station 20+27.94, said Station being 1382.9 feet south and 1096.1 feet east of the northwest corner of Section 14, Township 21 South, Range 4 West, W. M.; thence South 57° 44' 30" West 125.40 feet; thence North 87° 48' West 212.05 feet; thence South 57° 42' West 91.13 feet; thence South 12° 45' West 344.15 feet; thence South 25° 37' 30" West 196.88 feet; thence South 41° 53' 30" East 91.08 feet; thence North 60° 55' 30" East 137.95 feet; thence North 84° 10' East 105.55 feet; thence South 27° 32' West 465.90 feet; thence South 1° 55' West

EXHIBIT "J-10" (cont.)

358.63 feet; thence South 22° 09' West 583.08 feet; thence South 37° 35' 30" West 131.36 feet; thence South 3° 32' West 187.25 feet; thence South 25° 09' 30" West 210.93 feet; thence South 15° 19' 30" East 192.00 feet; thence North 64° 27' East 238.82 feet; thence South 35° 54' 30" East 180.33 feet; thence South 14° 27' East 227.24 feet; thence South 38° 11' East 298.42 feet; thence South 42° 05' East 126.75 feet; thence South 68° 42' East 182.80 feet; thence South 17° 37' 30" West 141.09 feet; thence South 28° 39' West 146.05 feet; thence South 45° 15' East 127.10 feet to Station 71+29.88, which Station is approximately situated in the west line of the above-described parcel No. 1.

(The bearings used herein are based on the Oregon Coordinate System, South Zone.)

The parcel of land to which this description applies contains 4.7 acres.

Together with whatever additional areas that may be required for cut-and-fill slopes and for curves at angle points. Said easement is granted subject to any and all existing easements for rights of way; the owners to have the right to maintain a gate at the north entrance of this road, unless it is replaced by a cattle guard.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of real property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire the aforesaid parcels of real property or the interest therein.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property,

EXHIBIT "J-10" (cont.)

either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 8th day of November, 1951.

EXHIBIT "K"

Minutes of November 8 and 9, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, The Dalles-California Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section of the said The Dalles-California Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway; and

WHEREAS, The Dalles-California Highway is a major highway of the State, and as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes for use in connection with the proposed relocation in part, widening, construction, and maintenance of the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway the following real property described as Parcels No. 1 to No. 6 inclusive. The Commission does further find and declare that there is needed and required for a cinder pit in connection with the above the real property described as Parcel No. 7, and the Commission does further find and declare that there is necessary and required for use as a haul road to said cinder pit the real property

(cont.)

EXHIBIT "K" (cont.)

described as Parcel No. 8, to wit:

R-17936
Owner: Gilchrist Timber Company

Parcel No. 1:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) and in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 35, and in the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 34, Township 23 South, Range 9 East, W.M., Klamath County Oregon; the said parcel being that portion of said subdivisions included in a strip of land 300 feet in width, 100 feet on the easterly side and 200 feet on the westerly side of the center line of The Dalles-California Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1238+00, said Station being 875 feet south and 180 feet east of the north quarter of said Section 35; thence South 53° 03' West 5,200 feet to Station 1290+00, said center line crossing the east and south lines of said subdivisions approximately at Stations 1240+35 and 1288+80, respectively, containing 33.60 acres, more or less, outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 3, and in the Southeast quarter ($SE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) and in the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 4, Township 24 South, Range 9 East, W.M., Klamath County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land 300 feet in width, 100 feet on the easterly side and 200 feet on the westerly side of the center line of The Dalles-California Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1328+34.8, said Station being 1055 feet south and 955 feet east of the northwest corner of said Section 3; thence on a spiral curve left (the long chord of which bears South 52° 23' West) 400 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears South 45° 02' West) 1203.3 feet; thence on a spiral curve left (the long chord of which bears South 37° 41' West) 400 feet; thence South 37° 01' West, 939.1 feet to an equation in Engineer's Stationing, at which point Station 1357+77.2 back equals Station

(cont.)

EXHIBIT "K" (cont.)

1356+77.2 ahead; thence South 37° 01' West, 722.8 feet to Station 1364+00; said center line crossing the north and west lines of said subdivision approximately at Stations 1333+05 and 1301+95, respectively, containing 17.89 acres, more or less, outside of the existing right of way.

Parcel No. 3:

A parcel of land lying in the West half ($W\frac{1}{2}$) of Section 9, Township 24 South, Range 9 East, W.M., Klamath County, Oregon; the said parcel being that portion of said West half ($W\frac{1}{2}$) of Section 9, included in a strip of land 300 feet in width, 100 feet on the easterly side and 200 feet on the westerly side of the center line of The Dalles-California Highway as said highway has been relocated, said center line being described as follows:

Beginning at Engineer's center line Station 1383+00, said Station being 50 feet east of the north quarter corner of said Section 9; thence South 37° 01' West, 4,700 feet to Station 1420+00; said center line crossing the east and west lines of said West half ($W\frac{1}{2}$) of Section 9 approximately at Stations 1383+85 and 1427+45, respectively, containing 23.88 acres, more or less, outside of the existing right of way.

Parcel No. 4:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of Section 17, in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 18, in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 20, and in the West half ($W\frac{1}{2}$) of Section 19, all being in Township 24 South, Range 9 East, W.M., Klamath County, Oregon. The said parcel being that portion of said subdivisions included in a strip of land, variable in width, lying on each side of the center line of The Dalles-California Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1480+00, said Station being 2480 feet south and 3115 feet west of the northeast corner of said Section 17; thence South 37° 01' West 3081.46 feet; thence on a spiral curve left (the long chord of which bears South 36° 21' West) 400 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears South 26° 18' 30" West) 1741.67 feet; thence on a spiral curve left (the long chord of which bears South 16° 16' West) 400 feet; thence South 15° 36' West 3420.53 feet to a point where said center line crosses the north limits of the City of Crescent, at Engineer's center

(cont.)

EXHIBIT "K" (cont.)

line Station 1570+43.66 back equals Station 1574+66.48 ahead; thence South 15° 36' West 33.52 feet to Station 1575+00, said center line crossing the north line of said Southwest quarter ($SW\frac{1}{4}$) of Section 17 approximately at Station 1481+45.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
1480+00	1508+00	100	200
1508+00	1519+00	100	Variable to existing right of way
1519+00	1530+00	100	200
1530+00	1536+23.13	100	100
1536+23.13	1545+00	50	100
1545+00	1575+00	50	50

The parcel of land to which this description applies contains 34.12 acres, more or less, outside of the existing right of way.

Parcel No. 5:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 36, Township 24 South, Range 8 East, W.M., Klamath County, Oregon; the said parcel being that portion of said Southeast quarter ($SE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) included in a strip of land 300 feet in width, 100 feet on the easterly side and 200 feet on the westerly side of the center line of The Dalles-California Highway as said highway has been relocated; said center line being described as follows:

Beginning at Engineer's center line Station 30+00, said Station being 1420 feet south and 226 feet east of the northeast corner of said Section 36; thence South 25° 50' West, 1500 feet to Station 45+00, said center line crossing the east and south lines of said Southeast quarter ($SE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) approximately at Stations 35+15 and 43+42, respectively, containing 5.44 acres, more or less, outside of the existing right of way.

Parcel No. 6:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) and in the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 13 and in the Northeast quarter ($NE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 14, Township 25 South, Range 8 East, W.M., Klamath County, Oregon;

(cont.)

EXHIBIT "K" (cont.)

said parcel being that portion of said subdivisions included in a strip of land 300 feet in width, 100 feet on the easterly side and 200 feet on the westerly side of the center line of The Dalles-California Highway as said highway has been relocated, said center line being described as follows:

Beginning at a point which is Engineer's center line Station 195+06.74, said point being 1320 feet south and 585 feet east of the northwest corner of said Section 13; thence on an 11,459.16 foot radius curve left (the long chord of which bears South 14° 54' 30" West) 500 feet; thence on a spiral curve left (the long chord of which bears South 13° 14' 30" West) 250 feet; thence South 13° 02' West, 2243.26 feet to Station 225+00; said center line crossing the north and south lines of said subdivisions approximately at Stations 196+00 and 224+23, respectively, containing 18.70 acres, more or less, outside of the existing right of way.

Parcel No. 7:

A parcel of land lying in the South half ($S\frac{1}{2}$) of the Southwest quarter ($SW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 16, Township 24 South, Range 9 East, W.M., Klamath County, Oregon; the said parcel being described as follows:

Beginning at a point 200 feet east of the southwest corner of Section 16, Township 24 South, Range 9 East, W.M.; thence north 660 feet; thence east 900 feet; thence south 660 feet; thence west 900 feet to a point of beginning, containing 13.6 acres; said bearings being parallel to the south and west lines of the Southwest quarter ($SW\frac{1}{4}$) of Section 16.

Parcel No. 8:

A parcel of land lying in the South half ($S\frac{1}{2}$) of Section 17, Township 24 South, Range 9 East, W.M., Klamath County, Oregon, said parcel being that portion of said South half ($S\frac{1}{2}$) of Section 17 included in a strip of land 50 feet in width, 25 feet on each side of the center line of a haul road, which center line is described as follows.

Beginning at a point which is Engineer's center line Station 1496+60.82 on The Dalles-California Highway as said highway has been relocated, said point being 1490 feet north and 1210 feet east of the southwest corner of said Section 17; thence South 78° 29' East, 2450 feet and South 78° 09' East, 1700 feet, more or less, to the west line of said Section 17;

(cont.)

EXHIBIT "K" (cont.)

thence continuing South 78° 09' East 205 feet, more or less, to the west line of Parcel No. 7 above, containing 4.8 acres, more or less.

2. That in addition to acquisition of fee simple title to the aforesaid-described property, it is necessary that there be acquired all interest or rights, if any there be, by which rights of access, or any rights in the nature of rights of access, may accrue by reason of the adjacency of The Dalles-California Highway when constructed upon the real property described as Parcels No. 1 to No. 6 inclusive to the remaining abutting land of the larger tract, of which said larger tract the aforesaid parcels of real property are a part, and all access, ingress, egress and regress to, from and between the aforesaid-described real property, including any highway to be constructed thereon, and said remaining abutting property, except rights of access to The Dalles-California Highway, as follows:

(a) A right of private access not to exceed twenty-five feet in width on both sides of The Dalles-California Highway at State Highway Engineer's center line Station 1265+00.

(b) A right of private access not to exceed twenty-five feet in width on both sides of The Dalles-California Highway at State Highway Engineer's center line Station 1354+00.

(c) A right of private access not to exceed twenty-five feet in width on both sides of The Dalles-California Highway at State Highway Engineer's center line Station 1422+00.

(d) A right of access not to exceed one hundred feet in width on the East side of The Dalles-California Highway opposite State Highway Engineer's center line Station 1539+80.

(e) A right of access not to exceed thirty-five feet in width on the East side of The Dalles-California Highway opposite State Highway Engineer's center line Station 1544+57.

(f) A right of access not to exceed thirty-five feet in width on the East side of The Dalles-California Highway opposite State Highway Engineer's center line Station 1546+59.

(g) A right of access not to exceed one hundred feet in width on the East side of The Dalles-California Highway opposite State Highway Engineer's center line Station 1551+76.

(h) A right of private access not to exceed fifty feet in width on the West side of The Dalles-California Highway opposite State Highway Engineer's center line Station 1552+46.

EXHIBIT "K" (cont.)

(i) A right of private access not to exceed twenty-five feet in width on the West side of The Dalles-California Highway opposite State Highway Engineer's center line Station 1563+00.

(j) A right of private access not to exceed twenty-five feet in width on the West side of The Dalles-California Highway opposite State Highway Engineer's center line Station 1568+70.

A right of private access as herein used is defined as follows: An access for ordinary travel to and from the remaining land only, and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of the said highway.

The State of Oregon shall have the right at its option to build at any future time at its sole cost a frontage or service road, or frontage or service roads, on either side of The Dalles-California Highway upon right of way now owned or land to be acquired by the State of Oregon, and upon construction of such frontage or service road or roads, the right or rights of access herein set forth to be reserved that is or are adjacent to such frontage or service road or roads shall terminate and cease, and the owners of said remaining property shall thereupon have access to such frontage or service road or roads; said frontage or service road or roads shall be connected to the main highway only at such points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel,

EXHIBIT "K" (cont.)

upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 9th day of November, 1951.

Portland, Oregon
December 20, 1951

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Chairman Chandler called the meeting to order with the following statement:

"Ladies and gentlemen, this will be the last official meeting of the Highway Commission for the year 1951 and we just want to report to you that this has been the biggest year from the standpoint of new road construction, maintenance and dollar volume in the history of the Highway Commission. There are three factors involved in this: (1) the Legislature permitted us to sell bonds, (2) we completed the new Highway Office Building in Salem, which gave the Highway Department the room and the facilities necessary to better coordinate our work, and (3), a most important factor is the fine cooperation we have received from you gentlemen. We are proud and happy in the way you handled the road building projects this year. We hope to make 1952 even a larger year in our road-building program. Ladies and gentlemen, the Highway Commission and the Highway Department wish you all a very Merry Christmas."

Bids as follows for construction of State Highway projects were then opened and read aloud by the Secretary in conformity with previously published notice, following which the Secretary announced that the Commission would award contracts at 4:00 p.m.:

COOS COUNTY
COOS RIVER FERRY SERVICE AT ENEGREN

Brunnell Bros., Coos Bay	$ 2,340.00

DOUGLAS AND LANE COUNTIES
DIVIDE-ANLAUF UNIT OF THE DIVIDE-RICE HILL SECT.
OF THE PACIFIC HIGHWAY

Leonard & Slate Oregon Limited, Portland	$1,530,464.00

Divide-Anlauf Unit of the Divide-Rice Hill Sect. of the Pacific Hwy. in Douglas and Lane Counties (cont.)

Carl M. Halvorson, Inc. & Carl M. Halvorson, Portland	$1,617,521.50
Roy L. Houck & Son, Salem	1,654,614.50
Rogers Construction Company, Portland	1,693,873.50
E. L. Gates & Co., Inc., Salem (1)	1,698,439.50
Durbin Bros., Rush Const. Co., & R. A. Heintz Const. Co., Portland	1,854,986.73
C. J. Montag & Sons, Portland	1,857,254.50
Kuckenberg Const. Co., Portland	1,858,236.00
McNutt Bros., Eugene	1,999,768.00
Peter Kiewit Sons Co., Longview, Washington	2,155,103.50

(1) Bidder will not accept project totaling over $1,800,000.00

KLAMATH COUNTY
FOREST BOUNDARY-GILCHRIST UNIT OF THE LAPINE-DIAMOND LAKE JCT. SECT. OF THE DALLES-CALIFORNIA HWY.

Warren Northwest Inc., Portland	$ 215,434.25
E. C. Hall Co., Portland	223,933.00
Babler & Rogers, Portland	227,646.00
Leonard & Slate Oregon Limited, Portland	245,211.00

MARION COUNTY
SALEM PAINT SHOP

H. G. Carl Construction Co., Salem	$ 63,381.45
Viesko & Post, Salem	65,450.00
Erwin E. Batterman, Salem	65,947.20
Barham Bros., Salem	66,376.00
Smith & Nelson, Salem	66,756.52
United Builders Inc., Beaverton	67,265.00
Wayne Barham, Salem	67,299.00
Thompson & Georgeson Inc. Portland	67,697.00
Cecil A. Lantz, Salem	73,227.60

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY
TUNNEL POINT SECTION

Carl M. Halvorson Inc., Portland	$ 229,594.00
Rogers Construction Co., Portland	251,757.00
R. A. Heintz Construction Co., Portland	256,652.50
Goodfellow Bros., Inc., Wenatchee, Washington	263,190.00
Smith Bros. General Contractors Inc., Vancouver, Wash.	269,241.00
Kuckenberg Construction Co., Portland	294,172.00
Nat McDougal Co., Portland	297,821.00
Erland & Blickle, Portland	297,946.00
Leonard & Slate Oregon Limited, Portland	299,595.00

Tunnel Pt. Sect. of Wilson River Hwy. in Tillamook County (cont.)

Lindstrom Bros. & John A. Logan, Portland	$308,600.00
C. J. Eldon, Portland	317,675.00
White Bros. Co., Walla Walla, Washington	327,205.00
K. F. Jacobson Co. Inc., & J. M. Arenz, Portland	330,006.00
E. L. Gates & Co. Inc., Salem	337,061.00
McNutt Bros., Eugene	365,131.00
Peter Kiewit Sons Co., Longview, Washington	379,104.50

OLD OREGON TRAIL IN UNION & BAKER COUNTIES
LA GRANDE-NORTH POWDER SECTION

Pacific Sand & Gravel Co., Centralia, Washington	$848,677.00
E. C. Swaggart & D. F. McKenzie, Salem	868,993.00
E. C. Hall Co., & J. C. Compton Co., Portland	903,330.00
Porter W. Yett, Portland	918,409.50
Babler & Rogers, Portland	978,927.00
Peter Kiewit Sons Co., Longview, Washington	986,353.70
McNutt Bros., Eugene	1,007,303.00

SALMON RIVER HIGHWAY IN YAMHILL COUNTY
SHERIDAN-DEER CREEK SECTION

J. C. Compton Co., McMinnville	$182,352.50
K. F. Jacobsen Co. Inc., & J. M. Arenz, Portland	184,450.00
Porter W. Yett, Portland	196,335.00

The Commission unanimously approved the minutes of the meetings of the Commission held on October 11 and 12, and on November 8 and 9, 1951.

The State Parks Superintendent reported on the following park matters:

1. Sale of down and dead timber along north side of Salmon River Highway through Van Duzer Corridor in Sections 16, 20 and 29, T. 6S., R 9 W, W.M., Tillamook County: The Parks Superintendent advised that there is considerable dead and down timber along this section that should be disposed of. He requested authority to advertise it for sale through the usual medium. The Commission approved the request unanimously.

2. Request of LaJasse and Anderson for permission to construct and operate a roadway across Short Sand Beach State Park in order to market timber that they own on an adjoining tract; also, request to purchase the down and dead timber in this park. The Parks Superintendent

advised that these operators own a triangular area of land that lies between the park and the Pacific Ocean, and in order to market the timber standing thereon it is necessary for them to transport it across the park area. He also said that these operators wish to purchase the dead and down timber within the park. He recommended approval of the request for construction of the roadway, but that their request for the purchase of the dead and down timber be denied because it is quite scattered throughout the park and removal of the same will result in damage to the park area. The Commission approved the recommendation unanimously, subject to the condition that LaJasse and Anderson must pay for the timber that they cut in the construction of the roadway.

3. Parks budget for 1952: The Parks Superintendent presented a budget covering the activities of his department during the calendar year 1952, including purchases, development and maintenance of park areas. After careful consideration, the Commission by unanimous vote approved the budget as presented subject to the following: Approval of the budget does not carry with it authority to purchase any properties other than those that heretofore have been authorized, but it does authorize the development of the present parks except for general overnight camping, which development is to be deferred for the time being pending the results of tests that are now being conducted at Wallowa Lake State Park and at Silver Falls State Park. It was the feeling of the Commission that general park development should be given precedent over the expenditure of too much money for overnight camping purposes. No monies are to be expended for acquisition of new areas or for the development of overnight camping accommodations other than those that heretofore have been authorized unless specific approval for such expenditures are authorized by the Commission. (For details with respect to State Parks Budget, see copy of the budget in Special Budget Files.)

4. Request of Illinois Valley Women's Club for preservation of scenery along the Hayes Hill Section of the Redwood Highway, Josephine County: The Parks Superintendent advised that the area this group has in mind consists of about three acres of land lying between the old highway and the new highway on Hayes Hill, about 15 miles southwest of Grants Pass. Part of the area, he said, is in the National Forest, some of it is O & C land under the control of the Bureau of Land Management, and some of it is owned by the county. He gave as his feeling that the property is now well protected for park and scenic purposes, and he recommended that the request be denied because the area does not particularly fit into the State park plan. In the discussion, the question arose what should be done with the old road. The Engineer advised that no one lives along the old section and an endeavor will be made to turn the road back to Josephine County for future maintenance or disposal as the county deems proper, and, if the county will not assume this responsibility, then steps will be taken to abandon this section in its entirety as a public roadway. As a result of the discussion, the Commission unanimously approved the Parks Superintendent's recommendation.

5. Proposed gift of the A. F. Coats' family, Tillamook, of a small area of land at Hobsonville Point on US101 about one mile south of Garibaldi: The Parks Superintendent advised that the area consists of about one acre of land which is valuable from a historical standpoint inasmuch as it was at this point that Captain Gray landed many years ago during the course of his explorations, at which time he discovered Tillamook Bay. He recommended that if the Coats' family offers to donate the property to the State, that it be accepted by the Commission subject to the condition that the area will not have to be developed until such time in the future as the highway is realigned at this location. The Commission approved the recommendation unanimously.

6. Request of Tillamook County Delegation for development of a roadway leading to Cape Lookout State Park, Tillamook County: The Parks Superintendent advised that a delegation will appear before the Highway Commission on the following day to renew its request for this roadway. He estimated the cost to improve the present roadway, which is a county road that ends about two miles from the park, at about $65,500. the cost to extend the roadway to the park at about $40,100 and to construct a roadway through the park at about $37,800, or a total of about $144,000. The matter was discussed briefly by the Commission which deferred a decision in the matter until it has had an opportunity to hear what the delegation has to say on the subject. (See additional paragraph ahead)

7. Proposed addition to Bald Peak State Park: The Parks Superintendent advised that a delegation will appear before the Commission on December 21, 1951 to urge the purchase of a 24.6 acre addition to this park, to the north and on the opposite side of the county road from the present park, which property is owned by a Mr. Landreth. He recalled that the matter previously has been discussed by the Commission and that in November 1949 the Commission refused to pay $19,800 for the property, which was the price set by Mr. Landreth at that time. Subsequent negotiations with Mr. Landreth, he said, reveal that he will not lower his price. He pointed out that the property contains a spring which is the only natural water supply for the park; also, that the area affords an excellent panoramic view of the Tualatin Valley and a view of snow capped peaks in the Cascade range. He also said that the park is patronized by a large number of people. The Commission discussed the matter briefly but deferred action pending discussion with the delegation on the following day. (After consulting with members of the delegation, the Commission authorized the Parks Superintendent to offer Mr. Landreth a maximum of $6,000 for his property) (See additional paragraph ahead)

8. Request of the State Forester for an extension of time within which to remove dead and down timber from land that the State Highway Commission deeded to the State Forestry Department along the Wilson River Highway: The Parks Superintendent recalled that about a year ago the Commission transferred title to the land to the State Forestry Department, one of the conditions of the transfer being that the Forestry

Department would remove dead and down timber, and it was anticipated that the timber could be removed by June 1, 1951. The work, he said, did not progress as was anticipated and the Forestry Department now is asking that the time limit for completion of the work be extended to June 1952. He recommended approval of the request. The Commission approved the recommendation.

9. Request of Mr. Jack Flauscher, concessionnaire at Crown Point, for permission to close the Vista House to the public during the months of January and February of each year, when business is slack: The Parks Superintendent advised that revenues derived from this concession during the first three months of 1950 was only $146.00 and for the same period in 1951 was only $250.34. He recommended approval of Mr. Flauscher s request. The Commission approved the recommendation.

10. Question of disposal of trees that were blown down in State Parks during recent severe windstorms: The Parks Superintendent advised that at least 100 trees had fallen in Honeyman State Park, approximately the same number in Ecola State Park, about 40 had fallen in Van Duzer Corridor, 4 large trees fell in Cascadia State Park, and a few trees fell in other parks. He requested authority to advertise these trees for sale. The Commission approved the request unanimously subject to the condition that the logs are not to be transported over park roads until conditions are satisfactory and the hauling can be done without damage to the road surfaces.

The Right of Way Engineer presented for the Commission's consideration options that he has obtained for acquisition of real property that is needed as right of way and for other purposes. After careful consideration of each item, the Commission approved the options and authorized the closing of them at the prices mentioned therein. The attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission by unanimous vote.

The meeting recessed for luncheon at 12:00 noon and reconvened at 2:00 p.m., with the same persons present and participating.

The Chief Counsel brought up for discussion a suggested procedure to be followed in the future to expedite condemnation cases and the closing of transactions so as to avoid delays in contracting projects for construction. The proposed procedure provides for authorizing and directing the Chief Counsel to tender to the owners of real property an offer in behalf of the Commission for purchase of such real property, such offer to be in an amount of money and other considerations as the Chief Counsel may determine, based upon appraisals of competent appraisers, to be the fair cash market value of the property sought and the depreciation, if any, in the fair cash value of the owner's remaining property, resulting from the acquisition. The Chief Counsel explained that the making of such offers prior

to receiving authority from the Commission to commence condemnation proceedings would only be done in those cases where it has not been possible to negotiate an option to purchase property for a consideration that can be recommended to the Commission, and when the awarding of contracts may be delayed if an offer is not tendered prior to receiving authority from the Commission to institute condemnation proceedings. The Chief Counsel also suggested that prior to the making of any offer at least one Commissioner should be consulted to approve the amount of the offer. In the discussion of the matter, Commissioner McIver pointed out that the Commission's objective is to eliminate the time element in clearing right of way matters, so projects may go forward. Chairman Chandler advised that the Commission wants all right of way options obtained and necessary condemnation cases filed in connection with any particular project before the project is advertised for bids. The Engineer advised that he is working to that end and expects to accomplish the desired results before the fall of 1952. As a result of discussion, the Commission unanimously approved the Chief Counsel's suggested procedure by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel requested authority to condemn certain parcels of real property that are needed for highway purposes, because of difficulties in acquiring the properties by negotiation. He submitted a list of the properties as follows, together with the offer that he recommended for each in the condemnation proceedings:

Unit No. 2 Sect. of the T. H. Banfield Expressway			Recommended Offer
R 15872	Walnut Park Company (A Fred Meyer Ownership) Right of Way (Multnomah) 1305 sq. ft.		$ 900.00
R 15873	Yamhill Street Corp. (A Fred Meyer Ownership) Right of Way (Multnomah) 2.319 acres at $25,291.82 per acre, or 101,016 square feet at $0.50 per sq. ft.	$50,508.00	
	Allowance for damage to remainder by reduction of the plottage from 130,591 sq. ft. to 29,575 sq. ft. 1/2 value of 29,575 sq. ft. at $0.50 per ft.	$ 7,393.75	
	Allowance for store rental bldgs.	750.00	
		$58,651.75	$58,700.00
Unit No. 3 Sect. of the T. H. Banfield Expressway			
R 14729	The Fifth Avenue Co. (A Fred Meyer Ownership) Right of Way (Multnomah) 5850 sq. ft.		$ 1,500.00

Salem By-Pass Sect. of the Pacific Highway East			Recommended Offer
R 17209	George E. Brant Right of Way (Marion) 0.127 acre and buildings		$ 650.00
R 17231	Myles Henderson, et ux Right of Way (Marion)		
	Land, 158,053 sq. ft. at $0.05	$ 7,902.67	
	House, 1½ story, 24'x48', 1152 sq. ft. at $4.50 per sq. ft.	5,184.00	
	Fruit house, 10'x14', 140 sq. ft. at $1.00 per sq. ft.	140.00	
	Barn, 20'x30' (28' high) concrete floor, 600 sq. ft. at $3.00	1,800.00	
	Chicken house, 12'x46', 552 sq. ft. at $0.50	276.00	
	Garage, 18'x20', 360 sq. ft. at $2.00	720.00	
	New house, 32¼'x42' with basement, 2 fireplaces, 1355 sq. ft. at $10.00	13,550.00	
	Well 50', 6" casing at $5.00 per ft.	250.00	
	Pump and water system	200.00	
	Damages, result of platting and dedicating street for which owner has received no benefit, 36,779 sq. ft. at $0.05 per sq. ft.	1,838.97	
	To round figures	138.36	
		$32,000.00	
R 18147	Carl O. Simons, et ux Right of Way (Marion) 1897 sq. ft.		
Authorize Chief Counsel to make offer based upon appraisals yet to be received.			
R 17204	Florence Peterson Right of Way (Marion) 0.013 acre		$ 35.00
R 17651	Ambrie W. Bagley Right of Way (Marion) 5.313 acres and 4700 sq. ft.		
Authorize Chief Counsel to make offer based upon appraisals yet to be received.			
R 18069	Earl Hitchman Right of Way (Marion) 2440 sq. ft.		
Authorize Chief Counsel to make offer based upon appraisals yet to be received.			

Salem By-Pass Sect. of the Pacific Highway East (cont.) — Recommended Offer

R 13921 D. B. Murphy
Right of Way (Marion)
3.2 acres

Authorize Chief Counsel to make offer based upon appraisals yet to be received.

R 13927 Mary George
Right of Way (Marion)
1.6 acres

Authorize Chief Counsel to make offer based upon appraisals yet to be received.

Boones Ferry Road-Marion County Line Unit. Barbur Blvd.-White School Sect. of the West Portland-Hubbard Highway

R 17536 Paul E. Doty, et al
Right of Wav (Washington)
12.23 acres

Authorize Chief Counsel to make offer based upon appraisals yet to be received.

R 17537 Nettie Salzer
Right of Way (Washington)
4.59 acres

Authorize Chief Counsel to make offer based upon appraisals yet to be received.

R 17527 Homer Langdon
Right of Way (Clackamas)
12.30 acres

Authorize Chief Counsel to make offer based upon appraisals yet to be received.

R 17515 Harold B. Schroeder
Right of Way (Clackamas)
2.74 acres:

1.17 acres of frontage at $1,000	$1,170.00	
1.57 acres of back land at $600	942.00	
Fencing, 67 rods at $3.50 per rod	234.50	
Severance, due to reduction of frontage and crop land, 6% to a total, before taking, valuation of $15,000	900.00	
	$3,296.50	$3,300.00

Boones Ferry Road-Marion County Line Unit, Barbur Blvd.-White School Sect. of the West Portland-Hubbard Highway (cont.)

			Recommended Offer
R 10625-A	James E. Langdon, Jr. Right of Way (Clackamas) 5.26 acres		

Authorize Chief Counsel to make offer based upon appraisals yet to be received.

R 10625	James E. Langdon Right of Way (Clackamas)		

Authorize Chief Counsel to make offer based upon appraisals yet to be received.

Hood River-Mosier Sect. of the Columbia River Highway

R 18090	James M. Wilson Right of Way (Wasco)		

Authorize Chief Counsel to make offer based upon appraisals yet to be received.

North Corvallis Sect. of the Pacific Highway West

R 14621	James G. Johnson Right of Way (Benton) 0.60 acre	$ 900.00	
	Cost of rerouting septic tank drain field	100.00	
	Concrete parking slab	68.40	
		$1,068.40	$ 1,075.00
R 17987	T. J. Starker Right of Way (Benton) 77,700 sq. ft. at 12 cents sq. ft.	9,324.00	9,350.00
R 15194	Thomas Henry Paul Ireland Right of Way (Benton) 1.37 acres		2,075.00

Divide-Aniauf Unit of the Divide-Rice Hill Sect. of the Pacific Highway

R 17992	C. R. Lawrence Right of Way (Douglas) 13.09 acres for right of way 0.57 acre for easement for channel change (Recommended offer based on value indicated by appraisers. Appraisal reports not yet received)	6,500.00

Divide-Anlauf Unit of the Divide-Rice Hill Sect. of the Pacific Hwy. (cont.)

		Recommended Offer
R 18001	Clay Galdabina Right of Way (Douglas) 31 acres (Recommended offer based on value indicated by appraisers. Appraisal reports not yet received)	$23,000.00
R 18002	Clarence Anlauf Right of Way (Douglas) 8.25 acres (Recommended offer based on value indicated by appraisers. Appraisal reports not yet received)	4,500.00
R 17993	I. R. Lawrence Right of Way (Douglas) 19.8 acres for right of way 0.55 acre for easement for channel change (Recommended offer based on value indicated by appraisers. Appraisal reports not in)	20,000.00
R 17997	Forest Veneer Company Right of Way & Easement for Channel Change (Douglas) 8.78 acres for right of way 0.72 acre for easement for channel change (Recommended offer based on value indicated by appraisers. Appraisal reports not yet received)	40,000.00
R 17692	Pass Creek Development Company Right of Way (Douglas) 0.62 acre (Recommended offer based on value indicated by appraisers. Appraisal reports not in)	1,200.00

Boones Ferry Road-Marion County Line Unit, Barbur Blvd.-White School Sect. of the West Portland-Hubbard Hwy.

R 17499	John Micek Right of Way (Washington) 11.69 acres to 14.19 acres (total area dependent upon title matters)	7,150.00

Gilchrist-Willamette Jct. Unit of the Lapine-Diamond Lake Jct. Sect. of The Dalles-California Highway

R 18189	Pat Montgomery, et al Right of Way (Klamath) Mining Claim 1.6 acres	50.00

Gilchrist-Willamette Jct. Unit of the Lapine-Diamond Lake Jct. Sect. of The Dalles-California Highway (cont.)

		Recommended Offer
R 17936	Gilchrist Timber Company Right of Way (Klamath) 131.3 acres of land $55.00 per MFBM of Ponderosa and Sugar Pine and $100.00 per MFBM of Lodge Pole or Jack Pine, with the amount of timber to be determined by a cruise	$ 4,150.00

Quartz Creek-North Plains Sect. of the Sunset Highway

R 18535	Walter A. Olson Haul Road Easement (Washington) 1.75 acres	100.00

As a result of careful consideration, the Commission approved the Chief Counsel's request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "N-1" to "N-9" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission unanimously approved sales of miscellaneous properties reported by the Right of Way Engineer, as follows:

File No.	Location	Sales Price	Purchaser	Items & Remarks
14944	Bay Park-Delmar Sect. Oregon Coast Highway	$ 100.00	Porter W. Yett, 6500 NE Ainsworth Portland	2 auto cabins that were pulled from right of way to permit construction; to be raised at completion of construction of road
15209-	Bay Park-Delmar Sect. Oregon Coast Highway	50.00	Porter W. Yett, 6500 NE Ainsworth Portland	Cabin being used by sub-contractor for office; must be raised at completion of construction of road
17001-	Viento-Hood River Sect. Columbia River Highway	2,000.00	Guy F. Atkinson Co. 806 Cascade Bldg., Portland	2 5-cabin units and toilet bldg.; in way of contractor; must be removed from State's property at completion of construction of road; approved 11/8/51

File No.	Location	Sales Price	Purchaser	Items & Remarks
17248-	Salem By-Pass Pacific Hwy.	$4,150.00	Glenn C. Moody & Doris D. Moody, 3760 Monroe Ave. Salem	Auction sale; residence 3710 Bell Rd. 5-room house; with residence offered Lot 4, Block 2, Rehb's Addition; lot purchase price $700; sale approved telephone to Mr. McIver 11/13/51
17250-	Salem By-Pass Pacific Hwy.	5,000.00	Alex & Mary M. Albin Rt. 3, Box 950, Salem	Auction sale; residence 3650 Osborn Ave. -5-room house; with residence offered Lot 1, Block 2, Rehb's Addition; lot purchase price $750; sale approved telephone to Mr. McIver 11/13/51
17000-	Viento-Hood River Sect. Columbia River Highway	50.00	Hood River Valley Post #1479 VFW Hood River Evan R. Jones, QM	2 mink sheds - in way of construction; must be torn down to salvage; main salvage in roof boards and posts buildings have no sides
17252-	Salem By-Pass Pacific Hwy.	4,400.00	Ralph & Freda E. Clark, Rt. 7, Bx. 338, Salem	Auction sale-residence 3710 Osborn Ave., 5-room; with residence offered portion Lot 1, Blk. 4, Rehb's Addition not needed for Thorndale Circle access roadway; lot purchase price $750; sale approved telephone to Mr. McIver 11/13/51
15376-	Canyonville-Johns Sect. Pacific Hwy.	10.00	David M. Myers-Canyonville	Windows & door-rather shacky house, box construction; unsightly; want off right of way

1906

File No.	Location	Sales Price	Purchaser	Items and Remarks
17257-	Salem By-Pass Pacific Hwy.	$3,650.00	Glenn C. Moody 3760 Monroe Ave., Salem	Auction sale; residence 3712 Thorndale Rd.; 5-rooms-with house was offered portion Lot 17, Blk. 4, Rehb's Addition outside right of way; land value $350; approved telephone to Mr. McIver 11/19/51
17258-	Salem By-Pass Pacific Hwy.	4,975.00	Frank V. Prime 1495 So. Liberty Salem	Auction sale; residence 3714 Thorndale Rd., 5-rooms, with residence was offered Lot 2, Blk. 2, Rehb's Addition; lot purchase price $750; sale approved by telephone to Mr. McIver 11/19/51
17263-	Salem By-Pass Pacific Hwy.	5,400.00	Frank V. Prime 1495 So. Liberty Salem	Auction Sale; residence 3707 Monroe Ave. - 5-rooms, with residence offered that portion Lot 3, Blk. 4, not needed for Thorndale Circle access rd. lot purchase price $750; sale approved telephone to Mr. McIver 11/19/51
17006-	Wygant Park-Hood River Columbia River Highway	55.00	Murray Auto Parts, Hood River	Large old barn; cannot be moved; must be out of contractor's way by Dec. 15, 1951; received 3 offers tear bldg. down for it; 2nd, $25; 3rd $55
17000-	Wygant Park-Hood River Columbia River Highway	64.00	Nichols & Cobie Hood River	Residence cannot be moved; in way of immediate construction; to be removed by Dec. 5, 1951. Received 3 offers- $50, 2nd $60, 3rd $64

File No.	Location	Sales Price	Purchaser	Items & Remarks
17021-	Mahema-Mill City Sect. North Santiam Hwy.	$ 50.00	W. P. Long-fellow Mehama	Lean-to garage and trailer house - good sale
18338-	Prospect Sect. Crater Lke Hwy.	50.00	Lee Damon Box 678 Eagle Point	Old Maintenance bldgs. at Evergreen Ranch Maintenance Station; abandoned; $50 is all that they were worth
17259-	Salem By-Pass Pacific Hwy.	3,400.00	Kile T. Cook Box 747 Salem	Auction sale; residence 3720 Thorndale Road-5-rooms, with residence offered Lot 22, Blk. 2, Rehb's Addition; lot purchase price $700. Sale approved by telephone to Mr. McIver 11/26/51
17262-	Salem By-Pass Pacific Hwy.	5,100.00	R. B. McClay 325 Mission St., Salem	Auction sale; residence 3715 Monroe Ave. - 5-rooms, with residence offered that portion of Lot 2, Blk. 4, Rehb's Addition not needed for the improvement of Thorndale Circle roadway; lot purchase price $750; approved by telephone to Mr. McIver 11/26/51
17008-	Wygant-Hood River Sect. Columbia River Highway	55.00	W. I. Kirby Rte. 2, Box 378, Hood River	Small cabin - unused for some time - in way of contractor.
17245-	Salem By-Pass Pacific Hwy.	1,100.00	Jelderks & Harlan, 3625 "D" St., Salem	Auction sale; former Lowe Nursing Home; could only be moved short distance on account size; had to be wrecked otherwise; approved by telephone to Mr. McIver 12/4/51

File No.	Location	Sales Price	Purchaser	Items & Remarks
17239-	Salem By-Pass Pacific Hwy.	$3,600.00	Myles Henderson, 3655 Sunnyview Ave., Salem	Auction sale; residence 3650 Sunnyview Ave.; 5-rooms with garage; approved by telephone to Mr. McIver 12/4/51
17239	Salem By-Pass Pacific Hwy.	3,100.00	E. D. Lawrence 2785 Fisher Rd., Salem	Auction sale; residence 3640 Sunnyview Ave.5-rooms, garage attached; approved by telephone to Mr. McIver 12/4/51
17239-	Salem By-Pass Pacific Hwy.	3,300.00	H. M. Brunkal 2815 Fisher Rd., Salem	Auction sale; residence 3660 Sunnyview Ave.; 5-rooms, garage attached; approved by telephone to Mr. McIver 12/4/51
14892-	Banfield Expressway Unit #5	610.00	Frank H. Hilton, U.S. Bank Bldg. Portland	Auction sale; residence 10309 NE Fargo St., with attached garage-5-room house; rabbit hutch; approved by telephone to Mr. McIver 12/11/51
14892-	Banfield Expressway Unit #5	30.00	Edgar M. Smith, Rte. 2, Bx. 398 Troutdale	Auction sale; chicken house, 2 hog sheds, at 10309 NE Fargo St.; approved by telephone to Mr. McIver 12/11/51
15514-	Banfield Expressway Unit #5	375.00	Chester Fowler, 10704 NE Fargo, Portland	Auction sale; residence at 2604 NE 148th St.; 4-room house, badly damaged by vandalism; approved by telephone to Mr. McIver 12/11/51
15514-	Banfield Expressway Unit #5	32.50	C. F. Lemon Rte. 1, Bx. 1027, Gresham	Auction sale; 2 open garages, no floors, at 2604 NE 148th St.; approved by telephone to Mr. McIver 12/11/51

File No.	Location	Sales Price	Purchaser	Items & Remarks
15514-	Banfield Expressway Unit #5	$ 0.50	Madlyn Carruthers, 2537 NE 148th St. Portland	Auction sale; smoke house with crescent on door; approved by telephone to Mr. McIver 12/11/51
17630-	Wygant Park-Hood River Columbia River Highway	1,000.00	Guy F. Atkinson co., 806 Cascade Bldg. Portland	Garage sold to contractor to use until June 1, 1953, at which time it must be removed from right of way; approved by telephone to Mr. Reynolds 12/11/51
16922-	Banfield Expressway Unit #5	1,950.00	R. F. Dennis Rte. 1, Banks	Auction sale; residence at 2543 NE Rockwood Road; house unfinished; approved by telephone to Mr. McIver 12/11/51
16922-	Banfield Expressway Unit #5	250.00	H. M. Shoemaker 8824 NE Thompson, Portland	Auction sale; barn; approved by telephone to Mr. McIver 12/11/51
16922-	Banfield Expressway Unit #5	21.00	E. R. Dennis 16508 NE Wilkes Rd. Portland	Auction sale; 3 small outbuildings; approved by Mr. McIver 12/11/51 by telephone
15529-	Banfield Expressway Unit #5	3,100.00	Leonard S. Morgan, Rte. 1, box 1164 Gresham	Auction sale; 5-room house, 17817 NE Wilkes Rd.; very good representation of people at sale
15477-	Banfield Expressway Unit #5	2,450.00	Cornelius Miller, c/o Gill Bros. Seed Co., 99th & Halsey Sts. Portland	Auction sale; 9845 NE Weidler Ave., Portland 4-room house; very good crowd at sale

File No.	Location	Sales Price	Purchaser	Items & Remarks
15504-	Banfield Expressway Unit #5	$2,700.00	George J. Hughes 2021 NE 74th Apt. 1-Portland	Auction sale; 3111 NE 102nd Ave.; large house, built about 12 feet below highway grade at 102nd overcrossing; expense of moving is very high
15504-	Banfield Expressway Unit #5	532.50	Frank H. Hilton US Natl Bank Bldg., Portland	Auction sale; 3111A NE 102nd Ave.; large garage with sleeping quarters; chicken house and shed

The Right of Way Engineer requested authority to acquire certain parcels of real property that are needed as right of way throughout the state and for which the records fail to disclose that the Commission has ever specifically authorized such purchases. He submitted a list of properties in question, as follows.

County and Section	Highway
CLATSOP	
Nehalem River Bridge - M.P. 28.4 Nehalem River Bridge - M.P. 37.3 Nehalem River Bridge - M.P. 39.3	Nehalem Secondary
COLUMBIA	
Mist-Vernonia Bridge	Nehalem Secondary
KLAMATH	
Scale Site near Klamath Falls	The Dalles-California
DESCHUTES	
Extension to Scale Site N. of Bend for unloading purposes	The Dalles-California
DOUGLAS	
Loadometer Pit - Tri City-Canyonville Section	Pacific Highway

County and Section	Highway
WASHINGTON	
Quarry and Haul Road - Quartz Creek-N. Plain Section	Sunset
WASCO	
Mosier-The Dalles	Columbia River
The Dalles-One Way Street	Columbia River
MARION	
Hayesville School-E. State St. Unit, Salem By-Pass	Pacific East
Hayesville School-Lana Avenue	Pacific East
YAMHILL	
Sheridan-Deer Creek	Salmon River
CLACKAMAS	
Barbur Blvd.-White School	West Portland-Hubbard

As a result of discussion and in order to clear the records, the Commission unanimously approved the request by adoption of the attached resolution relative thereto, marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed briefly and ordered filed a written report from the Right of Way Engineer dated December 6, 1951 showing the salvage value on houses sold by auction as compared with the salvage value of houses sold by another method. The report indicates that the auction method in general provides a much higher return.

The Right of Way Engineer reported results of the taking of bids in Salem on November 30, 1951 for the purchase of a parcel of Highway Department land located in Lots 5 and 8, Block 7, Couch's Addition to Portland. He said that only one bid was received, being that of Consolidated Supply Company of Portland at $3,200. He pointed out that this offer is $50.00 more than the minimum price of the property as specified in the advertisement, and he recommended acceptance of the same. The Chief Counsel and the State Highway Engineer concurred. The Commission approved the recommendation unanimously.

The Right of Way Engineer also reported that, pursuant to instructions from the Commission, the old maintenance headquarters property at Government Camp was readvertised for bids to be received in Salem on November 30, 1951, but no bids were received. He recommended, due to the lateness of the season, that no further attempt be made to sell this property until next spring. The Commission approved the recommendation.

Authority was requested by the Right of Way Engineer to purchase for the sum of $150 a sawdust pile located on property that the Commission acquired from the Jaymar Wholesale Lumber Co. of Hood River for right of way purposes along the Wygant Park-Hood River Section of the Columbia River Highway. Purchase of the sawdust pile, he said, could not be avoided and the company is asking $150 for the same. He recommended payment of such sum. The Commission approved the recommendation. The sawdust is being given to the Landscape Department for such use as it may have for the same.

Consideration was given by the Commission to a request from Mr. Edson McCanse for a change of access from his property to the La-Grande-Ladd Canyon Section of US Highway No. 30. The Right of Way Engineer recommended approval of the request. The Commission approved the recommendation. (An "Indenture of Access" agreement was signed by the Commission later in the session)

The Commission unanimously confirmed a settlement that was authorized by Commissioner Reynolds on December 6, 1951 of the State's claim against the Highway Department's insurance carrier for damage that occurred to a trailer tank by fire, such settlement being in the sum of $1,141.76.

The Commission discussed and approved an agreement with the Union Pacific Railroad Company covering the furnishing of extra width right of way at the railroad overcrossing on US30 south of Hermiston, to take care of embankment slopes. (The agreement was signed later in the session)

The Commission also considered and approved an exchange of properties with the Weyerhaeuser Timber Company on the Catching Slough-Enegren Section of the Coos River Highway, Coos County. (A Quitclaim Deed conveying the State's property to the company was signed later in the session)

The Right of Way Engineer presented for the Commission's approval a proposed agreement with Linn County providing for use of county-owned land on Saddle Butte, about two miles east of the town of Shedd, in connection with the operation of a state-owned quarry at this location. It was explained that the agreement provides for use of the county property for ten years, and as consideration the county is to be allowed to

take materials from the State's quarry for county road purposes only. The Commission approved the arrangement unanimously. (The agreement was signed later in the session)

The Commission discussed and approved the renewal of a materials site lease with the OWR&N Co. near M. P.'s 32 and 34 on the John Day Highway in Gilliam County. (The extension rider covering the matter was signed later in the session)

The Commission confirmed a two-year ground lease arrangement with the Long-Bell Lumber Company for the securing of borrow materials on the Mill Creek Section of the Umpqua Highway, Douglas County. It was explained that the highway improvement at this location is under the jurisdiction of the US Bureau of Public Roads and that it is the State's obligation to acquire borrow pit sites for the same. It was also explained that the Long-Bell Company is demanding one cent per cubic yard for material taken from its land, which is estimated to cost $1500.00 and payment for the timber which is removed from the site, which is estimated to cost not in excess of $500. (The lease was signed later in the session)

The Commission discussed a proposed easement agreement with the Willamina and Grande Ronde Railroad Company covering right of way across State Highway property on Bolon Island, Douglas County. It was explained that the easement covers the undercrossing of the railroad with the Oregon Coast Highway by a grade separation structure which has been built under authority of an order of the Public Utilities Commission; also that the agreement has been prepared principally to make the arrangement a matter of record in the Highway Department's files. The Commission approved the agreement unanimously. (The agreement was signed later in the session)

The Commission had under discussion the matter of joining in the vacation of certain lots and streets in a subdivision known as "Saratoga Park" on the Mt. Hood Highway in Clackamas County. The Right of Way Engineer explained that the request for the vacation comes from the Clackamas County Court. He recommended approval of the same as an advantage to the State because it will avoid confusion in crossing streets and avenues when the proposed realignment of the highway at this location is undertaken. The Commission approved the recommendation. (The "Consent to Vacation" form was signed by the Commission later in the session)

The Commission discussed a request from the Douglas County Parks Supervisor for permission to use for public recreational purposes a portion of a State-owned gravel site near the Ford Bridge crossing of the South Umpqua River on US99. The Engineer advised that the gravel site, which contains about 25 acres of land, is situate at the end of a county recreational road which the county wants to extend to the river for the convenience and use of picnickers and fisherman, and the county also wants the use of a portion of the State's property but does not intend to

place any facilities within the area. He gave as his feeling that there would be no objections to such use of the property provided the area is closed to public use at such times as the State might have a contractor operating on the property. He recommended, in view thereof, that a revocable permit be granted, the county to use the area for recreational purposes subject to the condition and definite understanding that the State reserves the right to close the area at any time that it is necessary to do so in the State's interests. The Commission approved the recommendation unanimously.

The Commission discussed the purchase of a residence building owned by Dr. F J. Friedrich, Jr., which is located on the proposed entrance of the Wilson River Highway into Tillamook. The Engineer recalled that the Highway Commission, during its inspection of the Oregon Coast Highway in June 1951, authorized, at the request of the City Council of Tillamook, a study of a one-way street routing to connect with the ultimate new alignment of the Wilson River Highway where it enters the city. Subsequently, he said, a reconnaissance survey was made and the results thereof were reported to the Commission about two months ago, but the Commission took no action on the matter. Moreover, a location survey has never been made. It now appears that Dr. Friedrich's residence is located on one of the connections and he is anxious for the State to buy his property, alleging that because of the State's investigations, he lost a sale to another party. The Engineer further stated that Dr. Friedrich's property is appraised at $14,000, whereas he is asking $15,000 for it. He requested instructions. The Commission deferred consideration of the matter pending discussion with Dr. Friedrich who was scheduled to appear before the Commission on the following day. (See additional paragraph ahead)

The Commission considered the matter of renewing its previous agreement with the City of Pendleton covering maintenance of the landscaped area of State-owned property situate at the junction of the Old Oregon Trail and the Oregon-Washington Highway near the east city limits of Pendleton. It was pointed out that the former Highway Commission entered into an agreement with the Board of Park Commissioners of the City of Pendleton on June 13, 1941 relative to maintenance of this property for a ten year period, by which agreement the Park Board agreed to maintain the property in a manner satisfactory to the State at its own cost and expense during the effective period of the agreement. It appears that the Park Board no longer is in existence and its obligations have been assumed by the City, which now wishes the arrangement extended for another 10-year period. The Engineer advised that maintenance of the area under the original agreement has been performed in an entirely satisfactory manner, and he recommended approval of the City's request. The Commission approved the recommendation unanimously. (Agreement covering the matter was signed by the Commission later in the session)

The Commission had under consideration for approval a request for access changes on the Kerr and Olson properties (right of way files 13894 and 13891) situate on the Salem-Hayesville Section of the Pacific Highway in Marion County. The Right of Way Engineer explained that in acquiring right of way at this location, six access points were granted, but the Kerrs and the Olsons now plan to develop their holdings, in connection with which they intend to build their own frontage road and connecting streets. The development, he said, will work out to the advantage of the State inasmuch as it will eliminate three of the approved access points. He recommended approval of the request. The Engineer concurred. The Commission approved the recommendation unanimously. (An "Indenture of Access" covering each property was signed by the Commission later in the session)

The Commission had under discussion a written report from the Chief Counsel on the matter of securing owners public liability and property damage insurance on buildings owned by the State Highway Department that are being rented or leased by the Commission for a consideration. The Chief Counsel suggested that it would be advisable to secure such insurance for the protection of the State, members of the State Highway Commission and its officers and employees against claims for personal injury or property damage that may occur upon such premises. He pointed out in his report that should the Commission desire to secure such type of insurance, it should be on a blanket coverage basis similar to the Commission's present fire insurance policy, which provides that units may be added to or deducted from the coverage at the pleasure of the Commission. The Chief Counsel explained that only such buildings as are being rented or leased would be covered by the new insurance and that a policy providing public liability protection in the amount of $100,000, 300,000 and property damage insurance in the amount of $100,000 will cost about $5.00 per year or a fraction thereof, for each unit, or about $525 per year for buildings now being rented. It was the feeling of the Commission that such protection should be provided. Accordingly, the Commission unanimously approved the purchase of the insurance as suggested by the Chief Counsel.

The Chief Counsel reported as follows on the lawsuits that have been settled since the last meeting of the Commission:

1. Case of the State Highway Commission vs. James P. Weter et al: The Chief Counsel advised that this case concerns the acquisition of land for widening and improving the Oregon Coast Highway in the City of Coquille, and that the complaint in this action was filed on March 29, 1951 after a formal offer in the sum of $5,050 was refused by the owners, who consistently demanded the sum of $15,000 for their property. A compromised settlement at $6,000, he said, was reached on November 10, 1951, subject to approval by the Commission. The Commission approved the settlement.

2. The State vs. Lyon Lumber Company: The Chief Counsel advised that this case involves acquisition of 80 acres of land as a source of road-building material to be used in the construction and maintenance of the Santiam Highway in Linn County. He recalled that the Commission on April 3, 1941 authorized an offer of $300 for the property, but it was necessary to file the case because of title difficulties. Moreover, it is apparent that the amount of the offer was determined without benefit of any independent appraisal. Later, in 1946, it was agreed by the attorneys for the Commission and the attorneys for the defendants that the fair cash market value of the property was $900. In order to clear title to the property, he said, the defendants instituted suit in the Circuit Court, and, as a part of the judgment that was entered in the case, the trustee in charge of the property was authorized by the Court to convey the premises to the State for the sum of $900 and the Trustee's Deed has been received. He recommended approval of the settlement. The Commission approved the recommendation.

3. The State Highway Commission vs. Bradford T. Bowles et al. The Chief Counsel advised that this case was reported informally to the Commission at its November meeting, but for the record he wished to advise that the total amount of the judgment in the case, which was tried in the Circuit Court of Lane County, was $13,873.07. The Commission approved the report.

4. Case of the State vs. James Trzil concerning right of way needed for the T. H. Banfield Expressway, Portland. The Chief Counsel advised that the complaint in this case was filed on November 16, 1951 after a formal offer of $8,000 for the property had been rejected. Mr. Trzil, he said, demanded the sum of $10,000 for his property, but after several months of negotiating finally agreed to accept the $8,000 previously offered, provided the State would pay him an additional $100 to cover his attorneys fees, and to allow him to occupy the premises for a period of three months. He recommended approval of the settlement. The Commission approved the recommendation.

5. Case of the State vs. Delbert Norlund for acquisition of 3.04 acres of land needed as right of way for improvement of the Pacific Highway about one mile south of Canyonville, on which property is located a motor court known as "Cedars Motel". This property, he said, is presently owned by a Mr. Houston, who is a contract purchaser. 47 acres of land are involved, only four of which are usable, the balance being located on a steep hillside. Improvements consist of a log-type building, the lower portion of which is occupied by a tavern and grocery store and the upper portion is used as living quarters. In addition there are 12 cabins which are rented spasmodically by overnight tourists. The Chief Counsel also said that the new highway at this place will be from 19 feet to 33 feet above the level of Mr. Houston's land, and that the nearest connecting roadways are in Canyonville on the north, and at a point about 1/4 mile from the property on the south. He further advised that about a year ago, the former Chief Counsel, Mr. J. M.

Devers, discussed a settlement with Mr. Houston's attorney, Mr. George Neuner of Roseburg, and at that time agreed to recommend a settlement at $7,750, but the settlement was rejected by the owners. However, as a result of subsequent negotiations, a compromise settlement has been reached at $8,500. He recommended payment of such sum. The Commission approved the recommendation.

6. Proposed settlement of State vs. Kuckenberg Construction Company and Glens Falls Indemnity Company concerning damage to the "Ford" Bridge over the Umpqua River on the Pacific Highway in Douglas County. The Chief Counsel advised that the damage to the bridge resulted from an accident that occurred on it involving an operation of an overweight and oversize vehicle belonging to the defendant. The complaint in this case, he said, was filed on May 17, 1951 for the recovery of $2,507.53 for damages, but the defendant refused to pay such sum; however, did agree to pay the sum of $2,393.55 as settlement in full. He recommended acceptance of this offer. The Commission approved the recommendation.

7. State vs. Mary Scheckla: The Chief Counsel advised that this transaction involves the acquisition of right of way for the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway and that the Commission authorized an offer of $4,750 in condemnation, which the owners refused. A compromise settlement has been effected, he said, on the basis of paying an additional sum of $500 for construction of 142 rods of fencing, or a total of $5,250. The Commission approved such settlement.

The Chief Counsel requested authority to employ Mr. Anthony Yturri, rather than Mr. Robert Lytle, Vale, as an attorney to assist in the defense of the case of Strasbaugh vs. the State, which case concerns the taking of gravel from a source in the Snake River for improvement of the Old Oregon Trail in the vicinity of Ontario, and to employ Mr. George T. Cochran of the firm of Eberhardt and Cochran, Attorneys, LaGrande, to assist in the case. He stated that Mr. Yturri is professionally well qualified, is held in high esteem in his vicinity and is a very successful trial lawyer, and that the services of Mr. Cochran will be of value because of his great experience in the matter of water rights and other litigation involving water. He said that the Commission has authority to employ such legal assistance if it so desires, with the consent of the Attorney General, who has already given his approval. The Commission unanimously approved the employment of both Mr. Yturri and Mr. Cochran.

The Chief Counsel requested authority to prosecute by whatever action as is necessary, claims against the following named persons for damages to highway facilities:

1. Claim against William R. Taylor and E. L. Conover for damaging the Holley Bridge on the Halsey-Sweet Home State Secondary

Highway on June 15, 1949, amount of claim $1,599.86.

2. Claim against Henry Sauce in the amount of $1,929.79 for damaging the State-owned drawbridge on the Netarts State Secondary Highway in Tillamook County.

3. Claim against George W. Thornton in amount of $462.34 for damaging Mill Creek Bridge on the Warm Springs Highway.

4. Claim against Steiner Lumber Company, Sacramento, California, in amount of $679.32 for damaging a SnoGo owned by the State Highway Department and being operated on the Willamette Highway at Willamette Pass.

5. Claim against Nevey Smith in the sum of $287.12 for damaging a bridge on the Powers State Secondary Highway, Coos County.

6. Claim against Cage Fred Snow in the sum of $154.97 for damaging the Williamson River Bridge on The Dalles-California Highway, Klamath County.

7. Claim against White Line Produce Company in the sum of $1,066.85 for damaging concrete handrail on the Wapinitia Highway at Clear Creek Bridge.

The Commission approved the request unanimously.

The Chief Counsel also requested authority to prosecute a suit against Mr. Ed Randle for specific performance of an option which Mr. Randle executed in connection with acquisition of property needed as right of way for improvement of the Pacific Highway East, Salem. He stated that Mr. Randle operates a service station and a fuel yard in North Salem, a portion of which property is needed by the State, that Mr. Randle signed the option, which provided for payment to him of $15,000 for his land, but later he refused to execute a deed of conveyance, so court action is required. The Commission approved the request unanimously.

In this connection, the Chief Counsel stated that a similar situation exists regarding acquisition of right of way that is needed for improvement of the Bay City-Kilchis Section of the Oregon Coast Highway, Tillamook County across property owned by Jeannette Scaife, and, because of an existing emergency, he instituted suit against Mrs. Scaife for specific performance of the option which she had executed. He asked the Commission to confirm his action in the matter. The Commission approved the request.

The Chief Counsel brought up for discussion the claim of Mr. Howard Gepner in the amount of $227 for past and anticipated future dental treatment for his daughter, who was injured while riding a bicycle on the sidewalk in front of State Highway property in Portland. The Chief Counsel

recalled that this matter was first presented to the Commission at the previous meeting and was referred back to him for additional information. It now appears, he said, that Mr. Gepner's claim consists of payment of $27 for dental services already received and $200 for future dental work and for physical disfigurement. He explained the details of the conditions obtaining at the time of the accident and advised that circumstances are such that the State is under no obligation to pay Mr. Gepner's claim, although the Commission may consider it has a moral obligation and in that case he recommended a compromise settlement of $50. He added that, if the Commission considers that no moral obligation exists, then the claim should be denied in its entirety. It was the opinion of the Commission that it has neither legal obligation nor moral obligation with respect to the claim and, accordingly, denied the claim.

The Chief Counsel requested authority to collect for the benefit of the State Highway fund the sum of $5.00 as consideration for each instrument conveying, modifying or changing any point or points of access to a State highway in cases where such conveyance, change, or modification is requested by the individual affected. He explained that this charge is simply for the purpose of reimbursing the State for its costs and expenditures in preparing and recording the necessary instruments. The Commission unanimously approved making such charge.

The Commission discussed the settlement proposed by the Chief Counsel of the Commission's claim against Mr. Joe M. Armstrong for damaging the handrail on the viaduct on Interstate Avenue in Portland. It appears that immediately following the accident, the State's contractor offered to make repairs for $577.50, but through a misunderstanding the contractor did not make the repairs, and the work was done on a force account basis at a total cost of $795.76. It also appears that Armstrong's insurance company objected to paying the full amount of such cost because of the contractor's offer to do the work for $577.50, but stated a willingness to compromise the settlement by paying $577.50 plus one-half the difference between such sum and the actual cost of doing the work, or a total of $686.68. The Commission approved the compromise settlement unanimously.

The Commission discussed a demand from the Southern Pacific Company that the State's contractor, Mr. Porter W. Yett, furnish "occurrence" insurance coverage rather than "accident" insurance coverage in connection with his Contract No. 3512 with the Commission for construction of the Bunker Hill-Delmar Section of the Oregon Coast Highway, Coos County. The Chief Counsel advised that the railroad company has threatened to stop Mr. Yett's operations unless he furnishes the insurance coverage they demand, which coverage is written by only two insurance companies, General Casualty and Lloyds. He estimated the cost of the extra coverage at approximately $200, but advised it may be as much as $500. The contractor, he said, considers that he is not obligated to furnish the extra insurance as he has already complied with the State's requirements

in that regard. He recommended, in view of the circumstances and the small cost involved, that the State pay for the insurance demanded by the railroad company in the present instance, with the understanding that a conference shall be had shortly after the first of the year with the railroad companies and the underwriters in an attempt to agree on specifications for the furnishing of insurance in connection with future State Highway contracts. The Engineer joined in the recommendation. The Commission approved the recommendation unanimously on motion of Commissioner Reynolds, which was duly seconded by Commissioner McIver.

The Commission unanimously confirmed the oral authority heretofore given the Chief Counsel to settle for the sum of $300 the claim against Ross V. Bales for damaging a truck owned by the State Highway Department, and also confirmed authority given the Secretary to sign an agreement releasing Mr. Bales from further obligation in connection with this matter upon payment of the amount of the State's claim.

The Chief Counsel brought up for discussion the matter of posting overhead structures upon and over the State highway system where vertical clearances will not accommodate vehicles having a lawful height as provided in Section 3 (1) (b), Chapter 405, Oregon Laws 1951. He gave as his feeling that these structures should be posted with appropriate signs notifying the motoring public of the impaired clearance notwithstanding that by law the driver of any vehicle is not relieved from the exercise of due care in determining whether or not the verticle clearance is sufficient. He gave as his feeling that the posting of such signs on certain overhead structures having a minimum verticle clearance of less than 12'9" is necessary in the best interests of the State and for the safety and general welfare of the public, and to protect State highway facilities from damage. He presented a list of structures in such category. As a result of careful consideration, the Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a written report from the Chief Counsel, dated December 19, 1951, concerning the adoption of procedure to be followed in closing county roads where they intersect throughways and the nature of the consent of the county to such closure as is required under the Throughway Law. In his report, the Chief Counsel recommends that in each instance where county roads are to be closed at points of intersection with a throughway, an agreement be entered into between the Commission and the county concerned with respect to such closures and that, based upon such agreement, the county court adopt a proper resolution or order giving its consent to and approval of such closures. He also suggested that, if the constitutionality of the procedure is questioned, then the Commission can at that time consider what future action should be taken. The Commission unanimously approved the procedure as outlined in the report and so ordered. (For details, see copy of Chief Counsel's report in General Files).

The Chief Counsel requested authority for the Commission's Secretary to execute releases in behalf of the Commission for claims made for damages to State-owned vehicles and equipment on the basis of compromised settlements for less than the full amount of the claim when such settlements are recommended by the Chief Engineer and the Chief Counsel. The Commission approved the request and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed with the Engineer the bids received at the morning session for highway construction, and at 4:00 p.m., the Commission's decision with respect thereto was publicly announced by Commissioner Reynolds as follows, the Commission's decision in each instance being by unanimous vote:

"Coos River ferry service at Enegren, Coos County. Brunnell Bros. submitted the only bid at $2,340.00 per month. The contract has been awarded to Brunnel Bros. at their bid price.

"Grading and paving the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway, Douglas and Lane Counties. The joint bid submitted by Leonard & Slate Oregon Limited and E. C. Hall Company, Portland, at $1,530,464.00 was the low bid submitted for this work. There were nine higher bids. The joint bid of Leonard & Slate Oregon Limited and E. C. Hall Company in the sum of $1,530,464.00 is accepted subject to the completion of acquisition of rights of way, including easements and encroachments upon railroad right of way, within 60 days, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as all right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving the Forest Boundary-Gilchrist Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway, Klamath County. Warren Northwest, Inc., Portland, submitted the low bid of four, at $215,434.25. The contract has been awarded to Warren Northwest, Inc. at its bid price.

"Construction of a paint shop at the Highway Department Shops in Salem, Marion County. H. G. Carl Construction Company, Salem, was low bidder for this work at $63,381.45. There were three higher bids. The Commission has awarded the contract to the low bidder, H. G. Carl Construction Company, at its bid price.

"Grading and paving the Tunnel Point Section of the Wilson River Highway in Tillamook County. Carl M. Halvorson, Inc.,

Portland, submitted the low bid of sixteen for this work at $229,594.00. The contract has been awarded to Carl M. Halvorson, Inc., at its bid price.

"Grading and paving the LaGrande-North Powder Section of the Old Oregon Trail, Union and Baker Counties. Pacific Sand and Gravel Company, Centralia, Washington submitted the low bid for this work at $848,677.00. There were six higher bids. The Commission has awarded the contract to Pacific Sand & Gravel Co. at its bid price.

"Grading and paving the Sheridan-Deer Creek Section of the Salmon River Highway, east from Sheridan, Yamhill County. The low bid for this work was submitted by J. C. Compton Co., McMinnville, at $182,352.50. There were two higher bids. The contract has been awarded to J. C. Compton Co. at its bid price."

The Chief Counsel presented for the Commission's consideration an agreement with the Bonneville Power Administration covering the re-establishment of a power transmission tower on the West Portland-Hubbard Highway. He recalled that the Commission at its October meeting authorized the payment of $4,240 to the Bonneville Power Administration to move this tower, which will be in the way of highway construction, and that this agreement is simply to cover the arrangement in writing. He recommended approval of the agreement as prepared. The Commission approved the recommendation. (The agreement was signed on the following day).

The Engineer reported on the request of the City of Lakeview for improvements to city streets that are used as state highway routes in Lakeview, pursuant to instructions received from the Commission at the previous meeting. He recalled his prior report to the Commission in July 1950 when the estimated cost to improve the Klamath Falls-Lakeview Highway Section was estimated at $46,000, and the cost to improve the Fremont Highway Section was estimated at $118,000, or a total of $164,000. The present day estimate, he said, is $190,000, the increase being due to the rise in prices. He advised that the improvements are merited and he recommended approval of the project for construction in 1952, using State funds if such funds are available. The Commission decided unanimously to construct at least a portion of the work in 1952, the balance to be constructed later, and thereupon authorized the Engineer to make surveys as may be necessary in connection therewith.

The Commission discussed briefly and ordered filed a written report from the Engineer dated December 3, 1951, covering truck weight violations during certain periods in the year 1951 as compared with violations during a corresponding period in 1950. The report indicates a reduction of about 50% in weight violations during 1951. (For details, see copy of the report in General Files).

The Engineer reported results of a conference held on Tuesday, November 20, 1951, among representatives of Astoria fishermen, their unions, and the packing company of Astoria, concerning the effect of the Astoria-Megler ferry operations upon the fishing industry in general, particularly with reference to interference and damage caused to the fishermen's nets by reason of ferry operations. The discussion, he said, resolved in two requests being made by the fishermen's union representatives and the packers, one of which was the elimination of the last daily trip of the ferry, and the other was for revisions to the bow or stem of the ferry "Tourist No. 3" to enable this vessel to slide over the nets. The records of the Highway Department, he said, reveal that, during the last trip of the ferry, between 10:15 p.m. and 11:30 p.m., 85 nets were crossed, whereas, during the two immediately preceding trips, between 8 p.m. and 9:15 p.m., and between 8:45 p.m. and 10:00 p.m., the number of nets crossed were 67 and 112 respectively, which indicates that the elimination of the last ferry trip would not solve the problem, but would merely give the operators an additional one and one-half hours of evening fishing free of any interference from the ferry operations. As to the second request, the Engineer stated that there is more merit, and, accordingly, he recommended that he be authorized to employ Mr. Joseph M. Dyer, naval architect and builder of the "Tourist No. 3", to study the plans and the original design of this vessel and to submit a plan, first choice and alternate, including estimates of cost, to alter the stem of this vessel to facilitate its passage over the nets. He also recommended that the request for the elimination of the last ferry trip be denied. The Commission unanimously approved both recommendations.

The Engineer presented a claim from T. R. Williams, Manager of the Astoria Navigation Company, operator of the Astoria-Megler ferry, for reimbursement for additional expense incurred by the company due to employment of additional personnel over and above that contemplated in the contract, as ordered by the Bureau of Marine Inspection, U. S. Coast Guard. It appears that the claim is based on action taken by the U. S. Coast Guard Marine Inspection Bureau as a result of an inspection of all three ferry boats on August 15, 1951 by a Mr. Richmond, traveling inspector from the headquarters office of the U. S. Coast Guard in Washington, D. C. The Engineer stated that Mr. Richmond's inspection revealed several deficiencies, mostly minor, in all three vessels, which apparently have been passed over for several years by the local office of the Inspection Bureau. As a result of Mr. Richmond's inspection, he said, the certificates issued by the Coast Guard for all three vessels were altered and amended to require additional personnel. He estimated the annual additional cost of the ferry operation resulting from the revised requirements at $7,812 and recommended that this expense be assumed by the State because it is quite evident that the contractor's bid price for furnishing the ferry service (approximately 66% of which is labor expense) is based on crew requirements as specified in certificates issued by the U. S. Coast Guard for each of the three vessels. He also recommended approval of the invoices submitted by the contractor covering the additional

labor costs incurred during the months of September and October, which are in the amounts of $139.65 and $216.45, respectively. As a result of discussion, the Commission unanimously approved both recommendations. (For details, see copy of Engineer's written report on the subject dated December 4, 1951 in General Files.)

A resolution was presented from the Heppner Chamber of Commerce requesting the reclassification of the following described State highways in Morrow, Wheeler, Gilliam and Umatilla Counties so as to allow operation thereover of vehicle combinations 60' overall in length:

1. Secondary State highway extending between Heppner and Condon.

2. That certain State highway which extends from U. S. Highway 30 at Buck's Corner, southerly up Butter Creek to U. S. Highway No. 207, thence along U. S. Highway No. 207 via Lexington and Heppner, Rugg Station and Hardman to a junction with the John Day Highway near Spray.

The Engineer advised that under authority previously granted him by the Commission, he has approved the reclassification of the following highways from Group 2 highways to Group 1 highways, investigations having proved conclusively that equipment authorized under Group 1 permits can negotiate them safely:

1. Lexington-Echo State Secondary Highway No. 320 from M. P. 0.0, junction with the Heppner Highway (ORE74), to M. P. 27.28, junction with the Hermiston Secondary Highway No. 333.

2. Hermiston Secondary Highway No. 333 from M. P. 17.92, junction with the Lexington-Echo Secondary Highway No. 320, thence northerly along Highway No. 320, to M. P. 12.61, which is the junction with the Boardman-Stanfield Highway.

3. Wasco-Heppner State Secondary Highway No. 300 between Condon and Heppner.

As to the Heppner-Echo Highway No. 321, the Engineer advised that test runs over this highway prove conclusively that the geometric design of the highway between Hardman and Spray does not conform to statutory requirements for a Group 1 highway. He recommended that the request for reclassification of the Heppner-Spray Highway be denied, but that the reclassification of the remaining highways be approved. The Commission approved the recommendation unanimously.

The Engineer presented to the Commission an itemized list of employees who are eligible under Civil Service rules and regulations,

and under the State Highway Department's merit rating system, for annual step salary increases on the first day of October, November and December 1951. He also presented a tabulation showing the name of each employee who is eligible under the Civil Service rules and regulations and the State Highway Department's merit system for annual salary step increases during the six-month period from January to June, inclusive, 1952. He recommended approval of the annual step increases for all personnel who qualify under the Highway Department's merit rating of average or better. The Commission approved the recommendation unanimously. (For details, see copy of Engineer's written report dated December 6, 1951 in General Files.)

In this connection, the Commission instructed the Engineer to submit a supplemental report on the number of employees who have reached the present top in their respective classifications.

The Engineer reported on complaints that had been received concerning the unevenness on the pavement along curb lines of the newly completed section of the Santiam Highway through the town of Sweet Home. He stated that upon receipt of the complaints, an immediate investigation was made, which revealed considerable unevenness, resulting in the forming of pools of water during rains. This was called to the attention of the contractor, he said, who repaired some of the worst places, but could not finish the entire job because of wet weather conditions, so it has been necessary to defer further work until next spring. The Engineer questioned that the unevenness of the pavement's surface was definitely the fault of the contractor, and he gave as his feeling that probably faulty inspection was the cause of the unevenness rather than the operation of the contractor. He recommended that the contractor be released from the project and that the work be completed next spring using State forces, which, he said, can do a better job because they are more experienced in that type of work than are the contractors. He estimated the cost of the remaining work at about $600 and advised that this expense will be charged against the contract. The Commission approved the recommendation, and so ordered. In this connection, the Engineer was cautioned by the Commission to provide more rigid inspection of contract work because it was thought better finished improvements will result.

The Engineer reported the result of an economic analysis survey of the Pilot Rock-Pendleton Section of the Pendleton-John Day Highway. He estimated the cost to reconstruct this 12.68-mile section at $619,800, and advised that it would provide a saving in distance of 0.29 mile. He also said that the saving in rise and fall is 235', or approximately 25%, that the saving in curvature is approximately 214°, or a decrease of 40% in the existing curvature, and that the resulting benefit quotient is 1.70. Consideration of the above facts, he said, indicates that the project is meritorious; however, it is well down on the State-wide priority list, there being many sections on the primary highway system that need reconstruction and which have a much higher benefit quotient. In

view of the information given by the Engineer the Commission decided unanimously not to program this project for immediate undertaking, but to keep it in mind for some future program.

The Engineer requested confirmation of the authority given him in response to his letter of November 19, 1951 to spend about $20,000 of State funds for landscaping the triangular area at the intersection of the Ochoco Highway with the Madras-Prineville Highway at the westerly limits of the City of Prineville, bids for which are to be received by the Commission on the following day. The Commission unanimously confirmed such expenditure, and also the advertising of the project for bids.

A petition was presented from residents and users of the Klamath Falls-Midland Secondary Highway, in which the Commission is requested to construct an oiled surface on the unpaved portion of this road. The Engineer advised that such unpaved portion is 3.74 miles in length; further that the existing base is not sufficiently stable to hold an oiled surfacing without additional foundation, and that it would cost about $57,000 to provide an adequate foundation. He pointed out that the volume of traffic that uses the road is not very heavy, and he suggested that the project be deferred until some time in the future, because of the heavy demand in Klamath County for improvement of the Klamath Lake Secondary Highway, it being his feeling that it would be unwise to make any switch in available funds at the present time. The Commission approved the Engineer's suggestion and decided to let this improvement take its proper turn when future Federal Aid Secondary funds become available for this district.

The Commission discussed a report from the Engineer on a request from Walterville Grange No. 416, Lane County, for a new bridge over Lane Creek on the McKenzie Highway, to eliminate accidents which they allege occur at this point. According to the Engineer's report, investigation reveals that the existing bridge is only 19' long, and has a width of 25', but it is near the middle of a 10° curve. The grade of the highway at this point is level, he said, and there is no restriction of sight distance. Moreover, during the past five years, records disclose only one reported accident, which occurred on November 6, 1951, when an out-of-state car had a tire blow-out and ran into the bridge railings. He estimated the cost to construct a new bridge (culvert type), and to straighten the highway at this point at about $5,000, but he recommended that the request be denied because of facts disclosed by the investigation. The Commission approved the recommendation.

A petition was presented from people residing in Burnt Woods, Harlan, Blodgett and vicinity, Lincoln County, requesting the straightening and widening of the Corvallis-Newport Highway between M.P.'s 36.26 and 46.16, particularly, the corner known as "Fred Ray's Corner" situate about .7 mile east of M.P. 36.26, and the "Gallatly Canyon" Section, which is situate 1.5 miles west of M.P. 46.16. The Engineer advised

that the section of highway referred to is approximately 10 miles long and that to improve the corner known as "Fred Ray's Corner", involving about one mile of reconstruction, is estimated to cost $75,000, and the estimated cost to improve the "Gallatly Canyon" Section, 2 miles in length, is $175,000, or a total of $250,000. He stated that there are no funds available in proposed programs to finance either improvement, and he recommended that the request be denied for the time being, but that he be authorized to make a reconnaissance survey of the entire 10-mile section when personnel is available to do the work. He estimated the cost of such a survey at $3,000. The Commission approved the recommendation unanimously.

The Engineer reported satisfaction of conditions governing the awards of the following contracts for which bids were received by the Commission at its meetings on October 11 and 12, and on November 8 and 9, 1951, and that contract forms have been prepared and submitted to the several contractors for acceptance and execution:

(1) Grading and paving Winchester Avenue-Reedsport Section of Oregon Coast Highway. Bids received November 8, 1951, conditions satisfied November 19, 1951. Contractor, J. C. Compton Co.

(2) Grading and paving Jones Ranch-Mitchell Section, Ochoco Highway, Wheeler County. Bids received November 8, 1951, conditions satisfied November 28, 1951. Contractor, C. R. O'Neil.

(3) Grading and paving Reedsport-Winchester Bay Section of the Oregon Coast Highway, Douglas County. Bids received October 11, 1951, conditions satisfied, December 4, 1951. Berke Bros., Contractor.

(4) Construction of Gilchrist-Willamette Junction Unit of La Pine-Diamond Lake Section of The Dalles-California Highway, Klamath County. Bids received October 12, 1951, conditions satisfied December 10, 1951. R. A. Heintz Construction Co., Contractor.

(5) Grading and paving Bay City-Tillamook Section of the Oregon Coast Highway, Tillamook County. Bids received October 12, 1951, conditions satisfied December 7, 1951. Heavy Hauling Company, Contractor.

(6) Construction of bridges on the Bay City-Tillamook Section of the Oregon Coast Highway, Tillamook County. Bids received October 12, 1951, conditions satisfied December 7, 1951. Tom Lillebo, Contractor.

(7) Gorton Creek-Warren Creek Section of the Columbia River Highway, Hood River County. Bids received October 11, 1951, conditions satisfied, December 10, 1951. Gibbons and Reed, Contractor.

(8) Warren Creek-Viento Section of the Columbia River Highway, Hood River County. Bids received October 11, 1951. Conditions satisfied December 10, 1951. Gibbons and Reed, Contractor.

(9) Jaymar Overcrossing on Columbia River Highway in Hood River County. Bids received October 12, 1951. Conditions satisfied December 10, 1951. Orlando C. Bennard, Contractor.

(10) Grading and paving Wygant Park-Hood River Section of Columbia River Highway, Hood River County. Bids received October 12, 1951. Conditions satisfied December 10, 1951. Guy F. Atkinson Co., Contractor.

The Commission unanimously approved the report and action taken by the Engineer in connection with these projects.

The Commission considered and approved an agreement with the OWR&N Co. and the Union Pacific Railroad Company covering an easement for right of way and the relocation of a crossing signal on the Old Oregon Trail at Cairo, Malheur County. (The agreement was signed later in the session.)

The Commission had under discussion a request from the City of Bend for installation of a traffic signal at the intersection of Wall Street and Franklin Avenue in Bend. The Engineer advised that the intersection referred to is on the route of US Highway 97 at a point where it makes a right angle turn, one of the opposing streets being a city street, the other being the route of the Century Drive State Secondary Highway. Investigation, he said, reveals that 10,242 vehicles enter this intersection daily, of which 56% enter from the north and south, and 44% enter from the east and west. Due to the almost equal distribution of the entering traffic, he said, there is a material congestion, in view of which it is recommended that a three-phase signal installation, estimated to cost $3,500, be made on the condition that the City of Bend will pay 50% of the cost of the installation, will maintain the signal after it is installed, and will furnish electrical energy to operate it. The Commission approved the recommendation.

The Commission discussed a report from the Engineer on a request from the City of Silverton for either a traffic signal or a four-way stop at the intersection of Main Street with Silver Creek Falls State Secondary Highway in Silverton. According to the Engineer's re-

port, there is insufficient traffic at this intersection at the present time to warrant the installation of a signal. He recommended, in view thereof, that the request for both the signal and a four-way stop be denied. The Commission approved the recommendation.

A letter was presented from the City of Prairie City requesting installation of a "blinker" light and more specific traffic signs at the intersection of Front and Bridge Streets in Prairie City, as an accident prevention measure. The Engineer advised that this matter has been investigated by the Traffic Engineer, who advises that there is not sufficient warrant for installation of the "blinker" light. Moreover, since the highway at this point is on a tangent, a flashing beacon would be of no value if installed. The Traffic Engineer, he said, recommends that the request be denied, but that the existing "SPEED 25 MILES" signs be replaced with oversize signs having the same wording, and that additional speed signs be maintained within the city. He stated his concurrence in such recommendation. The Commission approved the recommendation.

The Commission discussed and, upon recommendation of the Engineer, denied a request from Mr. E. M. Fredricks, Baker, Oregon, for installation of a "blinker" light at the intersection of Tenth Street (US30) and "H" Street in the City of Baker. The Engineer's recommendation was based on an investigation by the Traffic Engineering Department, which disclosed no warrant for installation of such a signal at this time.

The Commission considered and ordered filed a petition forwarded by H. L. Goodmanson, Drain, Oregon, through Governor Douglas McKay, in which citizens of Drain, Yoncalla and vicinity state their opposition to the proposed plan of the State Highway Commission to relocate the Pacific Highway (US99) so as to by-pass these towns, and to limit access thereto.

The Commission had under discussion at this time the adoption of surveys for proposed revisions of the Pacific Highway, which will by-pass the towns of Creswell, Cottage Grove, Drain, Yoncalla, Oakland, Sutherlin and Gold Hill. It was the feeling of the members of the Commission, the State Highway Engineer, and the Chief Counsel that sufficient time has been given the people of these towns since the public hearings which were held in October, to voice their objections to the proposed revisions, and, whereas those opposing the revisions have neither appeared before the Highway Commission nor asked for the privilege of appearing before the Highway Commission since such public hearings were held to elaborate and present additional arguments in behalf of their contentions, that it will be proper at this time to formally adopt the surveys as made and recommended by the Engineer. Accordingly, motion was made by Commissioner McIver that the surveys for the several revisions of the Pacific Highway which will by-pass the towns of Creswell, Cottage Grove, Drain, Yoncalla, Oakland, Sutherlin and Gold Hill as made and recommended by the Engineer, except the surveys for proposed connections to the several towns which will be considered later by the Commission, be approved in order to delay no longer construction of the proposed revisions. The motio

was seconded by Commissioner Reynolds and was declared by Chairman Chandler to have received the unanimous vote of the Commission. The attached resolution relative thereto, marked EXHIBIT "M", which resolution by this reference is made a part hereto with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

The Commission had under consideration the following requests for extensions of time within which to complete highway contracts:

1. Lindstrom Bros., Inc., Contract No. 3417, for construction of a bridge over the Wilson River on the Wilson River Highway, Tillamook County, requested an additional extension of time of 30 days from November 15 to December 15, 1951, within which to complete this job. They attributed their failure to complete the project within their previously extended time limit to sudden high water conditions which washed out a large portion of their center span false work. The Engineer advised that the reason given by the contractor for failure to complete the project by November 15, 1951 is correct. All concrete in this structure, he said, has been poured and traffic was routed over this structure on November 10, 1951. Furthermore, there yet remains only a small amount of concrete finishing and the cleaning up of the site to complete the job. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

2. R & M Construction Company, Contract No. 3443, for construction of four concrete structures and approaches thereto on the Holland Loop County Road, Josephine County, requested an extension of time of 243 days from November 30, 1951 to July 31, 1952 within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: difficulties in securing necessary steel, change of plans and location of a box culvert at Chapman Creek, and redesigning of wing walls at bridge No. 7327 because of an error in the specifications. The Engineer advised that the contractor experienced considerable delays in receiving steel for the structures, and it became necessary to add one span to one of them. He also said that the existing bridge at the location of the uncompleted work is still serving traffic, and the public is not being inconvenienced by the contractor's failure to complete the project in the specified time. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

3. City Electric, Inc., Contract No. 3435, for installation of traffic signals in Salem, Marion County, requested an additional extension of time of 90 days from August 31, 1951 to November 30, 1951 within

which to complete this job. They attributed their failure to complete the project within the previously extended time limit to difficulties in securing necessary equipment. The Engineer advised that the contractor did everything that he could to expedite this project, but, as stated by him, could not complete the work within the specified time limit because of nondelivery of materials entering into the job. Due to the fact that the delay was in no manner attributable to the contractor, he recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

4. Bemis and Company, Contract No. 3315, for construction of a storage building at the Highway Department headquarters in Eugene, Lane County, requested an extension of time of 464 days from August 31, 1950 to December 8, 1951 within which to complete this job. They alleged that bad weather during the winter of 1950-51 and difficulties in obtaining experienced workmen were the contributing causes for failure to complete the job within the specified time limit. The Engineer advised that this job was completed several months ago with the exception of a small amount of clean-up work and adjustment of some of the flashing around the chimney. The contractor, he said, got into financial difficulties and arrangements were made with Mr. George Bemis, a brother of one of the contracting firm, to finish the work by December 8, 1951. He said that only a very minor additional expense has been caused to the State, and he recommended in view thereof that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

5. Bemis and Company, Contract No. 3292, for construction of a maintenance building at Veneta, Lane County, requested an additional extension of time of 409 days from October 25, 1950 to December 8 1951 within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to bad weather conditions and inexperienced help. The Engineer advised that this project was practically completed last fall except for some minor work in cleaning up the site and in repairing one window sash; further that due to financial difficulties, arrangements were made with Mr. George Bemis, a brother of one of the contracting firm, to complete the work by December 8, 1951. The Engineer further stated that the building has been in use since last fall and that the State has incurred only a very minor additional expense because of the delay in finishing the project. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

6. Bemis and Company, Contract No. 3394, for construction of a maintenance building at Prineville, Crook County, requested an extension of time of 342 days from December 31, 1950 to December 8, 1951 within which to complete this job. They attributed their failure to complete the project within the specified time limit to bad weather conditions and inexperienced help. The Engineer advised that the date specified in the contract for completion of the building was December 31, 1950 and that

the Highway Department has had use of the building since approximately that time. All work in connection with the job, he said, was completed on September 26, 1951 except for some repairs and changes which had to be made to the roof, arrangements for which work were made with George Bemis, a brother of one of the contracting firm, who gave assurance that the work will be completed by December 8, 1951. He recommended, in view of the fact that the State has incurred only a very minor additional expense because of the delay in finishing the work, that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

7. Bemis and Company, Contract No. 3299, for construction of a maintenance building at Jewell, Clatsop County, requested an extension of time of 495 days from July 31, 1950 to December 8, 1951 within which to complete this job. They attributed their failure to complete the project within the specified time limit to bad weather conditions and difficulties in obtaining experienced help. The Engineer advised that all work in connection with this job was completed by the contractor on March 8, 1951, including a minor amount of cleanup work and adjustment of plumbing fixtures. Also, that the Highway Department has had the use of the building since late summer 1950. Due to financial difficulties, he said, the company arranged with Mr. George Bemis, a brother of one of the contracting firm, to complete the work. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

8. Lindstrom Bros., Contract No. 3429, for construction of the Weed and Muscott Bridges on the Little Nestucca State Secondary Highway, in Tillamook County, requested an additional extension of time of 180 days from November 30, 1951 to June 30, 1952 within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to unusually late high water in the river and shortage of competent help, which carried the project so far into the fall season that it was not possible to perform certain features of work, such as sandblasting, erection and painting of steel, which work had to be deferred until suitable weather prevails next spring. The Engineer recalled that the first extension of time was granted the contractor because of unusually late high water and a shortage of competent help. He gave as his opinion that the previous extension compensated the contractor for all delays from those causes, and he, accordingly, recommended that the additional extension of time now requested by granted subject to the condition that the contractor be assessed all engineering costs incurred by the State in connection with this job subsequent to November 30, 1951. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

9. The Central Heating C ompany, Contract No. 3577, for paving Franklin Boulevard (University Avenue-Walnut Street) Section

of the Pacific Highway, Lane County, requested an extension of time of 214 days from October 31, 1951 to June 1, 1952 within which to complete this job. They alleged that their work was handicapped by bad weather conditions, which necessitates completion of the project next year. The Engineer advised that this contract was awarded on August 21, 1951, and that the contractor commenced operations on September 12, 1951. The specified completion date, he said, was October 31, 1951, but, because of adverse weather conditions during the months of September and October, the contractor was unable to complete the project on time. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

10. Parker-Schram Co., Contract No. 3579, for grade widening on the Sylvan Section of the Sunset Highway, Multnomah County, requested an extension of time of 229 days from October 15, 1951 to June 1, 1952 within which to complete this job. They attributed their failure to complete the project within the specified time limit to heavy fall rains. The Engineer advised that this contract was awarded on August 21, 1951, and operations of the contractor were commenced on August 30, 1951, but, due to heavy rains which set in on September 25, it was not possible to complete the work in the time specified. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. (See FOOTNOTE)

11. Coos Bay Dredging Company, Contract No. 3520, for grading and surfacing on the Riverton Section of the Oregon Coast Highway, Coos County, requested an extension of time of 10 days from September 30 to October 10, 1951 within which to complete this job. They gave the following reasons for failure to complete the project within the specified time limit: delays caused by failure of the power company to reestablish certain power poles in connection with Coos Bay Dredging Company's contract for grading and paving the Cedar Point-Coquille Section of the Oregon Coast Highway, which necessitated the taking of key men from the Riverton job to complete the grading work on the other one preparatory to oiling. They also said they experienced difficulty in obtaining repair parts for their power shovel. The Engineer advised that the contractor started work on this project immediately after the contract was awarded and that they failed to complete the project within the specified time limit for reasons stated. The contractor, he said, expedited the project as much as possible, but still required an additional 10 days' time to complete it. He recommended, in view of the circumstances, that the extension of time, as requested, be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

12. Oscar E. Joelson, Contract No. 3459, for the Lapine rock production project on The Dalles-California and Fremont Highways requested an extension of time of 211 days from September 30, 1951 to May 1, 1952 within which to complete this job. Mr. Joelson attributed his

failure to complete the project within the specified time limit to extreme difficulties that he experienced on his contract with the Bureau of Public Roads at Mount Vernon, which delayed commencing work on the Lapine rock production project. The Engineer advised that the contract was awarded on January 24, 1951 but the contractor did not commence work until September 30, 1951, which was the specified completion date; further, that at the time the contract was awarded, Mr. Joelson, who is a small operator, also had a contract with the Bureau of Public Roads for work north of Mount Vernon on the Pendleton-John Day highway, and a rock production job for the State at Weston. Mr. Joelson, he said, expected to finish the Mount Vernon work early in the spring and it was his intention then to move to the State rock production job at Weston, which he believed he could complete in time to move to the Lapine job and complete it within the specified time limit. However, he was delayed in starting the Bureau's job at Mount Vernon and was two or three months late in moving to the Weston project, with the consequent result that the time limit had expired on the Lapine job before he got to that work. The Engineer also advised that the State has been caused no extra expense for engineering supervision because of the delay, since no engineering crew was on the job until the work got under way. He also said that the rock will not be needed before April, 1952. He recommended, in view of the circumstances, that the extension of time as requested by Mr. Joelson be granted up to April 30, 1952 without penalty, but if he has not completed the work by April 30, 1952, that he be charged with all engineering expense that the State incurs thereafter in connection with this job. The Commission approved the recommendation. (See FOOTNOTE)

13. C. A. Lantz, Contract No. 3538, for construction of a service station building at the Highway Department Shops in Salem, requested an extension of time of 21 days, from November 30 to December 21, 1951, within which to complete this job. Mr. Lantz gave as the reason for his failure to complete the project within the specified time limit damp weather conditions which would not allow painting. The Engineer advised that because of wet weather conditions, the contractor was not allowed to do the painting on the exterior surfaces. He anticipated that such work would be done within the next few days and he, accordingly, recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

14. W. R. Grasle Company, Contract 3530, for construction of a lighting system in Sunset Tunnel on the Sunset Highway, Washington County, requested an extension of time of 46 days, from November 30, 1951 to January 15 1952, within which to complete this job. They asserted that they failed to complete the project within the specified time limit because of difficulties in securing certain necessary materials from Westinghouse Manufacturing Co. and Union Metal Co. The Engineer advised that this work should have been completed by November 30, 1951, but due to the failure of the manufacturers to deliver some of the neces-

sary equipment, completion has been delayed, although it is expected that the installation will be entirely completed by not later than January 15, 1952. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

15. Babler & Rogers, Contract No. 3477, for grading, paving and bridge construction on the Cascade Locks-Herman Creek Road Section of the Columbia River Highway, Hood River County, requested an extension of time of 244 days from November 30, 1951 to July 31, 1952 within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions and numerous slides. The Engineer advised that the contractor encountered several severe slides which delayed the grading operations until so late in the fall that it was impossible to complete the paving operations within the specified time limit. The paving operations were closed down by the paving contractor pursuant to the Engineer s request at the beginning of the rainy season. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

16. Peter Kiewit Sons' Co., Contract No. 3516, for paving the Willow Creek-Boardman Section of the Columbia River Highway, Morrow County, requested an extension of time of 31 days from October 15, 1951 to November 15, 1951 to complete this job. They stated that their failure to complete the project within the specified time limit was due to the fact that the contractor for the grading work did not have the roadway ready for the leveling course until July 29, 1951, and did not complete all of the grading work until after September 1, 1951. The Engineer advised that the paving contractor was ready to place the leveling course on the roadway by June 25 but could not proceed with such work because of delays by the grading contractor. The overrun of time limit, he said, was not the fault of the paving contractor, and he, accordingly, recommended that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

17. Leonard & Slate Oregon Ltd. and E. C. Hall Co., Contract No. 3456, for grading and construction of a selected roadbed topping on the East Unit, LaGrande-Ladd Canyon Section of the Old Oregon Trail, Union County, requested an extension of time of 106 days, from November 30, 1951 to March 15, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit to difficulties in securing sectional steel plate culverts, it finally being necessary to change the type of culvert to concrete box culverts; also, to an increase in quantities of material to be moved caused by slide conditions. The Engineer advised that the original contract speci-

fied the use of sectional steel plate culverts, but, after the contract was awarded, it was found that these culverts could not be obtained without considerable delay due to priorities and, for that reason, concrete box culverts were substituted. This change, he said, involved considerable additional work which, together with extra work caused by slides was responsible for the specified time limit being exceeded. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. A letter from the Bureau of Public Roads was presented concurring therein. The Commission approved the recommendation unanimously. (See FOOTNOTE)

18. J. N. Conley, Contract No. 3521, for surfacing on the Combs Flat (Prineville-Eagle Rock) Section of the Paulina State Secondary Highway, Crook County, requested an extension of time of 18 days, from September 30 to October 18, 1951, within which to complete this job. Mr. Conley attributed his failure to complete the project within the specified time limit to the fact that he was using a new crusher manufactured in the State of Oregon, and quite a bit of time was lost installing and removing the same. The Engineer advised that the contractor's statement as to the reason for overrunning the specified time limit is correct. The crushing plant, he said, is a new one designed and built in Oregon, and, while it operated very satisfactorily, numerous small delays occurred because of the newness of the design. The delay, he said, has caused no inconvenience to the traveling public nor has it increased the State's expense for engineering supervision. He recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

19. R. A. Heintz Construction Co., Contract No. 3303, for grading and paving on the South Unit, Denver Avenue-Columbia Slough Section of the Pacific Highway East, Multnomah County, requested an additional extension of time of 92 days from September 30, 1951 to December 31, 1951 within which to complete this job. They gave the following reasons for overrunning the previously extended time limit: slow delivery of certain electrical parts needed in the work, due to the priority system; landscaping was delayed due to inability to seed and plant in extremely dry weather; and delays incident to the securing of approval from the Engineer to install an 18" pipeline across certain privately owned property. The Engineer advised that all work on this project, with the exception of certain electrical work and the seeding and planting of plants required in the landscaping, was completed by September 30, 1951. The electrical work, he said could not be completed due to priority difficulties in securing of material, and the seeding and planting work was delayed until sufficient rainfall had occurred to insure proper growth of the plants. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

20. Loyd Calkins & Co., Contract No. 3541, for grading, surfacing and bridge construction on the Bridge Creek Section of the Ochoco Highway, Wheeler County, requested an extension of time of 61 days, from November 15, 1951 to January 15, 1952, within which to complete this job. Mr. Calkins attributes his delay in completing the project within the specified period to difficulties in obtaining steel culvert pipe and reinforcing iron for the bridge. The Engineer advised that, due to priorities, the contractor experienced considerable difficulty in obtaining metal culvert pipe and reinforcing steel for a major portion of the contract. The delays, he said, were not the fault of the contractor, and he recommended that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract Nos. 3322, 3399, 3403, 3431, 3435, 3448, 3449, 3450, 3466, 3468, 3505, 3520, 3521, 3522, 3552, 3555, 3571, and 3584, for construction of State Highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by adoption of the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the cities and towns of Antelope, Aumsville, Aurora, Cave Junction, Condon, Cornelius, Creswell, Dayton, Eastside, Echo, Estacada, Fairview, Falls City, Gates, Gearhart, Gervais, Glendale, Granite, Hubbard, Ione, Lafayette, Long Creek, Malin, Manzanita, Merrill, Metolius, Monroe, Oakland, Oceanlake, Scappoose, Sodaville, Summerville, Waldport, Wheeler, Yoncalla and Gold Beach have satisfied the legal requirements with respect to the expenditure of State tax street funds that accrued to them during the first six-months period of 1951, and that the plans for the projects that are contemplated for construction with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the

attached resolution relative thereto marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the cities of Dayton and Umatilla have satisfied the legal requirements with respect to the expenditure of State tax street funds that accrued to them during the second six-months period of 1950 and that the plans for the projects which they wish to finance with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the City of Chiloquin has satisfied the legal requirements with respect to State tax street funds that accrued to the city during the first six-months period of 1949 and that the plans of the project that the city proposes to finance with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "E-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested approval of an increase of $195,000 in the project authorization in connection with the contract awarded to Parker-Schram Co., Contract No. 3562, for topping and slope protection on the Hood River-Mosier Section of the Columbia River Highway. He explained that difficulties have developed in connection with Contract 3507 awarded Kuckenberg Construction Company for grading and construction of a rock toe wall on the same section, which difficulties were not foreseen at the time the project was advertised for bids, and are the result of the raising of the elevation of the pool of the Bonneville reservoir 6' above normal in order to alleviate power shortage. The raising of the pool level, he said, requires the raising of the elevation of the rock toe wall, requiring considerably more rock riprap than was anticipated. Also additional rock was required back of the wall to avoid the washing away of the grade through wave action. He estimated that there is a deficiency of about 160,000 cubic yards of suitable material to construct the toe wall and rock embankments, and he advised that, to obtain the additional amount, it is more economical to use a rock quarry located on the Parker-Schram Co. contract than to attempt to secure suitable materials on the Kuckenberg Construction Co. contract, but that the furnishing of the additional materials by Parker-Schram Co. will result in increasing the cost of this job by $195,000, although a saving of $45,000 will be created in connection with the Kuckenberg Construction Co. contract. The two contracts, he said, total approximately $1,325,000, so the overrun represents only 11.3%, considering both jobs. He pointed out that it is necessary for the Commission to make a decision in the matter immediately because Parker-

Schram Co., if it is to do the work, wants to arrange to do it this winter. As a result of discussion the Commission unanimously approved the $195,000 increase in the authorization of the Parker-Schram Company contract as recommended.

A request was presented from the City of Redmond Planning Commission and the City Council of Redmond for installation of traffic signals at the intersections of 5th Street and 6th Street with "E" Street, 5th Street being the route of US97 north bound, and 6th Street being route of US97 south bound, to eliminate traffic hazards which, they allege, exist at these intersections. The Engineer advised that a traffic investigation has been made and it has been determined that at neither intersection does the traffic volume warrant the installation of traffic signals. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed a letter from the City of Seaside requesting that the State Highway Department prepare plans for a bridge which the city proposes to construct across the Necanicum River on Avenue "G". The city agrees to pay the cost of preparation of the plans. The Commission approved the request unanimously on the condition that the city pays for the work involved, which the Engineer estimated would amount to about $100.

The Engineer requested authority for an expenditure of approximately $900 to construct an asphalt tile covering on the floor of the blue print room in the basement of the new Highway Building, in Salem. He explained that the floor presently is concrete and that considerable trouble in the blue printing equipment has been experienced by reason of dust from this bare concrete floor. The Commission approved the request unanimously.

The Commission discussed a request from the County Court of Clackamas County that the existing bridge over Eagle Creek on the Milwaukie-Estacada State Secondary Highway be given to the county when the proposed new bridge at this location is constructed. The Engineer recommended approval of the request on the condition that the county will assume all responsibility for removal of the old structure. The Commission approved the recommendation.

Consideration was given by the Commission to the naming of the newly designated highway between Rickreall and Dolph Corner in Polk County. The Engineer suggested that this highway be placed on the State primary highway system because of objections to construction of the road that have been offered by farmers through whose property the road extends, and he is fearful that the County Court will not approve designation of the road as either a State or a Federal Aid secondary highway which is a requirement and, if the court will not approve such designation, the construction of the road will have to be deferred. He pointed out that the Highway Commission has authority to designate a primary highway without county court approval. The Chief Counsel advised that,

if the Highway Commission designates the road a State primary highway and later on desires to remove it from the system, it has legal authority to do so. As a result of discussion, the Commission unanimously decided to defer action on the matter for the time being.

The Engineer requested authority to establish a petty cash fund in the amount of $500 in order to pay small incidental expense, such as express shipments received "Collect", advance payment of expenses to witnesses in order to have them available at court trials, etc. He recalled that in May 1947, the Commission authorized the establishment of such a fund in the amount of $25.00, which sum, he said, is far from sufficient for the purpose, and he recommended that it be increased to $500. He said that the money would be kept in the Auditor's office safe, and that disbursements would be made therefrom when the need arises; further, that replacement of cash expended would be by receipted bills, which would be attached to an expense account and a check drawn for reimbursement. The Commission unanimously approved the request.

The Commission authorized expenditure of $750 to purchase 30 table-type armchairs at $25 each for use in the conference room in the State Highway Building, the present supply of chairs being insufficient, necessitating the borrowing of chairs from other departments.

The Commission considered and unanimously approved payment of the invoice of Mr. John W. Shuler in the amount of $6,000, for services rendered and for the approving opinion that he furnished the Commission in connection with its sale of $15,000,000 of State Highway bonds, bids for which were received by the Commission at its meeting on September 12, 1951. It was reported that Mr. Shuler's present bill covers only service already rendered, but does not include payment for services that he might render in connection with future bond sales.

The Engineer reported the status of salary increases for Highway Department employees heretofore authorized by the Commission, particularly increases for right of way agents, Manager of the Accounting Department, Section Supervisors in the Accounting Division, Legal Department personnel, and the Commission's Secretary. As to the right of way agents, the Engineer advised that he has discussed the proposed increases with the Civil Service Department and with Mr. Harry Dorman, Director of the Department of Finance and Administration, and indications are that the Civil Service Commission will approve the increases at its January 15, 1952 meeting, and if the increases are approved by that Commission, Mr. Dorman will concur. As to the salary of Mr. Maison, Manager of the Accounting Division, the Engineer stated that the starting salary of $551.00 has been approved by the Civil Service Commission and by Mr. Dorman, but increases for the Section Supervisors in that department were denied. As to the increases authorized by the Commission for Chief Counsel C. W. Enfield and Assistant Counsel Fred A. Miller and other Legal Department personnel, the Engineer advised that all had been approved by

Attorney General Mr. George Neuner, who has charge of the legal personnel, except that Mr. Enfield's salary was limited to $605 per month, as compared to $700 authorized by the Commission. The Commission expressed dissatisfaction with the Attorney General's decision as to Mr. Enfield's salary and declared its intention to discuss the matter personally with the Attorney General on the occasion of its visit to Salem in January. As to the salary of the Secretary, H. B. Glaisyer, the Engineer stated that the increase authorized by the Commission was denied by the Director of the Department of Finance and Administration. The Commission stated its dissatisfaction with the action taken by Mr. Dorman in this matter and declared its intention to discuss the matter further with Mr. Dorman and Governor McKay on the occasion of its visit to Salem in January. In this connection, motion was made by Commissioner Reynolds that the Engineer's report on salary increases be made a part of the record of the Commission. The motion was seconded by Commissioner McIver, and was declared by Chairman Chandler to have received the unanimous vote of the Commission.

The Chief Counsel reported that the volume of business in his office is too great to handle with his present force. He asked the Commission for authority to employ three additional attorneys to assist in handling the work. The Commission approved the request unanimously.

The Commission considered a request from the Carl K. Stevens Company, Gearhart, for an extension of time, until August 31, 1952, within which to complete its agreement with the Commission for the cutting of timber on a 120-acre tract of Highway Department land situate near the intersection of the Sunset Highway and the Necanicum Highway in Clatsop County. They attributed their failure to complete the work within the specified time limit, December 31, 1951, to unusually dry weather conditions during the summer, when they had to close down their operations because of the fire hazard. The Engineer recommended approval of the request. The Commission approved the recommendation.

The Engineer reported that the contract for the reconstruction of the South Yamhill River Section of Three Mile Lane State Secondary Highway No. 152, which extends from the intersection of Third and Irvine Streets in the City of McMinnville easterly to Highway Engineer's Station 50+00, has been completed by the contractor and the new highway is now open for public use. He recommended appropriate action by the Commission disposing of the old highway section in order to remove such section from the State highway system. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and upon recommendation of the Engineer, denied the claim of Mr. G. H. Grabenhorst, Salem, in the amount of $90 for damage that he alleges was done to growing crops on property

that he owns near Salem by a Highway Department engineering crew while making surveys for the Salem By-pass.

The Commission discussed a claim presented by Mrs. Helen Jorgenson, Hammond, Oregon, in the amount of $18.70, representing the cost to repair her automobile which was damaged on August 16, 1951 during an opening of the Lewis and Clark River drawbridge on the Oregon Coast Highway near Astoria. The Engineer advised that the accident occurred while a maintenance crew was involved in replacing all of the timber in this bridge structure. Traffic at the time, he said, was being regulated by manually operated traffic signals and Mrs. Jorgenson was given the green light by a member of the bridge crew who had charge of this feature, but who reversed the signals in order to open the drawspan for river traffic. Mrs. Jorgenson, he said, stopped her car directly under a traffic gate but was unable to back her car due to the nearness of following motor vehicles, with the result that the traffic gate was lowered on her car, damaging it to the extent of the repairs. The damage, he said, occurred through no fault of Mrs. Jorgenson and he accordingly recommended payment of the claim. The Commission approved the recommendation.

The Commission discussed a request from the legislative highway interim committee for comments concerning the application of present highway laws, and for recommendations for additional highway legislation, which information the committee requests be placed in its hands on or before July 1, 1952. The Engineer and the Chief Counsel were told that the Commission depends on them for suggestions in this regard. In this connection, the Chief Counsel was instructed to look into the matter of legislation that will give the Commission authority, if such authority does not now exist, to invest monies derived from the sale of bonds so that the State Highway fund will receive the benefit of revenues from the investment of idle funds derived from such sources, rather than the benefits accruing to the State General Fund.

The Commission discussed and approved extending the existing agreement with the City of Portland covering maintenance of a "Guest Center" now operated by the Portland Chamber of Commerce on State Highway property along Harbor Drive in Portland. (An agreement covering the matter was signed by the Commission on the following day.)

The Commission considered a request from Mr. Peter Kerr, Portland, for designation of a restricted speed zone along the Oswego Highway between the cities of Portland and Oswego. The Engineer advised that this matter has been before the Commission a number of times in the past, but requests for a 35MPH speed limit have been denied because the traffic volume did not warrant such restriction. However, a current investigation indicates that this section of highway is now very heavily traveled, carrying 10,000 vehicles on a 3-lane highway, and that the accident potential is very material. He recommended

establishment of a 45 MPH speed zone extending from the south city limits of Portland (MP 4.49) to the north city limits of Oswego (MP 7.37). The Commission unanimously approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was presented from the County Court of Douglas County for designation of a 35 MPH speed zone on the North Umpqua River Bridge at Winchester, Douglas County. A letter was also presented from Mr. Thomas F. Tucker requesting establishment of a restricted speed zone along this highway (US99) near Log Cabin Grocery about one mile south of Winchester for the benefit and safety of school children. The Engineer advised that investigation reveals no real justification for the establishment of the reduced speed zone, that the alignment of the roadway is good except at the north end of the bridge where the highway makes a rather sharp turn. He recommended that both requests be denied but that in lieu thereof oversize "NARROW BRIDGE" signs and oversize "CURVE" signs be placed on the bridge and on the curve immediately north thereof. The Commission approved the recommendation.

A petition was presented from the residents of the town of Tigard, Washington County, requesting designation of a 45 MPH speed zone on US99W, between Multnomah County Line and the east city limits of Tigard. The Engineer advised that a traffic investigation has been made which reveals no apparent need for a restricted speed zone. He pointed out that the accident record on this section is slightly higher than the state-wide average, being 5.56 accidents per million vehicle miles, as compared with the state-wide rural average of 4.71. A reduced speed zone on this section, he said is no more warranted than on any other modern four-lane highway in the State. He recommended that the request be denied. The Commission approved the recommendation.

Consideration was given by the Commission to a request by Mr C. H. Abrams, forwarded by Governor Douglas McKay, for establishment of a 35 MPH speed zone on the bridge that crosses the Deschutes River near the Warm Springs Indian School. The Engineer advised that this matter has been investigated by the Traffic Engineering Department, and the information gathered indicates no apparent need for a change in speed zone through the Warm Springs Indian Reservation which is currently posted at 45 MPH. He pointed out that the bridge is 24' wide with very little culture adjacent thereto. In fact, the only hazard apparent is that which might be caused by people fishing from the bridge. He recommended that the request be denied. The Commission approved the recommendation.

A request was presented from the City of Pendleton for a traffic study on US395 (Pendleton-John Day Highway) south of Pendleton, and for installation of traffic signs and adoption of speed limits as may be necessary for protective purposes. The Engineer advised that investigation reveals that the section of highway referred to by the city is adjacent to a

new housing development consisting of some 300 homes located about 1½ miles from the city center. Further, that there are two access roads to the housing project, one of which approaches the highway on an unsatisfactory grade. He also stated that the average daily traffic on the highway at this point is 1,600 vehicles, and that there is practically no culture along the highway, except the housing project. He gave as his opinion that there is no warrant for designation of a reduced speed zone and he recommended that the request in that respect be denied, and that in lieu thereof additional crossroad symbol signs be installed in advance of the access points. He also recommended that the Housing Authority be requested to improve the grade of the access roads so as to permit vehicles to stop on a level section of road before entering the highway, and that the city engineer and the Housing Project Authority be further requested to arrange for buses to pick up school children within the housing project rather than on the highway shoulder as they are now doing. The Commission approved the recommendations unanimously.

There was presented to the Commission a request from the Newberg Chamber of Commerce for designation of a reduced speed zone along US99W north of the city limits of Newberg. The Engineer advised that investigation of the conditions at this point indicate that a reduced speed zone is warranted on a 1.24-mile section of this highway immediately north of the city limits where there is considerable roadway culture, including a number of business establishments, and where traffic is heavy. He recommended designation of a 35 MPH speed zone along the section which extends from the north city limits of Newberg (M.P. 24.18) to Hulet Lane (M.P. 23.47), and designation of a 45 MPH speed zone between Hulet Lane (M.P. 23.47) and Springbrook Road (M.P. 22.81). The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was presented from the Seaside Safety Council for establishment of a "NO PARKING" zone on South Holladay Drive (US101) near its intersection with Avenue "U" in Seaside in order to eliminate what is termed a hazardous condition at this point. The Engineer advised that Avenue "U" is one of the main streets that serve the area west of Necanicum River, that it forms a "T" intersection with Holladay Drive, and contains a bridge crossing of the river in close proximity to the highway. The 1950 average daily traffic on US101, he said, was 3560 vehicles, 80% of which traveled at or below 40 MPH, with maximum speeds of 55 MPH. He also said that during the period from January 1, 1946 to August 31, 1951, there were eight reported accidents at this intersection. He gave as his feeling that the restricted sight distance due to shoulder parking of vehicles is, in general, the probable cause of the accidents. He recommended, in view of the findings, that the Commission take appropriate action to prohibit parking of vehicles on the west side of the highway northerly from Avenue "U" intersection, a distance of 150'. The Commis-

sion approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and, upon recommendation of the Engineer, denied a petition from businessmen and patrons of Portland requesting the removal of the "NO PARKING ON HIGHWAY SHOULDERS" signs that are now being maintained on Killingsworth Avenue between N. E. 82nd Avenue and N. E. 60th Avenue in Portland, route of the Northeast Portland State Secondary Highway. In his report on the subject, the Engineer advised that, in his estimation, were the signs removed and the parking of cars on highway shoulders permitted in this congested area, a material hazard would be created.

The Commission confirmed oral authority heretofore given G. S. Paxson, Bridge Engineer, to go to Sacramento, California on December 14, 1951 at State expense, to attend a meeting of the Board of Directors of the Western Association of State Highway Officials; estimated cost $68. The Commission also authorized the Bridge Engineer G. S. Paxson, and the Landscape Engineer, Mr. Mark Astrup, to attend, at State expense, a meeting of the Highway Research Board in Washington, D. C. on January 15, 1952; estimated total cost $700. The Commission also authorized Mr. A. O. White of the Testing Department, and Mr. J. A. Schaub, Soils Engineer, Construction Department to go to Olympia, Washington, at State expense, to investigate methods and testings of soils as are carried on by the Washington Highway Department; total estimated expense $50.

The Commission unanimously approved the Secretary's report of papers that he signed in behalf of the Commission during the preceding month.

A request was presented from the County Court of Coos County for an exchange of roads in the Federal Aid Secondary Highway system. The county asks that FA Project No. 248 be transferred from County Road No. 35 to a like distance on County Road No. 57 known as the Coos City-Sumner Road, which begins at State Highway 101 and connects with the south end of Market Road No. 18, known as the Ross Slough Road. The Engineer advised that he is not in a position to make a recommendation in this matter at the present time, nor will he be until the State-wide Federal Aid Secondary highway investigation that is now under way is completed, which will be some six or eight months. The Commission approved the report and instructed the Secretary to so inform the County Court.

Consideration was given by the Commission to a request from Mrs. F. O. Heacock, Springfield, for establishment of a reduced speed zone on the McKenzie Highway in the vicinity of Jackson Loop, to control logging trucks and other vehicles which travel at great speed along this section and endanger lives of school children and other pedestrians. The

Engineer advised that investigation of this matter fails to reveal any specific need for establishment of a speed restriction along this section. The alignment of the highway, he said, is tangent throughout and most of the section is on a level grade; moreover, the pavement is approximately 19' wide with 8' gravel shoulders. The accident record, he said, is 4.95 accidents per million vehicle miles as compared to a State-wide average of 4.71. He recommended that the request for a reduced speed zone be denied, but in lieu thereof that oversize "LOOK OUT FOR CHILDREN AHEAD" signs be installed. The Commission approved the recommendation.

The Engineer requested instructions relative to the disposal of trees that fell from privately owned property on and across the right of way of the Oregon Coast Highway during recent severe windstorms. He suggested that the owners of the trees be notified to remove them within a reasonable length of time, and that the State Highway Department will sell them if they are not removed within such period, and will charge the owners the actual cost involved over and above the amount that is received from the sale. The Commission approved the suggestion unanimously and instructed the Engineer to advertise the trees for sale in the event that the owners do not remove them within 30 days after being notified.

The Commission discussed the adoption of a policy with respect to removal of plants, individual trees or small numbers of trees growing on highway rights of way. The Engineer advised that frequently requests are received from abutting property owners or from other persons, to remove plants or individual trees from the highway in front of their premises, some of which requests are accompanied by offers to pay for the plants, or the stumpage value of the trees, etc. The amounts involved, he said, are small and do not justify the cost incident to advertising the property for sale, and he recommended in view thereof that the Commission authorize the sale of minor quantities of timber, trees and/or shrubs when the appraised value of such property does not exceed $100, without calling for bids. He cited as a precedent for such action a resolution that was adopted by the Commission at its meeting on September 19 - 21, 1949, which resolution provides a procedure for the disposition of minor buildings, structures and minor improvements, including personal property acquired in connection with real property purchases. As a result of discussion, the Commission approved the Engineer's recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion the matter of prohibiting advertising signs to be maintained along T.H. Banfield Expressway in Portland. The Engineer advised that the present highway law places in the State Highway Commission the control of advertising signs on highway rights of way outside of the city limits of incorporated cities and towns, but there has always been some question as to the Highway Commission's

authority to control such signs within the city limits. He pointed out that where a highway is routed over a dedicated city street, jurisdiction by the State Highway Commission is limited to the area between the curbs, and it is left with the city to control the area between the curb lines and the property lines. However, where the State acquires title to the right of way within cities, the Highway Commission has full control between property lines, although it never has contested the city's right to control advertising back of the curb line. In the case of Banfield Expressway, he said, the Highway Commission not only purchased the right of way in fee, but also acquired access rights of the adjacent property, so, according to the Chief Counsel, the Highway Commission can in its own proprietory right prohibit advertising signs on any portion of the right of way. The Engineer suggested, in order to eliminate any question as to this feature that the City of Portland be asked to prohibit by appropriate ordinance, the placement of advertising signs along Banfield Expressway. The members of the Commission expressed themselves as being strictly opposed to advertising signs along this expressway, and, accordingly, instructed the Engineer to ask the Portland City Council to adopt an ordinance prohibiting such signs. It was the feeling of the Commission that the law with respect to the maintenance of advertising signs on state highways within cities should be amended, if necessary, to obtain desired results with respect to the advertising feature.

The meeting adjourned at 5:00 p.m. to reconvene on the following morning at 9:00 a.m. in the same room.

Portland, Oregon
December 21, 1951

The meeting of the State Highway Commission reconvened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, First Asst. State Highway Engineer
W. W. Stiffler, Second Asst. State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Chairman Chandler, speaking in behalf of the Commission, extended Season's Greetings to the contractors and others present.

Bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice, following which it was announced that the award of contracts would be made at 3:00 p.m.

CLATSOP COUNTY
BIG CREEK SECT. OF THE COLUMBIA RIVER HWY.

Vernie Jarl, Gresham	$ 123,142.00
C. H. Grimstad & T. Vanderveldt, Astoria	138,566.00
P. B. Doherty & Son & S. D. Spencer & Son, Portland	139,474.00
Heavy Hauling Company, Astoria	143,630.00
J. N. Conley, Portland	150,938.00

CROOK COUNTY
MADRAS-PRINEVILLE AND OCHOCO HIGHWAYS

Ernest Ferrante & Co., Portland	$ 14,541.28
Western Golf Course Supply Co., Portland	17,857.25
Knight Pearcy Nursery & Parkrose Nursery, Portland	20,830.26
Portland Construction Co., Portland	21,374.74
F. A. Doerfler & Sons, Salem	21,705.80

AUSTIN-SQUAW CREEK UNIT OF THE AUSTIN-UNITY JCT. SECT. AND THE AUSTIN SPUR SECT. OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

Durbin Bros., Eugene (1)	$ 218,174.00
Rogers Construction Co., Portland	251,804.00
E. C. Hall Company, Portland	274,731.00
Leonard & Slate Oregon Limited, Portland	282,406.00
F. L. Somers, Klamath Falls	288,932.40

(1) Bidder will accept project only in combination with Prairie City (Johnson Avenue) Project.

GRANT COUNTY
PRAIRIE CITY (JOHNSON AVE.)

Durbin Brothers, Eugene (1)	$ 9,777.00

(1) Bidder will accept award of project only in combination with Austin-Squaw Creek and Austin Spur Project.

LANE COUNTY
JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HWY.

E. C. Hall Co. & J.C. Compton Co., Portland	$386,361.00
Acme Construction Company, Eugene	398,280.00
Porter W. Yett, Portland	403,315.00

Lane County, Judkins Point-Goshen Sect. of the Pacific Hwy. (cont.)

Inter City Sand & Gravel Co., Eugene	$ 417,193.80
Central Heating Company, Eugene	417,775.00
Eugene Sand and Gravel Co., Eugene	434,290.50
McNutt Brothers, Eugene	436,426.50

QUARTZ CREEK-NORTH PLAINS UNIT OF THE NECANICUM JCT.-NORTH PLAINS SECT. OF THE SUNSET HIGHWAY IN WASHINGTON AND CLATSOP COUNTIES

Porter W. Yett, Portland	$ 507,900.00
Warren Northwest Inc., Portland	520,725.00
E. C. Hall Co. & J. C. Compton Co., Portland	536,500.00
K. F. Jacobsen & Co. Inc. & J.M. Arenz, Portland	569,450.00
Acme Construction Co., Eugene	590,100.00
Babler & Rogers, Portland	592,000.00
E. C. Swaggart & D. F. McKenzie, Salem	608,600.00
Pacific Sand & Gravel Co., Centralia, Washington	633,300.00
J. N. Conley, Portland	678,750.00

WHEELER COUNTY
JONES RANCH-MITCHELL SECT. ON THE OCHOCO HWY.

R. H. Jones, Hillsboro	$ 106,071.00
Snook Brothers, Corvallis	109,630.00
C. E. Blakley, Klamath Falls	122,190.00
George E. Berry, Beaverton	135,044.00
W. H. Shields Construction Co., Eugene	137,330.50
VaDare Construction Company, Portland	138,822.50
Erick Enquist, Troutdale	142,217.00
Howard Halvorson Company, Portland	151,792.00
Valley Construction Co., Portland	155,789.00
Lindstrom Bros. Inc., Portland	158,814.00

A delegation representing the Douglas County Court and the Roseburg Chamber of Commerce appeared before the Commission requesting improvement to the North Umpqua County Road. The following people were present: George Neuner, Jr., Director of Roseburg Chamber of Commerce; George Louma, President of Roseburg Chamber of Commerce, L. V. Beckley, County Commissioner, Roseburg, and Percy Croft, member of the Roseburg Chamber of Commerce.

Mr. George Neuner, who acted as spokesman, stated that an economic survey had been made by the Roseburg Chamber of Commerce and other groups which disclosed, among other things, that there had in

the past few years been a great amount of overcutting of privately-owned timber and not sufficient timber cutting on public lands. He requested further improvements to the North Umpqua Road eastward in the next construction program, particularly the surfacing of the section from Rock Creek to Steamboat Creek which, he said, will materially increase the availibility of publicly-owned timber and permit cutting of National Forest timber on a maximum sustained yield basis, thereby benefiting the economy of Douglas County. He also requested a survey for the location of future timber access road east of Steamboat Creek towards Diamond Lake to open up additional timbered areas. He presented a copy of a report prepared by the Chambers of Commerce of Roseburg, Myrtle Creek and Riddle on an "Economic and Industrial Survey" of the Inland Umpqua Basin.

Chairman Chandler stated that the Commission is aware of the need for an access road into this area, but the problem resolves itself to a question of available funds. He pointed out that the State already has expended about $1,500,000 on this highway and that the U.S. Forest Service has spent approximately the same amount. The Commission, he said, must maintain a balance among the several counties in the expenditure of funds for development of county roads and in connection therewith, the Commission has set up a 15-year program which is now being checked regarding equitable expenditure of funds. The Commission, he added, can make no commitment at this time regarding the North Umpqua Road. He then inquired of the delegation regarding the merit of constructing a road into Sutherlin along a route where no road now exists, which road has been requested at various times by delegations. Mr. Neuner replied that this area does need an improved road and that the county will build it if the State won't.

The Harney County Court and other interested persons appeared before the Commission to propose a cooperative project between the State and the County so as to allow the use of 60-foot equipment in the transportation of livestock over highways from the Frenchglen and Diamond districts to Burns. The following people were present: C. W. Craddock, County Judge, T. E. Jenkins, County Commissioner, J. L. McCullough, Chairman of the Highway Committee of the Burns Chamber of Commerce; Henry Otley, stockman; and Gus Bardwell, businessman, all from Burns.

Judge C. W. Craddock, who was spokesman, pointed out that the alignment of the Frenchglen Secondary Highway at Wrights Point, about 11 miles south of Burns, precludes the designation of this highway as a Group I highway which would allow use of equipment 60 feet overall in length. Cattlemen in the area south of Wrights Point, he said, must move their livestock to market by truck, and they have not been able to secure enough of the shorter length equipment permissible under the Group II classification to do so properly. To alleviate this condition, he proposed that the State enter into a cooperative agreement with Harney County to improve Federal Secondary Highway No. 456 for a distance of approximately seven miles east from its connection with Frenchglen State

Secondary Highway, to its junction with Harney County Market Road about five miles west of Diamond, and to improve Harney County Market Road northeasterly from its junction with Federal Secondary Highway No. 456, a distance of about $7\frac{1}{2}$ miles to a connection with the Diamond Valley State Secondary Highway 7 miles north of the town of Diamond. He proposed that the County perform this improvement with county equipment and forces during the winter months. He estimated that the cost to the State would be about $27,600 and advised that the county would pay costs over and above such sum. Commissioner Reynolds inquired if this work would be more feasible than reconstruction of the crooked section on Wrights Point. Judge Craddock replied that the solution he had offered was temporary. but in his opinion the best one at this time for the amount of money involved. Chairman Chandler then predicted that, as the proposed development is a longer route than via Wrights Point, it would probably be only a matter of time until a delegation would be back requesting improvement of the shorter route. Judge Craddock replied that he did not think this would be the case. Mr. W. C. Williams, Assistant Highway Engineer, pointed out that about half of the work proposed by the County is on an existing federal aid secondary highway and he suggested that State funds could be expended on this FAS highway and that the County could perform the work on the county road. The respective costs to the State and the County, he said, would be about equal. Chairman Chandler concluded the discussion by stating that the matter would be given careful consideration by the Commission which understands the problem and will try to help , although no promise can be made now that it will do so.

Dr. F. J. Friedrich, Jr., Tillamook, appeared before the Commission regarding sale of his house in the eastern part of the city of Tillamook. He explained to the Commission that during the past summer he had purchased a home in Tillamook and in so doing had placed his former residence up for sale. Shortly after the house was offered for sale he said, a rumor developed in Tillamook that the Highway Commission contemplated construction of a new entrance for the Wilson River Highway into the city and that in so doing it would be necessary to pass through his property. Sale of the house, he stated, had been almost consummated. but when the prospective buyer heard of this condition he refused to close the deal. He asked the Commission to purchase his house and lot inasmuch as it would be required eventually in construction of the new highway entrance. Chairman Chandler stated that no survey has been adopted for a revised Wilson River Highway entrance into the city and that the Commission does not know where the highway will go. and as a result there is nothing that the Commission can do. In the discussion following, it was pointed out that at a meeting held in Tillamook during the Commission's inspection trip in June, 1951, the City Council asked the Commission to make a study with a view in mind of establishing a one-way street plan which included a revision of the Wilson River Highway entrance, and that a preliminary investigation was made later on but no stakes were set and no definite survey line determined; moreover, no provision has been made in any construction program for the project, so the Commission is

not in a position to take any action at this time. Dr. Friedrich then asked for a letter from the Commission stating, in writing, that the Commission does not intend to construct the project within the next three years. He was instructed to direct a letter to the Commission's Secretary requesting such information and he would receive as complete a reply as can be given at this time.

Mr. W. H. Lynch, Division Engineer, U.S. Bureau of Public Roads was present and requested a conference with the Highway Commission to arrange a program for Forest Highway funds for the fiscal year 1953. He was advised that it would be satisfactory to hold such conference during the Commission's next regular meeting.

Consideration was given by the Commission to the adoption of a working budget for the calendar year 1952, as prepared by the Engineer, totaling $59,551,000 and comprising the following items:

Capital Outlay	$ 42,764,000
Maintenance	11,963,000
Operation	3,535,000
Debt Service	1,289,000

Details with respect to the proposed expenditures were supplied by the Engineer in the form of six exhibits, marked Exhibit "A" through Exhibit "F", inclusive. As a result of careful study of all the items comprising the budget, the Commission unanimously approved the budget as submitted, upon motion of Commissioner McIver and seconded by Commissioner Reynolds, subject to the following:

(1) Re Item 5-b on Page 4 of Exhibit "C", which anticipates an expenditure of $2,000 in connection with the operation of Boardman Oasis: The Commission ordered this expenditure held up until it is specifically authorized by Commissioner Reynolds.

(2) Re budget for purchase of equipment as detailed in Exhibit "F": It appeared to the Commission that no provision has been made for the purchase of an additional stripe painting machine, which the Commission feels is essential in order to expedite the striping of highways, and to provide additional safety for the traveling public. The Commission ordered the purchase of an additional striping machine at once, and in this connection instructed the Engineer to pay stricter attention to the striping operations than has been given in the past to the end that such operations shall be started as early in the spring as weather conditions will permit, regardless of the fact that some of the stripes will be obliterated by paving and oiling operations later, so the traveling public will have the benefit of the stripes at the

earliest possible time. It was the feeling of the Commission that it would be possible for the striping crews to restore obliterated stripes before the rainy season sets in in the fall.

(3) Re purchase of new equipment: Commissioner Reynolds questioned the economy of maintaining automobiles for a period of five years or more. He gave as his feeling that it is poor economy to spend money to keep old equipment in a good state of repair after the equipment has outlived its initial usefulness and that it would be better to replace it with new equipment. The Engineer was instructed to review the equipment records and to report to the Commission facts from which the Commission may determine how long a piece of equipment should be kept in service as an economical proposition.

(4) Construction of a general shop building in Bend: The Engineer advised that this item was overlooked in preparing the budget. He estimated the cost of the building at about $150,000 and he requested approval of the expenditure because the building is badly needed. The Commission unanimously approved increasing the budget by such amount.

(5) The Commission unanimously approved the budget for State parks items, subject to action taken by the Commission previously at this meeting.

(6) The Commission also unanimously approved the budget for the Travel and Information Department, subject to action taken by the Commission on this subject at its meeting on October 19, 1951.

(For details of the budget as originally proposed by the Engineer, dated October 19, 1951, and as adopted by the Commission, dated November 19, 1951, see copy of budget in Special Budget files.)

A delegation from Lane County, consisting of County Judge D. T. Bayly; Oren King, City Manager of Eugene; L. B. Bartlet, City Manager of Springfield; and Oliver Larson, Secretary of the Springfield Chamber of Commerce, was present regarding a program to correlate street, road and highway planning and construction in the Eugene-Springfield metropolitan area. Judge Bayly headed the group. He said that the metropolitan area, including Eugene, Springfield and the surrounding territory is very much congested, and that they have in mind a working arrangement with the State Highway Commission to relieve the situation. He proposed the following projects, which, he said, are arranged in priority status:

1. Extension of the Mohawk County Road from the intersection of Mill and "Q" Streets in Springfield to the Ferry Street Bridge in Eugene. He said that this will involve the designation of the road as a State Second-

ary Highway and, if the Highway Commission will do that, the County will assume jurisdiction over the present State secondary highway which extends south from Eugene. He advised that the county has available the sum of $42,000 for the purchase of right of way along the proposed route, but they would like to have the benefit of the State's organization to do the buying. He suggested a right of way at least 160' wide with complete restriction of access. He also suggested that Federal Aid Secondary highway funds should be used for construction. He asked the Commission to authorize an immediate investigation to determine the proper location for the road.

2. Straightening and paving the Jasper Bridge-Willamette Highway Section of the Springfield-Creswell State Secondary Highway. Judge Bayly urged an early reconnaissance survey of the project and construction as soon as the Commission is able to finance it. He recommended approval of the project as second only to the Mohawk Road extension.

3. Construction of an overhead railroad crossing leading from Blair Boulevard to River Road in the City of Eugene. Judge Bayly urged this as a Federal Aid Urban project to relieve extreme congestion of traffic to and from the River Road area caused by trains blocking the presently existing railroad grade crossing. He suggested a cooperative arrangement between the City of Eugene and the State to finance the work.

4. Construction of a truck by-pass route westward from the Mill Street overhead and Ferry Street Bridge to First Avenue and West Eugene, between Skinners Butte and the Southern Pacific Railroad tracks. He urged this improvement to get the trucks away from the business district of Eugene, particularly logging trucks, which, he said, presently are a hindrance to the free flow of traffic on the city streets.

Judge Bayly requested a reconnaissance survey of all four projects to determine their relative importance, and he exhibited a map showing the location of each. Chairman Chandler advised that the Commission is somewhat familiar with each of these projects, but is not now in a position to make any statement in respect to any of them. He pointed out that an economic study of the Eugene area is now being carried on to determine a highway plan for this district, and he advised that the Commission will give consideration to the projects presented at this meeting when it studies the Engineer's report, which, it is expected, will be rendered within the next few months.

Chairman Chandler inquired as to the status of right of way matters in connection with the proposed highway project in the City of Springfield. He was informed by Mr. Bartlett that negotiations with the Southern Pacific Company are being pressed, and it is expected that they will be completed within the not distant future.

A delegation was present representing Tillamook County and the Portland Chamber of Commerce regarding construction of a roadway into

Cape Lookout State Park. This delegation was headed by County Judge Otto Effenberger of Tillamook County, and included the following: Wes Schulmerich, County Commissioner; Clyde Metcalf and Charles Ross, members of the Tillamook Chamber of Commerce; Vern Tinnerstet, Manager, Oregon Coast Highway Association, Tillamook; R. B. Miller, representing the Kiwanis Club, Tillamook; George Goodrich, representing the Tillamook Taxpayers Association; Arthur Kirkham, representing the Recreational and Natural Resources Committee of the Portland Chamber of Commerce; and Mr. Parks, also of Portland Chamber of Commerce. Judge Effenberger advised that the present road leading to the Cape Lookout State Park is a county road, which ends about two miles from the park. It is known as the Whiskey Creek Road and the county would like very much for the State to assume jurisdiction of the same and to extend it into the park. He called upon Mr. Kirkham to explain details. Mr. Kirkham described briefly the type of park, stating that it is an Alaska type promontory with cliffs straight down to the ocean, that it is a beautiful double forest, some trees lying horizontally and other trees growing over them, a peculiarity, he said, that is not seen in other locations, in fact, he added, the park is not duplicated anywhere in the United States. He advised that the present road is quite satisfactory as is, and he urged construction of the two-mile extension as a bulldozer type of operation with gravel surfacing only. Others speaking in behalf of the project were Messrs. Miller, Goodrich, Parks, Tinnerstet, Ross, Metcalf, and County Commissioner Schulmerich, who advised that the county will cooperate by furnishing equipment. Chairman Chandler advised that the Commission is familiar with the project, having discussed it previously at this meeting, and that to provide a standard road would cost approximately $144 000, which the Commission does not have immediately available. However, if all that is wanted is the construction of a low type road extending from the end of the present road into the park, that is another thing, and the Commission will give it further study. The State Parks Superintendent was thereupon instructed to render another report to the Commission at its next meeting based on constructing such a road on the two-mile section only.

The meeting recessed for luncheon at 12:00 o'clock noon and reconvened at 1:30 p.m., with the same persons present and participating.

The Commission had under discussion the setting of a date for its next regular meeting and decided tentatively to hold such meeting on Thursday, January 31 and Friday, February 1, 1952 in Portland. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel. (January 31 and February 1 were later definitely set by the Commission as the date for this meeting.)

A delegation including the following persons was present regarding acquisition of an addition to Bald Peak State Park, situated adjacent to the Hillsboro-Silverton State Secondary Highway on Chehalem Mountain, Washington County: Messrs. Garnet Cannon, Thornton G.

Munger, B. F. Cole, David B. Charlton, and Marshall N. Dana, representing the Recreational and Natural Resources Committee of the Portland Chamber of Commerce, Mrs. Bertha Blakeway, Hillsboro Chamber of Commerce; E. L. McIntyre, County Engineer of Washington County, Jim Lewis, Beaverton, County Commissioner of Washington County, Charles Newman and A. W. Youngberg, McMinnville, County Commissioners of Yamhill County, and Mr. Wilkins, representing the Newberg Chamber of Commerce. Mr. Cannon headed the group. He read aloud a prepared statement in which is recommended: "that the State Highway Commission purchase the area involving some 30 acres immediately to the north of the present Bald Peak State Park and including a source of water, providing such purchase can be made at a fair price". The following is quoted from the statement in support of the recommendation: "First, drinking water is not available at the Park. For picnics and other occasions, water must be carried a considerable distance. Second, the present park area is quite small for such an admirable site. There is not even adequate provision for parking. Third, the inspiring view to the north, overlooking the beautiful Tualatin Valley, can be entirely obscured by development of private land to the north, now separated from the park by the road."

It was the feeling of the group. as pointed out in the statement, that the park, with this addition, can be developed at modest expense to become one of the outstanding parks of the Oregon State Park System.

Speaking in behalf of the project were Mr. Wilkins, who stated that the acquisition of the additional area would help materially in attracting tourists to that particular section of the State; Mr. Dana, who stated that acquisition of the additional area is necessary to control the scenic outlook to the north. He gave as his opinion that the expense of the proposed addition is fully warranted provided the cost is within reason; Mr. Munger, who mentioned that the park is within 30 minutes driving time of about half of the people of the State of Oregon and is within easy reach of both urban and farm people. He stated that a number of societies hold picnics there and gave as his feeling that the expense of acquiring the additional land is fully justified. He urged purchase of the property at once. Others speaking were Messrs. Lewis and Newman, and Mrs. Blakeway.

Chairman Chandler advised the group that this matter has been before the Commission on several occasions in the past, having been presented by the former State Park Superintendent, Mr. S. H. Boardman, who recommended purchase of the additional 30 acres if it can be acquired at reasonable cost, but not at the price of $19,800 which the owner has been demanding. The Commission, he said, felt that it was not justified in paying such a price for the property. Mr. Dana gave as his feeling that a price of $200 per acre is reasonable, or a total of $6,000 for the property. Chairman Chandler concluded the conference by stating that if the property can be purchased from the owner at $6,000, the Com-

mission will buy it. The matter was referred to the State Park Superintendent to negotiate with the owner on such basis.

A delegation representing Wheeler, Gilliam, Sherman and Wasco counties and consisting of the following persons was present and requested additional improvements to the Wasco-Heppner State Secondary Highway between Condon and the John Day River: Loyd Brady, City Manager, The Dalles; Van Rietmann, Condon Chamber of Commerce; Bob Patching, Rancher, Condon; Caroline Patching, Condon; Jack Steiwer, Secretary, Fossil Community Club; Fred Misener, member, Community Club, Fossil; and Stewart Hardie, State Senator, Condon. Mr. Patching stated that they are asking the Commission to construct an oiled surface on the unoiled section between Condon and the John Day River. Mr. Reitman stated they are particularly interested in the section of highway immediately west and north of the oiled section west of Condon, that the present rock surface is thin and that a few days previously several trucks had got stuck in the mud. The Engineer explained the present plans of the Commission which includes an expenditure of $65,000 next year for additional improvements west of the John Day River crossing. Senator Hardie said that they approve the expenditure of $65,000 as planned and do not want the sum diverted, but they do want also the oiling of the section east of the bridge. Mr. Brady endorsed the project in behalf of The Dalles Chamber of Commerce. Chairman Chandler advised that the Commission is not prepared to give a definite answer today but will get a report from the Engineer and decide later what, if anything, can be done. The Engineer was thereupon instructed to look into the matter. Mr. Steiwer endorsed this project and inquired if the Commission has reached a decision with respect to improvement of the John Day Highway between Service Creek and Spray. He was informed that the Engineer's report on such subject has not yet been rendered so the Commission is not prepared to take action in the matter.

Mr. Russell Hubbard, Reedsport, and his son John K. Hubbard, appeared before the Commission concerning a settlement for his property that is needed as right of way for an improvement of the Oregon Coast Highway south of Reedsport. He stated that he had been offered $15 000 for his property and access rights to the highway, which amount he declared is far less than its actual value. He asked for $55,000 and that he be granted more points of access. In the discussion following it was brought out that the State intends to build a 20-foot oiled frontage road on the north side of Mr. Hubbard's property and allow him access thereto; also that he has been granted three non-commercial accesses to the highway. It was the feeling of the Commission that Mr. Hubbard has been dealt with fairly and that the plan of the proposed improvement is satisfactory. Accordingly the Commission instructed the Chief Counsel to proceed with condemnation proceedings for acquisition of Mr. Hubbard's property if he will not sell it for the amount of the original offer, $15,000.

The Commission considered the following items of unfinished business as shown on the Secretary's list dated November 9, 1951:

(1) Improvement of Mt. Hood Highway between Parkdale and Hood River: The Engineer reported that his investigation of the three bad places mentioned by the Hood River delegation on November 9 has not yet been completed. The Commission ordered this item retained on the list of Unfinished Business.

(2) Acquisition of Lloyd property along Banfield Expressway in Portland: The Right of Way Engineer reported that the Lloyd people have completed their appraisals of this property, the land being appraised at $427,687.00, and damages at $132,985.00 - total $560,672.00, and they wish it stipulated in an agreement that they are to receive an additional $40,000 when connections with Lloyd Blvd. are constructed. He pointed out that the State's high appraisal is in the amount of $408,800. He gave as his feeling that there is no common ground for further arbitration in view of which he recommended condemnation of the property and an offer of $408,800 in connection therewith. Commissioner McIver advised that the Lloyd Corporation has asked for a meeting among its appraisers and those of the State to determine if an agreement can be reached. He suggested approval of the request and that the Chief Counsel proceed with condemnation on the basis of paying $408,800 for the property, if the appraisers cannot agree. The Commission approved the suggestion and ordered this item deleted from the list of Unfinished Business.

(3) Maintenance of the Paulina Secondary Highway: The Engineer reported that the economic survey heretofore ordered by the Commission, is now under way but his report on the subject will not be ready until next spring. This item is to remain on the list of Unfinished Business.

(4) Design of signs to be erected at ends of projects under construction: The Engineer advised that his report on this subject will be ready for the Commission at its January meeting. This item is to be retained on the list of Unfinished Business.

(5) Damage to Dodge Bridge on the Sams Valley Secondary Highway: The Chief Counsel reported that a complaint has been filed to collect damages from the Central Heating Company or its bondsman. The Commission approved the report and ordered the item removed from the list.

(6) Proposed development of "Koberg" Park near Hood River: This item was ordered deleted from the list of Unfinished Business as it is planned that the Commission will look at the park on one of its trips during 1952.

(7) Sale of houses in Roseburg; report on cost of houses and receipts when sold: The Right of Way Engineer stated that the houses will not be sold until construction of the highway is programmed. In view thereof, the Commission ordered the item deleted from the list of Unfinished Business.

(8) Purchase of land at Garrison Corner on the Nyssa-Adrian Highway: The Engineer reported that a description of the property has been furnished the Right of Way Department and that negotiations are underway to secure an option. The Commission ordered the item deleted from the list of Unfinished Business.

(9) Request of Elmer Bankus for return of land near Brookings: The Engineer recalled that action on this request had been deferred at the November 8 meeting due to the absence of Chairman Chandler. Chairman Chandler stated that he did not approve the request of Mr. Bankus. The Commission ordered this item deleted from the list of Unfinished Business.

(10) Timber cutting encroachment on the Oregon Coast Highway near property of T. H. Banfield: The Commission instructed the Chief Counsel to take necessary steps to collect any damages due. This item to remain on the list of Unfinished Business.

(11) State Parks Budget for 1952: The Commission ordered this item deleted from the list because it was disposed of earlier in this meeting.

(12) Speed-up in submitting offers for property under condemnation: This item was ordered deleted from the list of Unfinished Business inasmuch as it had been disposed of earlier in the session.

(13) Highway Budget for year 1952: This item was ordered deleted from the list inasmuch as the Budget had been adopted by the Commission earlier in the session.

(14) Extension of service road into Milwaukie and acquisition of right of way on west side of McLoughlin Boulevard on US99E. The Right of Way Engineer advised that since the meeting on November 9 he discussed this matter with members of the delegation that appeared before the Commission on that day and he now believes that the city will deed to the State the property that the State wants on the west side of the highway, including right of access, if the State will construct a "button hook" connection on the east side of the highway at Harvester Drive, similar to the existing connection on the west side of the highway at this point. The Commission approved such proposition and authorized the Right of Way Engineer to make a proposal to that effect to the city. The item is to remain on the list of Unfinished Business.

(15) Request of Fossil Community Club that $45,000 be spent on the Service Creek-Spray Section in lieu of work on the Butte Creek-Summit Section of the John Day Highway: The Engineer advised that pursuant to instructions given him at the meeting November 9, an investigation of the request is being made and that the results thereof will be reported as soon as is possible. This item is to be retained on the list of Unfinished Business.

(16) Request of the Lakeview delegation for improvements to city streets that are highway routes: The Commission earlier in the session discussed the Engineer's report on this subject and decided at that time to construct at least a portion of the requested improvements during 1952 if funds are available to finance the work. The item is to be deleted from the list of Unfinished Business.

The Commission discussed with the Engineer the bids received at the morning session for contract work and at 3:00 p. m. Commissioner Reynolds announced the Commission's decision with respect to each project as follows, the Commission's action being by unanimous vote:

"Construction of rock base and paving of 2.04 miles on the Big Creek Section of the Columbia River Highway in Clatsop County. Vernie Jarl, Gresham, submitted the low bid for this work at $123,142. Four higher bids were submitted. The Commission has awarded this contract to the low bidder, Vernie Jarl, at his bid price.

"Grading and shaping 4.6 acres on the west Prineville Roadside Improvement Project on the Madras-Prineville and Ochoco Highways west of Prineville, in Crook County. Ernest Ferrante and Company of Portland submitted the low bid for this job at $14,541.28. Four higher bids were received. The Commission has awarded the contract to the low bidder, Ernest Ferrante and Company, at their bid price.

"Grading and oil mat surfacing on the Austin-Squaw Creek Unit of the Austin-Unity Junction Section, and on the Austin Spur Section of the John Day Highway east of Prairie City, in Grant County. The low bid for this job was submitted by Durbin Brothers, Eugene, at $218,174. Four higher bids were received. The Commission has awarded this contract to Durbin Brothers, the low bidder, at their bid price.

"Grading, surfacing and bituminous macadam on the Prairie City (Johnson Avenue) project, in Grant County. Durbin Brothers, Eugene, submitted the only bid for this project at $9,777. The Commission has awarded the contract to Durbin Brothers at their bid price.

"Construction of 4.5 miles of base and paving on the Judkins Point-Goshen Section of the Pacific Highway east of Eugene, in Lane County. E. C. Hall Company and J. C. Compton Company, McMinnville, bidding as a joint venture, submitted the low bid for this job at $386,361. Six higher bids were received. The Commission has awarded the contract to the low bidder, E. C. Hall Company and J. C. Compton Company at their bid price.

"31.6 miles of paving on the Quartz Creek-North Plains Unit of the Necanicum Junction-North Plains Section of the Sunset Highway, in Washington and Clatsop counties. The low bid for this job was submitted by Porter W. Yett, Portland, in the sum of $507,900. Eight higher bids were submitted. The Commission has accepted the bid of Porter W. Yett in the sum of $507,900 and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of bridges on the Jones Ranch-Mitchell Section of the Ochoco Highway west of Mitchell, in Wheeler County. The low bid for this job was submitted by R. H. Jones, Hillsboro, at $106,071. Nine higher bids were submitted. The Commission has awarded the contract to R. H. Jones, low bidder, at his bid price.

A delegation from the city of Medford appeared before the Commission and requested advice concerning proposed extensions to and improvement of a number of city streets as they relate to possible future highway construction in that vicinity. Present were: Chester Hubbard, President of the Medford Chamber of Commerce; D. L. Flynn, Mayor of the City of Medford; R. A. Duff, City Superintendent, Medford; and Paul B. Rynning, Jackson County Engineer, Medford. Mr. Hubbard and Mr. Rynning explained what they have in mind. As a result of discussion the Commission authorized and instructed the Engineer to send the Traffic Engineer to Medford to discuss with the group their local problems, it being understood that such authority does not include the making of a survey.

The Right of Way Engineer presented for the Commission's consideration a proposed settlement of the claim of D. E. Richardson for right of way obtained from him for the Cedar Point-Coquille Section of the Oregon Coast Highway. He recommended payment of the sum of $288.05 to Mr. Richardson as settlement in full. The Commission approved the recommendation.

The Commission considered and upon the favorable recommendation of the Right of Way Engineer approved an agreement with Jack Schrieber extending a lease for a stockpile site on the Oregon Coast Highway at Mile Post 185.85 from January 15, 1952, to January 15, 1954, for a consideration of $50.00 for the two-year period. (The Commission signed the lease extension later in the session.)

The Commission considered and upon recommendation of the Right of Way Engineer approved vacation of portions of Beach Avenue and 10th Street in the townsite of Winchester Bay, Douglas County as requested by Hayward C. and Katherine C. Stacey. The Right of Way Engineer advised that such vacation would not be detrimental to the State.

(The Commission signed the "Consent to Vacate" form later in the session.)

The Right of Way Engineer presented the matter of a change in access points heretofore approved for the Lena G. Richmond property on NE Union Avenue, Portland, which property is under lease to the Standard Oil Company, and is described as Lots 7, 10 and 11 of Block 29, Love's addition to Portland. He explained that this indenture of access is to revise the record of the access points provided for in the original conveyance, and that the change conforms to the curb openings which were made during construction of the project. The Commission approved the changes as presented. (An "Indenture of Access" was signed by the Commission later in the session.)

The Commission considered and accepted a report from the Right of Way Engineer showing costs of right of way acquired for projects which were contracted by the Commission between June 1 and November 1 1951. (See General Files for report as presented.)

The Right of Way Engineer presented the matter of possible condemnation of the Fred Meyer warehouse property to be acquired as right of way for the T. H. Banfield Expressway in Portland. He pointed out that on December 13 he had directed a letter to the members of the Commission outlining several proposals for acquisition of the property and recommended that immediate steps be taken to acquire the entire Fred Meyer warehouse either by negotiation or condemnation. The Commission deferred action on the matter until its next meeting. The Right of Way Engineer was instructed, in the meantime to discuss the matter further with Commissioner McIver.

The Chief Counsel presented a request from Harry L. and Gladys V. Perkins that the Commission enter into a written agreement with them to raise buildings located upon their property so as to conform with the proposed grade of the Zig Zag-Rhododendron Section of the Mt. Hood Highway if and when the highway grade is raised by the U. S. Bureau of Public Roads. He recalled that construction had been contemplated at an earlier date but had been postponed, and that previously the Commission had authorized the raising of the buildings to correspond with a change in the grade line. Mr. W. C. Williams, Assistant State Highway Engineer, pointed out that no work had been done on the project, in fact, the survey for the improvement has not yet been approved. The Chief Counsel recommended that no agreement be entered into and that the Commission's previous action be cancelled. The Commission approved his recommendation and so ordered.

The Chief Counsel requested and the Commission authorized prosecution of a lawsuit against Glenn J. Beringer et al for specific performance of an option to sell to the State for right of way purposes, for $225.00, property located between Engineer's Stations 445+13 and 449+38 on the Mehama

Mill City Section of the North Santiam Highway in the NE quarter of Section 18, Township 9 South, Range 24, W. M., Marion County.

The Chief Counsel outlined a proposed moving of some of the personnel of the Legal and Right of Way Department to the fifth floor of the State Highway Building in Salem, which will require an expenditure of approximately $600.00 for a temporary type partition. He requested authority for the expenditure. The Commission approved the request unanimously.

The Chief Counsel brought up for discussion the condemnation case against Ewing and Rand of Heppner for right of way. The jury in the case, he said, awarded a verdict of $1,400 to the defendants which really is in favor of the State. The Commission approved payment of such sum.

The Chief Counsel requested instructions as to action that he should take with respect to the request of property owners that the State negotiate with them a settlement of alleged damages to their properties abutting upon Marion Street between Commercial Street and Water Street in Salem, by reason of construction of the east approach to the new bridge over the Willamette River at such location. The Commission ordered that no negotiations be entered into and that no action be taken pending the actual filing of suits for damages by the complaining parties.

The Commission again considered the diversion of interest money earned by reason of investment of revenue received from the sale of highway bonds, which interest money at present is being directed into the State General Fund. The Chief Counsel reviewed the several laws pertaining to the subject and gave as his opinion that the Commission has basis in law to request that such interest money be placed in the Highway Fund. The Commission instructed the Chief Counsel to make a further check of the laws pertaining to the subject, and if he finds nothing therein that would alter or change his opinion as expressed today, to prepare a letter directed to the State Treasurer requesting that such interest funds be placed to the credit of the Highway Fund. The letter is to be prepared for the signatures of the members of the Highway Commission.

The Engineer reported concerning results of bids received in Salem on December 12, 1951, for the purchase of used equipment and scrap materials located at the Salem Highway Shops. He pointed out that the high bids received for the various items totaled $26,327.37 whereas, the Engineer's estimate of the value of the equipment and scrap is $14,556.50. He recommended that the high bids be accepted with the exception of Item No. 66, a Star churn drill, Dept. No. 39-902, and that the bids received for this item be rejected because it has now been determined that the Department has use for the drill. The Commission unanimously approved the recommendation.

191127

The Commission discussed a report from the Engineer on a request for an all-weather highway connecting the McKenzie Highway and the Santiam Highway via Belknap Springs and Clear Lake. The Engineer recalled that at the August meeting of the Commission a delegation appeared in the interests of such road and that he was instructed to make a reconnaissance survey of the same. This survey, he stated, has been made and the findings indicate that the total length of the project is 18.3 miles and that to construct it, including $3\frac{1}{2}$ inch asphaltic concrete base, will require about $1,100,000. As a result of discussion the Commission ordered that the proponents of the project be informed that no funds are available at this time to finance such project.

The Commission considered a request from Chester A. Hubbard, President, Jackson County Chamber of Commerce, that a roadway be constructed from Dodge Bridge to the edge of the Rogue River, for the benefit and convenience of fishermen in launching their boats. Also considered was a proposal by the State Game Commission for a cooperative arrangement to provide public boat launching sites generally, along fishing lakes and streams. The Engineer recalled that similar requests had been made in the past and denied on the basis of not wishing to establish a precedent for constructing such facilities. As a result of discussion, the Commission instructed the Engineer to consult with the State Game Commission and then render a full and complete report on the subject.

The Commission confirmed its approval of an agreement previously signed with the Bureau of Public Roads providing for maintenance by the State, at Federal expense, of a section of the Pendleton-John Day Forest Highway Project north of the city of Mt. Vernon during the winter season when the Government's contractor's operations are closed down.

Consideration was given by the Commission to an agreement with the Southern Pacific Company covering highway encroachment on railroad property between Coos Bay and Overland on the Oregon Coast Highway, Coos County. The Engineer stated that the agreement had been carefully examined and in its present form is satisfactory. He recommended that it be approved by the Commission. The Commission approved the recommendation. (The Commission signed the agreement later in the session.)

The matter of renewing medical and hospital coverage agreements with the National Hospital Association and with the Oregon Physicians Service was considered by the Commission. The Engineer reviewed briefly the most important features of both contracts, including changes proposed by the Oregon Physicians Service, and recommended that the Commission renew the agreement with the National Hospital Association but defer action on its approval of the Oregon Physicians Service agreement due to a number of changes detrimental to the interests

of the employees. After some discussion the Commission approved renewal of the National Hospital Association agreement as recommended by the Engineer. The Engineer was instructed to consult with officials of the Oregon Physicians Service in an attempt to negotiate the elimination of the objectionable features in its new contract. The results of such conference are to be reported to the Commission by telephone when further instructions will be given.

The Commission authorized payment of membership dues for the year 1952 in the American Association of State Highway Officials, amounting to $675.00.

The Commission authorized the Director of the Travel Department, Mr. Carl Jordan, to attend a meeting of the Directors of the Pacific Northwest Traffic Association in Spokane, Washington, on January 11, 1952, at State expense which is estimated at $50.35.

The Engineer presented for the Commission's consideration a proposed agreement with the Southern Pacific Railroad Company covering installation of a flashing light signal at the intersection of Summer and Union streets in Salem and the re-arrangement of an existing signal at the intersection of Capitol and Union streets. He explained that the agreement has been prepared on the basis that work will be performed by the Railroad Company and the State will reimburse the Railroad for the entire cost which is estimated at $6,600. He recommended that the agreement be approved. The Commission adopted the recommendation. (Later in the day the Commission signed the agreement.)

The Engineer brought up for discussion the selection of projects to be financed next year with about $8,000,000 of highway bond money, in case additional bonds are sold. He was instructed to send to each member of the Commission a list of desirable projects.

Commissioner Reynolds mentioned receipt of numerous complaints regarding "slick" spots on the recently completed Willow Creek-Boardman Section of The Old Oregon Trail. The Engineer was instructed to investigate the spots and apply a remedy as may be needed.

Commissioner Reynolds also mentioned complaints received regarding methods used by State forces in making repairs to the Lewis and Clark River Bridge at Astoria. The nature of the complaints, he said, indicate that the work should have been done by contract and that the public would have been less discommoded had it been done in that manner. The Engineer was instructed to give the matter thought when undertaking similar work in the future.

Chairman Chandler inquired as to the status of right of way acquisition on projects for which bids are to be received by the Commission at its January, 1952 meeting. The Right of Way Engineer reported details.

The Commission discussed a possible encroachment of the Secretary of State's building on highway right of way at Oregon City. The Engineer explained that it has been very difficult to determine the exact right of way boundaries at this location and that he is now having a title search made on the matter and when the actual boundary lines are determined he will advise the Commission.

Chairman Chandler instructed the Engineer to keep up to date the map furnished the members of the Commission showing the location of survey parties, by revising it every two or three months.

Chairman Chandler also brought up the matter of unfulfilled commitments appearing on the monthly financial statement prepared by the Accounting Division. The Manager of the Accounting Division was instructed to render a report at the next meeting regarding the status of all such unfulfilled commitments with a view in mind that some of them may be eliminated.

Chairman Chandler instructed the Engineer to prepare a statement showing a segregation of engineering costs on the various types of contract work, such as grading, paving, rock production, bridges, buildings, surfacing contracts, et cetera, to give the Commission an idea as to what this expense amounts to. He commented that engineering costs appear to be unusually high on some of the small jobs.

The Commission signed agreements and other papers as follows:

Deed conveying property in Portland to high bidder for its purchase on November 30, 1951.

"Indenture of Access" to Edson McCanse property on LaGrande-Ladd Canyon Section on US30.

Agreement with Union Pacific Railroad Company covering extra width right of way needed at overcrossing on US30 south of Hermiston.

Quitclaim Deed conveying certain property to Weyerhaeuser Timber Co. on Catching Slough-Enegren Ferry Section of Coos River Highway.

Extension rider covering renewal of material site lease from OWR&N Co. near Mile Points 32 and 34 on John Day Highway.

Two-year ground lease with Long-Bell Lumber Co. for borrow area on Mill Creek Section of Umpqua Highway.

Agreement with Willamina and Grande Ronde Railroad Company covering right of way across highway property at Bolon Island, Douglas County.

"Consent to Vacation" of certain streets in Saratoga Park subdivision on Mount Hood Highway, Clackamas County.

Agreement covering renewal of previous agreement with City of Pendleton for maintenance of landscaped area at junction of Old Oregon Trail and Oregon-Washington Highway near east city limits of Pendleton.

"Indenture of Access" re changes in access from Kerr and Olsen properties to the Salem-Hayesville Section of the Pacific Highway, Marion County.

8 Deeds conveying houses to purchasers of said houses on Salem By-Pass.

Agreement with OWR&N Co. and Union Pacific Railroad Co. covering easement for right of way and relocation of crossing signal on Old Oregon Trail at Cairo, Malheur County.

Extension of agreement with City of Portland covering maintenance of a Guest Center on State Highway property on Harbor Drive.

"Indenture of Access" covering property on Union Avenue, Portland owned by Lena G. Richmond under lease to Standard Oil Company.

Agreement with Southern Pacific Company covering the granting of easements for encroachments of Oregon Coast Highway on railroad property between Coos Bay and Overland.

Agreement with Jack Schrieber extending lease of stockpile site on Roosevelt Beach-Squaw Creek Section of Oregon Coast Highway, Lane County.

"Consent to Vacation" of portions of Beach Avenue and Tenth Street in the townsite of Winchester Bay.

Agreement with Bonneville Power Administration covering moving of power pole on the unit of the West Portland-Hubbard Highway which is scheduled for bids at the January-February meeting.

Agreement between State Highway Commission and Linn County granting right of access to State in return for right of Linn County to remove materials from State Quarry on Saddle Butte.

Project Agreement between the State Highway Commission and the Bureau of Public Roads concerning payment of Federal Aid for construction of highway in Hood River and Wasco Counties.

Agreement between the State Highway Commission and the Southern Pacific Company concerning the installation of flashing signals at the crossings of Summer Street and Capitol Street.

Agreement between the State Highway Commission and the Bureau of Public Roads concerning a cooperative agreement for winter maintenance on Oregon Forest Highway Project 34-B4, C, Pendleton-John Day Highway.

There being no further business to come before the Commission at this time the meeting adjourned at 4:40 p. m.

Chairman

State Highway Engineer

Commissioner

Commissioner

Secretary

EXHIBITS "A" THROUGH "N"

Minutes of

December 20 and 21, 1951

EXHIBIT "A"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD.-WHITE SCHOOL SECT. WEST PORTLAND-HUBBARD HIGHWAY

17489 - Ellman, Maudie and Howard (Smith)
Right of Way
Option expires April 10, 1952

.45 acres at $300 per acre	$ 135.00
20 rods of fence at $4.50 per rod	90.00
Damages	605.00

Amount to be paid owner - chrg to Right of Way $ 830.00

THINGS TO BE DONE BY THE STATE:

Build a frontage road.

Access controlled - no access allowed

(cont.)

19133

EXHIBIT "A" (cont.)

Boones Ferry Road-Marion County Line Unit-Barbur Blvd.-White School Section West Portland-Hubbard Highway (cont.)

17888 - Jones, Mary E. and Crump (Leonard R. & Jaunita Smith hold option to buy) (Smith)
Right of Way
Option expires May 13, 1952

.62 acres at $700 per acre	$ 434.00
25 rods of fence at $3.50 per rod	87.50

Total consideration - chrg to Right of Way $ 521.50

Amount to be paid to Mary E. and Crump Jones 295.82
Amount to be paid to Leonard R. and Jaunita Smith 225.68

Access not controlled -

17500-A-Thornton, High R. and Faye (Smith)
Right of Way
Option expires May 8, 1952

7.5 acres at $375.00+ per acre	$2,814.00

Amount to be paid owner - chrg to Right of Way $2,814.00

Access controlled - no access allowed

17513 - Seely, Susanna G. (Smith)
Right of Way
Option expires January 20, 1952

1 acre at $1,000 per acre	$1,000.00
11.88 acres at $300 per acre	3,564.00
.49 acre at $500 per acre	225.00
Allowance - for moving and re-establishing ten bldgs.	19,482.00
- 340 rods of fence at $4.50 per rod	1,430.00
- new well	1,200.00
- severance damages	4,762.00

Amount to be paid owner - chrg to Right of Way $31,663.00

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 523+50.
State to construct irrigation crossing at Station 513+80, to be 12" metal pipe. Est. cost $720.00

(cont.)

EXHIBIT "A" (cont.)

Boones Ferry Road-Marion County Line Unit-Barbur Blvd.-White School Sect. West Portland-Hubbard Highway (cont.)

17513 - Seely, Susanna G. (cont.)

THINGS TO BE DONE BY THE STATE: (cont.)

Construct access across Boones Ferry Rd. opposite farm crossing at Station 523+50. State to construct frontage road at Station 524+40 to 537+00, easterly side, and at Station 510+30 to 528+00, westerly side. Land abutting Parcel 2 to have unlimited access to frontage and interchange roads.

Grantor reserves right to cut, and/or remove trees.

GRAND TOTAL (Estimate) Chrgd. to Right of Way $32,383.00

Access controlled -

17522 - Irion, Don G. and Helen F. (Smith)
Right of Way
Option expires January 6, 1952

.53 acre at $1500 per acre	$ 795.00
0.6 acre at $1050 per acre	630.00
5.53 acres at $500 per acre	2,765.00
Allowance - 147 rods of fence at $4.00 per rod	588.00
- shrubbery and lawn	428.00
- move and reestablish bldgs. and driveway & utilities	7,428.00
- Damages	3,519.00

Amount to be paid owner - chrg to Right of Way $16,153.00

THINGS TO BE DONE BY THE STATE:

Access to be provided to interchange road approximately at Station 5+70 on interchange road.

Access controlled - no access allowed

17514 - Montague, W. R. and Marjorie M. (Smith)
Right of Way
Option expires January 20, 1952

(cont.)

EXHIBIT "A" (cont.)

Boones Ferry Road-Marion County Line Unit-Barbur Blvd.-White School Sect. West Portland-Hubbard Highway (cont.)

17514 - Montague, W. R. and Marjorie M. (cont.)

1.01 acres	Lump Sum	$ 1,500.00
Allowance - well, pump, and tank		875.00
- moving barn and sawmill		4,350.00

Amount to be paid owner - chrg to Right of Way $ 6,725.00

Takes all -

SUNSET CAMP-MANNING SECTION-SUNSET HIGHWAY

15325 - Carson, Charles and Alice (Johnson)
Waysides
Option expires May 25, 1952

3.5 acres at $50.00 per acre $ 175.00

Amount to be paid owner - chrg to Parks $ 175.00

THINGS TO BE DONE BY THE STATE:

Grantor to be allowed at his expense, two private accesses at Stations 1748+50 and 1757+20, north side.

Access controlled -

15329 - Delaney, Saverio E. and Barbara A. Malcom H. & LaVeda K. Davis (Johnson)
Waysides
Option expires May 31, 1952

0.68 acre Lump Sum $ 25.00

Amount to be paid owner - chrg to Parks $ 25.00

THINGS TO BE DONE BY THE STATE:

Grantors allowed private access via existing road at Station 1864+20.

Access controlled -

EXHIBIT "A" (cont.)

VERNONIA-MIST SECTION - NEHALEM SECONDARY HIGHWAY

18171 - Fletcher, R. B. and Mary (Benner)
Right of Way
Option expires May 15, 1952

0.042 acre	Lump Sum	$ 60.00
Allowance - 28 rods of fence at $4.00 per rod		112.00
Amount to be paid owner - chrg to Right of Way		$ 172.00

Access not controlled -

18172 - Chalmers, Marvel King and Will R. (Benner)
Right of Way
Option expires May 15, 1952

0.03 acre	Lump Sum	$ 14.00
Allowance - 19 rods of fence at $4.00 per rod		76.00
Amount to be paid owner - chrg to Right of Way		$ 90.00

Access not controlled -

18173 - King, Jack B. and Eleanor M. (Benner)
Right of Way
Option expires May 15, 1952

0.087 acre	Lump Sum	$ 24.00
Allowance - 19 rods of fence at $4.00 per rod		76.00
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access not controlled -

TILLAMOOK-BAY CITY SECTION - OREGON COAST HIGHWAY

17915 - Jacoby, Annie (Haskin)
Right of Way
Option expires May 20, 1952

3.29 acres at $600 per acre	$ 1,974.00
103 rods of fence at $4.00 per rod	412.00
Allowance - severance damages	1,039.00
Amount to be paid owner - chrg to Right of Way	$3,425.00

(cont.)

19137

EXHIBIT "A" (cont.)

Tillamook-Bay City Section - Oregon Coast Highway (cont.)

17915 - Jacoby, Annie (cont.)

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 210+00, 16' wide.
Construct Stock pass, 5' high and 6' wide, at Station 209+00. Estimated cost $3,500.00

Amount to be charged to construction $3,500.00

GRAND TOTAL (Estimated) $6,925.00

Access controlled -

Recommended for Condemnation October 11-51 for $4,000.00

SHERIDAN DEER-CREEK SECTION - SALMON RIVER HIGHWAY

18105 - Teats, B. A. and Jennie — James D. and Charlotte I. Cline (Byrum)
Right of Way
Option expires May 20, 1952

0.035 acre	Lump Sum	$ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

Reconnect two existing 14' drives, south side at Stations 30+50 and 32+00.

Access controlled -

18117 - Wepster, B. M. and Marjorie (Byrum)
Right of Way
Option expires April 30, 1952

3.17 acres at $300 per acre	$ 951.00
148 rods of fence at $4.00 per rod	592.00
Allowance - 3 acres of crop at $15.00 per acre	45.00
- 6 fruit trees at $15.00 per tree	90.00

Amount to be paid owner - chrg to Right of Way $1,678.00

EXHIBIT "A" (cont.)

Sheridan Deer-Creek Section - Salmon River Highway (cont.)

18117 - Wepster, B. M. and Marjorie (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private approach, north side at Stations 117+75 and 103+38, 21' wide.

Access controlled -

18358 - Crowell, Frank and Virginia — Robert & Hattie Leith (Byrum)
Right of Way
Option expires May 19, 1952

29,188 sq. ft. at $.11 - per sq. ft.	$3,200.00	
Amount to be paid owner - chrg to Right of Way		$3,200.00

Takes all -

18100 - Kelley, Mark F. and Bertha (Byrum)
Right of Way
Option expires May 28, 1952

0.419 acre at $1,000 per acre	$ 419.00	
25 rods of fence at $4.00 per rod	100.00	
Amount to be paid owner - chrg to Right of Way		$ 519.00

THINGS TO BE DONE BY THE STATE:

Construct private approach, south side, at Station 62+00.

Access controlled -

18106 - Scudder, Leila K. et al (Byrum)
Right of Way
Option expires May 26, 1952

1.62 acres at $200 per acre	$ 324.00	
1.62 acres at $150 per acre	243.00	
66 rods of fence at $4.00 per rod	264.00	
Amount to be paid owner - chrg to Right of Way		$ 831.00

EXHIBIT "A" (cont.)

Sheridan-Deer Creek Section - Salmon River Highway (cont.)

18106 - Scudder, Leila K. et al (cont.)

THINGS TO BE DONE BY THE STATE:

Construct a 20 ft. private approach at Station 53+90, north side

Access controlled -

18108 - Belton, Howard and Mae (Byrum)
Right of Way
Option expires June 4, 1952

0.56 acres at $300 per acre	$ 168.00	
Allowance - for 4,000 sq. ft. of lawn	200.00	
- 80 rods of fence at $4.00 per rod	320.00	
- fruit trees, 6 at $35.00 each	210.00	
Amount to be paid owner - chrg to Right of Way		$ 898.00

THINGS TO BE DONE BY THE STATE:

Drill new 8" well, and move pump house. Est. cost	$ 880.00	
Replace 250 ft. of 6" tile in front of house. Est.	250.00	
GRAND TOTAL (Estimate) Charged to Right of Way		$2,028.00

Access controlled -

18098 - Irwin, Thomas C. and Valora A. (Byrum)
Right of Way
Option expires May 20, 1952

618 sq. ft. at $0.10 per sq. ft.	$ 61.80	
Amount to be paid owner - chrg to Right of Way		$ 61.80

THINGS TO BE DONE BY THE STATE:

Reconnect existing 12 ft. drive at Station 60+30, south side.

Access controlled -

EXHIBIT "A" (cont.)

Sheridan-Deer Creek Section - Salmon River Highway (cont.)

18102 - City of Sheridan (Byrum)
Right of Way
Option expires May 26, 1952

0.183 acre Gratis

THINGS TO BE DONE BY THE STATE:

Construct private access north side at Station 66+45.

Access controlled -

18101 - Leith, Robert and Hattie (Byrum)
Right of Way
Option expires May 15, 1952

0.048 acre	Lump Sum	$ 48.00
13 rods of fence at $4.00 per rod		52.00

Amount to be paid owner - chrg to Right of Way $ 100.00

THINGS TO BE DONE BY THE STATE:

Reconnect two existing approaches at Stations 62+15 and 66+45, to be 18' wide, north side. (Private)
Reconnect water line if moved.

Access controlled -

18104 - Thompson, J. T. and Elizabeth (Byrum)
Right of Way
Option expires May 7, 1952

0.182 acre at $300+ per acre	$ 55.00
40 rods of fence at $4.00 per rod	160.00
Allowance - shrubs	10.00

Amount to be paid owner - chrg to Right of Way $ 225.00

THINGS TO BE DONE BY THE STATE:

Construct private approach, southside at Stations 26+50 and 30+00.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

Sheridan-Deer Creek Section - Salmon River Highway (cont.)

18107 - Elliott, Milo H. and Clara M. (Byrum)
Right of Way
Option expires April 29, 1952

3 acres at $250 per acre	$ 750.00
50 rods of fence at $4.00 per rod	200.00
Plus low bid for moving barn & shed (A. C. Baumback)	3,114.00

Amount to be paid owner - chrg to Right of Way $4,064.00

THINGS TO BE DONE BY THE STATE:

Construct private road approach on north side at Stations 58+00 and 59+60.

Access controlled -

18114 - Grauer, Ada (Byrum)
Right of Way
Option expires May 13, 1952

1 acre at $300 per acre	$ 300.00
.78 acre of prune orchard at $400 per acre	312.00
104 rods of fence at $4.00 per rod	416.00

Amount to be paid owner - chrg to Right of Way $1,028.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 62+60 and Station 69+06, north side.

Access controlled -

18118 - Werth, Walter W. and Gladys (Byrum)
Right of Way
Option expires May 14, 1952

0.36 acre at $300 per acre	$ 108.00

Amount to be paid owner - chrg to Right of Way $ 108.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

Sheridan-Deer Creek Section - Salmon River Highway (cont.)

18103 - Harty, Jessie (Byrum)
Right of Way
Option expires May 7, 1952

0.90 acre at $300 per acre	$ 270.00
106 rods of fence at $4.00 per rod	424.00
Rose bushes, strawberry plants, and 4 trees	121.00

Amount to be paid owner - chrg to Right of Way $ 815.00

THINGS TO BE DONE BY THE STATE:

Construct road approach, south side, at Stations 8+27 and 22+60.

Access controlled -

18337 - De Lashmutt, E. L. and Florence M. (Byrum)
Right of Way
Option expires May 26, 1952

1.00 acre at $300 per acre	$ 300.00
2.53 acres at $100- per acre	250.00
191 rods of fence at $4 per rod	764.00

Amount to be paid owner - chrg to Right of Way $1,314.00

THINGS TO BE DONE BY THE STATE:

Construct two private accesses, 16' wide, at Station 23+90, and Station 31+50.

Access controlled -

18099 - Branson, Rosa (Byrum)
Right of Way
Option expires June 7, 1952

1930 sq. ft. at $0.10+ per sq. ft.	$ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE:

Construct private access, south side at Stations 61+80 and 60+65.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SALEM-HAYESVILLE SCHOOL SECTION - PACIFIC HIGHWAY EAST

13879-A-Herrick, Winifred R. (Benson)
Slope Easement

15-foot permanent slope easement	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE:

Construct access at Station 26+75

Access controlled -

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST

17363 - Gronke, Otto and Elizabeth (Byrum)
Right of Way
Option expires May 7, 1952

7 acres at $2,178 per acre	$15,246.00	
2.91 acres at $500 per acre	1,455.00	
Allowance - 73 rods of fence at $3 per rod	219.00	
6½ acres of berry plants	1,295.00	
Amount to be paid owner - chrg to Right of Way		$18,215.00

Takes all -

18145 - Welty, Theodore F. and Bertha A. (Landon)
Service Road right of way
Option expires May 15, 1952

1621 sq. ft. at $0.07 per sq. ft.	$ 113.47	
Amount to be paid owner - chrg to Right of Way		$ 113.47

Access not controlled -

18148 - Westphal, Fred H. and Astrid A. (Landon)
Right of Way (service road)
Option expires May 24, 1952

2268 sq. ft. at $0.07 per sq. ft.	$ 158.76	
Amount to be paid owner - chrg to Right of Way		$ 158.76

Access not controlled -

EXHIBIT "A" (cont.)

Hayesville School-State Street Unit-Salem By-Pass Section-Pacific Highway East (cont.)

18143 - Hartwig, Ph. Henry and Lillian L. et al (Landon)
Right of Way (service road)
Option expires May 18, 1952

2370 sq. ft. at $0.05 per sq. ft. $ 118.50

Amount to be paid owner - chrg to Right of Way $ 118.50

Access not controlled -

13929 - Heringer, W. C. and Ella Esther A. Gordon (Landon)
Right of Way
Option expires June 4, 1952

654 sq. ft. Lump Sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE:

Remove three trees in front of house, at Stations 45+00 and 46+50. Estimated cost. $ 50.00
Reconstruct existing approaches at Stations 43+80, 45+00 and 46+15, East side. Commercial

GRAND TOTAL (Estimated) Charged to Right of Way $ 100.00

Access controlled -

17212 - Cutler, Herman J. and Clara M. (Byrum)
Right of Way
Option expires May 25, 1952

0.012 acre at $2,178 per acre $ 26.15

Amount to be paid owner - chrg to Right of Way $ 26.15

Access controlled - no access allowed

17213 - Miller, R. J. and Bertha (Byrum)
Right of Way
Option expires June 3, 1952

7,653 sq. ft. at $0.05 per sq. ft. $ 382.00

Amount to be paid owner - chrg to Right of Way $ 382.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

Hayesville School-State Street Unit-Salem By-Pass Section-Pacific Highway East (cont.)

18361 - Logan, Boneto E. and Ann A. (Byrum)
Right of Way
Option expires June 5, 1952

300 sq. ft. at $0.05 per sq. ft.	$ 15.00	
Amount to be paid owner - chrg to Right of Way		$ 15.00

Access controlled - no access allowed

17655 - Kook, Emma G. (Landon)
Right of Way
Option expires May 18, 1952

124,146 sq. ft. at $0.06- per sq. ft.	$7,448.44	
English walnut, apple and cherry trees, 7 at $11- per tree	76.56	
Amount to be paid owner - chrg to Right of Way		$7,525.00

Access controlled - no access allowed

17652 - Raetz, Carl W. and Ila Mae (Landon)
Right of Way
Option expires May 13, 1952

146,780 sq. ft. at $0.05- per sq. ft.	$7,110.00	
House, 1040 sq. ft.	9,360.00	
Garage, 288 sq. ft.	1,152.00	
Well, pump and pump house, lawn, concrete driveway, and 3 acres of filberts	2,078.00	
Amount to be paid owner - chrg to Right of Way		$19,700.00

Takes all -

17207 - Straw, Charles Edward and Dorothy M. (Byrum)
Right of Way
Option expires May 15, 1952

261 sq. ft. at $0.05 per sq. ft.	$ 13.05	
Amount to be paid owner - chrg to Right of Way		$ 13.05

Access controlled - no access allowed

EXHIBIT "A" (cont.)

Hayesville School-State Street Unit-Salem By-Pass Section-Pacific Highway East (cont.)

18144 - Long, Clifford L. and Ruby Walteen (Landon)
Right of Way (service road)
Option expires May 23, 1952

787 sq. ft. at $0.07 per sq. ft.	$ 55.09
Amount to be paid owner - chrg to Right of Way	$ 55.09

Access not controlled -

17226 - Wolf, Fred D. and Edith (Byrum)
Right of Way
Option expires May 12, 1952

60,723 sq. ft. at $0.05- per sq. ft.	$3,036.00
5 nut and 1 plum tree	220.00
36 rods of fence at $4 per rod	144.00
Allowance - for moving old barn and shed	400.00
- severance damage	450.00
Amount to be paid owner - chrg to Right of Way	$4,250.00

Access controlled - no access allowed, except via frontage road.

17241 - DeLapp, Russell B. and Ruth (Landon)
Right of Way
Option expires May 23, 1952

73,815 sq. ft. at $0.05 per sq. ft.	$3,690.75
Allowance - hog house	50.00
- 4 trees	100.00
-143 rods of fence at $4 per rod	572.00
-severance damages and high fill	500.00
Amount to be paid owner - chrg to Right of Way	$4,912.75

Access controlled - no access allowed

17368 - Beirne, Edith Myrlew and Charles (Byrum)
Right of Way
Option expires May 28, 1952

326,724 sq. ft. at $0.05 per sq. ft.	$16,336.20
Allowance - for crop	175.00
Amount to be paid owner - chrg to Right of Way	$16,511.20

Takes all -

(cont.)

EXHIBIT "A" (cont)

Hayesville School-State Street Unit-Salem By-Pass Section - Pacific Highway East (cont.)

17774 - Werner, R. W. and E. S. (Landon)
Right of Way
Option expires June 3, 1952

8326 sq. ft. at $0.05 per sq. ft.	$ 416.30	
39 rods of fence at $4 per rod	156.00	
Amount to be paid owner - chrg to Right of Way		$ 572.30

Access not controlled -

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

17979 - Cook, Cleo (Haskin)
Right of Way
Option expires May 18, 1952

4100 sq. ft. at $0.10 per sq. ft.	$ 410.00	
Allowance - for damage by irregular taking	205.00	
Amount to be paid owner - chrg to Right of Way		$ 615.00

Access controlled - no access allowed

17981 - Cox, Crucia I, et al (Haskin)
Right of Way
Option expires May 1, 1952

7500 sq. ft. at $0.10 sq. ft.	$ 750.00	
Allowance - for sewage replacement	375.00	
Amount to be paid owner - chrg to Right of Way		$1,125.00

Access controlled - no access allowed

17986 - Goff, Florence and H. Iris (Haskin)
Right of Way
Option expires May 12, 1952

7500 sq. ft. at $0.15 per sq. ft.	$1,125.00	
House, 864 sq. ft. at $3.35+ per sq. ft.	2,895.00	
Garage, 320 sq. ft. at $1.50 per sq. ft.	480.00	
Amount to be paid owner - chrg to Right of Way		$4,500.00

Takes all

EXHIBIT "A" (cont.)

North Corvallis Section - Pacific Highway West (cont.)

17988 - Kinney, Harry L. and Viola M. (Haskin)
Right of Way
Option expires May 12, 1952

14,700 sq. ft. at $0.08 per sq. ft.	$1,176.00	
Allowance - for damage by irregular taking.	174.00	
Amount to be paid owner - chrg to Right of Way		$1,350.00

Access controlled - no access allowed

17990 - Bruyer, Leo L. and Marion D. (Haskin)
Right of Way
Option expires May 27, 1952

5200 sq. ft. Lump Sum	$ 400.00	
House, 832 sq. ft. at $8.65+ per sq. ft.	7,200.00	
Woodshed and laundry room	250.00	
Amount to be paid owner - chrg to Right of Way		$7,850.00

Owner to retain possession of shop building and remove by September 1, 1952

Takes all -

17989 - Oorthuys, Leonard and Jennie A. (Haskin)
Right of Way
Option expires June 4, 1952

9700 sq. ft. at $0.10+ per sq. ft.	$1,000.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00

Grantors shall have right to use Easterly 95 ft. of property described, without charged, for a period of 4 years, for nursery business

Access controlled - no access allowed

GOSHEN-CRESWELL SECTION - PACIFIC HIGHWAY

18356 - Mullican, L. D. (Reeder)
Right of Way
Option expires May 4, 1952

(cont.)

EXHIBIT "A" (cont.)

Goshen-Creswell Section - Pacific Highway (cont.)

18356 - Mullican, L. D. (cont.)

0.5 acre at $500 per acre	$ 250.00	
House, 36 x 28	4,032.00	
House, 20 x 24	2,064.00	
House, 20 x 20	1,200.00	
Garage, 24 x 12, and well	629.00	
Amount to be paid owner - chrg to Right of Way		$8,175.00

Takes all -

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECTION - PACIFIC HIGHWAY

17995 - Clark, Merl F. and Twila L. (Reeder)
Right of Way
Option expires May 14, 1952

0.50 acre at $800 per acre	$ 400.00	
8 rods of fence at $3 per rod	24.00	
General Damages	56.00	
Amount to be paid owner - chrg to Right of Way		$ 480.00

Access controlled - no access allowed except via County road.

17996 - Clark, Violet G. (Reeder)
Right of Way
Option expires May 14, 1952

0.72 acres at $800 per acre	$ 576.00	
Allowance - remove old cow barn, 288 sq. ft.	200.00	
- remove small shed and toilet	100.00	
- 8 rods of fence at $3 per rod	24.00	
Amount to be paid owner - chrg to Right of Way		$ 900.00

Access controlled - no access allowed except via County Road

17998 - Hodge, Orville and Esther (Reeder)
Right of Way
Option expires May 14, 1952

0.51 acres at $1000 per acre	$ 510.00	
House, 616 sq. ft.	4,312.00	
Shed and fruit house, 288 sq. ft.	432.00	
House, 858 sq. ft.	4,290.00	
Shed and chicken house, 176 sq. ft.	136.00	
Well and pump	146.00	
Amount to be paid owner - chrg to Right of Way		$9,826.00

Takes all

(cont.)

EXHIBIT "A" (cont.)

Divide-Anlauf Unit-Divide-Rice Hill Section - Pacific Highway (cont.)

17994 - Ames, R. Max and Irene Doris (Reeder)
Right of Way
Option expires May 25, 1952

0.40 acres at $300 per acre	$ 120.00
14 rods of fence at $2.50 per rod	35.00
Amount to be paid owner - chrg to Right of Way	$ 155.00

Access controlled - no access allowed

18000 - Thompson, Eldon and Grace (Reeder)
Right of Way
Option expires January 27, 1952

0.93 acres Lump Sum	$1,200.00
House - 1148 sq. ft. at $6.00+ per sq. ft.	6,889.00
Garage- 400 sq. ft. at $3.00 per sq. ft.	1,200.00
Amount to be paid owner - chrg to Right of Way	$9,289.00

Takes all -

18005 - Blomberg, Lloyd J. and Dorothy Eugene & Noma A. Remington (Reeder)
Right of Way
Option expires May 27, 1952

0.16 acres at $300+ per acre	$ 58.00
14 rods of fence at $3.00 per rod	42.00
Amount to be paid owner - chrg to Right of Way	$ 100.00

Access controlled - no access allowed

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY-SHADY SECT. - PACIFIC HIGHWAY

17826 - Tison, Warren L. and Clara E. (Harrington)
Right of Way
Option expires May 6, 1952

0.94 acre at $2,000 per acre	$1,880.00
House - 450 sq. ft.	3,600.00
Brooder house - 288 sq. ft.	432.00

(cont.)

19151

EXHIBIT "A" (cont.)

Winchester-Garden Valley Road Unit-Deady-Shady Sect. - Pacific Hwy. (cont.)

17826 - Tison, Warren L. and Clara E. (cont.)

Pump house - 81 sq. ft.	$ 202.50	
Allowance - replacement of water, 541 lineal ft. at $1.25 per ft.	676.25	
Amount to be paid owner - chrg to Right of Way		$ 6,790.75

Access controlled - no access allowed

17831 - Lee-Mortensen, Inc. (Stuntz)
Right of Way
Option expires March 18, 1952

Lot - 60x100 Lump Sum	$ 750.00	
House - 432 sq. ft.	1,350.00	
Amount to be paid owner - chrg to Right of Way		$2,100.00
State to assume 1951-52 taxes. Estimated cost		20.00
GRAND TOTAL (Estimate) Chgd. to Right of Way		$2,120.00

Takes all -

17840 - Church, Ralph M. and Rhea V. (Holt)
Right of Way
Option expires May 12, 1952

4.75 acres at $2600 per acre	$12,350.00	
House - 872 sq. ft.	6,444.00	
Barn & garage, 1124 sq. ft. and poultry house, 6x8	1,206.00	
Amount to be paid owner - chrg to Right of Way		$20,000.00

Access controlled - no access allowed

17839 - Mulholland, Merl A. and Lila (Holt)
Right of Way
Option expires May 25, 1952

EXHIBIT "A" (cont.)

Winchester-Garden Valley Road Unit - Deady-Shady Sect.-Pacific Hwy. (cont.)

17839 - Mulholland, Merl A. and Lila (cont.)

222 sq.ft.	Lump Sum	$ 100.00
+ 684 sq.ft.	slope easement	
Severance damages		1,000.00
Amount to be paid owner - chrg to Right of Way		$1,100.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approaches and build curbs in front of grantors property. State to provide property with adequate drainage.

Access not controlled -

17819 - Ware, Gordon W. and Ruth Darley E. and Wanda M. (Harrington)
Right of Way Ware
Option expires May 29, 1952

1.16 acres	Lump Sum	$ 350.00
79 rods of fence at $3.00 per rod		237.00
Amount to be paid owner - chrg to Right of Way		$ 587.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 2340+50, west side.

Access controlled -

17820 - Mask, Walter E. and Jacomina (Stuntz)
Right of Way
Option expires May 27, 1952

33.8 acres at $500 per acre		$16,900.00
Allowance - severance damage		2,100.00
- 538 rods of fence at $4.00 per rod		2,152.00
Amount to be paid owner - chrg to Right of Way		$21,152.00

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 2367+50

Access controlled -

(cont.)

1915

EXHIBIT "A" (cont.)

Winchester-Garden Valley Road Unit-Deady-Shady Sect. -Pacific Hwy. (cont.)

17838 - Mulholland, W. J. and Agnes (Holt)
Right of Way
Option expires May 22, 1952

4.13 acres at $2000 per acre	$8,260.00
Damage to remaining 7 lots	2,700.00
3920 sq. ft. at $0.38+ per sq. ft.	1,500.00
Damage to remainder	500.00

Amount to be paid owner - chrg to Right of Way $12,960.00

Access controlled - no access allowed

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECT. - PACIFIC HIGHWAY

17855 - Stamper, Garland and Leta B. (Stuntz)
Right of Way
Option expires May 22, 1952

16,430 sq. ft. at $0.21+ per sq. ft. $3,500.00

Amount to be paid owner - chrg to Right of Way $ 3,500.00

State to assume last half of 1951-52 taxes. Est. cost 35.00

GRAND TOTAL (Estimate) Chgd. to Right of Way $ 3,535.00

Takes all -

17856 - Bellows, George F. and Esther (Stuntz)
Right of Way
Option expires May 22, 1952

16,430 sq. ft. at $0.21+ per sq. ft. $3,500.00

Amount to be paid owner - chrg to Right of Way $ 3,500.00

Takes all -

17858 - Bellows, A. A. and Polly N. and Bessie Watkins (Stuntz)
Right of Way
Option expires May 19, 1952

7120 sq. ft. at $0.28+ per sq. ft. $2,000.00

Amount to be paid owner - chrg to Right of Way $ 2,000.00

Takes all -

EXHIBIT "A" (cont.)

Garden Valley Road-2nd Crossing South Umpqua River Unit-Deady-Shady Section - Pacific Highway (cont.)

17845 - Geddes, Paul E. and Esther L. (Stuntz)
Right of Way
Option expires April 25, 1952

Approximately 1900 sq. ft. Lump Sum	$ 500.00
Damage, due to irregular shape, and construction of high fill close to house	3,000.00
Amount to be paid owner - chrg to Right of Way	$3,500.00

Access controlled - no access allowed

18360 - Bellows, H. C. and Audrey L. (Stuntz)
Right of Way
Option expires May 13, 1952

16,553 sq. ft. at $0.22- per sq. ft.	$ 3,500.00
Amount to be paid owner - chrg to Right of Way	$ 3,500.00

Takes all -

17850 - Bellows, Alva A. and Polly N. (Stuntz)
Right of Way
Option expires May 13, 1952

81,992 sq. ft. at $0.26+ per sq. ft.	$21,597.00
Amount to be paid owner - chrg to Right of Way	$21,597.00

Takes all -

17852 - Krohn, Ralph E. and Hazel M. (Harrington)
Right of Way
Option expires May 25, 1952

38 sq. ft. Lump Sum	$ 100.00
Amount to be paid owner - chrg to Right of Way	$ 100.00

Access controlled - no access allowed

19155

EXHIBIT "A" (cont.)

BEAR CREEK-COOS JUNCTION SECT. - COOS BAY-ROSEBURG HWY.

8816 - Hodges, Albert Earl, Albert Edward & Mary Ellen (Holt)
Gravel Pit
Option expires April 5, 1952

5.11 acres at $125.00 per acre $ 638.75

Amount to be paid owner - chrg to Gravel Pit $ 638.75

CAVE JUNCTION-STATE LINE SECT. - REDWOOD HIGHWAY

18150 - Ahlberg, Fred (Holt)
Stockpile site
Option expires May 27, 1952

0.99 acre Lump Sum $ 600.00

Amount to be paid owner - chrg to Stockpile Site $ 600.00

WYGANT PARK-HOOD RIVER SECT. - COLUMBIA RIVER HIGHWAY

17630 - Columbia Gorge Hotel Co. (Cooper)
Right of Way
Option expires May 20, 1952

6.86 acres and garage 60x90 $15,000.00

Amount to be paid owner - chrg to Right of Way $15,000.00

THINGS TO BE DONE BY THE STATE:

Construct and maintain frontage road.
Construct 30 ft. commercial access at Station 1083+35.

State shall have right to occupy garage until June 1, 1953.

Access controlled -
Confirmation of phone approval by Mr. Reynolds 11-21-51

17671 - Union Oil Company (Witt)
Right of Way
Option expires May 20, 1952

24,394 sq. ft. at $0.04+ per sq. ft. $ 1,120.00

Amount to be paid owner - chrg to Right of Way $ 1,120.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HWY.

18196 - Sheppard, C. M. (Witt)
Right of Way
Option expires May 6, 1952

203 sq. ft. at $0.25- per sq. ft. $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

THINGS TO BE DONE BY THE STATE:

Construct and maintain a frontage road.

Access controlled - no access allowed

18088 - Chamberlain, George (Witt)
Right of Way
Option expires May 29, 1952

Approx. 8.00 acres at $12.50 per acre $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Access controlled - no access allowed

18091 - Merrill, O.R. and Catherine (Witt)
Right of Way
Option expires June 2, 1952

116.6 acres at $25.73 per acre $3,000.00

Amount to be paid owner - chrg to Right of Way $3,000.00

Takes all -

MOSIER-THE DALLES SECT. - COLUMBIA RIVER HIGHWAY

17461 - Carter, Denzil L. and Ida M. (Witt)
Right of Way
Option expires May 28, 1952

1.55 acres at $2000 per acre	$3,100.00
Allowance - storage shed, 920 sq. ft.	460.00
- chicken house, 140 sq. ft.	140.00
- barn, 540 sq. ft.	130.00
- severance damages	200.00

Amount to be paid owner - chrg to Right of Way $4,030.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

Mosier-The Dalles Section - Columbia River Highway (cont.)

17472 - Richmond, Delayne and Donna (Witt)
Right of Way
Option expires May 28, 1952

0.92 acres at $2000 per acre	$ 1,840.00	
Allowances - House, 520 sq. ft. at $4.00 per sq. ft.	2,080.00	
- chicken house, 320 sq. ft.	320.00	
- shed, 80 sq. ft.	85.00	
- 75' picket fence at $1.00 per ft.	75.00	
Amount to be paid owner - chrg to Right of Way		$4,400.00

Takes all

THIRD STREET-THE DALLES SECT. - COLUMBIA RIVER HWY.

17420 - Shannon, H. A. and Isabelle U. (Witt)
Right of Way
Option expires May 8, 1952

166 sq. ft. at $1.50 per sq. ft.	$ 249.00	
Allowance - move flood light	100.00	
Amount to be paid owner - chrg to Right of Way		$ 349.00

Access not controlled

17423 - Blaser, H. C. and Walter G. (Witt)
Right of Way
Option expires May 8, 1952

950 sq. ft. at $1.00 per sq. ft.	$ 950.00	
Amount to be paid owner - chrg to Right of Way		$ 950.00

Access not controlled -

17425 - Keller, Grover E. and Maryon (Witt)
Right of Way
Option expires May 13, 1952

5000 sq. ft. at $1.00 per sq. ft.	$ 5,000.00	
Garage & shed - 440 sq. ft.	500.00	
Amount to be paid owner - chrg to Right of Way		$5,500.00

Takes all -

EXHIBIT "A" (cont.)

THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17421 - Auto Electric Supply Co. (Witt)
Right of Way
Option expires April 29, 1952

166 sq. ft. at $1.50 per sq. ft. $ 249.00

Amount to be paid owner - chrg to Right of Way $ 249.00

Access not controlled -

17429 - Sunshine Biscuit, Inc. (Witt)
Right of Way
Option expires April 30, 1952

900 sq. ft. at $0.16-2/3 per sq. ft. $ 150.00

Amount to be paid owner - chrg to Right of Way $ 150.00

Access not controlled -

FOREST BOUNDARY-GILCHRIST UNIT-LAPINE-DIAMOND LAKE JCT. SECT. - THE DALLES-CALIFORNIA HWY.

17951 - Chamberlain, Robert M. and Marian H. (Brainerd)
Right of Way
Option expires May 21, 1952

.50 acres, more or less Lump Sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

Access controlled - no access allowed

17937 - Cliff, Cameron (Brainerd)
Right of Way
Option expires May 29, 1952

4.46 acres Lump Sum $ 100.00
Allowance - 18 rods of fence at $2.50 per rod 45.00

Amount to be paid owner - chrg to Right of Way $ 145.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

Forest Boundary-Gilchrist Unit-Lapine-Diamond Lake Jct. Sect. - The Dalles-California Highway (cont.)

18502 - Babler, Richard and Virginia (Brainerd)
Right of Way
Option expires May 29, 1952

0.9 acres more or less Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Takes all

GILCHRIST-WILLAMETTE JCT. UNIT-LAPINE-DIAMOND LAKE SECT.-THE DALLES-CALIFORNIA HWY.

17944 - Warnke, Donald and Evelyn Alvie & Berlie Coffman (Brainerd)
Right of Way
Option expires April 3, 1952

0.43 acres at $500 per acre	$ 215.00
House - 866 sq. ft.	995.90
House - 396 sq. ft.	692.00
Allowance - well, chicken house, garage, two outhouses, picket fence, etc.	197.10

Amount to be paid owner - chrg to Right of Way $2,100.00

Takes all

18121 - Bates, Otho C. and Ivy (Massee)
Right of Way
Option expires May 5, 1952

0.19 acre at $300 per acre $ 57.00

Amount to be paid owner - chrg to Right of Way $ 57.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 43+80.

Access controlled -

EXHIBIT "A" (cont.)

Gilchrist-Willamette Jct. Unit-Lapine-Diamond Lake Sect. - The Dalles-California Hwy. (cont.)

18122 - Ora F. Blay (Massee)
Right of Way
Option expires May 6, 1952

0.32 acres at $500 per acre	$ 160.00	
Damage allowance - for house to be relocated by Grantor	1,080.00	
Amount to be paid owner - chrg to Right of Way		$1,240.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 45+10.

Access controlled -

7481 - Brown, E. B. (Massee)
Moving Contract
Deed signed April 10, 1943

Moving Gas Station & House Low bid by Dent Brother	$3,495.00	
Amount to be paid owner - chrg to Right of Way		$3,495.00

7503 - Bracken, Thomas (Massee)
Moving Contract
Deed signed January 7, 1943

Moving store building, cooler, store house. Low bid for moving by K. J. Holman	$2,457.88	
+ $50.00 loss of business during time of move.	50.00	
Amount to be paid owner - chrg to Right of Way		$2,507.88

10634 - Biden, M. S. et al (Massee)
Moving Contract

Moving log tavern and appurtenances Low bid for moving, K. J. Holman	$2,775.90	
Amount to be paid owner - chrg to Right of Way		$2,775.90

(cont.)

EXHIBIT "A" (cont.)

Gilchrist-Willamette Jct. Unit-Lapine-Diamond Lake Sect. - The Dalles-California Highway (cont.)

10635 - Berni, R. B. (Massee)
Moving Contract
Deed signed February 3, 1943

Moving Service Station complete and appurtenances. Low bid by K. H. Holman $ 5,447.35

Amount to be paid owner - chrg to Right of Way $ 5,447.35

FOREST BOUNDARY-JONES RANCH SECT. - OCHOCO HIGHWAY

18193 - Simpson, Charles et ux (Massee)
Right of Way
Option expires May 5, 1952

1.16 acres Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Access controlled - no access allowed

JONES RANCH-MITCHELL SECT. - OCHOCO HIGHWAY

17623 - Payne, Baxter and Pearl L. (Brainerd)
Right of Way
Option expires May 19, 1952

1.54 acres Lump Sum $ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

Access controlled - no access allowed

17619-A-Winebarger, Ralph (Massee)
Right of Way
Option expires May 19, 1952

0.2 acres Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

Jones Ranch-Mitchell Sect. - Ochoco Highway (cont.)

18199 - Winebarger, Ralph (Massee)
Right of Way
Option expires May 19, 1952

50 sq. ft. at $0.50 per sq. ft. $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access controlled - no access allowed

18302 - Jones, Clarence and Iva Lee (Brainerd)
Right of Way
Option expires May 6, 1952

0.05 acres Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Access controlled - no access allowed

WEST UNIT-AUSTIN SPUR-FOREST BOUNDARY SECT. - JOHN DAY HWY.

18169 - Peters, Jack D. (Cozad)
Right of Way
Option expires May 15, 1952

7.25 acres at $75 per acre $ 543.75
497 rods of fence at $3.00 per rod 1,491.00

Amount to be paid owner - chrg to Right of Way $2,034.75

THINGS TO BE DONE BY THE STATE:

Reestablish private access north and south sides at Station 260

Access controlled -

18170 - Oregon Lumber Company (Cozad)
Right of Way
Option expires May 15, 1952

2.15 acres Gratis

(cont.)

EXHIBIT "A" (cont.)

West Unit-Austin Spur-Forest Boundary Sect. - John Day Hwy. (cont.)

18170 - Oregon Lumber Company (cont.)

THINGS TO BE DONE BY THE STATE:

Reestablish crossing at Station 62+00
Reestablish access at Station 60+00 west side
State not to disturb spring
Building and spring allowed to encroach
State may reestablish buildings if necessary

Access controlled -

LADD CANYON SECTION - OLD OREGON TRAIL HIGHWAY

16117 - Hughes, George (Massee)
Right of Way
Option expires May 5, 1952

4.93 acres at $500 per acre $ 2,465.00

Amount to be paid owner - chrg to Right of Way $ 2,465.00

THINGS TO BE DONE BY THE STATE:

State to fence right of way and install double metal gates at Station 35+70
Est. cost $ 790.00
Construct farm crossing at Station 35+70
Construct private access at Stations 30+00, 35+70, and 41+00, South side

GRAND TOTAL (Estimate) Chgd. to Right of Way $ 3,255.00

Access controlled -

17084 - Richey, Mayme (Benfield)
Right of Way
Option expires February 26, 1952

0.07 acre Lump Sum $3,500.00

Amount to be paid owner - chrg to Right of Way $ 3,500.00

(cont.)

EXHIBIT "A" (cont.)

Ladd Canyon Sect. - Old Oregon Trail Highway (cont.)

17084 - Richey, Mayme (cont.)

THINGS TO BE DONE BY THE STATE:

Move fence to new property line
Move two concrete bird baths and concrete bench inside new property line
Reclaim for owner all underground water pipe, on R/W and place on grantors land.
Est. cost of above $ 265.00
Construct commercial access, south side at Stations 10+26, 10+86 and 11+63

GRAND TOTAL (Estimate) Chgd. to Right of Way $3,765.00

Access controlled -

Confirmation of phone approval by Mr. Reynolds 11-21-51

LADD CANYON-NORTH UNIT SECTION - OLD OREGON TRAIL HWY.

16128 - Peebler, Mollie CORRECTION REPORT
Right of Way
Option expired June 7, 1951

THINGS TO BE DONE BY THE STATE:

Construct 5 concrete and steel cattle guard. Est.	$1,429.50	
Drilling well 200 ft. deep	1,650.00	
Previous estimated - wooden cattle guards	$1,000.00	
Previous estimated - drilling 100 ft. well	750.00	
		$1,750.00
Increase over previous estimate Charged to Right of Way -		$1,329.50

Approved on Commission Resolution of January 23, 1951
For land, damages, and moving barn $12,878.00
Plus fencing, cattle guards and drilling well. Chgd. to Right of Way. Est. 4,165.00

(cont.)

19165

EXHIBIT "A" (cont.)

Ladd Canyon-North Unit Section - Old Oregon Trail Highway (cont.)

16128 - Peebler, Mollie (cont.)

THINGS TO BE DONE BY THE STATE: (cont.)

Plus cattle pass - chgd. to Construction Est.	$ 3,200.00
Grand Total - Previous Est.	$20,243.00
Plus additional est. amount	1,329.50
GRAND TOTAL (now Est.)	$21,572.50

Access controlled -

LA GRANDE SHOP SITE

18141 - Couretsos, Nellie C. (Chidsey)
Parking Lot
Option expires May 9, 1952

1 city lot, 50' x 110'	$ 300.00	
Amount to be paid owner - chrg to Shop Sites		$ 300.00

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BLVD. - WHITE SCHOOL SECT. WEST PORTLAND-HUBBARD HWY.

4837 - Lichtenwalter, Elgin B. and Ruby R. (Johnson)
Waiver of Access
Option expires June 12, 1952

Complete restriction of access 275 ft. in length	$ 250.00	
Amount to be paid owner - chrg to Right of Way		$ 250.00

Access controlled - no access allowed

18257 - Andrist, May (Smith)
Right of Way
Option expires May 11, 1952

162 sq. ft. Lump Sum	$ 15.00	
Amount to be paid owner - chrg to Right of Way		$ 15.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

SHERIDAN-DEER CREEK SECT. - SALMON RIVER HIGHWAY

18116 - Russell, Victor A. and Barbara (Byrum)
Right of Way
Option expires June 10, 1952

0.73 acre at $300 per acre	$ 219.00	
103 rods of fence at $4.00 per rod	412.00	
Allowance-front lawn & shrubs	200.00	
Four walnut trees at $30 each	120.00	
Damage to house-due to R/W being 18' from porch	449.00	
Amount to be paid owner - chrg to Right of Way		$1,500.00

THINGS TO BE DONE BY THE STATE:

Replace 120' of 6" drain tile in front of house. Est. cost	$ 120.00	
Construct private access at Station 93+40, south side and Stations 81+00 and 93+47, north side. 25' wide		
Amount to be charged to Construction		$ 120.00
GRAND TOTAL (Estimate)		$1,620.00

Access controlled -

18115 - Smith, Joe L. and Isabelle B. (Byrum)
Right of Way
Option expires May 13, 1952

0.73 acre at $300 per acre	$ 219.00	
Allowance-for graveling and leveling new parking area	381.00	
Allowance-for moving two signs from R/W. Est.	225.00	
Amount to be paid owner - chrg to Right of Way Est.		$ 825.00

THINGS TO BE DONE BY THE STATE:

Construct two road approaches at Stations 80+00 and 81+54, south side, 25' wide. Commercial

Access controlled -

(cont.)

19167

EXHIBIT "A" (cont.)

Sheridan-Deer Creek Sect. - Salmon River Highway (cont.)

18309 - Koivu, Niilo and Roberta (Byrum)
Right of Way
Option expires May 26, 1952

0.90 acre of land at $200 per acre	$ 180.00
15 rods of fence at $4.00 per rod	60.00
Amount to be paid owner - chrg to Right of Way	$ 240.00

THINGS TO BE DONE BY THE STATE:

Construct and maintain 20 ft. approach at Station 53+90, north side

Access controlled -

18442 - Faris, Archie J. and Kathleen (Byrum)
Right of Way
Option expires June 10, 1952

0.01 acre	Lump Sum	$ 250.00
Amount to be paid owner - chrg to Right of Way		$ 250.00

Access controlled - no access allowed

18119 - Brown, Charles E. and Willie M. (Byrum)
Right of Way
Option expires June 10, 1952

0.053 acre at $300 per acre	$ 15.90
Amount to be paid owner - chrg to Right of Way	$ 15.90

Access not controlled -

BAY CITY-TILLAMOOK SECT. - OREGON COAST HIGHWAY

17907 - Whipps, Evelyn and LeRoy Stillwell (Haskin)
Right of Way
Option expires June 9, 1952

2.05 acres at $1000 per acre	$2,050.00
Severance damage	333.00
98 rods of fence at $4.00 per rod	392.00
Amount to be paid owner - chrg to Right of Way	$2,775.00

EXHIBIT "A" (cont.)

Bay City-Tillamook Sect. - Oregon Coast Hwy. (cont.)

17907 - Whipps, Evelyn and LeRoy Stillwell (cont.)

THINGS TO BE DONE BY THE STATE:

Construct a stockpass at Station 134+00, 5'6" high and 6' wide. Est.	$2,500.00	
Grade a lane 8' wide from Station 133+40 to 140+50, west of right of way. Est.	300.00	
Amount to be charged to Construction		$2,800.00
GRAND TOTAL (Estimate)		$5,575.00

Access controlled - no access allowed

MIST-VERNONIA SECT. - NEHALEM SECONDARY HWY.

18174 - Meadows, William M. and Edith et al (Benner)
Right of Way (Bridge alignment)
Option expires May 31, 1952

0.360 acre at $250 per acre	$ 90.00	
40 rods of fence at $4.00 per rod	160.00	
Amount to be paid owner - chrg to Right of Way		$ 250.00

Access not controlled -

JEWELL-BIRKENFELD SECT. - NEHALEM SECONDARY HWY. (Benner)

18299 - Jepson, Lawrence H. and Katherine
Right of Way (Bridge Alignment)
Option expires June 9, 1952

0.53 acre at $250 per acre	$ 132.50	
33 rods of fence at $4.00 per rod	132.00	
Amount to be paid owner - chrg to Right of Way		$ 264.50

Access not controlled -

17791 - Elliott, Rose M. E.C. High & Edrie R. High (Haskin)
Right of Way
Option expires May 9, 1952

0.535 acre at $100 per acre	$ 53.50	
Amount to be paid owner - chrg to Right of Way		$ 53.50

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

Jewell-Birkenfeld Sect. - Nehalem Secondary Highway (cont.)

18081 - Rosenberg, Martha (Benner)
Right of Way (Bridge alignment)
Option expires June 13, 1952

0.686 acre at $300 per acre	$ 205.50
44 rods of fence at $4.00 per rod	176.00
4 apple trees at $15.00 each	60.00
Amount to be paid owner - chrg to Right of Way	$ 441.50

Access not controlled

18083 - Berg, Norman L. and Alton M. (Benner)
Right of Way (Bridge alignment)
Option expires June 13, 1952

0.358 acre at $250 per acre	$ 89.50
63.1 rods of fence at $4.00 per rod	252.40
Amount to be paid owner - chrg to Right of Way	$ 341.90

Access not controlled

17962 - Johnston, Emmanuel T. and Norma J. (Benner)
Right of Way (Bridge realignment)
Option expires June 5, 1952

2.09 acres at $350 per acre	$ 731.50
163 rods of fence at $4.00 per rod	652.00
Allowance - to move garage	50.00
Severance Damage	500.00
Amount to be paid owner - chrg to Right of Way	$1,933.50

THINGS TO BE DONE BY THE STATE:

Install 84" corrigated steel pipe stock pass at Station 532+00. Estimated cost $2,800.00
Reestablish present entrances at Stations 524+50, 527+00 & 528+50, west side.
Reestablish present entrance at Stations 528+20 and 530+00, east side.

Amount to be charged to Construction	$2,800.00
GRAND TOTAL (Estimate)	$4,733.50

Access not controlled

(cont.)

EXHIBIT "A" (cont.)

Jewell-Birkenfeld Sect. - Nehalem Secondary Highway (cont.)

18027 - Larson, Francis A. and Ethel M. (Benner)
Right of Way (Bridge alignment)
Option expires June 9, 1952

0.05 acre	Lump Sum	$ 14.00
14 rods of fence at $4.00 per rod		56.00
Amount to be paid owner - chrg to Right of Way		$ 70.00

Access not controlled -

18082 - Johnston, J. F. and Mabel (Benner)
Right of Way (Bridge alignment)
Option expires June 10, 1952

0.219 acre at $300 per acre		$ 65.70
21 rods of fence at $4.00 per rod		84.00
Amount to be paid owner - chrg to Right of Way		$ 149.70

Access not controlled -

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECT. - PACIFIC HIGHWAY EAST

17203 - Kuebler, Ezra Lowell and Elizabeth Frances (Byrum)
Right of Way
Option expires June 12, 1952

136342 sq. ft. at $0.07- per sq. ft.		$9,200.00
Amount to be paid owner - chrg to Right of Way		$9,200.00

Access controlled - no access allowed

18146 - Maas, Gilbert C. and Betty R. (Landon)
Right of Way (Service Road)
Option expires June 15, 1952

1525 sq. ft. at $0.07 per sq. ft.		$ 106.75
Amount to be paid owner - chrg to Right of Way		$ 106.75

Access not controlled -

(cont.)

19171

EXHIBIT "A" (cont.)

Hayesville School-State Street Unit-Salem By-Pass Sect. - Pacific Hwy. East

18355 - Thompson, Leonard A. and Mary A. (Benson)
Right of Way (Service Road)
Deed signed December 12, 1951

270 sq. ft.	Lump Sum	$ 15.00	
Amount to be paid owner - chrg to Right of Way			$ 15.00

Access not controlled -

17202 - Atkinson, Leo D. and Betty Jean (Byrum)
Right of Way
Option expires June 13, 1952

33,750 sq. ft. at $0.05+ per sq. ft.	$1,688.00	
Allowance - 48 rods of fence at $4.00 per rod	192.00	
Two fruit trees at $10 each	20.00	
Amount to be paid owner - chrg to Right of Way		$1,900.00

Access controlled - no access allowed

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

14599 - Keasey, Bertha B. (Haskin)
Right of Way
Option expires May 26, 1952

9092 sq. ft. at $0.15 per sq. ft.	$1,363.80	
45072 sq. ft. at $0.06 per sq. ft.	2,704.32	
74800 sq. ft. at $0.04 per sq. ft.	2,992.00	
Allowance - lawn, & moving shrubs	100.00	
Plus low bid for moving. C. B. Burt	6,587.00	
Amount to be paid owner - chrg to Right of Way		$13,747.12

THINGS TO BE DONE BY THE STATE:

Construct private access at Stations 13+14, 11+20, 12+00, 13+62, 14+70, 15+70 and 16+70, west side, 12' wide.

Access controlled -

EXHIBIT "A" (cont.)

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECT.-PACIFIC HWY.

18004 - Bewley, R. B. and Anna B. (Reeder)
Right of Way
Option expires June 4, 1952

7.36 acres at $300 per acre	$2,208.00
4 sheds and feeding deck, 2028 sq.ft.	3,224.00
79 rods of hog fence at $4.00 per rod	316.00
Allowance - for controlled access and general damages	242.00

Amount to be paid owner - chrg to Right of Way $5,990.00

Access controlled - no access allowed, except via county road.

REEDSPORT-WINCHESTER BAY SECT.-OREGON COAST HWY.

18086 - Mooney, Marion and Nancy et al (Harrington)
Right of Way
Option expires May 12, 1952

1.56 acres Lump Sum $1,500.00

Amount to be paid owner - chrg to Right of Way $1,500.00

THINGS TO BE DONE BY THE STATE:

Construct approaches to right of way line at Stations 175+53, 179+17 and 182+45, south side. Private.

Access controlled -

Approved for Condemnation November 8, 1951 - $1,275.00

GILCHRIST-WILLAMETTE JCT. UNIT-LAPINE-DIAMOND LAKE JCT. SECT. - THE DALLES-CALIFORNIA HWY.

7491 - Blay, Ora F. Patrick Greenan, cont. pur. (Massee)
Moving Contract only
Deed signed July 23rd, 1943

Move store bldg., cabin & garage Low bid for moving, Dent Brothers	$3,500.00
Plus amount to be paid for loss of business, during time of move	100.00

Amount to be paid owner - chrg to Right of Way $3,600.00

(cont.)

19173

EXHIBIT "A" (cont.)

Gilchrist-Willamette Jct. Unit-Lapine-Diamond Lake Jct. Sect. - The Dalles-California Hwy. (cont.)

10472 - Palmer, A. W. (Massee)
Moving Contract only
Deed signed April 6, 1943

Move building, 20'x101'
Low bid for moving, Dent Brothers $3,050.00
Plus amount to be paid for loss of business, during time of move 100.00

Amount to be paid owner - chrg to Right of Way $3,150.00

10473 - Barrett, Mildred (Massee)
Moving Contract only
Deed signed August 21, 1943

Moving store & reestablish well
Low bid for moving, Dent Brothers $2,950.00

Amount to be paid owner - chrg to Right of Way $2,950.00

10474 - Wertz, Albert J. (Massee)
Moving Contract only
Deed signed August 6, 1947

Move cafe & Hotel building,
Low bid for moving, Dent Brothers $3,949.00

Amount to be paid owner - chrg to Right of Way $3,949.00

10707 - Pleas, Ivanhoe Earl R. and Velma Gorden (Massee)
Moving Contract only
Deed signed - July 3, 1943

Move log cabin 18'x34' & appuretenances
Drill or dig new well
Low bid for moving, Dent Brothers $1,350.00

Amount to be paid owner - chrg to Right of Way $1,350.00

FOREST BOUNDARY-GILCHRIST UNIT-LAPINE-DIAMOND LAKE JCT. SECT. - THE DALLES-CALIFORNIA HWY.

17935 - Gerhart, L. W. and Margaret M. (Brainerd)
Right of Way
Option expires May 9, 1952

EXHIBIT "A" (cont.)

Forest Boundary-Gilchrist Unit-Lapine-Diamond Lake Jct. Sect. - The Dalles-California Highway (cont.)

17935 - Gerhart, L. W. and Margaret M. (cont.)

2 acres at $100 per acre	$ 200.00
6.57 acres at $50 per acre	328.50
Allowance - woodshed and well	71.50
Plus low bid for moving	

Amount to be paid owner - chrg to Right of Way Plus low bid for moving — $ 600.00

THINGS TO BE DONE BY THE STATE:

Construct commercial access, 30' wide, at Stations 1191+50, 1195+50, 1196+75 and 1197+00, east side.

Access controlled -

17938 - Closson, Floyd and Mattie (Brainerd)
Right of Way
Option expires May 29, 1952

11.22 acres at $50 per acre	$ 561.00
Allowance - moving one log cabin, 13'x17'	475.00
One cabin, 9'x16'	50.00
Plus low bid for moving	

Amount to be paid owner - chrg to Right of Way Plus low bid for moving. — $1,086.00

THINGS TO BE DONE BY THE STATE:

Construct private access Station 1370+50, east side.

Access controlled -

18443 - Arnold, William H. and Anga (Brainerd)
Right of Way
Option expires May 30, 1952

.9 acre, more or less Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way — $ 100.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

Forest Boundary-Gilchrist Unit-Lapine-Diamond Lake Jct. Sect. - The Dalles-California Hwy. (cont.)

17933 - Vidonne, Philip and Cleo — Bryan W. & Cora M. Riddell (Brainerd)
Right of Way
Option expires May 30, 1952

0.74 acre, more or less — Lump Sum $100.00

Amount to be paid owner - chrg to Right of Way — $ 100.00

THINGS TO BE DONE BY THE STATE:

Private access granted at Station 1076+50, East side, 25' wide.

Access controlled -

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

17616 - Assemblies of God — (Cozad)
Right of Way
Option expires June 10, 1952

.01 acres — Lump Sum — $ 50.00

Amount to be paid owner - chrg to Right of Way — $ 50.00

THINGS TO BE DONE BY THE STATE:

Construct commercial access at Station 715+60

Access controlled -

NORTH CORVALLIS SECTION - PACIFIC HIGHWAY WEST

17980 - Peffer, R.M. and Mary J. — (Haskin)
Right of Way
Option expires June 12, 1952

4225 sq.ft. at $0.10 per sq.ft. — $ 422.50
Allowance - lawn & moving shrubs, trees, walk, rock garden, fish pond & damages — 1,565.15

Amount to be paid owner - chrg to Right of Way — $1,987.65

(cont.)

EXHIBIT "A" (cont.)

North Corvallis Section - Pacific Highway West (cont.)

17980 - Peffer, R. M. and Mary J. (cont.)

THINGS TO BE DONE BY THE STATE:

Fill area between highway right of way and grantors adjacent lot. Est. Cost $ 150.00

Amount to be charged to Construction $ 150.00

GRAND TOTAL (Estimate) $2,137.65

Access controlled - no access allowed

LAGRANDE-NORTH POWDER UNIT-LADD CANYON SECTION - OLD OREGON TRAIL HIGHWAY

16097 - Childers, Dora E. (Admin. Estate of Ellen E. Mann) (Enfield)
Right of Way
Deed signed December 8, 1951

0.32 acre Lump Sum $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE:

Construct private access east side at Station 1201+00.

Access controlled -

Recommended for Condemnation - April 12, 1951 - $50.00

NORTH SIDE OF THE WEST END OF ROSS ISLAND BRIDGE SECT. - SW GROVER STREET-SW PORTER ST. LINE-PACIFIC HWY. WEST

16403 - Oregon Electric Railway Co. (Mayhew)
Line Change

18280 sq. ft. at $0.45 per sq. ft.	$8,226.00	
1216 sq. ft. at $0.8347 per sq. ft. + 15' easement	1,015.00	
Total Consideration	9,241.00	
Less amount to be paid by Pacific Greyhound lines (6055 sq. ft. at $0.45 per sq. ft.)	2,724.75	
Amount to be paid owner by Highway Commission - chrg to R/W		$6,516.25

Access not controlled -

19177

EXHIBIT "A" (cont.)

LAPINE-DIAMOND LAKE JCT. SECT.-THE DALLES-CALIFORNIA HWY.

18189 - Montgomery, Pat et al (Brainerd)
Right of Way (Pumice mining claim)
Option expires June 17, 1952

1.6 acres Lump Sum $ 30.00

Amount to be paid owner - chrg to Right of Way $ 30.00

Access controlled - no access allowed

17934 - Brooks-Scanlon Inc. (Cozad)
Right of Way
Option expires June 12, 1952

39.49 acres Gratis
Extra cost of logging timber - 50 M. board ft.
of timber at $12.50 per
M. board ft. Est. $ 625.00

Amount to be paid owner - chrg to Right of Way Est. $ 625.00

THINGS TO BE DONE BY THE STATE:

Grantors reserves the right to construct and maintain 4 accesses, not to exceed 40 ft. in width, points to be mutually agreed upon.
Grantors reserve right to maintain present access road.
Grantors reserve right for a logging road crossing near mile post 183.7, pending application to P. U. C.
Grantors reserves right for logging road as originally granted by U. S. Government to Shevlin-Hixon Co. and to be granted by State Highway Dept.
Grantor may remove timber in clearing limits on or before May 1, 1952.
Other timber may be removed at owners convenience.

Access controlled -

TALENT-ASHLAND SECTION - PACIFIC HIGHWAY

18306 - Wurdinger, Gus (Holt)
Right of Way
Option expires June 14, 1952

(cont.)

EXHIBIT "A" (cont.)

Talent-Ashland Section - Pacific Highway (cont.)

18306 - Wurdinger, Gus (cont.)

31,363 sq.ft. at $0.07 per sq.ft.	$2,195.00	
Novelty shop, 1200 sq.ft.	6,600.00	
Half interest in well and pump	300.00	
Amount to be paid owner - chrg to Right of Way		$9,095.00

THINGS TO BE DONE BY THE STATE:

Construct private approaches at Stations 53+10 and 54+90, west side.

Access controlled -

EXHIBIT "B"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, the State Highway Commission is authorized to acquire real property, or any interest therein, for highway and park purposes by negotiation, agreement, or by the exercise of the right of eminent domain; and

WHEREAS, Section 100-116, O. C. L. A., provides that in an action in eminent domain brought by the Highway Commission the costs and disbursements of the defendants, including a reasonable attorney's fees to be fixed by the Court, shall be taxed by the Clerk and recovered from the State, but if it appears that the State Highway Commission tendered the defendants before commencing the action an amount equal to or greater than that assessed by the jury, in such case the State shall recover its necessary disbursements from the defendants; and

WHEREAS, it has been the practice and policy of the Commission to authorize the Chief Counsel to make offers in definite amounts for the acquisition of real properties prior to institution of condemnation proceedings; and

WHEREAS, the filing of complaints is sometimes delayed after the institution of condemnation proceedings has been authorized by the Commission because of the necessity of tendering in writing the Commission's offer to purchase and waiting a reasonable time for a reply thereto, and subsequent negotiations that often result from such tendering of offer to purchase; and

WHEREAS, with respect to real properties that the Legal and Right of Way Departments are unable to acquire by negotiation and agreement, and which it is anticipated will have to be acquired by exercise of the right of eminent domain, and when the awarding of contracts for highway construction and improvement projects and park projects may be delayed if an offer is not tendered the owners of said property before the Commission authorizes its acquisition by exercise of the right of eminent domain or before the Commission authorizes that an offer of a specified sum of money be made for purchase of the property, the Commission desires to authorize the Chief Counsel to tender to the owners of said real property an offer, in behalf of the Commission, to purchase the same, such offer to be in that amount of money and other considerations determined by the Chief Counsel, based upon the appraisals of competent appraisers, to be the fair cash market value of the property sought to be acquired and the depreciation, if any, in the fair cash market value of the owner's remaining property resulting from the acquisition; provided that the amount of said offer is approved by at least one member of the

(cont.)

EXHIBIT "B" (cont.)

Commission before the said offer is tendered to the owner of the real property, and, provided further that when requested by any Commissioner, the amount of said offer is approved by more than one member of the Commission before the said offer is tendered to the owner of the real property.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members being present and voting affirmatively as follows:

1. With respect to real properties which the Legal and Right of Way Departments are unable to acquire by negotiation and agreement, and which it is anticipated will have to be acquired by exercise of the right of eminent domain, and when the awarding of contracts for highway construction and improvement projects and park projects may be delayed if an offer is not tendered the owners of said property before the Commission authorizes its acquisition by exercise of the right of eminent domain or before the Commission authorizes that an offer of a specified sum of money be made for purchase of the property, the Highway Commission does hereby authorize and direct its Chief Counsel to tender to the owners of said real property an offer, in behalf of the Commission, to purchase the same, such offer to be in that amount of money and other considerations determined by the Chief Counsel, based upon appraisals of competent appraisers, to be the fair cash market value of the property sought to be acquired and the depreciation, if any, in the fair cash market value of the owner's remaining property resulting from the acquisition; provided that the amount of said offer is approved by at least one member of the Commission before the said offer is tendered to the owner of the real property, and provided further that when requested by any Commissioner, the amount of said offer is approved by more than one member of the Commission before the said offer is tendered to the owner of the real property.

2. The Chief Counsel shall prepare and file with the Commission each month a written report in which there shall be set forth in such detail as will give to the Commission knowledge of all pertinent facts involved in offers made by the Chief Counsel in behalf of the Commission during the period covered by the report.

3. This resolution shall be entered in the minutes and records of the Commission as of the twentieth day of December, 1951.

19181

EXHIBIT "C"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, the 46th legislative assembly enacted Chapter 405, Oregon Laws, 1951; and

WHEREAS, Section 3 (1) (b), Chapter 405, Oregon Laws 1951, provides that no vehicle, including any load thereon, shall exceed a height of twelve and one-half feet, which increases the permissible height of vehicles from eleven feet, as formerly provided by law, to twelve and one-half feet; and

WHEREAS, by reason of said increase of permissible height of vehicles, there are several overhead structures upon and over the state highway system that will not now accommodate vehicles having a lawful height as provided in Section 3 (1) (b), Chapter 405, Oregon Laws 1951; and

WHEREAS, in some instances, said structures are not high enough at any place to permit clearance of vehicles of lawful height, and in other instances certain portions of said structures will permit clearance of vehicles having a legal height, whereas other portions of said structures near the outer edges of the highway will not permit clearance of such vehicles; and

WHEREAS, based upon the advice and recommendation of the State Highway Engineer, it is the judgment and opinion of the Commission that certain overhead structures having vertical clearances of less than twelve feet, nine inches be posted with conspicuous signs which shall inform the motoring public of the same, although, by law, the driver of any vehicle is not relieved from the exercise of due care in determining that the vertical clearance is sufficient; and

WHEREAS, the Commission believes that the posting of such signs as contained herein are necessary for the best interests of the state, for the safety and general welfare of the public, and to protect the state highway system from being unduly damaged;

NOW, THEREFORE, be it, and it hereby is resolved and ordered by this Commission, all of the members being present and voting affirmatively, as follows:

1. That for the purpose of protecting the general public welfare, and especially the welfare of the motoring public, and for the further purpose of preventing undue damage to the state highway system,

EXHIBIT "C" (cont.)

the Commission hereby, and pursuant to the authority vested in it by law, does post or cause to be posted signs which shall notify and inform the public of the minimum vertical clearance of the two vertical clearances hereinafter set forth for each of the said structures:

OVERHEAD STRUCTURES
MINIMUM VERTICAL CLEARANCE OF LESS THAN 12' 9"

Hwy. No.	Route No.	Mile Post Location	Name of Structures	Vertical Clearance (at 8')*	Vertical Clearance (at 4')*
7	US20	0.29	O. T. Ry. Undercrossing	10'9"	10'9"
7	US20	195.81	O. W. R. R. &N. Undercrossing	12'7" 13'0"	12'10" Eastbound 12'10" Westbound
7	US20	202.41	O. W. R. R. &N. Undercrossing	12'2 13'2 3/4"	12'8 3/4" Eastbound 12'8 3/4" Westbound
9	US101	45.66	Nehalem River	12'3"	15'3"
12	ORE86	81.06	Snake River	12'0"	14'8"
17	US20	16.06	Deschutes River	12'8"	15'7"
191	ORE223	17.69	Ritner Creek Bridge	12'0"	14'3"
191	ORE223	19.71	Luckiamute River	10'6"	13'10"
201	------	5.43	Deadwood Creek	12'0"	13'9"
291	ORE218	23.32	John Day River	11'11"	15'4"
300	ORE206	8.70	U. P. R. R. Undercrossing	9'11"	9'10"
300	ORE206	18.76	John Day River	11'0"	13'6"
333	ORE207	11.50	Hinkle Undercrossing	12'8"	12'8"
390	ORE207	0.56	John Day River	10'0"	12'7"

*Number of feet from center line of highway.

2. That the State Highway Engineer is hereby directed to erect, and thereafter maintain, suitable and adequate signs containing the following words: "IMPAIRED CLEARANCE," and said words shall be followed by the minimum vertical clearance of the structure, either at the center line of the highway or at a point eight (8) feet either side of the center line, whichever of said points does in fact constitute the minimum vertical clearance.

3. That the State Highway Engineer is hereby directed to locate said signs in a conspicuous manner and place at each end of said structures and at such other places as in his judgment may be necessary to inform the public of said vertical clearances of said structures.

4. That the State Highway Engineer is also hereby directed to erect and maintain advance warning signs in connection with the said structures hereinabove set forth and the same shall contain the following words: "LOW BRIDGE". The State Highway Engineer is further hereby directed to locate said signs in a conspicuous manner and place in

(cont.)

EXHIBIT "C" (cont.)

such places as in his judgment may be necessary.

5. That the Commission hereby reserves the right to change or modify the action hereby taken, but any change or modification shall be evidenced by a resolution or order entered in the minutes and records of the Commission.

6. That this resolution be entered in the minutes of the Commission as of the 20th day of December, 1951, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each the Superintendent of State Police, the Public Utilities Commissioner, and the Secretary of State.

EXHIBIT "D"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3322 with Tom Lillebo for constructing concrete viaduct on the Coburg County Road in Lane County, completed October 30, 1951.

Contract No. 3399 with Warren Northwest, Inc., for grading and paving on the Sweet Home (Holly Junction-19th Street) Section of the Santiam Highway in Linn County, completed October 9, 1951.

Contract No. 3403 with Russell Olson Construction Co. for grading and oil mat surfacing on the Joseph (Highway and City Street) Section of the Joseph-Wallowa Lake Highway in Wallowa County, completed August 11, 1951.

Contract No. 3431 with E. C. Hall Co. for constructing concrete viaduct on the White River Bridge Section of the Mt. Hood Highway in Hood River County, completed October 29, 1951.

Contract No. 3435 with City Electric, Inc., for installation of traffic signals on the Pacific Highway East in Salem, Marion County, completed November 14, 1951.

Contract No. 3448 with Berke Bros. for grading and topping on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties, completed September 30, 1951.

Contract No. 3449 with F. L. Somers for grading and surfacing on the Goose Lake Section of the Cottonwood Creek and West Side County Roads in Lake County, completed August 22, 1951.

Contract No. 3450 with R. A. Heintz Construction Co. for grading and oil mat surfacing on the Sams Creek-Snider Creek Section of the Sams Valley Highway in Jackson County, completed September 15, 1951.

Contract No. 3466 with Asphalt Paving Co. for reoiling and rock production on the Clear Creek-White School Section of the Wapinitia Highway in Wasco County, completed October 4, 1951.

(cont.)

EXHIBIT "D" (cont.)

Contract No. 3468 with C. E. Leseberg for furnishing crushed material in stock pile on the Rock Creek-McDermitt Section of the I-O-N Highway in Malheur County, completed December 7, 1951.

Contract No. 3505 with Porter W. Yett for grading and paving on the Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass County Road in Washington County, completed November 5, 1951.

Contract No. 3520 with Coos Bay Dredging Co., Inc., for grading and surfacing on the Oregon Coast Highway in Coos County, completed October 10, 1951.

Contract No. 3521 with J. N. Conley for surfacing on the Combs Flat (Prineville-Eagle Rock) Section of the Paulina Highway in Crook County, completed October 10, 1951.

Contract No. 3522 with Warren Northwest Inc., for pavement resurfacing on the Burns-Buchanan Section of the Central Oregon Highway in Harney County, completed October 29, 1951.

Contract No. 3552 with Loree Building Service for constructing buildings in Emigrant Springs Park in Umatilla County, completed October 30, 1951.

Contract No. 3555 with Swendig & Son for constructing maintenance building at Shaniko in Wasco County, completed November 30, 1951.

Contract No. 3571 with D. F. McKenzie Co. for surfacing on the Haines-Anthony Section of the Haines-Anthony Highway in Baker County, completed November 7, 1951.

Contract No. 3584 with John A. Logan, for riprap repair on the Oneonta Section of the Columbia River Highway in Multnomah County, completed November 30, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said State highway contracts for the construction of said State highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "E-1"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Antelope	$ 153.23	Falls City	$2,165.71	Merrill	$2,114.63
Aumsville	712.54	Gates	1,077.75	Metolius	400.96
Aurora	620.60	Gearhart	1,425.08	Monroe	927.07
Cave Junction	689.55	Gervais	1,159.47	Oakland	2,106.97
Condon	2,467.07	Glendale	2,211.68	Oceanlake	1,751.98
Cornelius	2,541.13	Granite	94.49	Scappoose	1,683.02
Creswell	1,700.90	Hubbard	1,253.97	Sodaville	1,044.55
Dayton	1,823.49	Ione	658.91	Summerville	186.43
Eastside	2,272.97	Lafayette	1,685.58	Waldport	1,741.76
Echo	1,162.03	Long Creek	722.25	Wheeler	735.52
Estacada	2,403.22	Malin	1,519.57	Yoncalla	1,598.74
Fairview	1,116.06	Manzanita	863.22	Gold Beach	1,882.23

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That the resolutions adopted by the City of Falls City and approved by the Highway Commission for the years 1948, 1949, and 1950

(cont.)

EXHIBIT "E-1" (cont.)

be modified in accordance with the resolution adopted by the City of Falls City on November 5, 1951, and placed on file with the State Highway Commission.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper office in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 20th day of December, 1951.

EXHIBIT "E-2"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Dayton $2,193.26

Umatilla 2,675.54

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 20th day of December, 1951.

EXHIBIT "E-3"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six month period of 1949 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Chiloquin $1,572.90

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows.

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 20th day of December, 1951.

December 20, 1951

EXHIBIT "F"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Three Mile Lane Secondary Highway No. 152, known as the South Yamhill River Section in Yamhill County, the westerly terminus of which is at the intersection of Third and Irvine Streets in the City of McMinnville, and the easterly terminus of which is at Highway Engineer's Station 50+00 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated sections or units are no longer needed for highway purposes; and

WHEREAS, Yamhill County, the City of McMinnville and the Commission have entered into an agreement under date of April 25th, 1950, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Three Mile Lane Secondary Highway has been completed and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several sections or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That as the section of the Three Mile Secondary Highway, State Highway No. 152, which begins at the intersection of Third and Irvine Streets in the City of McMinnville and ends at State Highway Engineer's Station 50+00 of the new route is now completed, the sections of the old route herein defined and described as Units "A" and "B" shall no longer be part of the route of the Three Mile Lane Secondary Highway, State Highway No. 152, but shall be eliminated and removed therefrom.

2. That the portion of the old right of way which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "B" and is shown colored in red on the map attached hereto and

(cont.)

EXHIBIT "F" (cont.)

marked "Exhibit A", and is more particularly described as follows:

Unit "B"

Beginning at the intersection of the old route of the Three Mile Lane Secondary Highway No. 152 with the city limits of McMinnville at the center line of the South Yamhill River in the Northeast quarter of the Southwest quarter of Section 21, Township 4 South, Range 4 West, W. M., and running thence southeasterly to its intersection with the new route of the Three Mile Lane Secondary Highway No. 152 opposite Highway Engineer's Station 45+70 of the relocated route in the Northwest quarter of the Northwest quarter of Section 27, Township 4 South, Range 4 West, W. M.

shall hereafter be maintained by the County as a county road for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Yamhill County, and said road shall thereafter be maintained by the County for public use. *

3. That the portion of the old right of way which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "A" and is shown colored in blue on the map attached hereto and marked Exhibit "A", and is more particularly described as follows:

Unit "A"

Beginning at the intersection of Third and Irvine Streets in the City of McMinnville in the Southeast quarter of the Northwest quarter of Section 21, Township 4 South, Range 4 West, W. M., and running thence southeasterly via the old route of the Three Mile Lane Secondary Highway to its intersection with the southerly city limits of the City of McMinnville at the center line of the South Yamhill River in the Northeast quarter of the Southwest quarter of Section 21, Township 4 South, Range 4 West, W. M.

shall hereafter be under the jurisdiction and control of the County, and the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Yamhill County. Pursuant to OCLA 100-2401, the County may release to the City jurisdiction and control of said Unit "A", and the City may accept the same, and thereafter the City shall maintain said Unit "A" as a city street for the benefit and service of persons

EXHIBIT "F" (cont.)

living thereon and the communities served thereby. *

4. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and, likewise, for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

5. The boundaries of all real properties acquired for rights of way and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Yamhill County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action by resolution, or otherwise, by which the County shall accept the said abandoned sections of said old right of way heretofore defined and described as Unit "B" and which is colored in red on the map attached hereto and marked "Exhibit A". *

7. The Secretary hereby is directed to mail to the City Council of McMinnville a duly certified copy thereof, and said City Council hereby is respectfully requested to take appropriate official action by resolution, or otherwise, by which the City shall accept the said abandoned sections of said old right of way heretofore defined and described as Unit "A" and which is shown colored in blue on the map attached hereto and marked "Exhibit A". *

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 217, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

19193

EXHIBIT "G"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's minutes or records;

AND, WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission;

AND, WHEREAS, for the purpose of supplementing such informal record and action, it is the purpose of the Commission at this time to ratify all options so taken;

THEREFORE, Be It And It Hereby Is Resolved by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction or other improvement of the highway projects listed on the attached sheet, which sheet for identification purposes is marked "A" and dated December 20, 1951, is hereby declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby approved.

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified;

3. That this resolution be entered in the minutes and records of the Commission as of December 20, 1951 and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed on said attached page.

19194

PURCHASE OF RIGHT OF WAY TO BE AUTHORIZED BY OREGON STATE HIGHWAY COMMISSION

County and Section	Highway
CLATSOP	
Nehalem River Bridge - M.P. 28.4	
Nehalem River Bridge - M.P. 37.3	
Nehalem River Bridge - M.P. 39.3	Nehalem Secondary
COLUMBIA	
Mist-Vernonia Bridge	Nehalem Secondary
KLAMATH	
Scale Site near Klamath Falls	The Dalles-California
DESCHUTES	
Extension to Scale Site N. of Bend for unloading purposes	The Dalles-California
DOUGLAS	
Loadometer Pit - Tri City-Canyonville Sect.	Pacific Highway
WASHINGTON	
Quarry & Haul Road - Quartz Creek-N. Plain Sect.	Sunset
WASCO	
Mosier-The Dalles	Columbia River
The Dalles-One Way Street	Columbia River
MARION	
Hayesville School-E. State St. Unit, Salem By-Pass	Pacific East
Hayesville School-Lana Avenue	Pacific East
YAMHILL	
Sheridan-Deer Creek	Salmon River
CLACKAMAS	
Barbur Blvd.-White School	West Portland-Hubbard

"A"

December 20, 1951

19195

EXHIBIT "H"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Pacific Highway West

Highway Number: 1 W Route number: 99 W

Location of Termini				Established Speed
M. P. 22.81 (Springbrook Road north of Newberg)	to	M. P. 23.47 (Hulet Lane)		45 miles per hour
M. P 23.47 (Hulet Lane)	to	M. P. 24.18 (North city limits Newberg)		35 miles per hour

(cont.)

EXHIBIT "H" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 20th day of December, 1951.

19197

EXHIBIT "I"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Oswego Highway

Highway number: 3 Route number: State route 43

Location of Termini		Established Speed
M. P. 4.49 (South city limits Portland)	to M. P. 7.37 (North city limits Oswego)	45 miles per hour

(cont.)

EXHIBIT "I" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 20th day of December, 1951.

1919

EXHIBIT "J"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, the Oregon Coast Highway is one of the major state highways of the state, is likewise a part of the Federal highway system and is under the jurisdiction and control of the State Highway Commission being identified in the Commission's records as State Highway No. 9 and US Highway Route No. 101;

WHEREAS, it appears that on said highway situate approximately 1/3 mile south of the south city limits of Seaside in Clatsop County, a road known as Avenue "U" connects with the Oregon Coast Highway from the west and that the parking of vehicles along the west side of the Oregon Coast Highway immediately north of Avenue "U" creates a hazard to the traveling public; and

WHEREAS, said Oregon Coast Highway throughout its length carries a large volume of traffic and the parking of vehicles along the shoulders of said highway at said location tends to restrict and impair the use of the traveled portion of the highway and also restricts the sight distance for vehicles approaching the highway on Avenue "U" to such an extent that in the opinion of the Highway Commission a hazard is created not only to highway traffic and to traffic entering the highway at Avenue "U" but also to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission public convenience and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, be it and it hereby is resolved by the State Highway Commission as follows:

1. The Commission does find and declare, based upon investigation reports and recommendation made by and under the supervision of the State Highway Engineer, that the parking of vehicles along the west side of the Oregon Coast Highway from Avenue "U" to a point 150 feet north thereof creates a hazard to the motoring public and to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit the parking of vehicles thereon and at the same time provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

(cont.)

EXHIBIT "J" (cont.)

3. That this Commission does further find and declare that the parking of vehicles for long periods of time upon the shoulders of said highway between Avenue "U" and a point 150 feet northerly thereof should be and hereby is prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs at said termini and at such points between said termini as in the judgment of said engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police and to the Sheriff of Clatsop County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 20th day of December, 1951.

19201

EXHIBIT "K"

Minutes of December 20, 1951

RESOLUTION

WHEREAS, from time to time State-owned equipment, structures, and other properties which are used or operated by the State Highway Department become damaged through the negligence or misadventure of certain individuals; and,

WHEREAS, it is to the best interest of the State for the Highway Commission to recover from said individuals the amount of damages suffered by the said State equipment, structures, and other properties; and,

WHEREAS, it is often difficult, without the necessity of court proceedings, to ascertain the exact amount the State could recover for said damage; and,

WHEREAS, it is the opinion of the Commission that it would be to the best interest of the State to permit the State Highway Engineer and Chief Counsel for the Highway Department to effect compromise settlements in amounts less than the full amount of the damages claimed by the State, when, in the judgment of the said State Highway Engineer and Chief Counsel, the best interest of the State would be served by executing such compromise settlements rather than resorting to legal action through the state courts;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED AND ORDERED by the Commission as follows:

1. That the State Highway Engineer and Chief Counsel for the Highway Department may, when in their judgment the best interests of the State of Oregon will be served, effect compromise settlements of claims by the State for all damages to State-owned equipment, structures, and other properties, used or operated by the State Highway Department, in amounts less than the full amount of damages claimed by the State, and

2. That the Secretary for the Highway Department is hereby authorized to execute releases on behalf of the Highway Commission based upon the said compromise settlements entered into by the said State Highway Engineer and Chief Counsel.

3. This resolution may be amended or entirely rescinded by the Commission when such action is deemed in public interest.

4. This resolution shall be entered in the minutes and records of the Commission as of the 20th day of December, 1951.

EXHIBIT "L"

Minutes of December 20, 1951

RESOLUTION

WHEREAS, in the acquisition of real properties by the State of Oregon, by and through its Highway Commission, the State also often acquires title to trees, timber, shrubs, logs, and poles which must be sold, removed, or otherwise disposed of; and,

WHEREAS, the acquisition of such trees, timber, shrubs, logs, and poles is now of such magnitude and the instances and occasions calling for their disposal have increased to such an extent as to warrant the adoption of a procedure which will make unnecessary the submission to the Commission for approval of all the necessary sales or disposal of all said trees, timber, shrubs, logs, and poles; and,

WHEREAS, it is the opinion of the Commission that the adoption of the practice, procedure, and policy herein set forth will economize time and will promote and preserve public interest;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED AND ORDERED by the Commission as follows:

1. That the Chief Counsel of the Highway Department is authorized to dispose of, by private sale and without the necessity of calling for bids, any trees, timber, shrubs, logs, and poles owned by the State, through its Highway Commission, if the appraised value of the property sold or disposed of by any one sale does not exceed $100.00.

2. That if the appraised value of the property exceeds $100.00, then the same can be sold by the Chief Counsel only after calling for competitive bids, and said sale shall be made to the highest responsible bidder, provided, however, that if no bids are received, or if the highest bidder is not satisfactory, then, and in that event, the aforesaid property may be disposed of by said Chief Counsel at a private sale.

3. That the Chief Counsel shall prepare, or supervise the preparation of, a monthly report to be submitted to the Highway Commission in which there shall be set forth the description of all the property sold by the said Chief Counsel, the appraised value of said property, and the price for which it was sold.

4. That the Chief Counsel, or his duly authorized representative, may, for and on behalf of the State Highway Commission, transfer title to any and all of the aforementioned property, sold or disposed of pursuant to the provisions and authority granted in this resolution, by a bill of sale.

(cont.)

EXHIBIT "L" cont.

5. This resolution may be amended or entirely rescinded by the Commission when such action is deemed in public interest.

6. This resolution shall be entered in the minutes and records of the Commission as of the 20th day of December, 1951.

19204

EXHIBIT "M"

Minutes of December 20, 1951

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the hereinafter described relocated sections of the Pacific Highway, and in connection therewith, to prepare maps showing the routes and locations of said relocated sections of the Pacific Highway and file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, public hearings have been held whereby residents of each of the towns affected, Creswell, Cottage Grove, Drain, Yoncalla, Oakland, Sutherlin, and Gold Hill, have been granted an opportunity to express their views concerning the proposed revisions of said sections of said Pacific Highway; and

WHEREAS, after due consideration of the testimony presented at said hearings and after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the surveys and field notes and engineering data as submitted by the Engineer should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. (a) That the survey of the Creswell-Divide Section of the Pacific Highway beginning at Engineer's Station 180+00, which point is on the existing Pacific Highway approximately two miles north of the north city limits of Creswell in Lane County, and extending in a southerly direction, east of the towns of Creswell and Cottage Grove, to a connection with the existing Pacific Highway at a point near Divide, approximately three-fourths of a mile northeast of the Douglas County line at Engineer's Station 232+50, together with the map, which for identification purposes bears map file No. 7B-13-8 and the date of April, 1951, and field notes and other engineering data submitted by the Engineer hereby are approved; and

(b) That the survey of the Anlauf-Rice Hill Section of the Pacific Highway, beginning at Engineer's Station 1048+40, which point is on the existing Pacific Highway approximately 2 miles north of the town of Anlauf in Douglas County, and extending in a southerly direction, east of the towns of Drain and Yoncalla, to a connection with the

(cont.)

19205

EXHIBIT "M" cont.

existing Pacific Highway, approximately four miles south of the south city limits of Yoncalla, at Engineer's Station 1181+20.7, together with the map, which for identification purposes bears map file No. 1A-12-6 and the date of October, 1951, and field notes and other engineering data submitted by the Engineer hereby are approved: and

(c) That the survey of the Oakland-Deady Section of the Pacific Highway, beginning at Engineer's Station L² 1577+16.26, which point is on the existing Pacific Highway approximately 1/2 mile north of the city limits of Oakland in Douglas County, and extending in a southerly direction west of the towns of Oakland and Sutherlin, to a connection with the existing Pacific Highway at a point approximately 3/4 of a mile south of the south city limits of Sutherlin which point is near the railroad station of Deady, at Engineer's Station 1222+81.3, together with a map, which for identification purposes bears map file No. 1A-12-7 and the date of October, 1951, and field notes and other engineering data submitted by the Engineer hereby are approved; and

(d) That the survey of the Gold Hill Section of the Pacific Highway, beginning at Engineer's Station 253+39.99, which point is on the existing Pacific Highway approximately 1-1/2 miles west of the city limits of Gold Hill in Jackson County, and extending in an easterly direction, south of the Rogue River and the town of Gold Hill, to a connection with the existing Pacific Highway at a point approximately 1-1/2 miles east of the city limits of Gold Hill, at Engineer's Station 661+09.5, together with the map, which for identification purposes bears map file No. 1A-12-5 and the date of October, 1951, and field notes and other engineering data submitted by the Engineer hereby are approved.

2. That the said maps and field notes and other engineering data, submitted by the Engineer in connection with each of the above described surveys, hereby are approved, except that such approval by the Commission does not carry with it approval of any proposed highway connection to any city or town, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

3. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and location, unless otherwise directed or ordered by the Commission.

4. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other data needed for and in connection with the acquisition of right of way for construction, reconstruction, or improvement of a highway along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

EXHIBIT "M" cont.

5. That the surveys of the within-above-designated sections or units of said Pacific Highway have been made within the meaning and the purpose of Chapter 4, Oregon Laws, 1947, commonly known as the Throughway Law and were likewise made within the scope and purpose of the resolution approved and adopted by the Highway Commission November 3, 1948. Therefore, the construction of said highway shall be accomplished pursuant to the provisions of said law and said resolution.

6. That this resolution be entered in the minutes and records of the Commission this 20th day of December, 1951.

19207

EXHIBIT "N-1"

Minutes of December 20, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Salem By-Pass Section of the said Pacific Highway East, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Salem By-Pass

(cont.)

EXHIBIT "N-1" (cont.)

Section of the Pacific Highway East, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

R-17209
Owner: George E. Brant

A parcel of land lying in Lots 9 and 10, West Hollywood Addition, situated in Section 13, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that property conveyed by that deed to George E. Brant, recorded in Book 300, page 287, of Marion County Records of Deeds, the said parcel being that portion of said property lying south of that tract conveyed to John C. and Margaret J. Ferguson by deed recorded in Book 413, page 665, of Marion County Deed Records, and being included in a strip of land 100 feet in width lying on the west side of the center line of the Salem By-Pass Section of Pacific Highway East, as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 100+00, said station being approximately 590 feet North and 355 feet East of the Southwest corner of said Lot 10; thence South 600 feet to Station 106+00; the West line of said strip of land crossing the South line of said Ferguson property, and the South line of said Lot 10 approximately opposite Stations 101+88 and 105+35, respectively.

The parcel of land to which this description applies contains 0.127 acre.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Salem By-Pass Section of Pacific Highway East, when constructed upon the aforesaid-described real property, to the remaining abutting lands of the larger tract, of which said larger tract the aforesaid-described property is a part; and that all access, ingress, egress and regress to, from, and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting properties be prohibited.

3. That the highway facility for which the aforesaid-described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private unjury or damage.

(cont.)

EXHIBIT "N-1" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

7. That this resolution be, and it hereby is, entered in the Minutes and records of the Commission this 20th day of December, 1951.

EXHIBIT "N-2"

Minutes of December 20, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Salem By-Pass Section of the said Pacific Highway East, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the

(cont.)

19211

EXHIBIT "N-2" cont.

Salem By-Pass Section of the Pacific Highway East, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

R-17231
Owner: Myles Henderson, et ux

Beginning at a 2 inch galvanized iron pipe which is 661.85 feet North 89° 45' East and 30 feet North from the Southwest corner of the Towner Savage Donation Land Claim in Township 7 South, Range 2 West of the Willamette Meridian, in Marion County, Oregon; and running thence North 632.31 feet along the West line of Lot 9 of the Cherry City Fruit Tracts in said Township and Range and County to a point on the North line of said Lot 9; thence East 197.34 feet along the North line of said Lot 9; thence South 186.12 feet; thence East 159.08 feet; thence South 0° 20' West 474.85 feet to a point on the center line of Sunnyview Avenue, a County Road, and also the South line of said Lot 9; thence South 89° 45' West 353.70 feet along the center line of Sunnyview Avenue to the Southwest corner of said Lot 9; thence North 30 feet along the West line of said Lot 9 to the point of beginning.

The parcel of land to which this description applies contains 4.73 acres, of which 0.22 acre lies within the existing right of way (Sunnyview Avenue), title to which is hereby acknowledged to be in the public, and 4.51 acres lie outside the existing right of way, and said parcel includes also all of Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14 and Lot X and Lot Y, Henderson Addition, Marion County, Oregon, as by the owners through appropriate proceedings caused to be platted and subdivided, which said Henderson Addition includes a dedicated road designated as "Myles Avenue", as more particularly described and shown on the map and plat thereof on file in the office of the Recorder, Marion County, Oregon.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Pacific Highway East, when constructed upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress, and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will

EXHIBIT "N-2" cont.

be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the Minutes and records of this Commission as of the 20th day of December, 1951.

9213

EXHIBIT "N-3"

Minutes of December 20, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Salem By-Pass Section of the said Pacific Highway East, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Salem

EXHIBIT "N-3" cont.

By-Pass Section of the Pacific Highway East, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to-wit:

R-17204
Owners: Florence Peterson and Kenneth Peterson

A parcel of land lying in Lot 10, West Hollywood Addition, said addition being situated in Sections 12 and 13 of Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that property conveyed by that deed to Florence Peterson and Kenneth Peterson, recorded in Book 420, Page 217, of Marion County Records of Deeds; the said parcel being that portion of said property lying North of that tract conveyed to Lester C. and Elsie Pickerel by deed recorded in Book 305, Page 688, of Marion County Deed Records, and being included in a strip of land 100 feet in width, lying on the West side of the center line of the Pacific Highway East as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 97+00, said Station being approximately 34 feet South and 353 feet East of the Northwest corner of said Lot 10; thence South 300 feet to Station 100+00; the West line of said strip of land crossing the North line of said Peterson property approximately opposite Station 97+92 and crossing the North line of said Pickerel property approximately opposite Station 98+76.

The parcel of land to which this description applies contains 0.013 acre.

2. That in addition to acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests, or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Salem By-Pass Section of the Pacific Highway East when constructed upon the aforesaid-described real property, to the remaining abutting lands of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress, and regress, to, from, and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

(cont.)

19215

EXHIBIT "N-3" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any; and, in the event that no satisfactory agreement can be reached, then he is authorized and directed to commence and prosecute to a final determination such suit or action as may be necessary to acquire title for the parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer of a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel is hereby authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 20th day of December, 1951.

EXHIBIT "N-4"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Salem By-Pass Section of the said Pacific Highway East, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

19217

EXHIBIT "N-4" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Salem By-Pass Section of the Pacific Highway East, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

R-18069
Owner: Earl Hitchman, et ux

A parcel of land lying in the Garden City Addition of Township 7 South, Range 3 West, W.M., Marion County, Oregon; the said parcel being described as follows:

A strip of land 10 feet in width off the south side of Lot 11 of the Garden City Addition to the City of Salem, said parcel extending from Rose Avenue to a tract conveyed to Oscar F. Lowe by deed recorded in Book 410, page 460, of Marion County Deed Records, containing 2440 square feet.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Pacific Highway East, when constructed to the easterly boundary of the real property conveyed to the owners by deed recorded in Volume 350, page 591, of the Deed Records of Marion County, Oregon.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State

EXHIBIT "N-4" (cont.)

Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 20th day of December, 1951.

1921

EXHIBIT "N-5"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the Legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Salem By-Pass Section of the said Pacific Highway East, and has ordered and declared that the said relocated highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said relocated highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "N-5" (cont.)

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way of the Salem By-Pass Section of the Pacific Highway East, for the purpose of establishing, constructing and maintaining a throughway, the following described real property, to wit:

R-13921
Owner: D. B. Murphy and Jennie V. Murphy

A parcel of land lying in the Northeast quarter of Section 12, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to D. B. Murphy and Jennie V. Murphy, his wife, recorded in Book 157, page 461, of Marion County Record of Deeds; the said parcel being described as follows:

Beginning at the Northwest corner of the Towner Savage D. L. C. in Township 7 South, Range 3 West, W. M.; thence South following the West line of said D. L. C. 627.0 feet; thence South 33° West along the Southeasterly line of said property 11.76 feet; thence North 56° 57' West 383.62 feet; thence South 33° 13' 30" West 210 feet to the Southwesterly line of said property; thence North 56° 57' West along the Southwesterly line of said property 50 feet to the center of the existing Pacific Highway East; thence North 33° 13' 30" East along the center line of the existing Pacific Highway East 688.88 feet to the North line of said property; thence Easterly along the said North line 94.38 feet to the place of beginning.

The parcel of land to which this description applies contains 3.7 acres, of which 0.5 acre lies within the existing right of way, title to which is hereby acknowledged to be in the public, and 3.2 acres lie outside of the existing right of way.

2. That, in addition to acquisition of fee simple title to the aforesaid-described parcel of real property, it is necessary that there be acquired all easements and rights of access and all rights of ingress, egress, and regress, to, from, and between the remaining land of the larger tract and the above-described parcel of real property and any highway now or hereafter constructed thereon; and that all access to the aforesaid parcel of real property and the Pacific Highway East or the proposed extension of Claxtar Road, now or hereafter constructed thereon, from said

(cont.)

19221

EXHIBIT "N-5" (cont.)

remaining land of said larger tract, and all approaches or access from said highway or said proposed extension of Claxtar Road to said remaining land, be prohibited; except that there shall be reserved unto the owners of said remaining land rights of access for two approaches from said remaining land to the Pacific Highway East, as follows:

a. A right of access for an approach not to exceed twenty-five feet in width for full access on the East side of Pacific Highway East opposite Highway Engineer's Station 76+30.

b. A right of access for an approach not to exceed twenty-five feet in width for full access on the East side of Pacific Highway East opposite Highway Engineer's Station 77+85.

c. There shall be reserved unto the owners of the said remaining land full access therefrom and thereto with the proposed extension of Claxtar Road when the same is established and opened for public purposes, pursuant to the approval of the proper public authority.

A right of private access as herein used is defined as follows: An access for ordinary travel to and from the remaining land only, and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of the said highway.

The State of Oregon shall have the right, at its option, to build at any future time, at its sole cost, a frontage or service road or frontage or service roads, on the east side of Pacific Highway East upon the right of way now owned or land to be acquired by the State of Oregon, and, upon construction of such frontage or service road or roads, the right or rights of access herein set forth to be reserved that is or are adjacent to such frontage or service road or roads shall terminate and cease, and the owners of said remaining property shall thereupon have access to such frontage or service road or roads; said frontage or service roads shall be connected to the main highway only at such points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the

EXHIBIT "N-5" (cont.)

damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power or eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the Minutes and records of the Commission this 20th day of December, 1951.

19223

EXHIBIT "N-6"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the West Portland-Hubbard Highway, said state highway to include any and all grade separation structures and approaches thereto that constitute a part of said highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law, and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows.

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Boones Ferry Road-Willamette

EXHIBIT "N-6" cont.

River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway the following described real property, to wit:

R-17536
Owner: Paul E. Doty, et al

A parcel of land lying in the South half ($S\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) and the North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 2, Township 3 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property conveyed by that deed to Paul E. Doty and Vada Lewis, recorded in Book 268, Page 299, of Washington County Records of Deeds, the said parcel being that portion of said property included in a strip of land 300 feet in width, 200 feet on the easterly side and 100 feet on the westerly side of the center line of the West Portland-Hubbard Highway as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 384+51.22, said Station being 1975.26 feet north and 917.83 feet west of the east quarter corner of said Section 2; thence along the arc of an 11,459.16 foot radius curve to the left (the long chord of which bears South 7° 52' 30" West) 2923.34 feet; thence along the arc of a spiral curve to the left (the long chord of which bears South 0° 09' 00" West) 250 feet to Engineer's Station 416+24.56 (back) equals 416+36.05 (ahead); thence south 0° 03' 30" East 363.95 feet to Station 420+00; said center line crossing the north and south lines of said property approximately at Station 400+22 and station 417+65, respectively.

(Bearings used herein are based upon the Oregon Coordinate System, North Zone.)

The parcel of land to which this description applies contains 11.91 acres.

2. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the construction of grade separation structure, and approaches thereto, for use in connection with the proposed construction and maintenance of the Boones Ferry Road-Willamette River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway the following described real property, to-wit:

A parcel of land lying in the South half ($S\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) and the North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 2, Township 3 South, Range 1 West,

EXHIBIT "N-6" (cont.)

W. M., Washington County, Oregon, and being a portion of that property conveyed by that deed to Paul E. Doty and Vada Lewis, recorded in Book 268, Page 299, of Washington County Records of Deeds; the said parcel being described as follows:

Beginning at a point on the center line of the County Road (Stafford Road) which is 200 feet easterly of (when measured at right angles to) the center line of the West Portland-Hubbard Highway, said point also being approximately 1332.8 feet south and 1117.8 feet west of the east quarter corner of said Section 2; thence North 0° 03' 30" West 60 feet; thence South 87° 16' 04" East 550.5 feet; thence South 0° 23' 30" East 30 feet to the center line of said County Road; thence South 89° 36' 30" West 550 feet along the center line of said County Road to the point of beginning, containing 0.32 acre outside of the existing County Road.

(Bearings used herein are based upon the Oregon Coordinate System, North Zone.)

3. That in addition to acquisition of fee simple title to the aforesaid described parcels of real property, it is necessary that there is acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the West Portland-Hubbard Highway, when constructed upon the aforesaid described parcels of real property, to the remaining abutting lands of the larger tract, of which said larger tract the aforesaid parcels of property are a part, and all access, ingress,egress, and regress to, from, and between the aforesaid described parcels of real property, including any highway now or hereafter constructed thereon, and the said remaining abutting property be prohibited.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property..

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the

EXHIBIT "N-6" (cont.)

State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 20th day of December, 1951.

19227

EXHIBIT "N-7"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the West Portland-Hubbard Highway, said state highway to include any and all grade separation structures and approaches thereto that constitute a part of said highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Boones Ferry Road-Willamette

(cont.)

EXHIBIT "N-7" (cont.)

River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway the following described real property, to wit:

R-17537
Owner: Walter D. Salzer, et al

A parcel of land lying in the Southeast quarter (SE¼) of Section 2, Township 3 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property conveyed by that will to Walter D. Salzer, recorded in Probate No. 7074, of Washington County Records. The said parcel being that portion of said property lying easterly of a line parallel to and 100 feet westerly of the center line of the West Portland-Hubbard Highway as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 416+36.05, said Station being 1757.48 feet South 48° 34' 55" West of the east quarter corner of said Section 2; thence South 0° 03' 30" East 1563.95 feet to Station 432+00, the said westerly line crossing the northerly and southerly lines of said property approximately opposite Station 416+83 and Station 429+44, respectively. Also, beginning at the intersection of the center line of the County Road (Stafford Road) produced westerly with a line drawn parallel to and 100 feet westerly of said center line of the West Portland-Hubbard Highway, said point being approximately 1334.90 feet south and 1417.77 feet west of the east quarter corner of said Section 2; thence South 0° 03' 30" East, parallel with said highway center line 427.5 feet; thence North 28° 54' 10" West, 145.08 feet to a point which is 170 feet west of said center line and 300 feet south of the center line of said Stafford Road produced westerly; thence North 0° 03' 30" West 99 feet; thence North 49° 11' 40" West 40.99 feet to a point which is 201 feet west of the center line of said highway; thence South 89° 36' 30" West parallel to and 174 feet southerly of the center line of said Stafford Road produced westerly 149 feet to a point which is 350 feet west of the center line of said highway; thence North 30° 01' 42" West 200.19 feet to a point in the center line of said Stafford Road produced westerly which is 450 feet west of the center line of said highway; thence North 0° 03' 30" West 345.59 feet to a point which is 50 feet southerly of (at right angles to) the center line of the Lower Boones Ferry Road; thence North 36° 57' 21"West 106.72 feet to a point which is 30 feet southerly of (at right angles to) the center line of said Lower Boones Ferry Road; thence North 42° 14' 30" East 30 feet; thence southeasterly 568 feet, more or less, along the center line of said Lower Boones Ferry Road to a line which is parallel to and 100 feet westerly of the center line of said highway; thence south 45 feet, more or less,

(cont.)

EXHIBIT "N-7" (cont.)

parallel with the center line of said highway to the point of beginning.

(Bearings used herein are based upon the Oregon Coordinate System, North Zone.)

The parcel of land to which this description applies contains 6.66 acres, of which 2.07 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 4.59 acres lie outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid-described parcel of real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the West Portland-Hubbard Highway, when constructed upon the aforesaid-described parcel of real property to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described parcel of property is a part, and that all access, ingress, egress, and regress to, from and between the aforesaid-described parcel of property, including any highway to be now or hereafter constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

EXHIBIT "N-7" (cont.)

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 20th day of December, 1951.

19231

EXHIBIT "N-8"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the said Commission is required to designate, locate, relocate, construct, and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts, and

WHEREAS, for the purpose of constructing and maintaining certain sections of the State highway system, the said Commission plans and proposes to acquire a quarry site and an easement for right of way for a hauling road in conjunction therewith, and for such purpose and connection therewith, the real property hereinafter described is necessary, and

WHEREAS, said Commission is authorized to take fee title to said property for the acquisition of a quarry site and is authorized to take an easement for right of way for the construction, improvement or maintenance of a hauling road in conjunction therewith;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that an easement for right of way over and across the following described property is necessary and required for the construction, improvement and maintenance of a hauling road to be used in conjunction with the quarry site situated upon the real property owned by Oliver Jack and sought to be condemned by the Highway Commission under a separate proceeding:

R-18535
Owner: Walter A. Olson, et al

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 28, Township 2 North, Range 4 West, W. M., Washington County, Oregon, the said parcel being that portion of said Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) included in a strip of land 60 feet in width, 30 feet on each side of the center line of a hauling road, as said road has been surveyed, which center line is described as follows:

(cont.)

EXHIBIT "N-8" (cont.)

Beginning at the intersection of the center line of said said road with the south line of said Section 28, said point being Engineer's center line Station 51+81.1 and bearing North 89° 34' West 1259.4 feet from the southeast corner of said Section 28; thence on the following courses and distances: North 10° 27' 30" West 179 feet, North 2° 03' 30" East 210.4 feet, North 23° 16' West 357.7 feet, North 18° 57' West 342.8 feet, North 24° 31' West 309.8 feet, North 4° 06' East 183.2 feet, North 27° 25' 30" East 203.3 feet, North 8° 08' West 462.7 feet, North 9° 46' 30" East 453.4 feet, North 31° 15' West 243.3 feet, North 1° 09' East 423.5 feet, North 26° 38' 45" West 360.76 feet, North 6° 39' 45" West 369.94 feet, North 28° 35' 15" West 379 feet, North 45° 42' 15" West 528.6 feet, North 49° 52' 15" West 515.78 feet, North 77° 17' 15" West 167.4 feet, North 87° 30' 30" West 167.2 feet, North 44° 48' 15" West 243.4 feet and North 24° 37' 45" West 51.82 feet to the North line of Section 28 at Station 77+34.1, said center line crossing the west line of said Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) approximately at Station 64+70.

The parcel of land to which this description applies contains 1.75 acres.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be operated and maintained in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized

EXHIBIT "N-8" (cont.)

in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 20th day of December, 1951.

EXHIBIT "N-9"

Minutes of December 20 and 21, 1951

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that the said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining said section of said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way purposes for use in connection with the construction and maintenance of the Salem By-Pass Section of the Pacific Highway East as a throughway the following

(cont.)

19235

EXHIBIT "N-9" (cont.)

described parcels of real property, to wit:

R-13927
Owner: Mary I. George

Two parcels of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 12, Township 7 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that property conveyed by that deed to L. B. George and Mary George, recorded in Book 189, Page 231, of Marion County Records of Deeds.

Parcel No. 1:

Being that portion of said property lying West of a line parallel to and 30 feet Easterly of the center line of the Salem By-Pass Section of the Pacific Highway East as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 43+98.92 said Station being 616.21 feet North and 310.52 feet East of the Northwest corner of the Towner Savage D. L. C., Township 7 South, Range 3 West, W. M.; thence on a spiral curve left (the long chord of which bears South 30° 24' 30" West) 260 feet; thence on an 881.47 foot radius curve left (the long chord of which bears South 9° 31' West) 469.49 feet; thence on a spiral curve left (the long chord of which bears South 11° 22' 30" East) 260 feet to Station 53+88.41. Except that part of said property lying within that tract of land conveyed to E. W. Badeau, et ux, by deed recorded in Book 376, Page 42, Marion County Deed Records.

The parcel of land to which this description applies contains 1.03 acres, of which 0.33 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.70 acre lies outside the existing right of way.

Parcel No. 2:

Beginning at a point on the North line of the Towner Savage D. L. C.; said point being the Southwest corner of that tract conveyed to Grover Lee Bellinger, et ux, by deed recorded in Book 418, Page 151, also being 208.2 feet East of the Northwest corner of said Savage D. L. C.; thence Northerly along the West line of said Bellinger property 25 feet; thence in a Northwesterly direction, 100 feet more or less, to a point on the East line of Parcel No. 1 opposite Station 49+70 on said highway center line;

EXHIBIT "N-9" (cont.)

thence Southerly along the Easterly line of Parcel No. 1, 105 feet more or less, to the North line of said Savage D. L. C.; thence Easterly along the North line of said Savage D. L. C., 66 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.098 acre, of which 0.023 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.075 acre lies outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the Salem By-Pass Section of the Pacific Highway East when constructed upon the aforesaid-described real property to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, egress, ingress, and regress to, from and between the aforesaid-described real property, including any highways now or hereafter constructed thereon, and said remaining abutting property be prohibited, except that there shall be reserved unto the owner of the remaining real property rights of access to the Pacific Highway East as follows:

(1) An approach not to exceed 25 feet in width on the east side of the Pacific Highway East at Engineer's center line station 47+92.

(2) An approach not to exceed 25 feet in width on the east side of the Pacific Highway East at Engineer's center line Station 48+67.

The State of Oregon shall have the right at its option to build at any future time, at its sole cost, a frontage or service road, or frontage or service roads, on either side of the Pacific Highway East upon right of way now owned or land to be acquired by the State of Oregon, and upon construction of such frontage or service road or roads, the right or rights of access herein set forth to be reserved that is or are adjacent to such frontage or service road or roads shall terminate and cease, and the owner of said remaining property shall thereupon have access to such frontage or service road or roads; said frontage or service road or roads shall be connected to the main highway only at such points as the State of Oregon may designate.

EXHIBIT "N-9" (cont.)

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 20th day of December, 1951.

VOLUME 36

PART IV

PART IV

OF

VOLUME XXXVI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JANUARY 1, 1952

TO

MARCH 31, 1952

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1952	Subject
19238	Jan.31	Bids received on construction projects.
19241		Parks Superintendent reports on following matters:
		Salmon River Hwy. Forest Corridor. Bid of Munson & Paterson for timber accepted.
		Cape Lookout State Park. Construction of road to park approved including roadways inside the park.
19242		Tillamook County. Oregon Coast Hwy. Neahkahnie Mountain. Construction of road to top of mountain denied.
		Yaquina Bay State Park. Historical Society granted one year's time to remove lighthouse from state park.
		Short Sand Beach Park. Construction of latrine approved.
		Devils Elbow State Park. Construction of latrine approved.
		Cape Lookout State Park. Construction of cottage and garage approved.
		Yaquina Bay State Park. Construction of garage and shop bldg. approved.
		Report on park expenditures as compared with budget approved.
19243		Columbia River Hwy. Preservation of Columbia Gorge scenery. Investigation re land purchase authorized.
		Humbug Mountain State Park. Use of roadway across park by lumber company approved.
		Deschutes County. McKenzie-Bend Hwy. Development of wayside area for overnight camping approved
19244		Emigrant Park. Preparation of plans for overnight camping authorized.
		Reduced load limits placed in effect. See EXHIBIT "B".
		Real property. Acquisition approved. See EXHIBIT "A".
		Meeting recessed at noon to reconvene at 1:30 p.m.
		Real property Acquisition of various parcels confirmed. No authority preciously granted. See EXHIBIT "C".
19245		Bond sale. Bids for $15,000,000 in highway bonds to be received February 19.
		Condemnation. Authority granted to condemn various parcels. See EXHIBITS "L-1" to "L-5".
		Portland. Banfield Expressway. Acquisition of Lloyd Corporation property. New acquisition plan approved.
19247		Sales of miscellaneous properties confirmed.
19255		Auction sales. Right of Way Engineer authorized to make "on the spot" sales.
		Union County. Real property. Mr. Bert A. Bernett to be reimbursed for cost of securing title to land.
		Klamath County. Hog Back Butte. Lease approved for radio station.
		Josephine County. Grants Pass. Change of Access point to Medum property approved.

Page	Date 1952	Subject
19255	Jan.31	Douglas County near Azalea. County granted use of area for recreation.
		Marion County. Pacific Hwy. East. Salem. City request to use property approved conditionally.
19256		Clackamas County. Oregon City. Crown-Zellerbach waterfront lease extended.
		Douglas County. Umpqua Hwy. Acquisition of myrtle wood tract. Association check to be returned.
		Condemnation. Salem-Dallas Hwy. Burke case settled in court.
		Linn County. Santiam Hwy. Lebanon. Construction project in city approved. City to secure r/w through cemetery.
19257		Real property. Authority granted for specific performance suits on r/w options. Mary E. Marks, Frankie L. Boye, F. R. Salway.
		Condemnation. Amount of offers approved.
19258		Engineering costs. Report made and accepted.
		Signs at ends of contract jobs. Type and wording approved.
		Lincoln County. Oregon Coast Hwy. Timber cutting encroachment on old Banfield property. Operators have paid.
		Hood River County. Columbia River Hwy. Mosier. Discussion with Railroad re slide caused by them authorized.
		Surveys. Report showing status presented.
		City allotment projects. Four-year report presented.
19259		Wheeler County. John Day Hwy. Transfer of funds from Butte Creek Summit to Service Creek-Spray section approved.
		Personnel. Retirement and retention of over-age employees approved.
		Personnel. Report presented on employees in top step of their wage brackets.
		Marion County. Salem. Public parking lot on Fairgrounds Road reported in use.
		Columbia River Hwy. Boardman Oasis. Expenditure for 1952 approved.
19260		Douglas County. Oregon Coast Hwy. Gardiner. Construction of Railroad grade separation approved. Payment to Railroad authorized.
		Lane County. McKenzie Hwy. Blue River. Complaints re quarry operations discussed. Action deferred.
		Equipment. Replacement of worn equipment. Action deferred.
19261		Commission car to be replaced.
		Wallowa County. Wallowa Lake Hwy. near Lostine. Survey adopted. See EXHIBIT "D".
		Wallowa County. Wallowa Lake Hwy. Construction of section west of Lostine to be given priority.
		Jackson County. Sams Valley Secdy. Hwy. Dodge Bridge damage. Settlement with Central Heating Company approved.
19262		Washington County. Beaverton. Improvement of Broadway Street approved.

Page	Date 1952	Subject
19262	Jan.31	Lincoln County. Oregon Coast Hwy. Delake. Full width hwy. construction in city approved.
19263		Lane County. Pacific Hwy. Judkins Point. Reconstruction of overpass approved.
		Klamath County. Sprague River County Road. Cost of completion estimated at $350,000.
		Federal Aid Secdy. Hwys. Authority granted to conduct surveys.
19264		Surveys. Authority granted to conduct surveys in Grant County and Malheur County.
		John Day Hwy. Economic analysis ordered.
		Ochoco Hwy. Economic analysis ordered.
		Bond money program. Projects approved.
19265		Lane County. Pacific Hwy. McVeigh Point-Judkins point. Reconditioning footpath approved.
		19th Street-Judkins Point sidewalk denied.
		Lane County. Springfield-Creswell Secdy. Hwy. Grade raising of short section to prevent flooding approved.
19266		Clatsop County. Columbia River Hwy. Astoria. 28th to 32nd Street. Improvement requested. Action deferred.
		Coos County. Oregon Coast Hwy. Coos Bay Bridge. Replacement of piling protection authorized for 1952.
		Coos County. Oregon Coast Hwy. North Bend-Coos Bay. Payment of Standard Oil Company claim approved.
19267		Malheur County. Central Oregon Hwy. Nyssa. Cooperative storm sewer construction with City approved.
		Harney County. Agreement with County to improve county roads approved.
		Frenchglen Secdy. Hwy. Part to be reclassified Group I.
		Diamond Valley Secdy. Hwy. Part to be reclassified Group I.
19268		Tillamook County. Oregon Coast Hwy. Wilson River. Three-party flood control agreement approved.
19269		Sherman County. Wasco-Heppner Secdy. Hwy. West Cottonwood Grade. Improvement to Moro Road junction approved.
		Traffic signals in cities. Policy re replacement adopted.
		Yamhill County. Pacific Hwy. West. Installation of lighting facilities at jct. with ORE 47 approved.
		Hood River County. City of Hood River. Hood River Spur designated as part of Columbia River Hwy. See EXHIBIT "H".
19270		Wasco County. Columbia River Hwy. Spur to Mosier designated as part of Columbia River Hwy. See EXHIBIT "H".
		Douglas County. Pacific Hwy. Drain to Anlauf section to be part of the Umpqua Hwy. when new Pacific is completed.
		State Tax Street Funds plans approved. See EXHIBIT "E-1" and "E-2".
19271		State Tax Street Funds. Allocation of funds approved. See EXHIBIT "F".
		Special State Tax Street Funds. Allocation of funds for 1952 approved.

Page	Date 1952	Subject
19272	Jan.31	Contracts. Satisfaction of conditions re award of Quartz Creek Road-Plains Unit.
		Extensions of time approved.
19276		Contracts completed and accepted. See EXHIBIT "G".
		Benton County. Pacific Hwy. West. Town of Monroe. Improvement of hwy. in city approved.
19277		Douglas County. Roseburg. Federal Aid urban area approved and sent to BPR for approval.
		Motor vehicle records. Expenditure authorized to secure data from PUC and from Secretary of State.
		Marion County. North Santiam Secdy. Hwy. Big Cliff Dam. Agreement re concrete unloading dock approved.
		Minutes. Robert W. Sawyer's request for change in minutes of Sept. 12, 1951, approved.
19278		Lane County. Springfield. Booth-Kelly request to use spur track approved.
		WASHO. Payment of 1952 dues approved.
		Botanical specimens. Collection along Oregon highways by State College approved.
		C. H. Maison submits report on unliquidated commitments.
		Polk County. Salem-Dayton Secdy. Hwy. Authority granted to use r/w to load logs.
19279		Service club sign racks ordered removed from r/w. Request of Ministerial Association to install sign on r/w denied.
		Clatsop County. Oregon Coast Hwy. Astoria-Seaside. Cutting of trees protested. Replanting not to be done.
19280		Award of contracts. Public announcement made.
19282		Wallowa County. Enterprise. Settlement with Tom Willett for loss of cow approved.
		Multnomah County. Sunset Hwy. at Humphrey Blvd. Reduced speed zone approved. See EXHIBIT "I".
		Benton County. Pacific Hwy. West. Request for reduced speed zone near Lewisburg denied.
19283		Lincoln County. Salmon River Hwy. Rose Lodge. Request for reduced speed zone and school crossing sign denied.
		Benton County. Albany-Corvallis Hwy. Request for reduced speed zone near Fairplay School denied.
		R. H. Baldock authorized to go to Washington, D.C., February 2.
		W. C. Williams authorized to go to Seattle February 13 and to Ogden, Utah February 4.
		W. W. Stiffler and R. B. Sipprell authorized to go to Redding, California January 31.
		Dennis D. Clark authorized to go to San Francisco February 27.
19284		F. B. Crandall authorized to go to Washington, D.C., January 12.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Cottonwood Canyon. Abandonment resolution adopted. See EXHIBIT "J".
		Secretary's report of papers signed approved.

Page	Date 1952	Subject
19284	Jan.31	Oregon Physicians Service. Contract extended for one year.
		Marion County. Cascade Secdy. Hwy. Silverton. City "No Parking" ordinance approved.
		State Game Commission. Access roads to rivers and lakes. Cooperation in selection approved.
19285		Clackamas County. Pacific Hwy. East. Milwaukie. Extension of service road into city denied. "Buttonhook" construction approved conditionally.
		Tillamook County. Oregon Coast Hwy. City of Tillamook requested to stop Coast Lumber Company hwy. encroachment.
19286		Unfinished business matters considered:
		Mt. Hood Hwy. improvement. Parkdale to Hood River.
		Paulina Secdy. Hwy. Economic study.
		Signs at ends of construction work.
		Logging on property acquired from T. H. Banfield.
		Milwaukie service road extension.
		John Day Hwy. improvement. Butte Creek-Summit and Service Creek-Spray.
		Parks expenditures in 1951.
		Cape Lookout State Park roadway.
		Bald Peak State Park. Additional land.
19287		Employees on top step of their wage brackets.
		Naming new hwy. between Rickreall and Dolph Corner.
		Bond money. Interest diversion.
		Harney County road improvement. Frenchglen area.
		Trade-in of used cars.
		Oiling Wasco-Heppner Secdy. Hwy.
		Roadways for boat launching purposes.
		Medical contracts with OPS and NHA.
		Bond Money Construction Program.
		Unfulfilled commitments for 1951.
19288		Engineering costs on contract projects.
		Secretary of State's bldg. on r/w in Oregon City.
		Transfer of FAS funds in Wallowa County.
		Commission meeting to be February 19, and March 13 and 14.
		Lane County. McKenzie Hwy. City of Springfield. Agreement re South "A" Street approved.
		Unsuccessful bidders' proposals. Those older than 10 years to be destroyed.
		R. H. Baldock. Appointment as Chairman of Executive Committee of the Hwy. Reasearch Board announced.
19289		Real property. Status of r/w acquisition on jobs to be let reported.
		Meeting adjourned at 5:00 p.m.

Page	Date 1952	Subject
19289	Feb.1	Bids received on contract projects.
19292		Floyd Query. Civil Service Commission to be requested to change classification to Executive II.
		Marion County. Salem. State Hwy. Bldg. Liquor Commission granted use of space in bldg.
		Union County. City of Union. Letter concerning damages due to ice jam approved.
		Umatilla County. Pendleton. Construction of underpass on Emigrant Avenue discussed. Action deferred.
19293		Polk County. Pacific Hwy. West. Monmouth. Re-routing of hwy. discussed. Action deferred.
19294		McKenzie Hwy. All-weather route. Request to place on Forest Hwy. System. Action deferred.
		Bonds for hwy. construction. Bids to be received February 19,
19295		1952. Resolution adopted. Shuler to make arrangements.
19296		Washington County. City of Beaverton. Cooperation in improving Broadway Street approved.
		Washington County. City of Beaverton. City requests that State take over abandoned hwy. section. Action deferred.
19297		Baker County. Delegation requests improvements to county roads. Action deferred.
19298		Baker County. City of Baker. City officials question validity of request for city survey. Action deferred.
		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Wallowa County. Delegation requests hwy. improvements.
		Survey adopted for Wallowa Lake Hwy.
		Enterprise-Lewiston Hwy. BPR to be consulted.
		Joseph-Imnaha Road. Improvement to be considered later.
		Wallowa Lake Hwy. Improvement to be considered later.
19299		Wallowa County. Joseph-Imnaha Road. Improvement requested. Action deferred.
		Wallowa County. Enterprise-Lewiston Hwy. Kelsey Simmons may donate r/w.
		Tillamook County. City of Tillamook. Construction of Wilson River Hwy. near city explained to Mr. Winfree.
19300		Lane County. McKenzie Hwy. Blue River delegation protests quarry operations. Other stockpile sites to be secured.
19301		Award of contracts. Public announcement made.
19303		Curry County. Oregon Coast Hwy. Brookings. Elmer Bankus requests access and survey. Action deferred.
		Forest Hwy. Funds. Allocation of funds approved.
19306		Wasco County. The Dalles-California Hwy. The Dalles to Dufur. Delegation requests survey on new route. Action deferred.
19307		Forest Hwy. Program. R/w acquisition to be expedited on three projects.
		Mining claims. Support of proposed law to separate mineral and surface rights sanctioned.
		R. H. Baldock. Vacation trip to Europe.
		Agreements and other papers signed.
19308		Meeting adjourned at 5:00 p.m.

Page	Date 1952	Subject
19310	Jan.31	EXHIBIT "A". Options for acquisition of r/w.
19342	&	EXHIBIT "B". Reduced load limits.
19344	Feb. 1	EXHIBIT "C". Authorization to secure options.
19346		EXHIBIT "D". Wallowa Lake Hwy. survey adopted.
19347		EXHIBIT "E-1". State Tax Street Funds.
19348		EXHIBIT "E-2". State Tax Street Funds.
19350		EXHIBIT "F". Special State Tax Street Fund allocation.
19359		EXHIBIT "G". Contracts accepted.
19361		EXHIBIT "H". Hood River and Mosier spurs.
19362		EXHIBIT "I". Speed zone on Sunset Hwy.
19364		EXHIBIT "J". Wasco-Heppner Hwy. abandonment.
19368		EXHIBIT "K". "No Parking" in Silverton.
19369		EXHIBIT "L-1" thru "L-5". Condemnation resolutions.
	Feb.19	
19385		Bonds for hwy. construction. Bids received.
19389		Bids for hwy. construction received.
19390		Parks Supt. reports on following park matters: Columbia River Hwy. Columbia Gorge. Purchase of county property approved. Action on Bennett property deferred.
19391		Emigrant State Park. Overnight camping. Plans approved. Bids to be received soon. Neptune State Park. Forest service granted permission to construct roadway across. Bradley State Park. Permission granted Bonneville Power Administration to use service road. Wallowa Lake State Park. Bids to be received for operation of boat concession.
19392		Overnight camping in state parks. Rate of pay for park custodians to be investigated. Clackamas County. Mt. Hood Hwy. Wemme. Installation of memorial marker for Anthony Dwyer, Sr. approved. Real property. Acquisition approved. See EXHIBIT "A". Real property. Authority granted to negotiate for acquisition of three parcels not previously authorized.
19393		Sale of miscellaneous property confirmed.
19395		Sale of miscellaneous household articles confirmed. Lincoln County. Oregon Coast Hwy. Roads End. Stockpile site lease renewed for two years. West Portland-Hubbard Hwy. Agreements with Ridder and Seeley for elimination of crossings approved.
19396		Douglas County. Pacific Hwy. Divide-Anlauf. Elimination of access discussed. Access on Pacific Hwy. and Columbia River Hwy. to be restricted as much as possible. Lane County. McKenzie Hwy. Blue River. Revised arrangements re quarry and stockpile site approved. Hood River County. Hood River. Purchase of furniture from Hilma Lofts approved.
19397		Clatsop County. Columbia River Hwy. Big Creek. Sale of land to Vosika approved.

Page	Date 1952	Subject
19397	Feb.19	Portland. Banfield Expressway. Sale of iron bldgs. to Harry Ertz approved.
		Condemnation. Authority granted to institute proceedings. See EXHIBITS "K-1" through "K-2".
19398		Marion County. Pacific Hwy. East. Salem. Settlement with Charles D. Dennison approved.
		West Portland-Hubbard Hwy. Settlement with Rosa Goldberg approved.
		Marion County. Pacific Hwy. East. Salem. Settlement with Florence Peterson approved.
19399		Multnomah County. Columbia River Hwy. Troutdale. Corrected deed to Paul Martin approved.
		Condemnation. Offers to Pass Creek Development Company and C. R. Lawrence approved.
		Personnel. Salary increase for Frank Morgan, Title Examiner, approved.
		Malheur County. Complaint of Irrigation District re filling ditch. Action deferred.
		Malheur County. Status of Strasbaugh case discussed.
		Clatsop County. Astoria Ferry. Extension of ferry contract discussed. Action deferred.
19400		Bonds for hwy. construction. Offer of Bankers Trust Company and Associates accepted. Press release approved.
19401		Bonds for hwy. construction. Investments of funds for short term approved.
		Clatsop County. Astoria Ferry. T. R. Williams protests extension of contract. Contract to be extended.
19402		Mr. Earl Miller, Idaho State Highway Engineer, introduced.
		Washington County. Forest Grove. Extension of west city limits approved.
		Deschutes County. Century Drive Secdy. Hwy. Snow to be removed by plow only.
		Gilliam County. Wasco-Heppner Secdy. Hwy. Rock surfacing of section west of Condon approved.
		AASHO. Engineer reports attendance at meeting.
		Harney County. Rome-Princeton Hwy. Completion not favored by BPR.
		Malheur County. ION Hwy. Resurfacing favored by BPR. Application to be made for federal funds.
		State funds authorized if federal money secured.
19403		Hood River County. Mt. Hood Hwy. Hood River-Parkdale. Improvement to be considered in next state program.
		Hood River County. Mt. Hood Hwy. Removal of danger trees by Robert Mosser approved.
19404		Washington County. Tualatin Valley Hwy. Request to re-assume jurisdiction over abandoned section. Action deferred.
		Baker County. City of Baker. Evidence presented re City's request for survey.
		Hood River County. Columbia River Hwy. Hood River. Request to construct Tourist Center Bldg. denied.
		Clackamas County. Oswego Hwy. at Military Road. Installation of luminaire unit approved.

Page	Date 1952	Subject
19405	Feb. 19	Benton County. Corvallis. City request to prepare plans and supervise bridge construction approved.
		Polk County. Salem-Dallas Hwy. Widening of shoulders for BPA substation site approved.
		Clatsop County. Nehalem Secdy. Hwy. Astoria. Widening of shoulders for BPA substation site approved.
		State Tax Street Funds. Plans approved. See EXHIBIT "C-1".
		State Tax Street Funds. Plans approved. See EXHIBIT "C-2".
19406		Award of contracts. Engineer reports satisfaction of conditions.
		Extension of time approved.
19407		Contracts completed and accepted. See EXHIBIT "D".
		Forest Hwy. Funds. Error in program discussed. Re-allocation of funds deferred.
		Meeting recessed at 12:00 noon to reconvene at 1:30 p.m.
		Load limits. Reduced limits placed. See EXHIBIT "E".
19408		Load limits on hwy. bridges approved. See EXHIBIT "F".
		Load limits. Removal of reduced limits approved. See EXHIBIT "G".
		Pendleton Woolen Mills. Request to assist in distribution of folders approved.
		Linn County. Albany-Lyons Secdy. Hwy. Scio-Thomas Creek. Abandonment approved. See EXHIBIT "H".
19409		Deschutes County. Powell Butte Secdy. Hwy. Airport Section. Abandonment approved. See EXHIBIT "I".
		Unfinished business matters considered as follows:
		Mt. Hood Hwy. improvement. Parkdale to Hood River.
		Paulina Secdy. Hwy. economic survey.
		Bald Peak State Park. Additional land.
		Wasco-Heppner Hwy. improvement.
		Secretary of State's bldg. on r/w in Oregon City.
		Wallowa County. Transfer of FAS Funds.
19410		Columbia River Gorge. Scenery saving.
		Emigrant Springs Park. Overnight camping.
		Economic analysis of John Day and Ochoco Hwys.
		Hwy. bond money investment.
		Kuckenberg claim on North Santiam Hwy. contract.
		Pendleton. Grade crossing on Emigrant Avenue.
		Beaverton. Request to reassume jurisdiction over old Tualatin Valley Hwy.
		Elmer Bankus request for service road advice.
19411		Re-routing US99W in Monmouth.
		Signs. Claude Palmer request for standard design sign in cities approved conditionally.
		Grant County. Prineville. Sale of dismantled steel bridge to county approved.
		Wasco County. The Dalles-California Hwy. The Dalles-Dufur. Request for survey received in writing. Survey authorized.
		Load limits. Authority granted certain persons to place limits. See EXHIBIT "J".

Page	Date 195?	Subject
19412	Feb.19	C. W. Enfield. Salary increase approved.
		Award of contracts. Public announcement made.
19413		Clatsop County. Astoria Ferry. Contract for ferry operation to be extended one year. T. R. Williams makes protest.
19414		Agreements and other papers signed.
19415		Meeting adjourned at 2:30 p.m.
19416		EXHIBIT "A". Options for acquisition for r/w.
19427		EXHIBIT "B". Authority to secure options for r/w.
19428		EXHIBIT "C-1". State Tax Street Funds.
19429		EXHIBIT "C-2". State Tax Street Funds.
19430		EXHIBIT "D". Contracts accepted.
19431		EXHIBIT "E". Reduced load limits.
19433		EXHIBIT "F". Reduced load limits on bridges.
19438		EXHIBIT "G". Lifting reduced load limits.
19439		EXHIBIT "H". Albany-Lyons Secdy. Hwy. abandonment.
19441		EXHIBIT "I". Powell Butte Secdy. Hwy. abandonment.
19443		EXHIBIT "J". Authority to impose reduced load limits.
19446		EXHIBIT "K-1" thru "K-2". Condemnation resolutions.
19452	Mar.13	Bids received on construction projects.
19456		Parks Superintendent reports on the following:
		Cape Lookout State Park. Purchase of beach grass approved.
		Rates for overnight camping facilities. Schedule adopted.
19457		Overnight camping privileges to be extended to other parks.
		Cove State Park. Sale of land to Meuret. Action deferred.
		Shepherds Dell State Park. Purchase of 12 acres approved.
		Multnomah County. Crown Point. Purchase of land from county for park purposes approved.
19458		Simpson State Park. Sale of down timber confirmed.
		Cape Lookout State Park. Construction of water system and utility bldg. authorized. Quarters
		Sunset Hwy. near [illegible]s Creek. Ole Nygaard forfeits $500 deposit for timber removal.
19459		Wallowa Lake State Park. Boat concession agreement with Mrs. Wiggins approved.
		Grant County. Pendleton-John Day Hwy. Pilot Rock Lumber Co. request to purchase land on Camas Creek. Action deferred.
		Devils Elbow State Park. Road permit with Mr. Knon extended.
19460		Columbia River Hwy. Benson Park. Signs designating entrance to be changed.
		Real property. Acquisition approved. See EXHIBIT "A".
		Real property. Authority to negotiate for acquisition granted. See EXHIBIT "B".
19461		Gilliam County. Columbia River Hwy. Arlington-Heppner Section. Access to George Shane property discussed. Action deferred.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Marion County. Salem. State Hwy. Bldg. Agreement with Liquor Commission for use of space on 5th floor approved.
		Lane County. Willamette Hwy. Pleasant Hill-Lost Creek. Change of access granted to Mr. Jacobs.

Page	Date 1952	Subject
19461	Mar.13	Marion County. Silver Falls State Park. Acquisition of additional park property approved. Sale of park land timber approved.
19462		Hood River County. Columbia River Hwy. Wygant Park-Hood River. Change in haul road owned by Mr. Galligan approved.
		Deschutes County. Redmond. City use of state property for asphalt storage site approved.
		Klamath County. Klamath Falls-Malin Hwy. Sale of land to U.S. Bureau of Reclamation approved.
		Curry County. Oregon Coast Hwy. Exchange of easement with Sarah Ann Beswick approved.
		Washington County. Sunset Hwy. Access to hwy. granted to Mrs. Pointer.
19463		Condemnations. Authority granted to institute proceedings. See EXHIBITS "K-1" thru "K-15".
19466		Douglas County. Tiller-Trail Hwy. R/w settlement with L.E. Gilliam approved.
		Multnomah County. Pacific Hwy. West. Report of jury award to Warren Packing Company approved.
		Hood River County. Columbia River Hwy. Settlement with June Haviland for r/w approved.
		Tillamook County. Nehalem Sand Spit. Report on acquisition of property for park purposes approved.
		Klamath County. The Dalles-California Hwy. Report on settlement with Cage Fred Snow.
19467		Linn County. Halsey-Sweet Home Secdy. Hwy. Settlement with W. R. Taylor for damage to Holley Bridge approved.
		Douglas County. Oregon Coast Hwy. Reedsport-Winchester Bay. Settlement with Marion Mooney for r/w approved.
		Portland. Banfield Expressway. Settlement with Lizzie Luscher for r/w approved.
		Condemnations. Approval on amounts offered in settlement confirmed.
19468		Union County. Old Oregon Trail. La Grande-Ladd Canyon. Suit against Frank W. Seidle for specific performance of options authorized.
19469		Lincoln County. Yaquina Bay Bridge. Authority granted to sue for damage to bridge.
		Claims. Authority granted to prosecute four people for damages to state equipment.
		Sale of miscellaneous property confirmed.
19472		Douglas County. Umpqua Hwy. Scottsburg. T. E. Davis property not to be acquired now.
		Curry County. Oregon Coast Hwy. Brookings. Payment of reduced claim to Elmer Parker for loss of business approved.
		Malheur County. Settlement of controversy with Nyssa-Arcadia Drainage District approved.
19473		Polk County. Pacific Hwy. West. Monmouth-Rickreall. Location survey authorized.

Page	Date 1952	Subject
19474	Mar.13	Portland. N.E. Portland Secdy. Hwy. G. B. Bashaw request for access to hwy. denied.
		Washington County. Tualatin Valley Hwy. Hillsboro. Improvement of Baseline Street and Oak Street considered.
		Multnomah County. Columbia River Hwy. Mrs. Blake's request to operate popcorn wagons denied.
		Construction program. Expenditure of $350,000 on 4 jobs in 1952 approved.
19475		Umatilla County. County Court's request that State move mound of dirt on US30 denied.
		Signs. Service club sign racks located inside of cities back of curbs. Action ordering removal of signs rescinded.
19476		Wallowa-Baker counties. Transfer of FAS funds from Wallowa County to Pocahontas Road in Baker County approved.
		Washington County. Tualatin Valley Hwy. Beaverton. Request that State resume maintenance on old section of hwy. denied.
		Deschutes County. The Dalles-California Hwy. Redmond. City request for full-width paving on 6th Street denied.
19477		State Tax Street Funds. Plans approved. See EXHIBIT "C-1" and "C-2".
		Benton County. City of Corvallis. Accumulation of state tax street funds by City approved. See EXHIBIT "C-3".
19478		West Portland-Hubbard Hwy. Removal of nursery stock from Doty and Doerner property approved.
		Union County. La Grande. Cooperative agreement with City for improvement of Mill Creek channel approved.
		Forest Hwy. Program for 1953 approved. Projects listed.
19484		Portland. Union Avenue. Installation of new culvert under fill in cooperation with other parties approved.
		Award of Contracts. Engineer reports conditions satisfied.
19485		Baker County request for survey of county road to New Bridge denied.
		Polk County. Salem-Dallas Hwy. City's request for traffic signalization denied. Parallel parking suggested.
		Clackamas County. Cascade Secdy. Hwy. Request for traffic signal at Abernathy Road denied. Channelization approved.
19486		Washington County. Sunset Hwy. Installation of flashing beacon at intersection of North Plains county road approved.
		Jackson County. Pacific Hwy. Medford. Installation of two traffic signals approved conditionally.
		Clackamas County. Woodburn-Estacada Secdy. Hwy. Flashing beacon at intersection of Barlow-Monitor Road approved.
		Lane County. Eugene. Richardson Secdy. Hwy. Fisher Road-Oak Hill Section. Abandonment agreement approved.
		Clackamas County. Clackamas Secdy. Hwy. Eagle Creek Section. Abandonment agreement approved.
19487		Extensions of time approved.
19488		Contracts completed and accepted. See EXHIBIT "D".
		Washington County. Tualatin Valley Hwy. Gaston. "NO PARKING" on section approved. See EXHIBIT "E".

Page	Date 1952	Subject
19488	Mar.13	Lane County. Territorial Secdy. Hwy. Request to improve between Franklin and ORE 36 denied.
		Douglas County. Oregon Coast Hwy. Permit granted to Hansen Bros. to load logs on r/w.
19489		Blow-down timber. Engineer reports action taken re removal.
		Used equipment. Sale of grader and truck to City of Culver approved.
		Travel Advisory Committee. Their recommendation that request for radio broadcasting be denied accepted.
19490		Linn County. Albany Timber Carnival Association. Request to use Waverly Lake July 2, 3 and 4 approved.
		Load limits. Reduced limits confirmed. See EXHIBIT "F".
19491		Load limits. Reduced limits removed from Weston-Elgin Secdy. Hwy. See EXHIBIT "G".
		Jefferson County. The Dalles-California Hwy. Madras. Reduced speed zone south of city approved. See EXHIBIT "H-1".
		Reduced speed zones in Redmond and Harrisburg approved. See EXHIBITS "H-2", "H-3", "H-4" and "H-5".
19492		Lane County. Richardson-Eugene Secdy. Hwy. Fisher Road-Oak Hill. Abandonment resolution adopted. See EXHIBIT "I".
		Morrow and Gilliam counties. Columbia River Hwy. Willow Creek-Boardman Section. Abandonment resolutions adopted. See EXHIBITS "J-1" and "J-2".
		Baker County. Sumpter Valley Secdy. Hwy. Salisbury-Poker Creek. Abandonment resolution adopted. See EXHIBIT "I-3".
		Harney County. Rome-Princeton Secdy. Hwy.-Frenchglen Secdy. Hwy. Group I classification approved on part.
		Lincoln County. Siletz Secdy. Hwy. Classification as Group I hwy. approved conditionally.
19493		W. W. Stiffler and R. B. Sipprell authorized to go to Spokane, Washington, March 24 - 26.
		Carl Jordan authorized to go to Pullman, Washington, April 7 - 8.
		George H. Hester authorized to go to Phoenix, Arizona, April 4 and 5.
		Unfinished business matters considered as follows:
		Paulina Secdy. Hwy. improvement.
		Bald Peak State Park. Additional land.
		Secretary of State's bldg. on r/w at Oregon City. Planting of grass seed authorized conditionally.
		FAS Hwy. Funds transferred from Wallowa County.
		John Day Hwy. and Ochoco Hwy. Economic analysis.
		Kuckenberg Construction Company claim settlement authorized.
		City of Beaverton request that state take over maintenance of an old section of the Tualatin Valley Hwy. denied.
		Elmer Bankus' request for engineering advice re roadways at Brookings.
		Proposed re-routing of US99W through Monmouth.
19495		Granting of access rights on freeways.
		Report rendered on Mosier-Rowena Section. None received on Divide-Anlauf Section.

Page	Date 1952	Subject
19495	Mar. 13	Irrigation ditch filling in Malheur County. Forest Hwy. funds allocations.
		Commission meeting date set for April 21 and 22.
		Coos County. City of North Bend. Sale of land to Fred A. Kruse approved.
		Coos County. Coos River Secdy. Hwy. Exchange of properties with Weyerhaeuser Company approved.
19496		Hood River County. Columbia River Hwy. Cascade Locks-Herman Creek. Payment of C. H. Williams' damage claim approved.
		Hood River County. Columbia River Hwy. Cascade Locks-Viento. Settlement of r/w dispute with Mr. Kohler approved.
		Marion County. Hillsboro-Silverton Secdy. Hwy. Mt. Angel. Improvement in city requested. Action deferred.
19497		Clatsop County. Astoria ferry terminal. Extension of lease with Columbia Transportation Company approved.
		Portland. Banfield Expressway. Closing of Osborn Road protested. No action.
		West Portland-Hubbard Hwy. Transfer of $450,000 to Lafayette Road-Yamhill River Section on 99W approved.
19498		Secretary's report of signed voucher lists accepted.
		Clackamas County. Mt. Hood Loop Hwy. Economic survey between Gresham and Govt. Camp authorized.
		Contracts awarded. Public announcement made.
19501		Surveys. Status discussed.
		Union County. Starkey Secdy. Hwy. Status of survey discussed.
		Contracts. Engineer to prepare a bi-monthly progress report.
		Real property. Status of acquisition for April contract letting discussed.
		Portland. Hwy. interchange in North Portland. Engineer reports on status of r/w acquisition from Mr. Kernan.
		Agreements and other papers signed.
19503		Meeting adjourned at 5:00 p.m.
	Mar. 14	Bids received on construction projects.
19507		Hood River County. Columbia River Hwy. R. H. Nichols' request for access to hwy. east of Cascade Locks denied.
		Lincoln County. Oregon Coast Hwy. Depoe Bay delegation request for construction of latrine denied.
19508		Marion County. Hillsboro-Silverton Secdy. Hwy. Mt. Angel. Delegation requests hwy. improvement. Action deferred.
		Clatsop County. Astoria Ferry. Astoria Navigation Company requests modification of contract extension. No action.
19509		Benton County. Albany-Corvallis Hwy. Delegation urges improvement. Action deferred.
		Benton County. Corvallis-Newport Hwy. Delegation requests improvements and extension of survey. No action.
19510		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Wheeler County. John Day Hwy. Butte Creek summit. Survey and improvement of section requested. No action.
		Portland. Northeast Portland Secdy. Hwy. Request of G. B. Bashaw for access to hwy. denied.

Page	Date 1952	Subject
19511	Mar.14	Multnomah County. Columbia River Hwy. Troutdale and Reeds Landing. Request to operate popcorn stands denied.
		Truck operations. Letter to George Flagg of Oregon Highway Council approved.
		Yamhill County. Pacific Hwy. West. Delegations's request for improvement north of city approved.
		Jefferson County. Cove State Park. F. L. Meuret requests purchase of part. Action deferred.
19512		Columbia River Hwy. Portland Women's Forum urges preservation of scenery in Gorge.
		Tillamook County. Oregon Coast Hwy. Garibaldi. Delegation's request for relief from "No Parking" agreement approved.
19513		Award of contracts. Public announcement made.
19515		Clackamas County. Oswego Hwy. Delegation requests improvement to Sucker Creek Bridge. Action deferred.
19516		West Portland-Hubbard Hwy. R/w settlement with Doty & Doerner approved.
		Commission car. Purchase of new Cadillac authorized.
19517		Contracts signed by Commission
		Meeting adjourned at 5:00 p.m.
19518	Mar.13	EXHIBIT "A". Options for acquisition of r/w.
19547	& 14	EXHIBIT "B". Authority to secure options for r/w.
19549		EXHIBIT "C-1". State Tax Street Funds.
19550		EXHIBIT "C-2". State Tax Street Funds.
19551		EXHIBIT "C-3". Corvallis State Tax Street Funds.
19552		EXHIBIT "D". Contracts accepted.
19553		EXHIBIT "E". "No Parking" in city of Gaston.
19554		EXHIBIT "F". Reduced load limits.
19556		EXHIBIT "G". Lifting reduced load limits.
19557		EXHIBIT "H-1". Reduced speed zone at Madras.
19559		EXHIBIT "H-2". Reduced speed zone at Redmond.
19561		EXHIBIT "H-3". Reduced speed zone at Redmond.
19563		EXHIBIT "H-4". Reduced speed zone at Redmond.
19565		EXHIBIT "H-5". Reduced speed zone at Harrisburg.
19567		EXHIBIT "I". Richardson-Eugene Secdy. Hwy. abandonment.
19569		EXHIBIT "J-1". Columbia River Hwy, Willow Creek-Boardman abandonment, Morrow County.
19572		EXHIBIT "J-2". Columbia River Hwy., Willow Creek-Boardman abandonment, Gilliam County.
19574		EXHIBIT "J-3". Sumpter Valley Secdy. Hwy. abandonment.
19577		EXHIBIT "K-1" thru "K-15". Condemnation resolutions.

Portland, Oregon
January 31, 1952

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids as follows for construction of State Highway projects were opened and read aloud by the Secretary in conformity with previously published notice, following which announcement was made that the Commission would award contracts at 4:00 p.m.

MT. HOOD HIGHWAY IN CLACKAMAS COUNTY
SANDY-ONE MILE BRIDGE ROCK PRODUCTION PROJECT

Vernie Jarl, Gresham	$ 40,745.00
E. H. Itchner Co., Molalla (1)	48,100.00
Homer G. Johnson, Portland	62,565.00

(1) Bidder will accept award of only one project

OREGON COAST HWY. IN CURRY COUNTY
HUNTER CREEK-LONE RANCH CREEK ROCK PRODUCTION PROJECT

E. C. Swaggart Co., Eugene	$ 40,540.00
Barney B. Helser, Gaylord	40,690.00
Beckley & Thomas, Elkton	61,850.00

COOS BAY-ROSEBURG HWY. IN DOUGLAS COUNTY
SUICIDE CREEK-PACIFIC HIGHWAY SECT.

Acme Construction Company, Eugene	$346,087.50
J. C. Compton Company, McMinnville	353,070.00
Central Heating Company, Eugene	356,300.00
K. F. Jacobsen & Co. & J. M. Arenz, Portland	361,169.00
Pacific Asphalt Paving Company, Portland	377,133.20
Babler & Rogers, Portland	449,725.00
McNutt Brothers, Eugene	513,602.50

LONE ROCK BRIDGE-ROCK CREEK SECTION OF THE NORTH UMPQUA COUNTY ROAD IN DOUGLAS COUNTY

Funderburk Construction Company, Sutherlin	$267,180.00
K. F. Jacobsen & Co. & J. M. Arenz, Portland	301,155.00
White Brothers Company, Walla Walla, Washington	303,530.00
F. L. Somers, Klamath Falls	309,885.00
Kuckenberg Construction Company, Portland	316,650.00
Durbin Brothers, Eugene	318,109.00
E. C. Hall Company, Portland	332,360.00
McNutt Brothers, Eugene	353,956.00

ANLAUF STRUCTURES IN DOUGLAS COUNTY

Tom Lillebo, Reedsport	$ 90,465.00
Hamilton & Thoms, Eugene	93,905.00
Todd Building Company, Roseburg	98,445.00
H & R Construction Company, Beaverton	98,525.00
C. E. Blakley, Klamath Falls	103,625.00
Glenn Snook, Eugene	105,050.00
G. T. Gentle Concrete Construction Co., Portland	105,112.50
Fred H. Slate Co. Oregon Limited, Portland	109,590.00
Snook Brothers, Corvallis (1)	112,150.00

(1) Bidder will accept award of only one project.

HARNEY COUNTY
CENTRAL OREGON AND JOHN DAY-BURNS HIGHWAYS

Barney B. Helser, Gaylord	$ 27,950.00

LINN COUNTY
MILL CITY (South 1st Avenue) PAVING PROJECT

Rogers Construction Company, Portland (1)	$ 11,975.00
Edwin C. Gerber, Oregon City (1)	13,410.05
Peter Kiewit Sons Company, Longview, Washington (1)	13,480.00
Parker-Schram Company, Portland (1)	14,752.50
Warren Northwest Inc., Portland (1)	15,029.50
Pacific Asphalt Paving Company, Portland (1)	16,772.50
J. C. Compton Company, McMinnville (1)	17,025.00

(1) Bidder will accept award of this project only in combination with Stout Creek-Mill City Project.

NORTH SANTIAM SECONDARY HWY. IN MARION COUNTY
STOUT CREEK-MILL CITY SECTION

Rogers Construction Company, Portland	$278,542.00
Warren Northwest Inc., Portland	280,612.00
Edwin C. Gerber, Oregon City	301,342.00

North Santiam Secdy. Hwy. in Marion County, (cont.)

Parker-Schram Co., Portland	$325,637.00
J. C. Compton Company, McMinnville	333,942.00
Peter Kiewit Sons Company, Longview, Washington	337,102.50
McNutt Brothers, Eugene	346,263.00
Pacific Asphalt Paving Company, Portland	346,900.45

MARION COUNTY
SALEM BY-PASS STRUCTURES

Tom Lillebo, Reedsport	$102,842.00
Barham Brothers, Salem	104,871.00
C. J. Eldon, Portland	105,022.00
Hamilton & Thoms, Eugene	106,280.00
General Construction Company, Portland	110,077.00
Carl M. Halvorson, Inc., Portland	114,257.00
H & R Construction Company, Beaverton	119,170.00
Natt McDougal Company, Portland	127,970.00
Snook Brothers, Corvallis (1)	130,760.00

(1) Bidder will accept award of only one project

MARION COUNTY
SILVER CREEK FALLS SECDY. HIGHWAY

P. B. Doherty & Son, Portland	$ 59,620.00
Jack R. Taggart, Salem	60,840.00
Rogers Construction Company, Portland	64,717.50
E. H. Itchner Company, Molalla (1)	69,300.00
Homer G. Johnson, Portland	74,725.00

(1) Bidder will accept award of only one project

WASCO COUNTY
COLUMBIA RIVER HIGHWAY

Parker-Johnson Company, Portland	$160,846.00
General Construction Company, Portland	168,808.50
C. J. Montag & Sons, Portland	178,678.00
Kuckenberg Construction Company, Portland	187,040.00
Roy L. Bair & Company, Spokane, Washington	196,217.00

WASHINGTON & CLACKAMAS COUNTIES
BOONES FERRY ROAD-WILLAMETTE RIVER UNIT

R. A. Heintz Construction Company, Portland	$663,845.50
Carl M. Halvorson Inc., Portland	689,644.00
Babler and Rogers, Portland	707,938.00
Vernie Jarl, Gresham	707,974.00

Boones Ferry Road-Willamette River Unit (cont.)

C. J. Montag & Sons, Portland	$714,115.00
Peter Kiewit Sons Company, Longview, Washington	731,817.00
Fred H. Slate Oregon Limited & E. C. Hall Co., Portland	744,709.00
K. F. Jacobsen & Co., Inc., & J. M. Arenz, Portland	768,635.50
Roy L. Houck & Son, Salem	793,135.00
Natt McDougal Company, Portland	814,434.50
Parker-Schram Company, Portland	842,098.00
McNutt Brothers, Eugene	879,227.50

The Commission unanimously approved the minutes of the meeting the Commission held on December 20-21, 1951.

The State Parks Superintendent reported on the following park matters.

1. Report on bids received in Salem on January 24, 1952, for purchase of timber along the Salmon River Highway: The Parks Superintendent advised that the high bid for this timber was that submitted by Munson & Paterson, Sherwood, Oregon, in the amount of $23.50 per MFBM. He recommended acceptance of this offer. The Engineer concurred. The Commission approved the recommendation unanimously.

2. Report on constructing a roadway into Cape Lookout State Park: The Parks Superintendnet advised that, pursuant to instructions given him by the Commission at the previous meeting, he has gone over this project in conformity with ideas expressed by members of the delegation that appeared before the Commission at that time. He estimated the cost to construct the roadway outside of the park at $18,600 and to construct the roadway within the park boundaries at $16,600, or a total estimated cost of $35,200 for the 1.843 miles involved. He pointed out that the existing road leading to the park is a county road under county jurisdiction and he suggested in view thereof, and if the Highway Commission approves construction of an extension of that road to the park boundary, that the work be done with the understanding that the county will surface and maintain the road at county expense after the grade is completed. He estimated the cost of such surfacing work at $5,000. As a result of discussion, the Commission unanimously approved the project subject to the conditions mentioned by the Park Superintendent and with the further proviso that the county shall acquire right of way as may be needed outside of the park boundaries. The Commission ordered the matter covered by an appropriate written agreement with the county.

In this connection, the Parks Superintendent mentioned that at some future time the Commission probably will allow overnight camping in this park and, if so, in his estimation, it would be advisable and cheaper

to provide necessary roadways and parking areas within the park at the same time that the contractor is working on the entrance roadway, than later on. He was authorized by the Commission to include such construction in the plans and specifications for the entrance roadway project.

3. Request of Nehalem Improvement Club for construction of a roadway leading from the Oregon Coast Highway to the top of Neah-Kah-Nie Mountain in Tillamook County, as a scenic attraction: The Parks Superintendent advised that a number of years ago a reconnaissance survey was made for such a roadway, but the road was never built, except a small portion which was constructed by a logging concern that was operating in that vicinity. The road, he said, is about 2.6 miles long and involves a grade of about 12%. He estimated the cost of building the road at about $50,000. He recommended that the request be denied. The Commission approved the recommendation.

4. Disposal of the old lighthouse in Yaquina Bay State Park: The Parks Superintendent recalled that the Commission at its meeting on April 24, 1950 unanimously approved the giving of this building to the Lincoln County Historical Society on condition that the Society remove it from the premises either intact or by dismantling it. However, the Society is encountering difficulties in financing the proposition and is now asking that the building be left in its present location, and that repairs be made so that it will be safe for public use as a sort of museum. Moreover, the Society has stated a willingness to furnish the State a bond to relieve the Highway Commission from responsibility in the event that an accident should occur on the premises. The Parks Superintendent pointed out that the building was constructed in 1871 and presently it is in a very bad state of repair. In fact, its condition is such that it has been necessary to board up the doors so that the public cannot enter it. He also said that the building is in a poor location so far as accessibility is concerned, the roadway leading up to it containing grades as steep as 12% and 14%. He recommended that the Society's request for maintenance of the building in its present location be denied and that the Society be given one year's time in which to reestablish it on another site entirely removed from the state park. The Commission approved the recommendation unanimously.

5. Request of State Parks Superintendent for authority to construct certain state parks facilities: The Parks Superintendent asked the Commission to authorize the taking of bids for the construction of latrines in Short Sand Beach State Park and Devil's Elbow State Park; also, to construct a cottage and garage in Cape Lookout State Park, and a garage and a shop building in Yaquina Bay State Park. He advised that provision for these facilities is contained in the 1952 Park budget. The Commission approved the request unanimously.

6. Report on expenditures for park purposes in 1952 as compared with the amount budgeted for that year: The Parks Superinten-

dent submitted a written report on this subject dated January 29, 1952, revealing that the estimated cost of proposed improvements was $287,230 whereas actual expenditures amounted to $250,423.71. The Commission accepted the report and ordered it filed.

7. Request of the "Save the Gorge Committee" of the Portland Women's Forum for enlargement of State park areas in the Columbia River Gorge: The Parks Superintendent advised that this committee is advocating public ownership of all of the lands within the Gorge extending from Crown Point eastward, on both sides of the river, and is soliciting help from the Oregon State Highway Commission in this undertaking. Their immediate objective insofar as the State Highway Commission is concerned, he said, is the State's acquisition of $6\frac{1}{2}$ acres of land adjacent to the old highway at the "Loops" immediately east of Crown Point, which land is owned by Multnomah County, and they are also asking the State to acquire what is known as the B. B. Bennett property, across which trails have been constructed leading up to Latourell Falls. This tract, he said, contains 28 acres of land and the owner is asking $55,000 for it, which, in his estimation, is entirely too much. As a result of discussion, the Parks Superintendent was instructed to investigate the desirability of acquiring the $6\frac{1}{2}$ acre tract and the probable cost thereof; also, to ascertain the cost to acquire a sufficient portion of the Bennett property to accommodate the trails.

8. Request of Moore Mill & Lumber Company for permission to operate a roadway in Humbug Mountain State Park: The Parks Superintendent advised that under authority granted by the Commission, Mr. Harry Hanson, Port Orford, constructed and is now operating a roadway across this park, and that the Moore Mill & Lumber Company is asking the privilege of using this roadway jointly with Mr. Hanson, who has no objections to such joint use. He recommended approval of the request. The Commission approved the recommendation.

9. Suggestion of W. Ovid Evans, Bend, for establishment of a State park with overnight camping privileges, on the McKenzie-Bend Highway (US20) at its present crossing of the Deschutes River south of Tumalo. The Parks Superintendent advised that the site suggested by Mr. Evans is not suitable for overnight camping; however, he pointed out that the highway is being realigned at this location and a new bridge is to be constructed across the river a short distance down stream from the present one where the State owns a tract that could be developed very nicely for purposes that Mr. Evans has in mind. In fact, he said, the Landscape Department is now planning to develop this area as a wayside picnic spot. He added that the tract is sufficiently large to accommodate those who might presently wish to utilize it. He recommended approval of the present plan and that people be allowed to camp there over night if they so desire. The Commission approved the recommendation.

Commissioner Reynolds brought up for discussion the question of providing overnight camping facilities in Emigrant Park, Umatilla County. He said there is quite a demand for such privilege; in fact, people now stay there overnight without any particular authority. He gave as his feeling that perhaps the Commission should provide facilities to take care of them. The Parks Superintendent advised that there are as many as 45 cars that stay there overnight at certain times of the year and he gave as his definite feeling that accommodations should be provided for their benefit. He was instructed to prepare plans and specifications for contemplated work in this park and to report the same to the Commission for consideration at its next meeting.

The Engineer reported that, due to adverse weather conditions, pursuant to authority previously granted him by the Commission, he has posted the following highways for 50% reduced weight limits, effective as of 8:00 a.m., January 31, 1952:

Pendleton-Cold Springs Highway, Umatilla County
Weston-Elgin Highway, Umatilla and Union Counties
Athena-Holdman Highways, Umatilla County
Havana-Helix Highway, Umatilla County

He asked the Commission to confirm the postings. The Commission unanimously approved the Engineer's action in this matter by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer presented for the Commission's consideration options obtained for the acquisition of real property needed for right of way and other purposes. After careful consideration, the Commission unanimously approved the options and authorized the Right of Way Engineer to close them at the prices mentioned therein. The attached resolution relative thereto marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

The meeting recessed for luncheon at 12:00 noon and reconvened at 1:30 p.m. with the same persons present and participating.

The Right of Way Engineer asked the Commission to approve acquisition of real property that is needed as right of way in connection with the following listed State highway projects, authority for which has never been formally granted by the Commission:

County and Section	Highway
DOUGLAS	
Suicide Creek-Pacific Highway	Coos Bay-Roseburg
JACKSON	
Medford-County Farm	Pacific

County and Section	Highway
KLAMATH	
Chemult-Diamond Lake Jct.-Cinder Pit-Haul Road	
MALHEUR	
Juntura Maintenance Site	
SHERMAN	
West Cottonwood Canyon	Wasco-Heppner
WALLOWA	
South Unit U. S. Forest Section	Lewiston-Enterprise

As a result of discussion and in order to clear the records, the Commission unanimously approved the request by adoption of the attached resolution relative thereto marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion the sale of an additional $15,000,000 of Oregon State highway bonds as authorized by the provisions of Chapter 491, Oregon Laws 1951 and decided to receive bids for the purchase of such bonds on Tuesday, February 19, 1952 at an adjourned meeting of the Commission. In this connection the question arose as to the investment of monies derived from the sale of bonds pending need of the monies to finance highway construction. The Engineer was instructed to consult with the Manager of the Accounting Division relative to the finances of the Highway Department and to arrange a schedule for investment of the funds to fit the Commission's construction program. (See ahead for additional item with respect to the sale of additional bonds and a resolution adopted by the Commission pertaining thereto.)

The Chief Counsel requested authority to condemn certain parcels of real property that are needed for highway purposes, it appearing that the properties cannot be acquired at reasonable cost by negotiation. He submitted a list of the properties, together with the offers that he recommended in the condemnation proceedings, as follows:

Suicide Creek-Pacific Hwy. Sect. of the Coos Bay-Roseburg Hwy.	Recommended Offer
R-18563 Margaret May DeRoss Right of Way (Douglas) 1.95 acres	*
North Corvallis Sect. of the Pacific Highway West	
R-14603A Claude Buchanan, et ux Right of Way (Benton)	*

North Corvallis Sect. of the Pacific Hwy. West (cont.)			Recommended Offer
R-14603A	Claude Buchanan, et ux (cont.)		
	13.71 acres at $500 per acre	$ 6855.00	
	Allowance for buildings	1000.00	
	150 rods fence at $4 rod	600.00	
		$ 8455.00	$8475.00
R-17991	Artilla Pittman		
	Right of Way (Benton)		
	1810 sq. ft. at $.08 sq. ft.	$ 144.80	
	6 rods fence at $4 rod	24.00	
		$ 168.80	$ 170.00

Unit No. 3 Sect. of the T. H. Banfield Expressway

R-15033	The Fifth Avenue Company (A Fred Meyer Ownership)		
	Right of Way (Multnomah)		
	162,641 square feet		$500,000.00
R-16728	The Fifth Avenue Company (A Fred Meyer Ownership)		
	Right of Way (Multnomah)		
	9583 square feet at $0.50 per ft.	$ 4791.50	$4800.00

Barbur Blvd. -Marion County Line Sect. of the West Portland-Hubbard Highway

R-17496	Ojiro Sasaki	*
R-17497	Right of Way (Washington)	*
R-17498	45 acres	*

Authorize Chief Counsel to make offer based upon appraisals yet to be received.

FOOTNOTE * Offer to be made in conformity with provisions of resolution adopted by the Commission at its meeting on December 20, 1951.

As a result of careful consideration, the Commission approved the request unanimously by adoption of the attached resolutions relative thereto marked EXHIBITS "L-1"to "L-5"inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission discussed the acquisition of land from the Lloyd Corporation. that is needed as right of way in connection with T. H. Banfield Expressway in Portland, which matter has been the subject of discussion for some time. The Engineer advised that he has made certain

revisions in the original plan for the highway improvement at this location, which will eliminate the immediate need for part of the property. It appears that there are possibilities that settlement can be reached on the basis of the revised plan but the Corporation first wishes to reappraise its property on such revised basis. The Commission ordered the descriptions of the property rewritten in accordance with the new plan and that the Corporation be furnished a map showing the property required on the revised basis. The Right of Way Engineer was instructed to continue the negotiations and report the results.

The Commission unanimously confirmed the following sales of miscellaneous properties as reported by the Right of Way Engineer:

File No.	Location	Sales Price	Purchaser	Items & Remarks
15505	Banfield Expressway, Unit 5 3325 NE 122nd St.	$ 775.00	Mrs. Geo. H Sperling 3109 NE 122d Portland	Auction Sale. 2 Story House 32 x 52, cannot move onto roadways. House badly damaged by vandalism. Approved by Mr. McIver on telephone 12-24-51
15505	Banfield Expressway, Unit 5 3325 NE 122nd St.	95.00	E. C. Luce 2343 NE 148th Portland	Auction Sale. Garage Approved by Mr. McIver on telephone 12-24-51.
15505	Banfield Expressway, Unit 5 3325 NE 122nd St.	$ 10.00	W. R. Dennis 1909-17th St. Forest Grove	Auction Sale. Chicken House 10' x 16'. Approved by Mr. McIver on telephone 12-24-51
15505	Banfield Expressway, Unit 5 3325 NE 122nd St.	$ 50.00	John H. Harris, PO Box 2366, Portland	Auction Sale. 2-room cottage used for chickens or brooder house, 20'x16'. Approved by Mr. McIver on telephone 12-24-51
15505	Banfield Expressway, Unit 5 3325 NE 122nd St.	$ 55.00	R. A. Hoffman, 10604 NE Sandy Blvd. Portland	Auction Sale. Barn 24'x24', almost impossible to move. Approved by Mr. McIver on telephone 12-24-51

File No.	Location	Sales Price	Purchaser	Items & Remarks
15505	Banfield Expressway, Unit 5 3325 NE 122nd St.	$ 10.00	R. F. Dennis Rte. #1, Banks	60 fence posts in ground around yard. Approved by Mr. McIver on telephone 12-24-51.
14720	Banfield Expressway, Unit 5	235.00	E. N. Wisecup 2411 NE 102nd Portland	Auction Sale. 8219 NE Clackamas St., 3 room house 24x26' extremely poor condition. Approved by Mr. McIver on telephone 12-24-51.
14720	Banfield Expressway, Unit 5	200.00	F. J. Boomer, 11506 SE Harold St. Portland	Auction Sale. House 8215 NE Clackamas St. 3 rooms 24'x26' extremely poor condition. Approved by Mr. McIver on telephone 12-24-51.
14720	Banfield Expressway, Unit 5	275.00	Marian E. Ketchum, 8429 SE Bush Portland	Auction Sale. House 1420 NE 82nd St., 3 room 34'x32' extremely poor condition. Approved by Mr. McIver on telephone 12-24-51.
14720	Banfield Expressway, Unit 5	20.00	I. C. Gaspard 2852 NE 56th Portland	Auction sale. Open grease shed 16'x20' at 1420 NE 82nd St. Approved by Mr. McIver on telephone 12-24-51.
14720	Banfield Expressway, Unit 5	30.00	W. E. Spies 5440 NE Columbia Blvd., Portland	Auction Sale. Service Station office 25'x 16' at 1420 NE 82nd St. Approved by Mr. McIver on telephone 12-24-51.

19249

File No.	Location	Sales Price	Purchaser	Items & Remarks
14720	Banfield Expressway, Unit 5	$ 250.00	D.H. Wood, 2435 NE 27th St., Portland	Auction Sale. Shop bldg. concrete floor 40'x25' at 1420 NE 82nd St., Approved by Mr. McIver on telephone 12-24-51.
14720	Banfield Expressway, Unit 5	52.50	K. Sunamoto Rte. 3, Bx. 277 Boring	Auction sale, storage house 9'x10' & shack 6'x8' at 1420 NE 82nd St. Approved by Mr. McIver on telephone 12-24-51.
14720	Banfield Expressway, Unit 5	235.00	Marion E. Ketchum, 8429 SE Bush, Portland	Auction sale. House 1442 NE 82nd St. 3 room, 24'x24' used as part of Service Sta. Approved by Mr. McIver on telephone 12-24-51.
14720	Banfield Expressway, Unit 5	22.50	E. C. Luce, 2343 NE 148th St., Portland	Auction sale. Shop bldg. ready to fall down, 14'x24'. Approved by Mr. McIver on telephone 12-24-51.
17689	Lane Co. Line-Com stock Sect., Pacific Hwy.	2,000.00	Leonard, Slate & Hall, Contractors, Portland	Cabin #4, 12x14; Cabin #5, 15x24 & dwelling 32'x44'. Must be removed from r/w at completion of contract. Approved by Mr. McIver on telephone 1-21-52.
15952	Cascade Locks-Viento Sect.-Col. River Hwy.	300.00	Gibbons & Reed, Contractors Salt Lake City	Small not modern house. Must be removed from r/w at completion of contract. Approved by Mr. McIver on telephone 1-21-52

File No.	Location	Sales Price	Purchaser	Items & Remarks
15946	Cascade Locks-Viento Sect. Col. River Hwy.	$ 600.00	Gibbons & Reed Contractors Salt Lake City	Vandals badly damaged this property. Contractor must remove from r/w at completion of contract. Approved by Mr. McIver on telephone 1-21-52.
14877	Banfield Expressway, Unit 5	675.00	Marian E. Ketchum, 8429 SE Bush, Portland	Auction sale. Hse. 27'x39' story & half. Hse. old & poor. Garage 10x15 no doors. Approved by Mr. McIver on telephone 1-21-52.
15513	Banfield Expressway, Unit 5	2,000.00	Roy K. Roberts 5303 NE 148th St., Portland	Auction sale. Hse. stucco 28'x27', one and half story. Approved by Mr. McIver on telephone 1-21-52.
15513	Banfield Expressway, Unit 5	21.00	R. F. Stanford 6125 SE Nehalem Portland	Auction sale. Garage 18x21. Poor condition. Approved by Mr. McIver on telephone 1-21-52.
15513	Banfield Expressway, Unit 5	20.00	E. C. Luce 2343 NE 148th St., Portland	Auction sale. Shed 10x12 poor condition. Approved by Mr. McIver on telephone 1-21-52.
15513	Banfield Expressway, Unit 5	35.00	Henry H. Penner, 4125 NE 70th Ave., Portland	Auction sale. Chicken hse. 138x19. Very poor condition. Approved by Mr. McIver on telephone 1-21-52.

19251

File No.	Location	Sales Price	Purchaser	Items & Remarks
15513	Banfield Expressway, Unit 5	$ 40.00	Vane Skinner 929 NE 160th St., Portland	Auction sale. Chicken hse. 38x15', fair condition. Approved by Mr. McIver by telephone 1-21-52
15513	Banfield Expressway, Unit 5	30.00	F. J. Boomer 11506 SE Harold Portland	Auction sale. 3 small sheds. No bids when offered separately. Approved by Mr. McIver on telephone 1-21-52
15530	Banfield Expressway, Unit 5	120.00	Harper E. Klock Rt. 1, Bx. 212 Troutdale	Auction sale, 1 rm. hse., no plumbing, 12'x15'. Approved by Mr. McIver on telephone 1-21-52.
15530	Banfield Expressway, Unit 5	420.00	Harper E. Klock Rt. 1, Bx. 212 Troutdale	Auction sale, chicken hse. 19'x60' a good bldg. Approved by Mr. McIver on telephone 1-21-52.
17680	Banfield Expressway, Unit 5	1,675.00	R. F. Stanford 6125 SE Nehalem Portland	Auction sale, 5 rm. hse., very low ceiling, otherwise fair hse. 22'x41'. Approved by Mr. McIver on telephone 1-21-52
17680	Banfield Expressway, Unit 5	25.00	Tom Parkin Rt. #2, Bx. 140 Troutdale	Auction sale, garage 18'x23'. Approved by Mr. McIver on telephone 1-21-52
17680	Banfield Expressway, Unit 5	35.00	Tom Parkin Rt. #2, Bx. 140 Troutdale	Auction sale, chicken coop, 12'x53', very poor condition. Approved by Mr. McIver on telephone 1-21-52

File No.	Location	Sales Price	Purchaser	Items & Remarks
17680	Banfield Expressway, Unit 5	$ 25.00	Tom Parkin Rt. #2, Bx. 140 Troutdale	Auction sale. Storage hse. 10x12 & doghouse. Approved by Mr. McIver on telephone 1-21-52
17680	Banfield Expressway, Unit 5	2.00	Tom Parkin Rt. #2, Boxl40 Troutdale	Auction sale. Lawn table. Approved by Mr. McIver on telephone 1-21-52
17680	Banfield Expressway, Unit 5	120.00	Tom Parkin Rt. #2, Box 140 Troutdale	Auction sale. Shrubbery. Approved by Mr. McIver on telephone 1-21-52
17680	Banfield Expressway, Unit 5	13.00	Harold R. Brown 236 NE 162nd St., Portland	Auction sale. Outdoor fireplace & extra brick. Approved by Mr. McIver on telephone 1-21-52
17680	Banfield Expressway, Unit 5	17.00	F. J. Brown 11506 SE Harold St., Portland	Auction sale, 128 Tile. Approved by Mr. McIver on telephone 1-21-52
17680	Banfield Expressway, Unit 5	12.00	Claude Kilgore Salem	Auction sale. Clothes line pole. Approved by Mr. McIver on telephone 1-21-52
17653	Salem By-Pass	1,350.00	A. G. Hedstrom 835 N. Liberty St., Salem	Auction sale. Small 3 rm. residence at 3650 Center St. with this hse. will be sold Lot 16, Blk. 2, Rehb's Addition. Approved by Mr. McIver on telephone 1-21-52

19253

File No.	Location	Sales Price	Purchaser	Items & Remarks
17678	Salem By-Pass	$2,200.00	J. A. Jelderks 3625 D Street Salem	Auction sale. Residence at 3660 Truman Ave., Salem, with this hse. will be sold that portion Lot 21, Blk. 2, Rehb's Addition outside the r/w. Approved by Mr. McIver on telephone 1-21-52
18109	Salem By-Pass	3,300.00	J. A. Jelderks 3625 D Street Salem	Auction sale. Residence at 3755 Monroe St. with this hse. will be sold Lot 17, Blk. 2, Rehb's Addition. Approved by Mr. McIver on telephone 1-21-52
17240	Salem By-Pass	5,250.00	J. A. Jelderks 3625 D Street Salem	Auction sale. Residence at 3585 Garden Rd. Very large hse., few places it could be moved. Approved by Mr. McIver on telephone 1-21-52
15478	Banfield Expressway, Unit 5	2,350.00	Howard R. Cleary 3921 NE 105th St. Portland	Auction sale. Residence at 9857 NE Weidler St. 4 room hse., 26'x32'. Approved by Mr. McIver on telephone 1-21-52
15526	Banfield Expressway, Unit 5	30.00	W. R. Dennis Rt. #1 Banks	Auction sale. 4 room shack at 17129 NE Wilkes Rd. This hse. cannot be moved & there is very little salvage. Approved by Mr. McIver on telephone 1-21-52

File No.	Location	Sales Price	Purchaser	Items & Remarks
15527	Banfield Expressway, Unit 5	$ 25.00	Harper E. Klock Rt. #1, Box 212 Troutdale	Auction sale. 12x30 barn. No flr. at 17321 NE Wilkes Rd. Glad to get a bidder. Approved by Mr McIver on telephone 1-21-52
16951	Banfield Expressway, Unit 5	900.00	Howard Grohs 1814 SE 82nd St., Portland	Auction sale. Residence Osborn Rd. Nice hse., but too large to move without cutting in two, therefore rather low return. Approved by Mr. McIver on tele phone 1-21-52
16951	Banfield Expressway, Unit 5	55.00	R. R. Hart 3928 NE Knott Portland	Auction sale. Garage 12x21. Approved by Mr. McIver on telephone 1-21-52.
16951	Banfield Expressway, Unit 5	30.00	Ben Gadsby 115 SW Washington, Portland	Auction sale. Bridge 48'x10', wooden, rather old. Approved by Mr. McIver on telephone 1-21-52
16951	Banfield Expressway, Unit 5	70.00	Wilbert M. Sink, Jr. Rt. #1, Box 213 Troutdale	Auction sale. Chicken house 12x16. Approved by Mr. McIver on telephone 1-21-52
16951	Banfield Expressway, Unit 5	65.00	Harper E. Klock Rt. #1, Box 212 Troutdale	Auction sale. Storage house. Approved by Mr. McIver on telephone 1-21-52

File No.	Location	Sales Price	Purchaser	Items & Remarks
16951	Banfield Expressway, Unit 5	$ 205.00	Gerard DeStoppelaar, 1504 NE 9th Ave., Portland	Auction sale. Cabin & lean-to garage 13x21. Approved by Mr. McIver on telephone 1-21-52.

The Right of Way Engineer brought up for discussion the sale of miscellaneous items by the auction method. He advised that it would be helpful if he were authorized to accept offers at the time the sales are conducted rather than wait until the next meeting of the Commission, because of the possibilities that the bidder will withdraw his offer if he cannot take immediate possession of the property. In other words, he requested authority to make "on the spot" sales of the property being auctioned. The Commission approved the request unanimously; however, instructed the Right of Way Engineer to report the sales at the next following meeting of the Commission.

The Commission considered the matter of reimbursing Mr. Bird A. Bennett in the amount of $50, representing personal expenses incurred by him in securing merchantable title to certain land that is being acquired by the State Highway Commission in Union County. The Right of Way Engineer recommended that Mr. Bennett be reimbursed for this expense. The Commission approved the recommendation.

The Commission approved the leasing of ten acres of land from the Klamath Forest Protective Association as a site for a radio station at Hog Back Butte near Klamath Falls. The lease is for a period of 55 years, and is without consideration. (The lease was signed later)

The Commission discussed and, upon recommendation of the Right of Way Engineer, approved a change of access to the Medum property at the north entrance of US99 into Grants Pass. (An "Indenture of Access" was signed later in the session)

The Commission discussed a request from the Douglas County Parks Department for permission to use a 12-acre tract of highway property near Azalea, Douglas County, for recreational purposes. The Engineer recommended the granting of a revocable permit to the County for the use of the property as intended. The Commission approved the recommendation.

The Commission had under discussion a request from the City of Salem to use a small triangular tract of State Highway property on the west side of US99E just north of the Southern Pacific railroad underpass in North Salem for the off-street parking of automobiles. The Engineer recommended approval of the request on a conditional basis. The Com-

mission approved the recommendation.

The Commission considered the matter of extending the lease heretofore given to Crown-Zellerbach Corporation for the use of certain State-owned water front property in Oregon City in connection with its activities at this place. The Corporation asks that its lease be extended for a period of four years, until February 13, 1956, and agrees to pay the sum of $500 annually for the use of the property. The Right of Way Engineer recommended approval of the request. The Commission approved the recommendation. (An agreement covering the matter was signed later in the session.)

The Right of Way Engineer requested instructions regarding the acquisition of a myrtle tree tract owned by Mrs. Gladys M. Kaskich, adjacent to the Umpqua Highway in Douglas County. It appears that an option was obtained from Mrs. Kaskich to purchase the property for the sum of $750, of which amount the "Save the Myrtle Tree Association" agreed to pay $250 and deposited its check with the State Highway Department in such amount, it being understood that the State Highway Department would pay the balance in accordance with a previous understanding. It now appears that Mrs. Kaskich is unwilling to deed her property to the State and the question arises whether or not to condemn it. The Commission decided unanimously to take no action against Mrs. Kaskich, and instructed the Right of Way Engineer to return to the "Save the Myrtle Tree Association" its $250 deposit.

The Chief Counsel rendered an oral report on condemnation cases which have been settled subsequent to the last regular meeting of the Commission. He said that only one case was disposed of, being that of the State vs. Burke et al, concerning right of way needed for the Salem-Dallas Highway in West Salem. He pointed out that the original offer to the defendants was $45,000 for a larger taking, but due to a change, which reduced the area to be taken and eliminated a building, a subsequent offer of $25,000 was made. The owners of the property, he said, demanded about $85,000, but the jury brought in a verdict for $33,000. The Commission approved the report.

The Chief Counsel brought up for discussion a question as to the obligation of the Highway Commission to construct a portion of the Santiam Highway through an abandoned cemetery located at the north end of Park Street in the City of Lebanon, if the city acquires the right of way through this cemetery. It appears that the city is anxious for this improvement and has directed an inquiry to the State Attorney General for an opinion, which was refused on the premise that the Attorney General does not render opinions for any persons other than State officials, Boards and Commissions, in view of which the city is now asking the Highway Commission to obtain such an opinion. The Engineer explained that several years ago, a one-way street couplet was designated in Lebanon for Santiam Highway traffic, east bound traffic

using Main Street and west bound traffic being routed over Park Street from a connection with East Main Street to Carolina Street, which is the east boundary line of the cemetery, thence along Carolina Street to west Main Street. The city, he said, is now asking the Commission to extend the west bound routing through the cemetery to a connection to the present highway near the north city limits. He estimated the cost of such an improvement, including the right of way, at $68,300. He recommended approval of the project on the condition that the city will acquire the right of way through the cemetery at city expense, and will assume the responsibility to move any graves that might be located thereon. The Commission approved the recommendation unanimously and also authorized the Chief Counsel to secure an opinion from the Attorney General as requested by the city.

The Chief Counsel requested authority to institute suits against Mary E. Marks and Frankie L. Boye for specific performance of options obtained from them in connection with acquisition of right of way needed for the Oregon Coast Highway and Umpqua Highway, respectively. The Commission approved the request unanimously.

In this connection, the Chief Counsel asked the Commission to confirm authority previously granted the late Mr. J. M. Devers, former Chief Counsel, to institute suit for specific performance of an option obtained from F. R. Salway covering right of way needed for improvement of the Oregon Coast Highway in Lincoln County. The Commission approved unanimously its previous action with respect to this matter.

The Chief Counsel requested approval of offers that he has made in connection with certain condemnation actions, as follows:

1. R-18095 - Owner: George Teufel, et ux. Offer of $575.00 was approved by Mr. McIver by telephone January 14, 1952. Appraisals were received from Holbrook-Walstrom dated November 7, 1951 in the amount of $560.00 and from Woodward and Draper dated November 8, 1951 in the amount of $500.00.

2. R-18069 - Owner: Earl Hitchman, et ux. Offer of $1,000.00 was approved by Mr. Chandler, Mr. Reynolds and Mr. McIver on January 30, 1952. Appraisals were received from Mr. Claude M. Kilgore dated December 19, 1951 in the amount of $842.00 and from Mr. Calvin V. Kent dated December 19, 1951 in the amount of $1,000.00.

3. R-13921 - Owner: D. B. Murphy. Offer of $9,600.00 was approved by Mr. Chandler, Mr. Reynolds and Mr. McIver on January 30, 1952. Appraisals were received from Mr. Claude M. Kilgore dated December 19, 1951 in the amount of $9,584.00 and from Mr. Calvin V. Kent dated December 19, 1951 in the amount of $9,300.00.

The Commission confirmed the offers unanimously.

The Engineer presented for the Commission's information a report on engineering costs incurred in connection with construction jobs completed during the calendar year 1950. The Commission approved the report and ordered it filed.

The Engineer reported the results of canvassing other states as to the types of signs they use at the termini of contract work under way. He said that the information received has been very carefully studied and it is his belief that in general two signs should be provided, one at the beginning and one at the end of each construction or reconstruction project, or detour, with additional signs provided on major projects giving specific information. He suggested that the signs could also be employed on general maintenance projects. He presented suggested wording for the several types of signs and requested authority to try out some of them so as to determine how the traveling public reacts to them. As a result of considerable discussion of this matter, the Commission unanimously approved the Engineer's suggestion as to the type of signs and the wording to be used on them and authorized him to erect some of them as a trial proposition with the understanding that they will be revised later if that appears advisable. (For details, see copy of Engineer's written report, directed to the Oregon State Highway Commission, dated January 3, 1952, in General Files.)

The Engineer reported that, pursuant to instructions from the Commission, he has investigated the timber-cutting encroachments committed by contractors, Gilbert Roles and Clive Stiltner, Waldport, on right of way that was acquired from Mr. and Mrs. T. H. Banfield for improvement of the Oregon Coast Highway between Otter Crest and Otter Rock. The investigation reveals, he said, that these operators have paid into the State Highway fund the sum of $600, which the Commission considered to be a fair value of the timber taken. The Commission approved the report.

The Engineer requested authority for the Chief Counsel and himself to discuss with officials of the Union Pacific Railroad Company the Highway Department's claim for damages against the company amounting to $24,345.40 arising out of railroad company's operations adjacent to the Columbia River Highway near Mosier, Hood River County. He recalled that operations of the railroad company immediately adjacent to and below the highway roadbed at M.P. 74 near Mosier, reactivated an old slide causing damage to the highway which cost the Highway Department the sum of $24,345.40 for repairs. The Commission approved the request unanimously.

The Commission discussed and ordered filed a report from the Engineer showing the status of surveys heretofore ordered by the Commission, but not as yet started.

The Commission also discussed and ordered filed a report from the Engineer on special city allotment projects for the years 1948, 1949, 1950 and 1951.

The Engineer presented a report, dated January 11, 1952, on the request of the Fossil Community Club that the $45,000 heretofore authorized by the Commission for improvement of the Butte Creek-Summit Section of the John Day Highway be used to finance improvement to this highway between Service Creek and Spray. The Engineer advised that investigation reveals that there are three narrow sections on the highway between Service Creek and Spray, aggregating a total distance of about 1.9 miles, the widening of which would materially increase traffic safety. He estimated the cost of such widening work at $45,000, and he recommended approval of the project in view of the fact that it probably will be a number of years before the Commission will feel like authorizing a major improvement of the Butte Creek-Summit Section. He further stated that it is not feasible to award a contract for the improvements between Service Creek and Spray on a unit price basis, and he, accordingly, recommended, if the Commission authorizes the project, that bids be taken on an equipment rental and force account basis. As a result of discussion, the Commission unanimously authorized transfer of the funds, and the performance of the work by contract on an equipment rental and force basis, as recommended by the Engineer.

The Engineer presented a tabulation giving name, classification, age, etc., of 17 Highway Department employees who will reach their effective retirement dates during the second quarter of 1952. He recommended that seven of these employees be retired on their respective retirement date and that ten of them be retained in service for another year on the grounds that they are physically and mentally capable of fulfilling all of the duties of their respective positions and that their retention in service is in the public interest. The Commission approved the recommendation. (For list of employees, see copy of report in General Files dated January 14, 1952.)

Pursuant to instructions from the Commission at the previous meeting, the Engineer rendered a written report showing as of February 1, 1952, the number of employees who have reached the maximum salary step in their respective classifications. The Commission discussed the report briefly and ordered it filed.

The Secretary presented a letter from Mr. J. L. Franzen, City Manager of the City of Salem, advising that the public parking lot located at 2345 Fairgrounds Road, Salem, which lot has a capacity of 30 automobiles, was opened to the public for general use on December 11, 1951. The Commission ordered the communication filed.

The Engineer brought up for discussion an item of $2,000 contained in the 1952 budget for operation of the Boardman Oasis on the Columbia River Highway. He recalled that some question had arisen with respect to this item when the budget was discussed. He explained that the expenditure is for maintenance and operation only and is to pay the cost of pumping water for irrigation purposes, the Oasis being located in an arid climate, and the expense of a caretaker. He also said

that the cost of the operation in 1951 was approximately $1,600. In view of this report, the Commission approved the amount budgeted for this purpose.

The Engineer reported that the highway railroad grade separation project constructed by the Willamina and Grande Ronde Railroad Company, operators of the Long-Bell Railroad at Gardiner, has been completed and inspection by Highway Department engineers indicates that the workmanship is entirely satisfactory and is in accordance with plans and specifications. He accordingly recommended payment to the railroad company of $30,000 pursuant to the previous written agreement and understanding. In view of this report, the Commission unanimously authorized the payment of $30,000 to the company.

The Commission discussed a written report from the Engineer dated January 28, 1952, on protests that have been registered by people of Blue River, Oregon against the crushing of rock from a quarry site situate near Blue River on the McKenzie Highway, Lane County. According to the report, heretofore gravel for highway purposes in this vicinity has been taken from the bed of the McKenzie River, but when an attempt was made to contract a job last year using materials from such source, objections were offered by the State Fish Commission, which declared that all of the gravel in the McKenzie River was vital to the spawning of fish. Accordingly, other sources were investigated, one such was selected on property owned by a Mr. Behm. The Right of Way Department, he said, negotiated with Mr. Behm for his property but without success, so it was necessary to resort to condemnation, following which a contract was awarded for the production of rock, it being understood that the quarry would be operated during the winter months only, pursuant to an agreement with the Fish Commission. The Engineer also advised that the successful bidder for the rock production work is now on the job, which is scheduled for completion by April 15, 1952; that the people of Blue River are very much opposed to the operations and are coming before the Commission on the next day to register their objections and to ask the Commission to obtain its materials from some other place, because of its detrimental effect to the river, which is the source of their domestic water supply. He gave as his opinion, in view of the facts of the case, that there is no real reason for the Commission to deviate from its present plans for the use of this quarry. The Commission indicated its approval of the Engineer's suggestion but deferred a definite decision until discussing the matter with the delegation on the following day. (See ahead for additional entry.)

The Engineer presented a written report with reference to the repair of cars and trucks, pursuant to instructions from the Commission at the previous meeting. He pointed out that in 1941, the average age of cars and trucks was 3.4 years, which had increased to about 6.5 years by 1945. He anticipated that the average by 1952 would be about four years. He gave as his feeling that the procedure now being followed in the repair of equipment rather than purchasing new equipment

is not much, if any, out of line. In the discussion, Commissioner Reynolds stated his interest in the report, because he is of the feeling that equipment can be retained too long for efficiency and economy. He stated his opposition to replacing old motors with new ones and he gave as his feeling that it is better economy to purchase new equipment than to spend hundreds of dollars for repairs. The Commission took no action on the matter.

In this connection, Chairman Chandler mentioned that the Commission's Cadillac car is in need of replacement, and that the Commission probably will order the purchase of a new car of the same type in the near future. He instructed the Engineer in the meantime to give some thought to selling the old car for cash rather than disposing of it as a partial payment on a new car.

The Engineer reported completion of the survey for reconstruction of the Wallowa Lake Highway to eliminate the existing hazardous curvature in the vicinity of the crossing at the south fork of the Wallowa River near Lostine. He advised that the westerly terminus of the survey is a point about $1\frac{1}{4}$ mile west of Lostine and the easterly terminus is about the same distance east of the town, the survey having been carried beyond the city in order to make certain that construction of the portion where the new bridge is required will fit into an ultimate extension. He presented a map showing the entire survey and he asked the Commission to approve the survey for the record. As a result of careful consideration of this matter, the Commission unanimously approved and adopted the survey as reported, by adoption of the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

In this connection the Engineer recommended early construction of that portion of the survey which extends westerly from the town of Lostine, including the new bridge over the south fork of the Wallowa River. He estimated the cost to construct such portion at $134,000, including the bridge. He also estimated that it would cost about $111,000 to construct the balance of the section covered by the survey. As a result of discussion, the Commission unanimously decided to give first priority consideration to the construction of the section west of the town of Lostine in formulation of its 1952 construction program for State funds, should there be sufficient State funds available for the purpose. The Right of Way Engineer was authorized and instructed to proceed immediately with negotiations to acquire right of way as may be needed, covering the entire length of the survey notwithstanding that contemplated construction this year will be limited to the section west of the town of Lostine. (The Commission's action was conveyed to a delegation, from Wallowa County, which appeared before the Commission on the following day.)

The Chief Counsel brought up for discussion the Commission's claim against the Central Heating Company for damaging the Dodge Bridge

on the Sams Valley State Secondary Highway in Jackson County. He advised that the company's insurance carrier has offered to pay $5,000 as settlement in full of the amount of the claim, which amounted to about $6,600. He requested authority to compromise the settlement on the basis of the company paying $5,000 plus one-half the difference between $5,000 and the amount the State actually spent for repairs. The Commission approved the request unanimously. (The Chief Counsel reported later in the session that the Commission's offer was tendered to the insurance company but was definitely refused and he was informed that $5,000 is the absolute limit that the company will pay. He recommended acceptance of such sum rather than fight the case in court. The Commission approved the recommendation and so ordered.)

The Commission had under discussion a request from the City of Beaverton for improvement of Broadway Street, route of the Beaverton-Hillsdale Secondary Highway through Beaverton. The Engineer advised that this matter has been investigated and it has been determined that the city plans to install a storm sewer and wants the State to widen the pavement on this street between West Street and East Street, including construction of new curbs and pavement as is necessary. The estimated total cost of the project, he said, is $12,000; however, the city proposes to install the storm sewer, remove the existing curbs and to grade and gravel the widened portion of the highway, all of which is estimated to cost $3,500, leaving a balance of $8,500 to be paid by the State. He recommended approval of the project on such basis because the street is currently very narrow and badly congested and some relief is needed. The Commission approved the recommendation unanimously and ordered the matter covered by appropriate written agreement with the city. (The Commission's action in this matter was conveyed to a delegation, from the City of Beaverton, which appeared before the Commission on the following day.)

A request was presented from the City of Delake for construction of curbs, drainage and full width pavement on the Oregon Coast Highway (US101) between Kenny's Market and Carmelia Court, through the business district of this town. The Engineer advised that an investigation reveals that the section referred to is only about 900 feet long, however, in his estimation, if the project is approved, it should extend from Carmelia Court to the Aquarium, a distance of approximately 1200 feet. He estimated the cost to construct curbs and necessary drainage, with additional surfacing between the paved roadway and curbs, at $8,000. He pointed out, however, that such an improvement would not be satisfactory until a pavement full width between curbs is constructed, which would cost an additional $10,000, or $18,000 total. He gave as his feeling that no part of the work should be undertaken until the Commission can finance the entire project. As a result of discussion, the Commission unanimously approved construction of the entire project ($18,000) at this time and instructed the Engineer to work the job up for contracting.

The Engineer requested authority to advertise for bids for reconstruction of a portion of the railroad overpass on US99 at Judkins Point in Eugene, which work is estimated to cost about $40,000. He explained that the existing overpass was constructed in 1942 using untreated timbers for the purpose because of inability at that time to obtain either steel or treated timbers. A portion of this structure, he said, now requires reconstruction and some remodeling to fit the traffic interchange provided for the new Judkins Point-Goshen Section of the Pacific Highway. He strongly recommended approval of the new project now, steel for which he thought could be obtained later this year. He added that if the Commission approves the project he would like authority to immediately place an order for the steel, estimated cost $15,000, through the Procurement & Service Division of the Department of Finance and Administration. From the Engineer's explanation of the matter, the Commission unanimously authorized the improvement and granted the Engineer authority to place an order for the steel through the channel mentioned.

The Engineer reported a request from Mr. Forrest E. Cooper, Attorney, Lakeview, for an estimate of the cost to complete reconstruction of the Sprague River County Road in Klamath County. He said that the preparation of such an estimate would take some time and require some expense, in view of which he thought it best to bring the matter to the Commission's attention for instructions. The latest information available, he said, which is based on a survey made in 1942, indicates that to grade, surface, and oil the balance of this road would cost about $350,000. He was instructed by the Commission to pass such information on to Mr. Cooper.

The Engineer requested authority to make surveys of a number of County roads that are being considered for improvement in the 1953 construction program for Federal Aid Secondary Highway funds. He mentioned particularly the following, which he said will complete all surveys for the third year Federal Aid Secondary Highway program, except the resurfacing projects for which no field survey is required:

County	Highway, Section and Description
Marion	County Road (FAS 176). Salem-Independence Road; 10.4 miles grading, surfacing and paving.
Lake	County Road. Portions of Goose Lake Road; 6.2 miles grading and surfacing.
Sherman	County Road (FAS 378). Wasco-Locust Grove; 5 miles grading, surfacing and oiling.
Baker	County Road (FAS 506). Baker-West; 6 miles grading, surfacing and oiling.
Gilliam	County Road (FAS 440). Mikkalo to Junction John Day Highway; 2.3 miles grading, surfacing and oiling.

The Commission approved the request by unanimous vote.

The Engineer also requested authority to make location surveys in order to provide for future construction of the following projects:

(1) Flat Creek-Mount Vernon Section of the John Day Highway in Grant County. Total length 17.6 miles.

(2) Vale-Cairo Section of the Central Oregon Highway in Malheur County. Total distance 11.68 miles.

The Engineer explained that both of these projects will be included in the tentative five year construction program. The Commission unanimously approved the making of both surveys.

In the discussion of the Flat Creek-Mount Vernon project, the matter of additional improvements to the John Day Highway was considered. The Commission expressed the desire for additional information and thereupon instructed the Engineer to make an economical analysis of this highway between the cities of John Day and Arlington and an economical analysis of the highway route between the cities of John Day and Prineville for comparative purposes, and to give consideration in such analysis to present and potential traffic.

The Commission gave consideration to a number of projects that have been suggested by the Engineer as desirable projects to be financed with monies derived from the sale of bonds in 1952, totaling $6,527,000. As a result of discussion, the Commission unanimously selected the following projects for such funds:

U. S. ROUTE 30

92nd Avenue-Fairview Unit of Banfield Expressway, 7.3 mi. grading and landscaping	$ 800,000
Hood River-Mosier Section: Revision of existing trestle on approach to Columbia River Bridge	55,000
7.6 mi. of paving and some grading and other work not previously approved	472,000

U. S. ROUTE 99

Willamette River Bridge on Barbur Blvd.-White School Section, 4-lane Bridge. Piers & approaches only	$ 875,000
Anlauf-Elkhead Road Unit of Divide-Rice Hill Section, 7.8 mi. grading	1,100,000
Rock Point-Blackwell Hill Section, grading and paving	825,000

U. S. ROUTE 101

Cannon Beach-Arcadia Section, 2.5 mi. paving	$ 200,000
Siletz Bay-Miner Creek Section, 12.7 mi. grading and paving and 8 structures	1,600,000

OREGON ROUTE 36

Low Pass Section, 2.4 mi. grading and paving	$ 600,000
Total	$6,527,000

The Commission discussed a request from the Glenwood Parent-Teachers Association, Lane County, for restoration of an oiled footpath along US99 between the 19th Street railroad underpass and McVeigh Point railroad overpass, a distance of about 0.85 mile, and for construction of a sidewalk along the westerly side of US99 from the 19th Street railroad underpass to Judkins Point railroad overcrossing, a distance of 1.12 miles. The Engineer advised that these requests had been investigated and it has been determined that to restore the footpath between the 19th Street underpass and McVeigh Point overpass will cost about $3,500, and to construct the concrete sidewalk between the 19th Street railroad underpass and Judkins Point overcrossing will cost about $14,500. He pointed out that the new highway between Judkins Point and Goshen will be completed and opened to traffic in the Fall of this year, the use of which by the public will greatly reduce motor vehicle traffic on the old highway between the 19th Street underpass and McVeigh Point. He recommended, in view thereof, a limited expenditure of about $800.00 to recondition the footpath along the section between the 19th Street underpass and McVeigh Point by raising grade of the shoulders along the western side of the highway at all low places where water accumulates, by widening some of the narrow sections so as to provide a uniform shoulder width of eight feet, and by placing some fine crushed gravel on the new grade. He also recommended that the request for the sidewalk between the 19th Street underpass and Judkins Point overpass be denied. As a result of discussion, the Commission unanimously approved both of the Engineer's recommendations.

A letter was presented from the Lions Club, Creswell, Oregon, urgently requesting improvements to the Springfield-Creswell State Secondary Highway between Creswell and its junction with Willamette Highway, particularly improvement of sections that are flooded during periods of high water. The Engineer advised that the area along this highway between Creswell and the bridge crossing the West Fork of the Willamette River, a distance of 1.25 miles, is comparatively flat and water from extremely heavy rains and from the river during high water stages drains away very slowly. He mentioned particularly a 1200' section between two small bridges, where the highway is slightly lower than the adjoining sections, and where several times each winter the highway is inundated. The raising

of the grade along this section, he said, is desirable, and he recommended an expenditure of about $6,500 to raise the grade about two feet with gravel material borrowed locally, and to construct an oiled surface thereon, which would enable the operation of school buses and the rural fire truck stationed at Creswell over the highway without interruption by high water conditions. The Commission unanimously approved the recommendation.

The Commission discussed a request from the City of Astoria for the widening of Franklin Avenue (route of US30) between 28th Street and 32nd Street in Astoria. The City urges this improvement to enable construction of sidewalks along the route, which is not feasible under existing conditions due to the unknown factor of grades, curbs, etc. The Engineer advised that the section referred to is narrow and has not been improved to the standards of the adjoining sections, which are 46 feet in width. The project, he said, has been under consideration for several years, is a meritorious one, but has not as yet been included in any construction program. He estimated the cost of improvement at $32,000, and recommended, due to its high priority, that the Commission give it careful consideration in the formulation of its next construction program for state funds. The Commission approved the recommendation.

The Engineer requested authority for an expenditure of about $70,000 to replace fender and pier protection piling at the Coos Bay Bridge crossing of Coos Bay on US101, Coos County. He explained that investigation reveals that the piling, installed in 1936, is in such poor condition that it should be replaced in 1952. However, no provision for it was made in the 1952 budget due to the fact that the investigator's report was not received until after the budget was adopted. He suggested that the work can be financed from an item of $117,000 appearing in the special maintenance budget as a reserve for projects to be selected later. The Commission unanimously approved the project as recommended.

The Engineer brought up for discussion the matter of reimbursing the Standard Oil Company of California in an amount of $34,759.82 for rearranging its tracks, signal system, retaining walls, etc., at its Coos Bay plant in order to accommodate construction of a section of the Oregon Coast Highway between the cities of North Bend and Coos Bay. He recalled that the Commission at its meeting on January 23, 1951 authorized reimbursement to the company if a check by the Commission's Auditor verified the amount of the claim. Such audit, he said, was made, but payment of the claim was held up due to a controversy with respect to one of the items in the billing, which concerned the construction of a collision wall that the company would have had to construct regardless of whether or not the highway was reconstructed. This wall, he said, was constructed by the State and the agreement with the company provided that the company would reimburse the State in an amount of $2,162.50 for the same. He pointed out that the estimated cost of all of the work in 1942 was approximately $16,000, but the cost had more than doubled

by the time the work was completed in 1948, and it was felt that the credit allowed the State by the company for constructing the collision wall should be raised proportionately, although the company flatly refuses to consider any such proposition, stating that the credit was a set amount to be allowed in cash, according to the written agreement. He further stated that the Commission's Chief Counsel, who has been consulted, gave as his opinion that the agreement as executed definitely commits the State to a credit of $2,162.50. He suggested, in view thereof, that the Commission at this time confirm payment of the entire amount of the company's claim of $34,759.82. The Commission approved the recommendation unanimously.

The Commission considered a request from the City of Nyssa for State cooperation in construction of a storm sewer system adjacent to US Highway 20 in Nyssa. The Engineer advised that the sewer proposed by the city will permit drainage from the highway for a distance of about 1500 feet northerly from the west end of Main Street and that the estimated cost to drain the highway only is $2,380 including construction of necessary catch basins, manholes and connections to the city storm sewer system. The city, he said, has agreed to pay one-half of this cost, if the State will pay the balance. He recommended approval of the request, the State's share of the expense being limited to about $1,190, which is 50% of the estimated cost. The Commission approved the recommendation unanimously.

The Commission discussed and approved an agreement with Harney County for the improvement of certain county roads so as to permit movements of livestock on truck and trailer combinations 60 feet overall in length into the City of Burns from the Frenchglen and Diamond Valley districts of Harney County. According to the agreement, the total cost of the proposed improvements is estimated at $54,450 of which sum the State is obligated to pay the sum of $27,600, and the county the balance whether more or less than the estimated county's share. The agreement also provides that the Highway Commission shall reclassify as a Group I highway the Frenchglen State Secondary Highway from its junction with the Burns-Crane State Primary Highway near Burns, Oregon, to that certain county road which is designated as Federal Aid Secondary Highway No. 456, except that portion thereof between highway M.P. 9.5 and highway M.P. 12.0, which is over a place known as Wright's Point, and that the Highway Commission shall likewise reclassify as a Group I highway that portion of the Diamond Valley State Secondary Highway which extends southerly from its junction with the Burns-Crane Highway near the town of Crane, Oregon, to its intersection with a county road immediately south of Riddle Creek crossing. (The agreement was signed by the Commission on the following day.)

In the discussion of this matter, the Engineer advised that test runs of equipment 60 feet overall in length have been made over the Frenchglen and Diamond Valley State Secondary Highways between the points described in the foregoing agreement, and that, with the exception of the section over Wright's Point on the Frenchglen Secondary Highway, 60 feet

long equipment combinations can negotiate both highways without encroaching in the opposing line of traffic. He accordingly recommended that the Frenchglen Highway between the Burns-Crane Primary Highway junction and Federal Aid Secondary Highway No. 456 be reclassified by the Commission as a Group I highway, except that portion over Wright's Point, and that the Diamond Valley Secondary Highway from its junction with Burns-Crane Highway to its intersection with the county road immediately south of Riddle Creek crossing also be reclassified as a Group I highway. The Commission approved the recommendation unanimously and so ordered.

Consideration was given by the Commission to a request from the County Court of Tillamook County for State aid in financing a proposed flood control project on the Wilson River near its crossing of the Oregon Coast Highway a short distance north of the City of Tillamook. The Engineer advised that the County has been consulting with the Army Engineers in an attempt to obtain a flood control project at this place where there is a sharp bend in the river as it approaches the highway, the county being fearful that the river will leave its channel and damage not only private property but also the highway. Investigation, he said, reveals that it would be highly desirable to control the flood water for a distance of about 1,200 feet upstream from the highway bridge, because since the highway was built in 1931, the channel of the river has moved considerably closer to the highway. He estimated the cost of the entire project at $40,000, and advised that the Army Engineers indicated that Federal flood control funds can be made available to finance 75% of this expense provided the balance of the funds are obtained from other sources. He recommended that the Commission enter into a three-party agreement with the Army Engineers and Tillamook County providing for cooperation in the project as follows:

1. State of Oregon to contribute 25% of the cost, but not to exceed $10,000.

2. The Army Engineers to contribute funds to pay all costs to complete the project over and above $10,000.

3. Tillamook County to acquire all necessary right of way, to agree to maintain the dike after it is constructed, and to obtain complete releases from property owners below the bridge where any possible damage might result to adjoining farm lands by reason of the improvement.

As a result of considerable discussion on this matter, the Commission approved the recommendation subject to the conditions mentioned by the Engineer. (The Commission's action was conveyed to members of Tillamook County Court orally by Assistant State Highway Engineer, Mr. W. C. Williams, on the following day.)

The Engineer asked the Commission to confirm oral authority previously given to him to spend an additional sum of $15,000 in connection with the proposed improvement of the West Cottonwood Grade Section of the Wasco-Heppner State Secondary Highway, Sherman County, making a total authorization of $80,000 for this project. He explained that this money will be spent for extending the previously approved surfacing and regrading project westerly to a junction of the Moro and Wasco roads and will complete necessary improvements on the west side of the John Day River except for oiling. The Commission by unanimous vote confirmed the authority previously granted for this expenditure.

The Engineer brought up for discussion the Commission's policy with respect to the maintenance of traffic controlled signals installed within the corporate limits of cities and towns. He recalled that the present policy requires the cities to pay 50% of the cost of the original installations, to maintain these signals after they are installed and to furnish electrical energy to operate them. However, the cost of replacing worn out equipment was not considered in the adoption of the policy. He gave as his feeling that the replacement of such facilities should not be considered as maintenance, but rather should be considered on the same basis as new installations, thereby limiting the cities' share of replacement expense to 50% of the cost involved, the State to assume the balance. He recommended adoption of such an arrangement as standard policy in connection with matters of this kind. The Commission approved the recommendation.

The Commission considered a request from Mrs. Erma Olund, Carlton, Oregon, for installation of lighting facilities at the junction of US99W and ORE47 three miles north of McMinnville. The Engineer advised that an investigation reveals there is considerable merit in the request. He recommended installation of three overhead luminaire units costing about $900. The Commission approved the recommendation.

The Engineer reported that in order to obtain Federal Aid funds with which to finance construction of a proposed highway access to the City of Hood River in connection with the improvement of the Hood River-Mosier Section of the Columbia River Highway, it is necessary that the Commission formally request the addition to the Federal Aid system of a spur leading from Federal Aid Route No. 1 to a junction with city streets at the intersection of Second Street and Cascade Avenue in that town. This proposed spur, he said, is only 0.085 mile in length, and it is expected that it will serve an average daily traffic volume of 2700 vehicles, so is a desirable connection. He exhibited a map showing the proposed plan and recommended approval of the arrangement. The Commission approved the recommendation unanimously and thereupon signed a letter dated January 28, 1952 directed to the Bureau of Public Roads, requesting approval of the addition of such spur connection to Federal Aid Route No. 1. In this connection, the Commission considered the advisability also to designate this spur connection a primary state highway to be known as the

Hood River Spur Section of State Primary Highway No. 2. The attached resolution so designating such spur section as Primary Highway No. 2, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission by unanimous vote.

The Engineer advised that a similar situation exists at the town of Mosier where a spur connection from the new highway to the town is desirable. However, he said, in this instance advance information received from the Bureau of Public Roads indicates that it will not be possible to obtain Federal Aid funds to assist in financing construction, in view of which, if the connection is constructed, State funds entirely must be used, and the road will have to be designated a primary state highway. This connection, he added, is 0.267 mile in length and will provide the only access to the relocated highway from the Town of Mosier for several miles in either direction. He recommended approval of the designation of this spur connection as a part of the primary state highway system to be known as the Mosier Spur Section of the State Primary Highway No. 2. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also requested approval for certain changes in Federal Aid route designations necessitated by the proposed revision of the Pacific Highway between Divide and Rice Hill in Douglas County, where the new Highway will by-pass the town of Drain. In this connection, he said, it is proposed, when the new highway has been constructed, to extend Federal Route No. 20 (Umpqua Highway) along the present Pacific Highway northerly from the Town of Drain to the point where a connection will be made with the new highway near a place known as Anlauf, and to remove from the Federal Aid system the presently designated Federal Aid Route No. 3 (Pacific Highway) southerly from the town of Drain to a connection with the new highway near Rice Hill. The new highway between Comstock and Rice Hill, he said, will then be designated as Federal Aid Route No. 3. He exhibited a map showing the proposed changes and recommended approval of the same by the Commission. As a result of discussion, the Commission unanimously approved the recommendation, insofar as it concerns the extension of Federal Aid Route No. 20 from its present eastern terminus at Drain, to Anlauf, but postponed action on the balance of the plan until later. A letter dated February 1, 1952 directed to the Bureau of Public Roads requesting formal approval of the proposed extension of Federal Aid Route No. 20 northeasterly from the Town of Drain to Anlauf was thereupon signed by the Commission.

The Engineer reported that the Cities of Harrisburg and Scio have fulfilled the legal requirements with respect to the expenditure of state tax street funds that accrued to them during the second six month period of 1950, and that the plans of the projects proposed to be financed with such funds have

been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission accepted the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the following cities and towns have fulfilled the legal requirements with respect to the expenditure of state tax street funds which accrued to them during the first six months period of 1951, and that the plans of the improvements proposed to be financed with such funds have been examined and found satisfactory:

Bonanza	Halsey	Mt. Vernon
Cascade Locks	Harrisburg	Port Orford
Columbia City	Hines	Prairie City
Dayville	Jefferson	Scio
Dufur	Joseph	Sisters
Fossil	Lexington	Sumpter
Gaston	Long Creek	Talent
Haines	Maupin	Tualatin
	Moro	Wasco

He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Consideration was given by the Commission to apportioning to the several cities and towns of the State the regular semi-annual state tax street fund allocations covering the period July 1-December 31, 1951. The Engineer presented a table showing the distribution of funds as prepared in his office from figures furnished by the Secretary of State. He recommended approval of the distribution of funds shown therein. The Commission approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a written report from the Engineer, dated January 21, 1952, being a program report containing recommendations with respect to the allocation of special state tax street funds to the cities and towns of the state covering the calendar year 1952. The Engineer recalled that the annual allotment for this purpose amounts to $250,000, and he pointed out that the estimated cost of the projects that he is recommending amounts to $302,700. He explained that this was necessary in order to make certain that the full amount of $250,000 will be expended this year, but any excess amount, he said, will be carried over and charged against the 1953 funds. After careful consideration, the Commission unanimously approved the report and the recommendations contained therein. (For details, see copy of the report in the Special Files.)

The Engineer reported satisfaction of the conditions relative to the award of the contract for paving the Quartz Creek-North Plains Unit of the Necanicum Junction-North Plains Section of the Sunset Highway in Washington and Clatsop Counties, for which bids were received by the Commission at its meeting on December 21, 1951, the low bidder being Porter W. Yett. The conditions, he said, were satisfied on January 2, 1952, the contractor has been notified, and the contract forms have been prepared and mailed to him for execution. The Commission approved the report.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway contracts:

1. C. J. Montag & Sons, Contract No. 3236, for grading, paving and construction of structures on the Tillamook Street-Broadway Bridge Section of the Pacific Highway West in Portland, Multnomah County, requested an additional extension of time of 45 days from October 31, 1951 to December 15, 1951 within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to extra work that they were requested to perform. The Engineer advised that this contract included construction of the Interstate Avenue Viaduct, and that subsequent to the completion of this viaduct, the handrail on the same was damaged by traffic. The additional extension of time, he said, is primarily to cover the repair of damages, which work was performed under an extra work order. He recommended, in view of the circumstances, that the additional extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

2. McKel, Inc., Contract No. 3542, for construction of buildings, including maintenance employees' houses, and a sand storage shed at Timberline Junction on the Mount Hood Highway, Clackamas County, requested an extension of time of 180 days from December 31, 1951 to July 1, 1952 within which to complete this job. The contractor stated that all work in connection with this job was completed with the exception of painting the sand storage shed, which work cannot be done until weather conditions are satisfactory. They alleged that the shed is now covered with a deep layer of snow, so the painting work cannot be done until next spring. The Engineer advised that, as stated by the contractor, the project is complete with the exception of painting of the storage shed, on which work has been suspended until next spring when weather conditions are favorable. The buildings, he added, are now in use by the State Highway Department. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

3. Robert C. Wilson, Contract No. 3544, for construction of a maintenance building on State Highway property at Delake, Lincoln County, requested an extension of time of 183 days from December 1, 1951 to May

31, 1952 within which to complete this job. He alleged that all work in connection with this project is completed, except for painting and some additional flashing on a flue, which work cannot be done until weather conditions are favorable next spring. The Engineer advised that all work in connection with this contract was completed within the specified time limit with the exception of the exterior painting, which work he ordered suspended until weather conditions are favorable for such operation. He also stated that the Highway Department is using the building. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE.)

4. Robert C. Wilson, Contract No. 3504, for construction of a maintenance building on State Highway property at Warm Springs Junction, Wasco County, requested an extension of time of 335 days from October 31, 1951 to September 30, 1952 within which to complete this job. He alleged that, according to specifications, the painting of the roof is not to be done until the roof has weathered sufficiently, which, he said, takes about a year. He also mentioned that the chimney flashing is also to be changed at the time the roof is painted. The Engineer advised that this contract was entirely completed, except painting the aluminum roof, prior to the expiration of the specified time limit. The paint manufacturers, he said, recommended that the aluminum roofing should not be painted until it has been properly weathered in order to secure a more permanent job. Because of this recommendation, he said, he arranged with the contractor to forego the painting work until next summer. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

5. Lindstrom Bros., Inc., Contract No. 3438, for grading, paving and construction of a bridge over the Snake River on the Payette Section of the Old Oregon Trail, Malheur County, requested an extension of time of 335 days, from December 31, 1951 to November 30, 1952, within which to complete this job. They alleged that they were unable to complete the project within the specified time limit because of delays in securing steel priority allocations, indications being that the steel will not be delivered to the site until about May 1952. The Engineer advised that this job involves a considerable amount of structural steel and, due to restrictions to the use of such material, it was not possible to extend priorities earlier than the first quarter of 1952, which accounts for the delay in completing the project. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

6. C. J. Montag & Sons, Contract No. 3402, for grading and paving and construction of structures on the Broadway Bridge Section of

the Pacific Highway West, Multnomah County, requested an extension of time of 197 days, from December 31, 1951 to July 15, 1952, within which to complete this job. The contractor alleged that the project is practically completed and was turned over to the public on November 28, 1951. However, there still remains two sections of landscaping work, which cannot be completed until spring when weather conditions are favorable. The Engineer advised that the reason given by the contractor for overrunning the time limit is correct. He recommended, in view thereof, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

7. Larsen Brothers, Contract No. 3479, for painting the McCullough Bridge over Coos Bay on the Oregon Coast Highway near North Bend in Coos County, requested an extension of time of 274 days, from October 31, 1951 to July 31, 1952, within which to complete this job. They attributed their failure to complete the job within the specified time limit to extensive bad weather, union trouble, and lack of experienced bridge painters. The Engineer advised that the contractor experienced a great deal of difficulty in obtaining workmen who could work on the heights of the steel on this job, that the job was a union job, and that the local union could not supply the men, neither were the contractors able to secure men from outside sources. Due to these difficulties, he said, the work ran into bad weather, so the contractor was ordered to discontinue further operations until next spring when weather conditions are more favorable. He recommended, in view of circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

8. Bemis & Company, Contract No. 3311, for construction of a maintenance building on State Highway property at Fossil, Wheeler County, requested an extension of time of 181 days, from September 30, 1950 to April 30, 1951, within which to complete this job. They attributed their failure to complete the project within the specified time limit to bad weather conditions and difficulties in obtaining competent labor. The Engineer advised that the contract provided that the work should be completed by September 30, 1950, but the contractor got into financial difficulties and it was not completed until April 30, 1951. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

9. Tom Lillebo, Contract No. 3397, for construction of the Bybee Bridge on Table Rock Market Road in Jackson County, requested an additional extension of time of 184 days, from December 30, 1951 to June 30, 1952, within which to complete this job. He alleged that his failure to complete the project within the previously extended time limit was due to unsuitable weather conditions for the placing of black top pavement and necessary painting. The Engineer advised that this is one of the projects that has been seriously delayed by the non-delivery of structural

steel, that the steel was delivered and the structure completed, with the exception of painting, at such a late date that the contractor was not able to place the bituminous surfacing on the approaches before bad weather set in. The bridge has been opened to traffic for some time, he said, and the delay in completing the work has not been the fault of the contractor. He recommended, in view of the circumstances, that the additional extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

10. W. R. Grasle Company, Contract No. 3530, for installation of a lighting system in Sunset Tunnel on the Sunset Highway, Washington County, requested an additional extension of time of 90 days, from January 15, 1952 to April 14, 1952, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to difficulties in securing delivery of 16 luminaire ballasts, shipment of which, they stated, was promised for January 14. The Engineer advised that the contractor has endeavored in every way possible to obtain delivery of the necessary material, and that the delay in completing the project cannot be attributed to any negligence on his part. He recommended, in view of the circumstances, that the additional extension of time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

11. Wall & Son, Contract No. 3363, for construction of Yach Bridge over the Little Nestucca River, on the Little Nestucca State Secondary Highway, Tillamook County, requested an extension of time of 52 days, from August 15, 1951 to October 7, 1951, within which to complete this job. They attributed their failure to complete the project within the specified time limit to dry weather conditions during which it was not possible for them to conduct their burning operation without causing fire hazards. The Engineer advised that because of dry weather, a permit for their burning operation could not be obtained until October, and that the extension of time was necessary in order to take care of this feature. He recommended, in view of the circumstances, that the additional time as requested be granted without penalty. The Commission approved the recommendation. (See FOOTNOTE)

12. Lindstrom Bros., Inc., Contract No. 3417, for construction of the bridge over the Wilson River on the Wilson River Highway, Tillamook County, requested an additional extension of time of 45 days, from December 15, 1951 to January 30, 1952, within which to complete this job. They stated that the bridge was completed and opened to traffic prior to December 15, 1951, but was not accepted by the resident engineer until they had completed several small work items in connection with the cement finishing. The Engineer advised that the time limit on this project has been extended twice, but due to negligence, the work was not completed satisfactorily within either extended period. He recommended, in view of the circumstances, that the additional extension of time now re-

quested be granted, but subject to the condition that the contractor be charged as penalty the engineering expense that the State incurred in connection with this job subsequent to the expiration of the last previous extension (December 15, 1951). A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract No.'s 3236, 3292, 3315, 3444, 3480, 3483, 3485, 3516, 3525, 3538, 3545, 3565, 3567, 3583, 3585, for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from the City Council of the City of Monroe, Oregon for improvement of the main street in this town (route of US99W), between Elm Street and Orchard Street, by elimination of pot holes in the existing pavement. The Engineer stated that this matter has been investigated and, in his opinion, the only satisfactory method of satisfying the complaints is to pave the area between the highway and the concrete sidewalk on the west side of the street, which is estimated to cost about $5,000, using State forces. He pointed out that a projected revision of the highway at this place for future consideration by the Commission will by-pass the City of Monroe; however, he said, it will be necessary to retain on the highway system the main street through Monroe because it forms a connection to the Territorial State Secondary Highway southerly from this town. The Engineer also advised that the city is endeavoring to get the Southern Pacific Company to raise its spur track, which is located on this street and lies parallel to and a distance of three feet from the easterly edge of the highway pavement. If the railroad company agrees to do the work, he added, it would appear proper for the Highway Commission to pave the narrow strip, 1.58 feet in width, between the pavement and the end of the railroad ties, and provi-

sion for the same has been included in the $5,000 estimate. He recommended approval of the project as outlined, the work to be done as a minor betterment project and to be financed from "Reserves for Projects to be Selected". The Commission approved the recommendation.

The Commission had under discussion a resolution adopted by the Roseburg City Council in which the council approves the Federal Aid Urban area as proposed by the State Highway Commission and as disclosed on the copy of the Highway Department's map attached to the resolution, marked exhibit"A", and in which resolution the city council requests the Highway Commission to submit the matter to the U. S. Bureau of Public Roads for its approval. The Engineer recommended approval of the urban system as described in the resolution and he explained details in connection therewith. The Commission approved the recommendation unanimously and authorized the Engineer to present the plan to the Bureau of Public Roads for formal approval by that agency. (For further details, see copy of city's resolution, with map, and Engineer's written report concerning it, dated January 28, 1952, in General Files.)

The Commission unanimously confirmed the telephonic authority given the Engineer to spend the sum of approximately $50,000 to obtain complete analytical data on motor vehicles from the records of the Motor Transportation Division of the Public Utilities Commissioner's office, and from the records of the Motor Vehicle Division of the Office of the Secretary of State, pursuant to a request from the Legislative Interim Highway Committee.

The Commission discussed a proposed agreement with Consolidated Builders, Inc. covering the temporary use of a portion of the right of way of the North Santiam Highway for a concrete-handling unloading dock in connection with the construction of the Big Cliff Dam. The Engineer explained details and recommended approval of the agreement, the provisions of which, he said, are the result of mutual agreement among the representatives of the U. S. Corps of Engineers, U. S. Bureau of Public Roads, Consolidated Builders, Inc. and engineers of the State Highway Department. He also stated that the period covered by the agreement extends from March 1952 to July 1953. The Commission unanimously approved the agreement. (The agreement was signed later in the session.)

The Commission considered a request from Mr. Robert W. Sawyer, Bend, Chairman of the Capitol Planning Commission, that the minutes of the meeting of the Commission, held on September 12, 1951, be changed to show that the request for a change in routing of traffic on Salem city streets was not made by the Capitol Planning Commission as shown therein, but was made by the Salem City Council. The Engineer advised that the minute entry is correct so far as the information was available to him at the time he reported the matter to the Commission. However, he learned, subsequently, that the request for rerouting did not

originate with the Capitol Planning Commission, but was the suggestion of the Salem City Council. In view thereof, he suggested that the minute entry be changed accordingly. The Commission approved the recommendation, and so ordered.

The Commission discussed a request from the Booth-Kelly Lumber Company, Eugene, for joint usage of the State Highway Department's spur railroad track, which serves a highway asphalt storage tank at Springfield, Oregon. The Engineer advised that the company owns real property adjoining the property owned by the Highway Department, and in developing it, has need for a railroad spur. The most desirable way of handling the matter, he said, is to extend the Highway Department's spur track. He further explained that the company will construct the extension at its own cost and expense, and agrees to bear 50% of the cost of maintenance and upkeep of the Highway Department's track facilities. Moreover, the company will enter into an agreement with the Southern Pacific Company that neither the railroad company nor the Booth-Kelly Lumber Company shall switch any railroad cars onto or from the proposed company's extension whenever the State is engaged in dispensing liquid petroleum products from railroad tank cars to the Highway Department sump, or whenever railroad tank cars standing on the Highway Department's siding are connected by hose or pipe to the Highway Department's tank. He recommended approval of the request. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed later in the session.)

The Commission unanimously approved payment of the 1952 membership dues in the Western Association of State Highway Officials.

Consideration was given by the Commission to a request from Mr. Albert N. Steward, Curator, Department of Botany, Oregon State College, for permission to collect botanical specimens along State highways in Oregon. The request was approved by the Commission subject to the condition that when plants are being gathered, an appropriate sign shall be maintained in the locality of the taking as information to the public that the gathering of specimens has been authorized by the State Highway Commission.

Pursuant to instructions of the Commission at the previous meeting, the Manager of the Accounting Division, Mr. C. H. Maison, rendered a report on the present status of unliquidated commitments of the State Highway Commission. The Commission approved the report. (For details, see copy of written report to the Oregon State Highway Commission dated January 15, 1952 in the General Files.)

A request was presented from Messrs. H. E. Wood and E. A. Manning, a logging partnership, McMinnville, Oregon, for permission to utilize certain State property adjacent to the Salem-Dayton State Secondary Highway immediately south of the Polk-Yamhill County line in connection

with logging operations which they are carrying on nearby. The Engineer advised that the timber which these men expect to log lies on a rather steep slope, and, in order to facilitate the loading operations, it appears necessary to use a portion of the highway right of way, particularly a short section of old county road, which was rendered excess as a result of reconstruction of the highway in this vicinity. He also stated that only about 200,000 board feet are to be logged, which will take only a short time. He recommended approval of the request on the condition that the permittee will furnish public liability and property damage insurance as a protection for the Highway Commission, its officers and employees, and a $1,000 bond for any damage to highway property. The Commission approved the recommendation.

A request was presented from the Ministerial Association of North Bend, Oregon, Reverend Peter Jepson, President, for permission to install and maintain a sign on the right of way of US101 at its north entrance to the City of North Bend, displaying the names of some six or eight member churches, the sign to be similar to those now being maintained at city entrances displaying the names of civic service clubs, Chambers of Commerce, etc. In the discussion of this matter, the feeling was expressed by the Commission that the service club sign racks now being maintained detract from the appearance of the highway; moreover, they are being maintained in contradiction to the provisions of the statutes covering such matters, and that they should be removed rather than augmented by other signs. Accordingly the Commission instructed the Engineer to see to it that the existing service club sign racks are removed from the highway right of way throughout the State within six months. In view of this action the Commission unanimously denied the request of the North Bend Ministerial Association.

A letter was presented from the Clatsop Plains Garden Club, Warrenton, Oregon, protesting the cutting of trees along the Astoria-Seaside Section of US101, particularly between M.P.'s 11 and 13, and requesting that the Highway Commission, in conjunction with the State Department of Forestry, replant the areas. The Engineer advised that the cutting of the trees on the right of way at this location was authorized by the Commission at its meeting on February 26, 1951 after it had been determined by careful investigation that the trees were a hazard to highway travel. Some of the trees, he said, were located on highway right of way and others were located on private property, and in all about 700 trees were felled. The removal of the trees, he said, has exposed embankments and, as a matter of precaution, sight posts are being installed along the highway so as to avoid accidents that might occur by reason of the exposed area. He gave as his belief that it would be advisable on the part of the State Highway Department to replant the area with Coast pines, which can be done for about $500 and he so recommended. In the discussion, it was brought out that the highway in its present location is not permanently aligned. In view thereof, the Commission decided to wait until such time as a permanent location has been definitely decided before spending any money for

replanting purposes. The Secretary was instructed to advise the Garden Club accordingly.

The Commission discussed with the Engineer bids received at the morning session for highway construction, and at 4:00 p.m., Commissioner Reynolds publicly announced the Commission's decision with respect thereto, as follows, the action of the Commission having been unanimous:

"Sandy-One-Mile Bridge Rock Production Project, on the Mount Hood Highway, Clackamas County: The Commission has awarded this contract to Vernie Jarl, Gresham, the low bidder, at his bid price of $40,745.00. There were two higher bids.

"Hunter Creek-Lone Ranch Creek Rock Production Project on the Oregon Coast Highway in Curry County: Three bids were received for this project, the low one being that of E. C. Swaggart Company of Eugene at $40,540.00. The contract has been awarded to E. C. Swaggart Company at their bid price.

"Grading and paving the Suicide Creek-Pacific Highway Section of the Coos Bay-Roseburg Highway, Douglas County: Acme Construction Company, Eugene, was the low bidder for this work at $346,087.50. There were six higher bids. The bid of Acme Construction Company in the sum of $346,087.50 is accepted, and the Engineer has been instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and oil mat surfacing on the Lone Rock Bridge-Rock Creek Section of the North Umpqua County Road, Douglas County: The bid of Funderburk Construction Company, Sutherlin, at $267,180.00 was the low bid of eight received for this project. The Commission has awarded the contract to Funderburk Construction Company at its bid price.

"Construction of bridges on the Drain Connection of the Pacific Highway near Anlauf, Douglas County: Tom Lillebo, Reedsport, submitted the low bid for this work at $90,465.00. There were eight higher bids. The bid of Tom Lillebo in the sum of $90,465.00 is accepted, and the Engineer has been instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Burns Rock Production Project on the Central Oregon and John Day-Burns Highway, in the vicinity of Burns, Harney County: The only bid received for this project was that of

Barney B. Helser, Gaylord, Oregon at $27,950.00. The Commission has awarded the contract to Mr. Helser at his bid price.

"Paving the Mill City (South 1st Avenue) paving project in the City of Mill City, Linn County: The bid of Rogers Construction Company of Portland at $11,975.00 was the low bid of seven submitted for this work. The contract has been awarded to Rogers Construction Company at its bid price.

"Paving the Stout Creek-Mill City Section of the North Santiam Secondary State Highway, Marion County: Eight bids were received for this work, that of Rogers Construction Company, Portland being the low bid at $278,542.00. The contract has been awarded to Rogers Construction Company at its bid price.

"Construction of three reinforced concrete viaduct grade separation structures on the Salem By-Pass Section of US99E, Marion County: The bid of Tom Lillebo, Reedsport, at $102,842.00 was the low bid of nine received for this work. The bid of Tom Lillebo in the sum of $102,842.00 is accepted, and the Engineer has been instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Silverton-Rocky Point School Rock Production Project on the Silver Creek Falls Secondary Highway, Marion County: P. B. Doherty & Son, Portland submitted the low bid for this work at $59,620.00. There were four higher bids. The contract has been awarded to the low bidder, P. B. Doherty & Son at their bid price.

"Construction of the Rock Creek Bridge, Mosier Overcrossing and Mosier Creek Bridge on the Columbia River Highway, Wasco County: Parker-Johnson Company, Portland, was the low bidder for this work at $160,846.00. There were four higher bids. The bid of Parker-Johnson Company in the sum of $160,846.00 is accepted, and the Engineer has been instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and oil mat surfacing of Boones Ferry Road-Willamette River Unit of the Barbur Boulevard-White School Section on the West Portland-Hubbard Highway in Washington and Clackamas Counties: The Commission received 12 bids for this work, the low one being that of R. A. Heintz Construction Company, Portland, at $663,845.50. The bid of R. A. Heintz Construction Company in the sum of $663,845.50 is accepted, and the Engineer has been instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads."

The Commission discussed a claim filed by Tom Willetts, Enterprise, Oregon, for the loss of one registered Ayrshire cow as a result of becoming stuck in the cattle pass recently installed by the State Highway Department about 1½ miles east of the town of Wallowa on the Wallowa Lake Highway, said claim being in the amount of $500. The Engineer advised that a 78" galvanized iron pipe was placed across the highway as a substitute for an old, untreated timber cattle pass, and that, pursuant to standard construction procedure as recommended by the pipe manufacturer, vertical struts were placed longitudinally during construction, and were left in place for a time after the backfill was completed in order to allow compaction of the earth and gravel backfill, the purpose of the struts being to protect the pipe against deformation. The work, he said, was done by a bridge maintenance crew, which moved to another location when the work was done, leaving the responsibility for the removal of the struts to a section maintenance crew at a later date. It appears, he said, through oversight, the struts were not removed, and Mr. Willetts' cow, which had been separated from the rest of his herd, tried to rejoin the herd by walking through the culvert, but got stuck in the struts and died of starvation. In view of this explanation, the Commission instructed the Chief Counsel to negotiate a settlement with Mr. Willetts.

The Commission discussed a letter from Mrs. J. R. Daly, Portland, regarding a dangerous condition which she alleges exists on Canyon Road, Portland, (Sunset Highway) at its intersection with Humphrey Boulevard. Mrs. Daly states that this section of highway is now posted for a 45 MPH speed limit which, in her estimation, is too fast for the safety of people who want to make a left hand turn onto Humphrey Boulevard, and for the people who want to enter Canyon Road from Skyline Boulevard. Mrs. Daly suggests a reduction of the speed limit to 35 MPH. The Engineer advised that this matter has been investigated by the Traffic Engineer who recommends a maximum speed limit of 35 MPH between M. P. 71.42 and M. P. 71.62 in order to alleviate the condition referred to by Mrs. Daly. He expressed his concurrence in the recommendation. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from the North Corvallis Farmers Union, Corvallis, Oregon, requesting the establishment of a restricted speed zone along US99W (Pacific Highway West) through the Lewisburg district north of Corvallis, in order to provide greater safety for school children who are obliged to cross the highway at this point. The Engineer advised that this matter has been investigated by the Traffic Engineer and the results of the investigation indicate that the reduced speed zone is not warranted. The accident rate along this section of highway, he said, is below the normal for rural primary highways and the section cannot be considered critical. He pointed out that "School Crossing" signs are now in place

and he gave as his opinion that these signs should be sufficient to apprise motorists of the conditions obtaining at this location. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed a communication from the Rose Lodge Parent-Teachers Association, Grand Ronde, Oregon, requesting the designation of a 40 MPH reduced speed zone, and for a school crossing on the Salmon River Highway (ORE 18) in the vicinity of Rose Lodge. The Engineer recommended that both requests be denied. He explained that the conditions obtaining at this location have been investigated by the Traffic Engineer who reports that, based on nationally approved standards, a reduced speed for highway traffic is not warranted. As to the designation of theschool crossing, he explained that the school is located about 600 feet north of the highway and of the 75 children who attend the school, 65 are transported by bus and of the remaining 10, only 6 must cross that highway and these 6 are now protected by large advance signs reading "LOOK OUT FOR CHILDREN AHEAD". He gave as his feeling that these signs give a much better warning to motorists of conditions confronting them than would signs reading "SCHOOL CROSSING". The Commission approved the recommendation.

The Commission considered and, upon recommendation of the Engineer, denied a request of School District No. 37, Benton County, for establishment of a reduced speed zone along the Albany-Corvallis Highway (US 20) in the vicinity of Fairplay School. In making his recommendation, the Engineer advised that the matter was investigated by the Traffic Engineer and, from the facts reported, it has been determined that a reduced speed zone is not warranted, and that the advance school signs now in place give ample indication to motorists of the conditions through which they are traveling.

The Commission unanimously authorized out-of-state traveling expenses for the following persons, subject to final approval by Governor McKay:

R. H. Baldock to attend executive meeting of AASHO and congressional hearings re highway legislation in Washington, D. C. February 2 to February 12, 1952. Estimated cost $404.40.

W. C Williams, Assistant State Highway Engineer, to attend the Fifth Northwest Conference on Road Building in Seattle during February 13, 14, and 15. Estimated cost $55.00.

W. C. Williams, Assistant State Highway Engineer, to attend meeting of Advisory Committee on WASHO Test Road in Ogden, Utah, during February 4 and 5, 1952. Expense approximately $125.00.

W. W. Stiffler, Assistant State Highway Engineer, and R. B. Sipprell, Director of Permits, to attend annual meeting of the Sierra-Cascade Logging Conference in Redding, California, on January 31 and February 1 and 2, 1952. Estimated expense $85.00.

Dennis D. Clarke, Assistant Director Travel Information Division, to attend annual meeting of Northwest Travel Association Sports and Travel

Show in San Francisco from February 27 to March 11, 1952. Estimated expense $182.35.

F. B. Crandall, Traffic Engineer, to attend a meeting of the Western Section of the Institute of Traffic Engineers in Washington, D. C. from January 12 to 20, 1952. Estimated cost $281.00 for transportation only, balance of expense to be paid by the Institute of Traffic Engineers.

The Commission discussed disposal of right of way along the old route of the Cottonwood Canyon Section of the Wasco-Heppner State Secondary Highway in view of the reconstruction of this highway on permanent alignment, in Gilliam County. The attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission by unanimous vote.

The Commission unanimously approved the Secretary's report on papers that he signed in behalf of the Commission during the period December 18, 1951 and January 28, 1952.

The Commission discussed and, upon recommendation of the Engineer and Chief Counsel, approved agreement renewals with Oregon Physicians Service, Inc. covering the following:

a. Oregon Physicians Service employees group and medical contract.
b. Oregon Physicians Service supplemental group family agreement.
c. Modification agreement with Oregon Physicians Service to clarify the accounting and notice provisions in the above agreements "a" & "b".

In the discussion of this matter, it was explained that these agreements are effective as of January 1, 1952 and terminate December 31, 1952 unless sooner cancelled by either party upon giving 30 days written notice. (The agreements were signed later in the session.)

The Commission discussed a letter from the City of Silverton requesting the Commission's concurrence in the City's ordinance No. 401 prohibiting the parking of vehicles on the south side of Oak Street (Cascade State Secondary Highway) between Second and Third Streets in Silverton. The Engineer advised that the City's ordinance is an extension of parking restrictions that were approved by the Highway Commission at its meeting on November 8, 1949. He recommended concurrence in the City's ordinance as being in the public interest. The Commission approved the recommendation unanimously by adoption of the attached resolution marked EXHIBIT "K", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported on the proposal of the State Game Commission concerning the construction of access roadways to fishing lakes and streams as an aid to fishermen in the launching of their boats. He advised that he discussed this matter with Mr. P. W. Schneider, State Game Director, pursuant to instructions previously given him by the Commission, and

ascertained that there is a fine area for cooperation between the two State agencies that will be of much benefit to the public. Mr. Schneider, he said, explained that the State Game Commission now has about $77,000 annually of State and Federal Funds to finance roadway access to fishing streams in order to eliminate trespass upon private property and that any work that has to be done upon highway right of way in connection with that program would be paid for by the State Game Commission. The Engineer gave as his opinion that is would be advisable to cooperate with the Game Commission in this project by granting the State Game Commission revocable permits for occupation of the highway right of way as may be necessary provided the sites selected for such roadways are acceptable from the standpoint of the highway department. The plan of operation, he said, will be for the State Game Commission to designate someone from its department to consult with someone representing the State Highway Department as to each of the sites. These two persons, he said, will examine the sites and file a joint report concerning them to each department head. Each site, he added, will be reported on separately and the Commission can pass on each as it is presented. The Commission unanimously approved the report and instructed the Engineer to proceed with the State Game Commission on the basis thereof.

The Right of Way Engineer reported the status of the highway Commission's proposal to the City of Milwaukie to control access on the west side of McLaughlin Boulevard (US 99E) southerly from the roadway that serves the Milwaukie housing project and the International Harvester Company project on the east side of the highway. He said that pursuant to instructions from the Commission, he presented to the city officials the Commission's proposal to construct at State expense a "buttonhook" road connection on the east side of McLaughlin Boulevard similar to the one already constructed on the west side of this street, if the city will deed to the State a strip of land along the west side of the highway to controll access; but the city still insists on an extension of Harvester Avenue southerly to Main Street in Milwaukie. The Engineer recommended that the city's proposition be denied because, in his estimation, the extension of Harvester Avenue into the city is of no particular benefit to the State although it is desirable from the city's standpoint. As a result of discussion the Commission decided definitely not to extend Harvester Avenue into the city but reaffirmed its willingness to construct the "buttonhook" connection on the east side of McLaughlin Boulevard if the city will deed to the State sufficient property on the west side of McLaughlin Boulevard to controll access to the highway at that point.

The Engineer reported that a dangerous condition exists on the Oregon Coast Highway in the northern part of the city of Tillamook, Oregon, where operations of the Coates Lumber Company encroach upon the highway, and not only interfere with the free flow of highway traffic, but also causes a dangerous condition which eventually will result in serious accidents. This matter, he said, has been called to the attention of the city on several occasions in the past but the city apparently intends to do nothing. He explained details of the encroachments and suggested that the Commission give the city council notice that the Commission expects the city to conform to the details of its agreement with the Commission as evidenced by the resolution that was adopted by the city council on September 2, 1930 when the highway was improved at this point. The

Commission approved the suggestion and instructed the Secretary to advise the city accordingly by letter.

Consideration was given by the Commission to matters of unfinished business contained in the Secretary's summary, dated December 21, 1951, and the following action was taken on the items appearing therein:

1. The improvement of Mt. Hood Highway between Parkdale and Hood River: The Engineer advised that the matter is now being investigated, and that he expects to have his report ready to present to the Commission at its next meeting.

2. Maintenance of the Paulina Secondary Highway: The Engineer advised that a preliminary economic study has been completed but his final report must be deferred until next spring in order to permit him to personally investigate conditions on the ground.

3. Design of signs to be erected at ends of construction work that is under way: This matter was reported by the Engineer earlier in the session and was ordered deleted from the list of unfinished business.

4. Logging encroachment on the Oregon Coast Highway near property acquired from Mr. and Mrs. T. H. Banfield: A report was rendered previously at this meeting. Item ordered deleted.

5. Extension of service road into the town of Milwaukie and acquisition of right of way on the west side of McLaughlin Boulevard (US 99E): This item was reported on earlier in the session and was ordered deleted from the list.

6. Request of Fossil Community Club that $45,000 allocated for improvements on the Butte Creek-Summit Section of the John Day Highway be transferred to finance improvement of this highway between Service Creek and Spray: The item was ordered deleted from the list of unfinished business in view of the fact that action on the matter had been taken previously in the session.

7. Expenditures for Parks made in 1951 as compared with amount budgeted for such purposes in that year: This item was ordered deleted from the list in view of a report having been rendered by the Parks Superintendent earlier in the session.

8. Roadway into Cape Lookout State Park: The Parks Superintendent reported on this matter earlier in the session. Accordingly the Commission ordered this item deleted from the list.

9. Additional land for Bald Peak State Park: The Parks Superintendent advised that negotiations to acquire the additional property are in progress and a report will be rendered when the data is complete. The Commission ordered this item retained on the list of unfinished business.

10. Employees who have reached the top step in their wage brackets: The Engineer reported on this subject earlier in the session and the Commission ordered the item deleted from the list.

11. The question of naming the newly-adopted highway between Richreall and Dolph Corner in Polk County: The Commission took no action on this matter except that it decided to consider it as new business when it comes up in the future. The item is to be deleted from the list.

12. Diversion of bond interest money to the State General Fund: This matter was reported on earlier in the session by the Chief Counsel and in view thereof, the Commission ordered it deleted from the list of unfinished business.

13. Proposed improvement of County roads in Harney County to facilitate the operation of vehicular combinations 60 feet overall in length from the French Glen District: The Commission earlier in the session approved an agreement with the Harney County Court covering this matter. The item was ordered deleted from the list.

14. Trade-in of used cars: This item was ordered deleted from the list, the Engineer having previously reported on the subject earlier in the session.

15. Request of Gilliam County delegation for oiling of the Wasco-Heppner Secondary Highway between the end of the present oiled section near Condon, and Cottonwood Canyon. The Engineer advised that his report on this subject is not ready, but he expects to be able to render it at the next meeting of the Commission. The Commission ordered this item retained on the list of unfinished business.

16. Construction of boat launching roadways as proposed by the State Game Commission: This item was ordered deleted from the list of unfinished business in view of the Engineer's report on the subject earlier in the session.

17. Renewal of the Oregon Physicians Service and National Hospital Association hospital and medical contracts: This item was ordered deleted from the list of unfinished business in view of action having been taken on it earlier in the session.

18. Construction program from monies derived from the sale of bonds: This matter was disposed of by the Commission earlier in the session in view of which the Commission ordered the item deleted from the list.

19. Unfulfilled Commitments as shown on the auditor's financial statement at the end of 1951: A report on the subject was rendered by the Manager of the Accounting Division earlier in the session in view of which the Commission ordered the item deleted from the list.

20. Engineering costs on contract projects: The Engineer's report on this subject was discussed earlier in the session. The item was ordered deleted from the list.

21. Encroachment of the Secretary of State's building on highway right of way in Oregon City: The Engineer advised that investigation of this matter is under way and that he will report the results as soon as the investigation is completed. The Commission ordered this item retained on the list of unfinished business.

22. Question of transferring Federal Aid Secondary Highway Funds in Wallowa County: The Engineer advised that the Bureau of Public Roads will not permit expenditure of additional FAS funds in Wallowa County until the county complies with the Federal Aid requirements in respect to maintenance of county roads already improved with Federal monies. The Commission ordered this matter retained on the list of unfinished business.

The Commission had under discussion the setting of a date for its next regular meeting and decided unanimously to hold such meeting on Thursday and Friday, March 13 and 14, 1952. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel. The Commission also confirmed the date, Tuesday, February 19, 1952 for an adjourned meeting to consider offers for the purchase of $15,000,000 of Oregon State Highway bonds, series 1952.

The Engineer reported that the City of Springfield has reached agreement with the Southern Pacific Company with respect to right of way needed for the proposed South "A" Street Highway improvement in that town, and that all matters pertaining to the project apparently have been satisfied. He presented, for the Commission's consideration, an agreement with the City of Springfield covering the entire project and pointed out that the agreement has been signed by the Mayor and City Recorder and that the City seal has been affixed thereto. He recommended approval and execution of the agreement by the Commission. The Commission approved the recommendation unanimously. (The agreement was signed by the Commission on the following day).

The Secretary reported an accumulation of about 160 filing cases of proposals submitted by unsuccessful bidders, dating back to the year 1917. He stated that the proposals are absolutely of no value whatsoever, and he suggested that those over 10 years old be destroyed to make room for other files, and that the same procedure be followed annually hereafter. The Engineer concurred in the recommendation. The Commission approved the recommendation unanimously.

The Engineer reported that he has been highly honored by appointment as Chairman of the Executive Committee of the Highway Research Board for the ensuing year, that the honor was unsolicited, and the appointment was made at a meeting when he was not present. He received the

congratulations of the Commissioners and others present.

The Right of Way Engineer reported the status of acquisitions of right of way needed for projects that are being advertised for bids to be received at the next three regular meetings of the Commission.

The meeting adjourned at 5:00 p. m. to reconvene the following morning in the same room.

Portland, Oregon
February 1, 1952

The meeting of the State Highway Commission reconvened in regular session at 9:00 a. m. in the Green Room of the Imperial Hotel, with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which announcement was made that the award of contracts would be made at 3:00 p. m.

BAKER COUNTY ROCK PRODUCTION PROJECT
BAKER-TABLE ROCK CREEK SECTION--BAKER-HOMESTEAD HIGHWAY

NO BIDS RECEIVED

OREGON COAST HIGHWAY IN COOS COUNTY
BUNKER HILL SECTION GRADING AND PAVING

Porter W. Yett, Portland	$79,732.50
United Contract Company, Portland	84,512.50

COOS RIVER SECONDARY HIGHWAY IN COOS COUNTY
CATCHING SLOUGH-ENEGREN FERRY SECTION GRADING AND PAVING

John A. Logan, Portland	$218,144.00
E. L. Gates & Company, Salem	218,961.00
Coos Bay Dredging Company, Coos Bay	248,494.35
McNutt Brothers, Eugene	306,329.00

POWELL BUTTE SECONDARY HIGHWAY IN CROOK COUNTY
POWELL BUTTE-DESCHUTES COUNTY LINE SECTION GRADING AND OIL MAT SURFACING

Babler & Rogers, Portland	$134,211.00
D. F. McKenzie Company, Salem	135,678.50
Peter Kiewit Sons Company, Longview, Washington	136,445.50
Morrison & Fisher, Walla Walla, Washington	136,508.20
Acme Construction Company, Eugene	140,692.00
F. L. Somers, Klamath Falls	142,434.50

PACIFIC HIGHWAY IN DOUGLAS COUNTY
BEAR CREEK BRIDGE

Todd Building Company, Roseburg	$49,056.00
Hamilton & Thoms, Eugene	55,605.00
VaDare Construction Company, Portland	56,763.50
Fred H. Slate Co. Oregon Limited, Portland	64,000.00
H & R Construction Company, Beaverton	65,813.00
C. E. Blakley, Klamath Falls	66,435.00
Snook Brothers, Corvallis (1)	77,985.00
United Builders, Inc., Beaverton	79,039.00

(1) Bidder will accept award of only one project

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY
SECOND STREET OVERCROSSING

H & R Construction Company, Beaverton	$75,468.50
C. J. Montag & Sons, Portland (1)	80,800.00
General Construction Company, Portland	91,795.00
Schrader Construction Company, Portland (2)	92,830.00
Natt McDougal Company, Portland	95,770.00
Roy L. Bair, Spokane, Washington	102,440.00

(1) Bidder will accept award of this project only if awarded Hood River (UP RR) Overcrossing Project.

(2) Bidder will accept award of only one project.

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY
HOOD RIVER OVERCROSSING

Carl M. Halvorson, Inc., Portland	$196,630.00
C. J. Montag & Sons, Portland	201,750.00
General Construction Company, Portland	232,045.00
Roy L. Bair, Spokane, Washington	254,090.00
Guy F. Atkinson Company, Portland	296,145.00

February 1, 1952

OAK STREET COUNTY ROAD IN JACKSON COUNTY
BEAR CREEK BRIDGE

R. E. Meade & Company, Grants Pass	$14,930.00
VaDare Construction Company, Portland	17,920.00
C. E. Blakley, Klamath Falls	18,210.00
George E. Berry, Beaverton	19,465.00

GREEN SPRINGS HIGHWAY IN JACKSON AND KLAMATH COUNTIES
SISKIYOU JUNCTION-LONG PRAIRIE CREEK ROCK
PRODUCTION PROJECT

M. C. Lininger & Sons, Medford	$ 39,475.00
F. L. Somers, Klamath Falls	45,825.00

MORROW COUNTY
HEPPNER AND LEXINGTON-ECHO HIGHWAYS
LEXINGTON ROCK PRODUCTION PROJECT

Barney B. Helser, Gaylord	$ 24,050.00

PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY
LANDSCAPING FRONT AVENUE

Knight Pearcy Nursery & Parkrose Nursery, Portland	$34,571.97
Western Golf Course Supply Company, Portland	35,075.75
Hecata Landscape Company, Portland	37,814.00

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY
SHOGREN OVERCROSSING

Lockyear & White, Inc., Longview, Washington	$112,110.00
Schrader Construction Company, Portland (1)	112,200.00
Snook Brothers, Corvallis (1)	116,810.00
General Construction Company, Portland	120,880.00
Natt McDougal Company, Portland	123,077.50
Roy L. Bair & Company, Spokane, Washington (2)	126,940.00
Parker-Johnson Company, Portland	133,240.00

(1) Bidder will accept award of only one project.

(2) Bidder will accept award of this project only if also awarded Hood River Overcrossing and Second Street Overcrossing Project.

NEHALEM SECONDARY HIGHWAY IN WASHINGTON COUNTY
SUMMIT-BUXTON SECTION PAVING

Porter W. Yett, Portland	$ 84,974.00
Warren Northwest Inc., Portland	85,603.00
J. C. Compton Company, McMinnville	87,900.00
Pacific Asphalt Paving Company, Portland	88,842.00
Central Paving Company, Dallas	88,957.00
Interstate Asphalt Company, Aberdeen, Washington	89,652.00

February 1, 1952

The Commission discussed the Civil Service classification of Mr. Floyd Query, Assistant to the Commission's Secretary, who presently is classified as Executive I with the salary range of $364.00 to $442.00. It was the feeling of the Commission that the position is incorrectly classified and that the duties being performed by Mr. Query are of such a nature as to demand a higher classification. Accordingly, motion was made by Commissioner Reynolds that a letter be directed to the Civil Service Board, setting forth Mr. Query's duties in detail and requesting a change in his position classification from Executive I to Executive II. The motion was seconded by Commissioner McIver and received the unanimous vote of the Commission. The Secretary was instructed to prepare the letter for the Commission's signature.

The Commission had under discussion a request from the Oregon State Liquor Commission for use of unoccupied space on the Fifth Floor of the State Highway Building in Salem, as its headquarters offices. The Engineer advised that there are about 6,000 square feet of space available and that the Liquor Commission wishes to lease about 3,000 square feet, which will leave about 3,000 square feet for Highway Department expansion. He recommended approval of the request on the condition that the Liquor Commission shall be required to pay 15 cents per square foot monthly for the use of the space, which is the same rate that the Highway Department pays the Secretary of State, starting May 1, 1952; that the lease be in a revocable form so that either party may terminate it upon giving the other party written notice six months in advance; and that the Liquor Commission be required to install fireproof partitions as it needs at its own expense, but subject to the Engineer's approval. He also said that the Liquor Commission wants the State Highway Department to do the work and has assured him that it will reimburse the Highway Department for the cost thereof. The Commission unanimously approved the leasing of space to the State Liquor Commission on the basis of the Engineer's recommendation.

The Engineer presented for the Commission's approval a letter directed to Gallagher and Gallagher, Attorneys, Ontario, Oregon, concerning a claim they propose to file against the State in behalf of Nath Schiemer, dba Utility Construction Company, whom they represent, for alleged damage to the Construction Company's operations in the City of Union, as a result of operations by State Highway forces in breaking up an ice jam in Catherine Creek, Union County, on Monday, December 10, 1951. The Engineer advised that the information contained in the letter is absolutely correct. The Commission unanimously approved the letter as prepared and authorized the Engineer to sign and mail it. (For details see copy of letter in General Files).

The Honorable M. S. Temple, Mayor of the City of Pendleton, and Mr. Raymond Botch, City Manager, came before the Commission as representatives of the Pendleton City Council, in support of the City's request for construction of an underpass on Emigrant Avenue (route of the Pendleton-John Day Highway) at its crossing of the mainline tracks of O. W. R. & N Company between S. W. 11th Street and S. W. 12th Street,

Pendleton. Mayor Temple advised that the present grade crossing of this street is hazardous and he urged approval of the separation project from a safety standpoint. In support of his request, Mayor Temple mentioned that numerous accidents have occurred at the present grade crossing, some of which have resulted in fatalities. The steady increase in traffic volume on this street, he said, will be augmented when the Commission improves the highway between Nye Junction and Lena. He also pointed out that their school problem at this location is acute and that the condition has been aggravated by reason of construction of an open air theatre at the edge of town as the theatre patrons use Emigrant Avenue. Mr. Botch endorsed the remarks of Mayor Temple. He added that the underpass is also a requirement from the standpoint of providing fire protection for people in the southwestern part of their city. He explained that the present grade crossings are frequently blocked by train movements, for as long as five minutes at a time, so on the occasion of fire alarm in that part of the city, much damage could be done before the fire trucks could possibly reach the fire. Commissioner Reynolds explained that the Highway Commission has had this project in mind for some time, and has considered it in its tentative program for future construction, but, due to lack of funds, the Commission has not seen its way clear to place the project in construction stage. The Commission, he said, appreciates that the project has merit, and intends to give it further consideration in the programming of future highway funds as they become available.

Dr. Charles D. Byrne, Chancellor, Oregon State System of Highway Education, Eugene, Dr. R. E. Kleinsorge, Silverton, member of the State Board of Highway Education, and Dr. Roben Maaske, Monmouth, President of Oregon College of Education, were present regarding the re-routing of the Pacific Highway West (US 99W) through the City of Monmouth. Dr. Kleinsorge headed the group. He explained briefly that this highway as presently routed passes through the campus of the Oregon College of Education, and that the heavy volume of traffic that uses the road creates a situation that is not only a detriment to the functioning of the college, but also creates a hazardous condition for the college students who have to cross the highway several times a day to attend classes. The situation, he said, is aggravated by reason of construction of their new library building on the east side of the highway opposite the main college buildings. He urged the Commission to reroute the highway on some other location. Dr. Kleinsorge introduced Dr. Bryne, who endorsed the statements of Dr. Kleinsorge, and who advised that some 2,500 students are affected. He offered as a solution of their problem the construction of a highway extending directly north from the end of the newly constructed highway south of Monmouth, and he urged the Commission to give the matter earnest consideration so as to eliminate their problem at the earliest possible time. Dr. Maaske endorsed the remarks of the other two speakers and he mentioned also that he had discussed with the State Highway Engineer some time previous the Commission's plans for rerouting the highway north from Monmouth to a connection with the existing highway at Rickreall, which routing, he said, will eliminate four right angle turns and will take the highway away from the school campus. In response, Chairman Chandler advised that, pursuant to instructions from the Commission several years ago, an engineering investigation was made of the conditions along the Pacific Highway West from Junction City to McMinnville and that the

report brought to the Commission's attention certain things that are necessary to be done to bring this highway up to modern standards of a primary highway, one of which is elimination of the hazardous condition existing in the City of Monmouth. At his request, the Engineer explained details of the proposed improvement between Monmouth and Rickreall. He estimated the cost to build the entire section at $550,000; however, he pointed out that it would not be necessary to construct the full improvement at one time. Chairman Chandler concluded the discussion by stating that the Commission realizes that the highway should not be routed through the college campus and the reason that the improvement has not materialized up to the present time is because of lack of funds to finance it. He added that the Commission is now considering the transfer of funds from some other project that has a lower priority status and if such a transfer can be arranged, the probabilities are that the Commission will place the work under contract in the not too distant future.

Mr. C. R. Belknap, President, McKenzie Protective Association, Blue River, Oregon, and Mr. Carl Baker, Vida, member of the Association, were present regarding a proposed highway connection between the McKenzie Highway and the Santiam Highway by way of Belknap Springs and Clear Lake, so as to provide an all-weather highway over the Cascade Range between Eugene and Central Oregon. Mr. Belknap was principal spokesman. He recalled his previous appearance before the Commission to urge the construction of such a road, and he gave as his understanding that the road might have been constructed had not World War II interfered. He urged construction of the road as a forest highway project, and asked the Commission to place it on the forest highway system. Mr. Baker elaborated on the need for an all-weather highway connecting the Upper Willamette Valley and Central Oregon by stating that Eugene is the second market area in size in the State and that such a road would benefit not only people from Eugene, but it would also greatly benefit the people on the other side of the mountain. He gave as his understanding that the US Forest Service plans to sell considerable National Forest timber in this district, and he suggested, if the timber is sold, that there are possibilities that some of the money derived therefrom could be made available to finance construction of the road under discussion, particularly if the road is placed on the forest highway system. Chairman Chandler advised that the information given exposes the project to the Commission in a different light. The Commission, he said, will give it further consideration and see what, if anything, can be done.

The Commission had under discussion the proposed sale of $15,000,000 of Oregon State Highway bonds, being the second series of a total of $40,000,000 of highway bonds authorized by Chapter 491, Oregon Laws 1951. Mr. John W. Shuler, Bond Attorney, Portland, whose services have been retained by the Commission to pass on the legal features involved in this proposed sale, was present. He inquired if approval for the sale has been obtained from the Western Investment Banking Involuntary Restraint Committee, and was informed that the Committee has approved the sale in principle, and that definite approval of the present sale will be requested.

The Commission also discussed a meeting date for the sale of the bonds, and decided unanimously to receive offers to purchase them at an adjourned meeting to be held on February 19, 1952. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel, Portland, Oregon.

Consideration was then given by the Commission to the taking of formal action with respect to the proposed sale. After a full discussion of the matter, Commissioner McIver moved and Commissioner Reynolds seconded adoption of the following resolution relative thereto, which motion, upon being put to vote by Chairman Chandler, received the unanimous vote of the Commission, and was by the Chairman declared carried, to-wit:

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON that, of the bonds authorized by Article XI, Section 7 of the Constitution of the State of Oregon, and further authorized by Chapter 491, Oregon Laws 1951, Fifteen Million Dollars ($15,000,000.00) par value of such bonds be issued and sold in order to carry out the purposes of the said article of the constitution with respect to the construction of permanent roads, and the purposes of the said law; and

BE IT FURTHER RESOLVED that the principal of and the interest upon all of the bonds issued pursuant to the provisions of this resolution be paid upon the due dates thereof at the fiscal agency of the State of Oregon in the City and State of New York, and that the bonds be known and designated as OREGON STATE HIGHWAY BONDS, SERIES 1952, and be numbered consecutively from one (1) to fifteen thousand (15,000) inclusive; and

BE IT FURTHER RESOLVED that the said bonds be dated March 1, 1952, be issued to mature serially in principal instalments of one-twentieth (1/20th) of the amount of the issue each successive year hereafter, beginning with the date of March 1, 1953, and ending with the date of March 1, 1972; provided, however, that all bonds maturing after March 1, 1962 shall be subject to call and redemption on March 1, 1962 and on any interest paying date thereafter. Said bonds shall bear interest payable semiannually on the first days of March and September in each year; and

BE IT FURTHER RESOLVED that the State Highway Commission furnish to the original purchaser or purchasers of such bonds, without cost to them, the written opinion of Messrs. Winfree, McCulloch, Shuler & Sayre, Attorneys at Law, of Portland, Oregon, certifying to the validity and legality of the said bonds; and

BE IT FURTHER RESOLVED, that bids for said bonds shall be received on February 19, 1952, at the hour of 9 o'clock A. M. Standard

Oregon Time, at the meeting of the Commission held at the Green Room in the Imperial Hotel in Portland, Oregon. The Secretary of the Commission is directed to cause a notice of sale of the said bonds to be published in one issue of the Daily Bond Buyer, a financial newspaper printed and published in the City and State of New York, and in one issue of The Daily Journal of Commerce, a daily newspaper of general circulation printed and published in the City of Portland, Multnomah County, Oregon, at least ten (10) days prior to the date of the proposed sale of said bonds; and

BE IT FURTHER RESOLVED that the said notice of sale specify that the bonds offered for sale shall bear interest at a coupon rate or rates of not exceeding three per cent (3%) per annum, and shall be sold at an effective interest rate, computed on a simple interest basis, of not to exceed two and one-fourth per cent (2¼%) per annum payable semi-annually; that each bidder submitting a bid for the bonds shall include therewith as a good faith deposit a certified check in the sum of $250,000.00 drawn upon a bank having a capital and surplus of not less than $10,000,000.00, and that the State Highway Commission reserves the right to reject any or all bids for the said bonds; and

BE IT FURTHER RESOLVED that the said bonds be executed with the facsimile signatures of the Governor and of the Secretary of State and with the autograph signature of the State Treasurer, and that the interest coupons annexed thereto be executed with the facsimile signatures of all of said officers; and

BE IT FURTHER RESOLVED that the State Treasurer be, and he hereby is, authorized to register said bonds upon the records in his office and to deliver said bonds to the purchaser thereof after the date of sale, execution, and sealing thereof, upon the payment of the purchase price thereof.

The question of the printing of the bonds was also discussed by the Commission. Mr. Shuler inquired as to the wishes of the Commission whether he should secure new bids for this work, or should he extend the present arrangement with the Irwin-Hodson Co., Portland, which printed the bonds for the 1951 series. He expressed the feeling that it might be possible to secure a lower figure from the Irwin-Hodson Co. than was quoted for the 1951 issue of bonds. He was instructed by the Commission to check into the matter, and to take such action as he considers in the best interests of the State.

The following persons from Washington County were present in regard to the previous request of the Common Council of the City of Beaverton for improvement of Broadway Street in Beaverton: Honorable A. H. Rossi, Mayor of the City of Beaverton; James Shaffer, City Manager, Beaverton; James Lewis, County Commissioner, Washington County;

L. L. McIntyre, County Engineer, Washington County. Mayor Rossi explained briefly what they had in mind. He was informed by Chairman Chandler that the Commission in session on the preceding day discussed this matter and at that time authorized an expenditure of $8,500.00 of State Highway funds, in cooperation with the City of Beaverton, to finance the improvement, the understanding being that the City will pay the balance, estimated at $3,500.00. Mayor Rossi expressed appreciation for the Commission's action, and then brought up for discussion a request from the City Council that the State reassume jurisdiction and control over that portion of the old state highway that extends easterly from the end of Broadway in Beaverton, which road was turned over to the City and Washington County for future maintenance when the new highway through Beaverton was constructed. He said that this street carries a tremendous volume of traffic and that its maintenance is too great a burden for the city to bear. His remarks were endorsed by Mr. Lewis, who urged favorable consideration of Mayor Rossi's request. As a result of discussion, the Commission agreed to give the matter study and thereupon instructed the Engineer to investigate the matter and report the findings.

Messrs. Lloyd Rea, County Judge, Baker County; R. M. Phipps and Gil C. Wright, County Commissioners; P. M. McAllister, City Councilman, Baker; George Scott, member of the Citizens Committee, Baker Chamber of Commerce; and Benjamin A. Ryder, Chairman of the Highway Committee, Baker Chamber of Commerce, came before the Commission and requested improvement of the following county roads: (1) Pocohantas Road, Federal Aid Secondary Highway No. 506, which extends northwesterly from the City of Baker about six miles, thence easterly to a connection with the Old Oregon Trail about two miles east of the town of Wingville; (2) County road which extends from Richland to New Bridge, and is known as Federal Aid Secondary Highway No. 510. Judge Rea, who headed the group, advised that these roads carry a large volume of traffic, that they are high speed roads, and that the county is financially unable to keep them in good condition. He particularly requested the oiling of the Pocohantas Road, which, he said, is their No. 1 project, and the oiling of the Richland-New Bridge Road, both of which, he said, are gravel surfaced roads at the present time. Commissioner Phipps endorsed the remarks of Judge Rea and advised that the county has done all that it possibly can to keep these roads in good condition, but it appears that this is not enough. Mr. Ryder endorsed the statements of the other speakers. In the discussion, it was pointed out by the Commission that a survey for improvement of the first six-mile section of the Pocohantas Road westerly from Baker has already been authorized, so the project will be ready for contracting as soon as funds are available to finance the work. Also, that a State-wide investigation of secondary highways is under way, and when completed, the information gathered will be used by the Commission to determine the equitability of distribution of secondary highway monies. It was pointed out that there are many miles of road on the Federal Aid secondary highway system covering the entire State, and the Commission wants

to be certain that it is absolutely right before the monies available are definitely allocated. It was the feeling of the Commission that the report would be rendered and the Commission would take action some time next spring.

Mr. McAllister advised that he represents the City of Baker concerning the question of routing US30 through their city. He gave as his understanding, as a result of a rumor, that someone had asked the Highway Commission to make an investigation for such rerouting. He stated emphatically that the City of Baker did not authorize such a request, if it were made, and advised that they definitely prefer the highway to pass through their city along present routing. Mr. McAllister mentioned that some things along the present route could be improved, and that the City is now working on the problem of removing bottlenecks by requiring parallel parking of cars and widening of streets so that adequate room will be provided for cross-city traffic. Commissioner Reynolds gave as his understanding that the request for the investigation came from the city management, it was not initiated by the State Highway Commission. Moreover, he said, the Highway Commission would not spend its money in that manner unless it were requested to do so by the City authorities. Mr. Scott confirmed the statements made by Mr. McAllister, advising that the governing body of the City of Baker was not aware until last week that the Highway Commission had been requested to make the investigation. Following the departure of the group, the Engineer was instructed to check the records and ascertain who requested the survey.

The meeting recessed at 12:00 noon, and reconvened at 2:00 p. m. with the same persons present and participating.

The following persons composed a delegation from Wallowa County: Honorable Dean B. Erwin, State representative, Enterprise; Hubert Johnson, Wallowa, representing an organization known as the Wallowans; Ab Daisley, Joseph, representing the Joseph Chamber of Commerce; Jess Scholl, Enterprise, County Commissioner; Cecil Best, Enterprise, representing the Enterprise Chamber of Commerce; and Myron Fleser, Minam, representing the City of Minam. Mr. Erwin headed the group. He read aloud and presented to the Commission a brief listing in order of priority certain highway improvements in Wallowa County which they particularly desire:

(1) Immediate completion of the unsurfaced portion of the Enterprise-Lewiston Highway

(2) Realignment of Highway 82 (Wallowa Lake Highway) through the City of Lostine

(3) Modernization of the Joseph-Imnaha Highway

(4) Realignment of Highway 82 (Wallowa Lake Highway) through Wallowa River Canyon

The brief presented by Mr. Erwin contained arguments in support of their requests for each of these projects. Chairman Chandler advised that the Commission is familiar with the projects mentioned, and is going to construct some of them, if at all possible. At his request, Commissioner Reynolds explained briefly the Commission's ideas with respect to them. He advised that the Commission at its meeting on the previous day adopted the survey as made by the Engineer for the reconstruction of the Wallowa Lake Highway through the Town of Lostine, and authorized the acquisition of right of way along the entire length of the survey, which extends from a point about 1½ miles west of the Town of Lostine to a point about the same distance east of the town. It is doubtful, he said, that the Commission can construct the entire project at one time, but the Commission is going to try to construct the portion west of the city this year if the work can be financed. He added that it is a question of funds, and that, if Federal Aid funds are not available, then State funds will be used, if a sufficiency develops. As to the Enterprise-Lewiston Highway, he stated that this is a forest highway project, and that the Commission later in the day plans to discuss it with representatives of the U. S. Bureau of Public Roads and the U. S. Forest Service. The Commission, he said, is as anxious for completion of the road in its entirety as are the people of Wallowa County, but the responsibility is that of the Federal Government, and it is hoped that a plan for financing the work can be arranged at the coming conference. Concerning the Joseph-Imnaha Road, Commissioner Reynolds stated that the Commission is familiar with the conditions and intends to give it consideration when funds become available. As to the realignment of Highway 82 through Wallowa River Canyon, he said that this improvement appears to the Commission not as much of a necessity as some of the others; however, the Commission will keep the project in mind in arranging its programs for future highway funds, and will do the best it possibly can for this road.

Mr. Daisley urged the Commission to provide for further improvement of the Joseph-Imnaha Road, which, he said, is the worst section of road that he has knowledge of. He was informed by Chairman Chandler that the State now has considerable investment in that road and, in order to realize on that investment, the improvement would have to extend from the Town of Joseph easterly where, as he understands it, some of the property owners are not in agreement as to the location. Mr. Daisley gave as his feeling that the Commission will have no difficulties in that regard.

Mr. Erwin gave as his understanding that there are about 5,000 feet of right of way along the Enterprise-Lewiston Highway that the State has, as yet, not been able to obtain. This land, he said, belongs to a Mr. Kelsey Simmons, who, he believed, will not be too difficult to deal with. Anyway, the County will assist in the matter, if necessary. This concluded the conference.

Mr. A. B. Winfree, Attorney, Portland, was present regarding property that he owns adjoining the east city limits of the City of Tillamook, and

which fronts on the proposed Wilson River Highway entrance into this city. Mr. Winfree stated that he has received numerous inquiries concerning the purchase of this property, but is unable to close any deal because of the understanding of prospective purchasers that the new highway at this point will be about 30 feet below the natural ground level and that the Highway Commission is not going to allow access to the highway from the property. He requested a statement of the facts. The Engineer exhibited a map showing the location of the proposed entrance and explained details concerning it. He mentioned that the highway cut in front of Mr. Winfree's property will be only about 9 feet deep and that access to the highway will be granted at two separate locations, but not in the deep part of the cut, so in order to serve the property it will be necessary to construct a service road along the top of the cut. Mr. Winfree appeared to be satisfied with the explanation, and remarked in departing that he would endeavor to dispose of his property on the basis thereof, but if he is unsuccessful, the Commission may expect him to return for further discussion of the matter.

Mr. C. R. Belknap, Blue River, Oregon, headed a delegation of the residents of Blue River and vicinity, which appeared before the Commission in opposition to the operation of a rock crushing plant on a site owned by Mr. Fred Behm of Blue River, in connection with the production of materials for highway maintenance at this place. The delegation was composed of about 40 members and included Mr. Fred Behm, owner of the property, and Mr. Jim Phillips, Trustee. Mr. Belknap recited the events that led up to the selection of the Behm property for this operation, and he registered protest against the use of the property for the purpose intended for a number of reasons including the following: (1) the bank of the McKenzie River at this point is built up with residences, and the contractor's operations and the stockpiling of materials on the Behm property will constitute a nuisance; (2) the proposed site of the operations has been offered to the Town of Blue River as a gift by the owner, Mr. Behm, who is also contributing cash in the amount of $5,000 for development of the area for recreational purposes, it being the only area in that vicinity that is suitable for such purposes; (3) the plant site is located only a short distance from private homes, and the contractor's operations are creating a hazard to home owners; in fact, blasting operations have already tossed rock upon some of the houses; (4) 21 residents obtain water from Blue River for domestic purposes, and the operations of the contractor will contaminate the water so as to render it unfit for such use; moreover, a number of the residents obtain their water supply from sumps next to the river and these also will be contaminated; too, others obtain their domestic water supply from nearby springs and it is feared that these springs will be adversely affected by blasting operations. Mr. Belknap alleged that there are other sources of material available and other sites suitable for stockpiling. He urged the Commission to order discontinuance of the present site and he presented a petition signed by 210 residents of Blue River and vicinity in support thereof.

Chairman Chandler advised that the Commission understands the situation, but, he said, rock must be produced and stockpiled for future maintenance of this highway. He explained that it was first planned to take material from the McKenzie River, but the plan was changed due to objections offered by the State Fish Commission, which alleged that the material in the river is essential for fish propagation. Other sites were then investigated, he said, and one was found on land owned by Mr. Behm who didn't want to sell it so it was necessary for the Commission to order the property acquired by condemnation. The necessary papers were filed, he said, and a contract was awarded for the production of the rock. He advised that the present contract is due to be completed in April and that probably the quarry will not be used again for five years. In the meantime, he added, other sites will be investigated. Chairman Chandler further advised that the Highway Commission does not wish to deliberately do anything that will hurt people, and if a suitable site for stockpiling materials can be found within a reasonable distance of the quarry, the Commission will acquire that site and will instruct the Engineer to stockpile the material thereon, notwithstanding the fact that it may cost the State more than to stockpile it on the Behm site. Commissioners Reynolds and McIver indicated their approval of such statement. As to the contractor's blasting operations, Chairman Chandler advised that the Commission does not condone any such operation that endangers lives of people and damages property, and that the Engineer will be instructed to order the contractor to carry on his operations in a safe manner. Mr. Jim Phillips, one of the trustees of the Behm property, inquired as to what assurance they have that the Commission will relinquish the property to the community when the present contract is completed. He was informed by Chairman Chandler that the Commission would reconvey the property to Mr. Behm at an equitable price. The State Highway Engineer suggested an arrangement with Mr. Behm for obtaining the rock from his land on a yardage basis, which would eliminate need for the State to acquire the property either by purchase or condemnation. The suggestion was approved by the Commission unanimously, whereupon the Right of Way Engineer was instructed to negotiate a settlement with Mr. Behm on such basis, it being understood that if a satisfactory settlement can be reached, the property will be abandoned for State purposes when the present highway contract is completed and that a stockpile site will be found elsewhere. This concluded the conference.

The Commission discussed with the Engineer the bids received at the morning session, and at 3:00 p.m., Commissioner Reynolds publicly announced the Commission's decision with respect to each project, as follows, the action of the Commission having been by unanimous vote:

"Baker-Table Rock Creek Rock Production Project on the Baker-Homestead Highway, Baker County: The Commission received no bids for this project.

"Grading and paving the Bunker Hill Section of the Oregon Coast Highway near Coos Bay, Coos County: The Commission

received two bids for this work, both of which are considered too high and, accordingly, are rejected.

"Grading and rock surfacing the Catching Slough-Enegren Ferry Section of the Coos River Secondary Highway in Coos County: John A. Logan, Portland, was the low bidder of four for this work at $218,144.00. The Commission has awarded the contract to Mr. Logan at his bid price.

"Grading and oil mat surfacing on the Powell Butte-Deschutes County Line Section of the Powell Butte Secondary Highway, Crook County: The Commission received six bids for this work, the low one being that of Babler & Rogers, Portland, at $134,211.00. The contract has been awarded to Babler & Rogers at their bid price.

"Construction of a bridge over Bear Creek on the Pacific Highway at Curtin, Douglas County: Todd Building Company, Roseburg, was the low bidder for this work at $49,056.00. There were seven higher bids. The bid of Todd Building Company in the sum of $49,056.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of an overcrossing at Second Street on the Columbia River Highway in the City of Hood River in Hood River County: H & R Construction Company, Beaverton, is the low bidder for this work at $75,468.50. There were five higher bids. The contract has been awarded to the H & R Construction Company at its bid price.

"Construction of Hood River Overcrossing on the Columbia River Highway one mile west of the Town of Hood River, in Hood River County: The Commission received five bids for this work, the low one being that of Carl M. Halvorson, Inc., Portland at $196,630.00. The contract has been awarded to Carl M. Halvorson, Inc. at its bid price.

"Construction of a bridge over Bear Creek on Oak Street County Road, Jackson County: Four bids were received by the Commission for this work, the low one being that of R.E. Meade & Company, Grants Pass, at $14,930.00 This is a county project advertised by the Highway Commission as an accommodation to the County Court of Jackson County. The bids are all being referred to the County Court for further handling.

"Siskiyou Junction-Long Prairie Creek Rock Production Project on the Green Springs Highway in Jackson and Klamath Counties: M.C. Lininger & Sons, Medford, were the low bidders for this work at $39,475.00. The only other bid received was that of F.L. Somers, Klamath Falls, at $45,825.00. The contract has been awarded to the low bidder, M.C. Lininger & Sons at their bid price.

"Lexington Rock Production Project on the Heppner and Lexington-Echo Highways in Morrow County: Barney B. Helser, Gaylord, Oregon, submitted the only bid for this work at $24,050.00. The bid is satisfactory and the Commission has awarded the contract to Mr. Helser at the price thereof.

"Landscaping on the Front Avenue (Steel Bridge-Alder Street) Section of the Pacific Highway West in the City of Portland, Multnomah County: Knight Pearcy Nursery and Parkrose Nursery, Portland, submitted the low bid for this work, at $34,571.97. There were two higher bids. The contract has been awarded to Knight Pearcy Nursery and Parkrose Nursery at their bid price.

"Shogren Overcrossing on the Columbia River Highway near Mosier, Wasco County: The Commission received seven bids for this work, the low one being that of Lockyear & White, Inc., Longview, Washington at $112,110.00. The Commission has awarded the contract to this bidder at their bid price.

"Paving the Summit-Buxton Section of the Nehalem Secondary Highway, Washington County: Porter W. Yett, Portland, was the low bidder for this work at $84,974.00. There were five higher bids. The contract has been awarded to the low bidder, Porter W. Yett, at his bid price."

Mr. Elmer Bankus, Brookings, Oregon, and Mr. Ray Marks, Architect, retained by Mr. Bankus, came before the Commission regarding access to the Oregon Coast Highway from property that Mr. Bankus is developing north of the Town of Brookings. Mr. Bankus stated that he is constructing an outdoor theatre on this property, and would appreciate it if the State Highway Commission would authorize its Engineer to make a survey for a limited access roadway to serve the property. He stated that he is not asking the Commission to contribute any funds for construction, as he will assume full payment of such expense, and he also will pay the cost of constructing a frontage road along his property. He also asked the Commission to approve an additional access at the opposite end of his property. The Commission authorized the Engineer to ascertain just what Mr. Bankus has in mind and to give him such advice as is necessary.

The following persons representing the U.S. Bureau of Public Roads and U.S. Forest Service were present and discussed with the Commission the programming of fiscal year 1953 forest highway funds: W.H. Lynch, Division Engineer, U.S. Bureau of Public Roads; Frank E. Andrews,

Assistant Division Engineer, Bureau of Public Roads; C. G. Polk, District Engineer, Bureau of Public Roads; J. Herbert Stone, Regional Forester, U. S. Forest Service; R. F. Grefe, Regional Engineer, U. S. Forest Service; W. L. MacDonald, Assistant Regional Engineer, U. S. Forest Service. Mr. Lynch reported funds available as follows:

OREGON FOREST HIGHWAYS - as of February 1, 1952
for use in 1953 Fiscal Year Program determinations

Fiscal Year 1953 Apportionment		$ 2,756,602.00
Less 10% Washington Office Reserve		275,660.00
		2,480,942.00
Washington Office release of previous reserve		179,069.00
		2,660,011.00
Deductions		
State Contingent	$ 100,000.00	
Lump fund maintenance	100,000.00	
Surveys	50,000.00	
	250,000.00	$ 250,000.00
Balance		2,410,011.00
Cancel Project 10-D4, Oregon Coast, now programmed		125,000.00
Total Funds		2,535,011.00
Additional funds required to bring presently approved projects in line with currently estimated costs:		
9-A3, B3 (Grading, Ore. Coast)	135,000.00	
21-C2, D4 (Willamette Hwy.)	200,000.00	
35-D4 (John Day-Burns)	5,000.00	
38-A3 (Flora-Enterprise)	65,000.00	
46-D2, E1 (Cascade Lakes)	25,000.00	
47-B5 (North Umpqua)	100,000.00	
	530,000.00	530,000.00
Available for Programming to new construction projects		2,005,011.00

As a result of discussion, it was mutually agreed to allocate the funds to the following projects:

I. ALLOTMENTS FOR 1953 PROJECTS

County	F. H. Route No.	Highway	Section, Miles & Kind of Work	Amount
Douglas	47	North Umpqua	Steamboat Cr. -East, 4 mi. Grading	$ 350,000
Coos	9	Oregon Coast	Hauser-Douglas County Line, 9.6 mi. Paving & One Railway Grade Separation Structure	500,000
Wallowa	38	Lewiston-Enterprise	Joseph Cr. Overlook-Sled Springs, 6 mi. Grading & Paving	235,000
Lane	21	Willamette	Deception Creek Bridge	65,000
Douglas	8	Umpqua	Unit on Wilson Ranch-Luder Creek Section	200,000
Grant-Baker	36	John Day	West Unit, Squaw Creek (MP 197.85) to Forest Bdry.	200,000
Linn	24	North Santiam	Niagara-Idanha, Paving	300,000
Klamath	46	Cascade Lakes	Willamette Hwy. -Davis Lake	160,000
		Total amount allotted for 1953 projects		$ 2,010,000

II. ALLOTMENTS TO INCREASE 1951 AND 1952 ALLOTMENTS

Douglas County Line-Hauser Section, Oregon Coast Highway, 9.6 mi. Grading. Increased from $600,000 to $735,000	$ 135,000
Black Canyon Section, Willamette Highway, Increased from $400,000 to $600,000	200,000
Silvies-Harney County Line Section, John Day-Burns Highway Increased from $425,000 to $430,000	5,000
Sled Springs-Forest Bdry. Section of Flora-Enterprise Highway, 4 mi. Grading and 8 mi. Surfacing. Increased from $260,000 to $325,000	65,000
Todd Hill-Devils Lake Section, Cascade Lakes Highway, 2.26 mi. Grading and Bridge. Increased from $100,000 to $125,000	25,000

February 1, 1952

II. Allotments to Increase 1951 and 1952 Allotments (cont.)

Bogus Cr. -Steamboat Cr. Section of North Umpqua Highway, 4.3 mi. Grading. Increased from $425,000 to $525,000	100,000
Total amount allotted to increase 51 and 52 allotments	$ 530,000
Total of 1953 allotments for construction purposes	$2,540,000

III. ALLOTMENTS FOR PURPOSES OTHER THAN CONSTRUCTION

Surveys	$ 50,000	
Contingencies	100,000	
Maintenance	100,000	
		250,000
Total of 1953 allotments for all purposes		$2,790,000

IV. WITHDRAWAL OF 1952 ALLOTMENT

Rocky Point Section, Oregon Coast Highway	$ -125,000
Total of 1953 funds allotted (1953 funds available for allotment - $2,660,011)	$2,665,000

A delegation from The Dalles, Oregon was present regarding the re-routing of The Dalles-California Highway between The Dalles and Dufur. The group was headed by Mr. Frank Sexton, Chairman of the Highway Committee of the Chamber of Commerce, and included the Honorable Ward Webber, County Judge of Wasco County; Rupe Kennedy and Virgil Kelley, members of the Highway Committee; B.C. Pinckney, Manager of The First National Bank of The Dalles; Lloyd Brady, City Manager. They asked the Commission to authorize a survey of the proposed route along the old Dufur Road, known as Three-Mile Creek Road, which routing, they allege, will shorten the distance between The Dalles and Dufur by five miles. Judge Webber advised that the county had planned to spend some money this year for improvement of this route, but learned that the Highway Commission had been considering it and before spending the county money, the court wanted to be absolutely certain that it was spending its money in the proper place so as to avoid waste. He further stated that this highway carries a large volume of traffic, which is going to increase when the

Columbia River bridge at The Dalles is completed and opened to traffic.

Chairman Chandler advised the status of the Highway Commission's finances, stating that it does not now appear that the Commission will have money to finance construction of the proposed road for a number of years. He also pointed out that the Commission is spending a lot of money on the Columbia River Highway in this vicinity. Judge Webber again stated that all they are asking at the present time is the survey. He was informed that according to the Commission's standard policy, requests of that nature should be presented in writing, and if the County Court will submit its request in writing, the Commission will authorize the survey, although it does not appear now that an engineering crew would be available to do the work until late this fall at the earliest. Judge Webber advised that formal request for the survey will be made in writing in conformity with the Commission's policy.

The Commission discussed briefly right of way matters concerning some of the forest highway projects that were approved at the conference with representatives of the U. S. Bureau of Public Roads and U. S. Forest Service, particularly right of way needed for the Enterprise-Lewiston Highway and for the Hauser-Douglas County Line Section of the Oregon Coast Highway. The Right of Way Engineer was instructed to expedite negotiations so the projects will not be held up for right of way.

Mr. W. L. MacDonald, Assistant Regional Engineer, U. S. Forest Service was present and advised that they are having considerable difficulty with people who have mining claims on property that is needed for highway purposes and that in order to alleviate the trouble, Congress is being asked to enact a law separating mineral and surface rights. The bill, he said, is now before Congress and he solicited the aid of the Commission in securing its passage if the Commission looks with favor on the matter. The Commission expressed the desire to be helpful, and thereupon instructed the Engineer to take up the matter with the members of the Oregon delegation in Congress when he is in Washington, D. C. the following week.

The State Highway Engineer, Mr. R. H. Baldock, stated that he plans to take a trip to Europe with Mrs. Baldock this summer, and will be absent from Salem from about June 1 to July 14. He asked the Commission to grant him vacation time for the number of days to which he is entitled, and to grant him leave of absence for the balance of the time he is away from the office. The Commission granted both requests unanimously.

The Commission signed agreements, etc., as follows:

Deeds conveying real property to A. G. Hedston and J. L. Jelderks.

Lease with Klamath Forest Protective Association for a radio station site on Hog Back Butte near Klamath Falls.

"Indenture of Access" to change access to Medum property at north entrance on US99 to Grants Pass.

Lease agreement with Crown-Zellerbach Corporation for use of water front in Oregon City, for 4-year period ending February 13, 1956, consideration $500 annually.

Agreement with Harney County for improvement of county roads so as to permit movements of livestock on truck and trailer combinations 60 feet overall in length from the French Glen district into Burns.

Letter to Bureau of Public Roads requesting Federal approval to add to FA Route No. 1 (Hood River-Mosier Section) spur connection to city streets in City of Hood River.

Letter directed to Bureau of Public Roads requesting Federal approval to extend FA Route No. 20 (Umpqua Highway) (ORE 38) from City of Drain to Town of Anlauf along present route of US99.

Agreement with Consolidated Builders Inc. granting the company temporary use of portion of right of way of North Santiam Highway for concrete-handling unloading dock in connection with construction of Big Cliff Dam.

Agreement with Booth-Kelly Lumber Company granting company permission for joint usage of Highway Department spur track which serves highway asphalt storage tank at Springfield, Oregon.

Agreements with Oregon Physicians Service on renewal of hospital and medical contract.

Agreement with Moore Mill and Lumber Company to use logging road across certain real property lying in Township 33 South, Range 15 West, known as Humbug Mountain State Park.

Agreement with City of Eugene re proposed interconnection of traffic signals on Franklin Boulevard and Broadway streets.

Agreement with City of Springfield covering the designation of Main Street and South "A" Street as parts of McKenzie Highway.

The meeting adjourned at 5:00 p.m. to reconvene in adjourned session at 9:00 a.m. on Tuesday, February 19, 1952, pursuant to action previously taken at this meeting.

February 1, 1952

19309

Chairman

State Highway Engineer

Commissioner

Commissioner

Secretary

February 1, 1952

EXHIBITS "A" through "L"

Minutes of

January 31 - February 1, 1952

EXHIBIT "A"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #5 - T. H. BANFIELD EXPRESSWAY

18499 - Garre, Joe and Rosetta (Johnson)
Access road right of way
Option expires June 26, 1952

0.48 acre at $800 per acre $ 384.00

Amount to be paid owner - chrg to Right of Way $ 384.00

THINGS TO BE DONE BY THE STATE:

Access roadway to be built by State, in lieu of closing N. E. 132nd Ave., grade crossing, State to grade to width of 30 feet, gravel to width of 18 feet and maintain roadway.

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

Unit #5 - T. H. Banfield Expressway (cont.)

18500 - Garre, Joe and Rosetta; Bert and Rose Mary Garre (Johnson)
Access road right of way
Option expires June 26, 1952

1.48 acres at $800 per acre $ 1,184.00

Amount to be paid owner - chrg to Right of Way $ 1,184.00

THINGS TO BE DONE BY THE STATE:

Access roadway to be built, in lieu of closing N. E. 132nd Ave., grade crossing.
State to grade to width of 30 ft., gravel to width of 18 ft. and maintain roadway.

Access not controlled -

18498 - Cormany, John W. and Anna (Johnson)
Access road
Option expires July 2, 1952

1.3 acres Gratis

THINGS TO BE DONE BY THE STATE:

The above described land is for roadway use. Roadway shall be graded and/or filled to full 50 ft. width and surface with gravel, to width of not less than 20 ft. to conform with lots and suitable connection to N. E. 122nd Ave.

Access not controlled -

17013 - Mesher, Karen Pederson (Johnson)
Right of Way
Option expires July 3, 1952

9583 sq. ft. at $0.09+ per sq. ft. $ 875.00

Amount to be paid owner - chrg to Right of Way $ 875.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

NORTHEAST UNION AVENUE SECT. - PACIFIC HIGHWAY EAST

18307 - Fazio, Tony and Mary B. (Smith)
Right of Way
Option expires June 18, 1952

.82 acre at $2,000 per acre $ 1,640.00

Amount to be paid owner - chrg to Right of Way $ 1,640.00

Access not controlled -

CASCADE LOCKS-VIENTO SECT. - COLUMBIA RIVER HWY.

15314
15315 - Scoggins, Wesley and Blanche (Cooper)
Right of Way
Option expires February 1, 1952 (Deed signed 1-11-52)

6.61 acres $ 9,000.00

Amount to be paid owner - chrg to Right of Way $ 9,000.00

THINGS TO BE DONE BY THE STATE:

Construct private access, 25' wide, at Station 791+50, north side.

Access controlled -

Confirmation of phone approval by Mr. Chas. H. Reynolds - 1-10-52

SUNSET CAMP-MANNING SECT. - SUNSET HIGHWAY

16236 - Shields, E. J. and Leona E. (Johnson)
Wayside
Option expires June 20, 1952

0.1 acre Lump Sum $ 25.00

Amount to be paid owner - chrg to Park Sites $ 25.00

Access allowed at Station 1658+74, north side, private approach for logging road.

Access controlled -

EXHIBIT "A" (cont.)

Sunset Camp-Manning Sect. - Sunset Highway (cont.)

5229-A- Jensen, Donald H. and Wilma June, et al (Johnson)
Wayside
Option expires July 1, 1952

6.65 acres at $30 per acre $ 199.50

Amount to be paid owner - chrg to Park Sites $ 199.50

Private access allowed at Station 1841+25, south side.

Access controlled -

5234-B- Sullivan, F. J. and Bessie M. (Johnson)
Wayside
Option expires March 13, 1952

19.9 acres at $25.00 per acre $ 497.50
2.0 acres at $495.00 per acre 990.00
Timber on 10 acres of above at $250.00 per acre 2,500.00

Amount to be paid owner - chrg to Park Sites $ 3,987.50

Access controlled - no access allowed

15318 - Shade, Henry A. and Mary E. (Johnson)
Wayside
Option expires June 19, 1952

4.6 acres at $25.00 per acre $ 115.00

Amount to be paid owner - chrg to Park Sites $ 115.00

Private access allowed at Station 1736, south side.

Access controlled -

15319 - Sunset Development Co. (Johnson)
Wayside
Option expires April 14, 1952

3.04 acres at $220 per acre $ 608.00

Amount to be paid owner - chrg to Park Sites $ 608.00

Private access allowed at Station 1724+20, south side.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

Sunset Camp-Manning Sect. - Sunset Highway (cont.)

16238 - Sunset Development Co. (Johnson)
Wayside
Option expires April 14, 1952

4.7 acres at $50 per acre $ 235.00

Amount to be paid owner - chrg to Park Sites $ 235.00

Private access allowed at Station 1632+60, south side.

Access controlled -

16239 - Salazer, Margaret (Johnson)
Wayside
Option expires July 9, 1952

1.5 acres Lump Sum $ 95.00

Amount to be paid owner - chrg to Park Sites $ 95.00

Private access allowed at Station 1632+60, south side

Access controlled -

QUARTZ CREEK-NORTH PLAINS SECT. - SUNSET HIGHWAY

18477 - Campbell, Edward P. and Florence (Johnson)
Haul road easement - Permanent easement
Option expires June 20, 1952

1.9 acres Lump Sum $ 100.00

Amount to be paid owner - chrg to Quarry Site $ 100.00

THINGS TO BE DONE BY THE STATE:

Keep dust down during dry season, in vicinity of house.
Re-set any fencing disturbed by State.

BOONES FERRY RD.-MARION COUNTY LINE UNIT-BARBUR BLVD.-WHITE SCHOOL SECT.- WEST PORTLAND-HUBBARD HWY.

4849 - Pohl, Leonard and Juanita G. (Johnson)
Right of Way
Option expires May 7, 1952

(cont.)

EXHIBIT "A" (cont.)

Boones Ferry Road-Marion County Line Unit-Barbur Blvd.-White School Sect.-West Portland-Hubbard Hwy. (cont.)

4849 - Pohl, Leonard and Juanita G. (cont.)

8.58 acres at $350 per acre	$ 3,003.00
50 rods of fence at $3.50 per rod	175.00
Allowance - move electric fence	25.00
Severance damages	1,300.00

Amount to be paid owner - chrg to Right of Way $ 4,503.00

THINGS TO BE DONE BY THE STATE:

State to reestablish present access on County Road. If necessary to change power line, State to assume responsibility. Est. Cost $ 100.00
If necessary to stump blast, State to require contractor to exercise precaution, and assume full responsibility for operations

State to assume last half of 1951-52 taxes. Est. $ 50.00

GRAND TOTAL (Estimated) Chgd. to Right of Way $ 4,653.00

Access controlled - no access allowed

17515 - Schroeder, Harold B. and Mary C. (Johnson)
Right of Way
Option expires July 19, 1952

1.17 acres at $1,000 per acre	$ 1,170.00
1.57 acres at $600 per acre	942.00
67 rods of fence at $3.50 per rod	234.50
Severance damages	900.00

Amount to be paid owner - chrg to Right of Way $ 3,246.50

Access controlled - no access allowed

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECT.-PACIFIC HIGHWAY EAST

13928 - Badeau, E. W. and Helen M. (Landon)
Right of Way
Option expires March 11, 1952

(cont.)

EXHIBIT "A" (cont.)

Hayesville School-State Street Unit-Salem By-Pass Sect. - Pacific Highway East (cont.)

13928 - Badeau, E. W. and Helen M. (cont.)

2625 sq. ft. at $0.40+ per sq. ft.	$ 1,062.50
Allowance - moving hedge	130.00
- moving rose bushes, shrubs and loss of lawn	307.50

Amount to be paid owner - chrg to Right of Way $ 1,500.00

THINGS TO BE DONE BY THE STATE:

Construct approaches 16' wide, East side, at Stations 46+70 and 47+37.
Remove and replace existing tile.

Access controlled -

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECT. -PACIFIC HWY. EAST

18279 - Blazer, Ernest (Witt)
Right of Way
Option expires July 13, 1952

0.892 acre at $300 per acre	$ 267.00
21 rods of fence at $3.00 per rod	63.00

Amount to be paid owner - chrg to Right of Way $ 330.00

Access controlled - no access allowed

18291 - Robins, Percy C. (Witt)
Right of Way
Option expires July 15, 1952

7.859 acres at $300 per acre	$ 2,357.00
47 rods of sheep fence at $4.00 per rod	188.00
84 rods of barbed wire fence at $3.00 per rod	252.00
Loss of 5 acre crop at $50 per acre	250.00

Amount to be paid owner - chrg to Right of Way $ 3,047.00

Access controlled - no access allowed

Owner may remove timber until May 1, 1952

(cont.)

EXHIBIT "A" (cont.)

State Street-South Unit-Salem By-Pass Sect.-Pacific Hwy. East (cont.)

18292 - Lange, Herbert L. and Helen M. (Witt)
Right of Way
Option expires July 15, 1952

1.043 acres at $300 per acre	$ 312.90	
16 rods of fence at $4.00 per rod	64.00	
Amount to be paid owner - chrg to Right of Way		$ 376.90

Access controlled - no access allowed

JUDKINS POINT-GOSHEN SECT.-PACIFIC HIGHWAY

18584 - Prose, Ralph A. and Germany Klemm (Reeder)
Right of Way
Option expires July 10, 1952

0.316 acres Lump Sum	$ 312.75	
Amount to be paid owner - chrg to Right of Way		$ 312.75

THINGS TO BE DONE BY THE STATE:

Construct private access, 15' wide, at Station 291+75, westerly side.

Access controlled -

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECT.-PACIFIC HWY.

17999 - Miller, Benjamin Verl and Rosalia Sylvia (Reeder)
Right of Way
Option expires February 18, 1952

0.76 acre (2 homesites at $500 each)	$ 1,000.00	
1 story house - 560 sq.ft.	3,600.00	
Fruit house, garage, wood shed and well	1,325.00	
Amount to be paid owner - chrg to Right of Way		$ 5,925.00

Takes all -

EXHIBIT "A" (cont.)

WINCHESTER-GARDEN VALLEY ROAD UNIT-DEADY-SHADY SECT. - PACIFIC HIGHWAY

17818 - Davis, Vernon W. et al (Harrington)
Right of Way
Option expires July 8, 1952

2.65 acres Lump Sum $ 1,700.00

Amount to be paid owner - chrg to Right of Way $ 1,700.00

THINGS TO BE DONE BY THE STATE:

State to construct 31 rods of fence.
Est. Cost $ 180.00

GRAND TOTAL (Estimate) Chgd to Right of Way $ 1,880.00

Access controlled - no access allowed

17835 - Housley, J. M. and Leonora M. (Stuntz)
Right of Way
Option expires July 7, 1952

.099 acre Lump Sum $ 500.00

Amount to be paid owner - chrg to Right of Way $ 500.00

Access controlled - no access allowed

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECT. - PACIFIC HIGHWAY

17844 - Laurel Lodge No. 13, A. F. & A. M. (Stuntz)
Right of Way
Option expires June 10, 1952

0.96 acre, in exchange for 2.43 acres

THINGS TO BE DONE BY THE STATE:

Construct 95 rods of fence at $6 per rod $ 570.00
Convey to the Laurel Lodge No. 13, 2.43 acres of land acquired from the Veterans Administration (File No. 17102) as an exchange part of the settlement,

(cont.)

EXHIBIT "A" (cont.)

Garden Valley Road-2nd Crossing South Umpqua River Unit-Deady-Shady Sect. - Pacific Hwy. (cont.)

17844 - Laurel Lodge No. 13, A. F. & A. M. (cont.)

THINGS TO BE DONE BY THE STATE: (cont.)

upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Amount to be charged to Right of Way $ 570.00

Access controlled - no access allowed

17860 - Hanford, Roy E. and Helen Ruth (Stuntz)
Right of Way
Option expires June 26, 1952

City Lot, 14,375 sq. ft. at $0.32+ per sq. ft. $ 4,600.00

Amount to be paid owner - chrg to Right of Way $ 4,600.00

Takes all -

SUICIDE CREEK-PACIFIC HIGHWAY SECT.-COOS BAY-ROSEBURG HWY.

18560 - Stevens, Ray Morgan and Gladys May (Gemmell)
Right of Way
Option expires July 9, 1952

.04 acre Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access not controlled -

18569 - Franklin, Edna B. and L. M. Berkey (Gemmell)
Right of Way
Option expires July 9, 1952

.06 acres Lump Sum $ 20.00
Allowance - fencing 40.00

Amount to be paid owner - chrg to Right of Way $ 60.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

Suicide Creek-Pacific Highway Section - Coos Bay-Roseburg Hwy. (cont.)

18576 - Baker, Emery E. and Ruby L. (Holt)
Right of Way
Option expires July 9, 1952

0.26 acres	Lump Sum	$ 25.00
39 rods of fence at $3.50 per rod		136.50
Amount to be paid owner - chrg to Right of Way		$ 161.50

Access not controlled -

18561 - Stevens, Ray Morgan and Gladys May (Gemmell)
Right of Way
Option expires July 9, 1952

.01 acre	Lump Sum	$ 10.00
Amount to be paid owner - chrg to Right of Way		$ 10.00

Access not controlled -

18559 - Darbyson, Theordore R. and Eva Marie (Gemmell)
Right of Way
Option expires July 14, 1952

1.27 acres	Lump Sum	$ 195.00
30 rods of fence at $3.50 per rod		105.00
Amount to be paid owner - chrg to Right of Way		$ 300.00

Access not controlled -

18566 - Cabot, John M. and Esther A. (Harrington)
Right of Way
Option expires July 14, 1952

0.3 acre	Lump Sum	$ 50.00
Amount to be paid owner - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE:

Construct fence along easterly right of way line from Station 1002+78.4 to 1008+68.8
Estimate 36 rods at $5.00 per rod $ 180.00

GRAND TOTAL (Estimated) Chgd to Right of Way $ 230.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

Suicide Creek-Pacific Highway Sect. - Coos Bay-Roseburg Hwy. (cont.)

18567 - Rathkey, John Joe and Amy Gladys (Gemmell)
Easement for Waste Area
Option expires July 14, 1952

2.23 acres Lump Sum $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

Access not controlled -

18571 - Stebinger Lumber Co. (Gemmell)
Easement for Waste Area
Option expires July 14, 1952

2.17 acres Lump Sum $ 150.00

Amount to be paid owner - chrg to Right of Way $ 150.00

Access not controlled -

18630 - Shultz, J. H. (Gemmell)
Right of Way
Option expires July 14, 1952

0.04 acre Lump Sum $ 15.00

Amount to be paid owner - chrg to Right of Way $ 15.00

THINGS TO BE DONE BY THE STATE:

Construct two approaches, 32' wide, at Stations 1103+00 and 1103+50.

Access not controlled -

18568 - Shultz, Esther H. (Gemmell)
Right of Way
Option expires July 14, 1952

0.04 acres Lump Sum $ 15.00
12½ rods of fence at $4.00 per rod 50.00

Amount to be paid owner - chrg to Right of Way $ 65.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

WINCHESTER BAY-COOS COUNTY LINE SECT.-OREGON COAST HWY.

17740 - Stacey, Hayward C. and Katherine C. (Holt)
Right of Way and Easement
Option expires June 11, 1952

.76 acre	Gratis
Crab store, 16 x 14	$ 1,000.00
Allowance - to move shed and pump house	200.00

Amount to be paid owner - chrg to Right of Way $ 1,200.00

THINGS TO BE DONE BY THE STATE:

Fill old channel of Winchester Creek and construct a berm.
Reestablish grantor's water supply.
Construct commercial approach, westerly side at Station 195+25, and build connection road, to be mutually agreed upon.
Commercial access allowed at Station 194+25, west side.
Quitclaim to owner, part of Winchester Creek channel which is being filled.

Access controlled - Parcel 1 & 2 only.

Confirmation of phone approval by Mr. M. K. McIver 1-21-52

RUTHTON POINT-HOOD RIVER SECT. - COLUMBIA RIVER HWY.

18310 - Wells, Dr. Stanley E. (Witt)
Right of Way
Option expires June 13, 1952

0.05 acres - 2178 sq.ft. at $0.05 per sq. ft.	$ 110.00
in exchange for approximately 4000 sq.ft.	110.00-
	000.00

THINGS TO BE DONE BY THE STATE:

Convey to the grantor above, all that part of the right of way lying West of the Stanley E.

(cont.)

EXHIBIT "A" (cont.)

Ruthton Point-Hood River Section - Columbia River Hwy. (cont.)

18310 - Wells, Dr. Stanley E. (cont.)

THINGS TO BE DONE BY THE STATE: (cont.)

Well's property, acquired from City of Hood River (File No. 17542) as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Access controlled - no access allowed

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

18090 - Wilson, James and Alice (Witt)
Right of Way
Option expires June 25, 1952

7 acres at $150 per acre	$ 1,050.00
3.09 acres at $10.00- per acre	30.00
Amount to be paid owner - chrg to Right of Way	$ 1,080.00

Access controlled - no access allowed

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECT. - COLUMBIA RIVER HIGHWAY

18347 - Kitto, Pete and Marie K. (Massee)
Right of Way
Option expires June 17, 1952

7.03 acres at $64.00+ per acre	$ 450.00
Amount to be paid owner - chrg to Right of Way	$ 450.00

Access controlled - no access allowed

18349 - Dumsmore, Lurene (Massee)
Right of Way
Option expires June 19, 1952

11.27 acres at $50.00 per acre	$ 563.50
Amount to be paid owner - chrg to Right of Way	$ 563.50

EXHIBIT "A" (cont.)

Shogren-Rowena Unit-Mosier-The Dalles Sect.-Columbia River Hwy. (cont.)

18349 - Dumsmore, Lurene (cont.)

THINGS TO BE DONE BY THE STATE:

Construct any fence necessary to keep stock off highway between Stations 1785 and 1805.

Access controlled - no access allowed

18352 - Salisbury, Wm. A. and Ella G. (Massee)
Right of Way
Option expires July 7, 1952

5.15 acres at $50.00 per acre	$ 257.50	
Amount to be paid owner - chrg to Right of Way		$ 257.50

THINGS TO BE DONE BY THE STATE:

State to pave approaches to right of way line, Private approaches North and South at Station 1860+50, North only at Station 1869+30.

Access controlled -

18351 - Sorenson, Sier W. and Alonzo D. and Delphine Witherell (Massee)
Right of Way
Option expires June 20, 1952

7.25 acres at $250 per acre	$1,812.50	
House - 696 sq. ft.	1,043.50	
Amount to be paid owner - chrg to Right of Way		$2,856.00

Takes all -

18346 - Marsh, Wm. A. and Elsie P. (Massee)
Right of Way
Option expires July 2, 1952

10.5 acres at $100.00- per acre	$1,000.00	
200 rods of fence at $3.00 per rod	600.00	
Amount to be paid owner - chrg to Right of Way		$1,600.00

(cont.)

EXHIBIT "A" (cont.)

Shogren-Rowena Unit-Mosier-The Dalles Sect. - Columbia River Hwy. (cont.)

18346 - Marsh, Wm. A. and Elsie P. (cont.)

THINGS TO BE DONE BY THE STATE:

Grantor retains right to use water from spring, which State shall encase and pipe Estimated cost	$ 400.00	
Construct private approaches North at Station 1733+25, and South at Station 1734+50.		
Amount to be charged to Construction		$ 400.00
GRAND TOTAL (Estimated)		$2,000.00

Access controlled -

18350 - Gardner, William E. and Sarah E. (Massee)
Right of Way
Option expires June 11, 1952

6.83 acres more or less at $300 per acre	$2,049.00	
House - 768 sq. ft.	3,072.00	
Garage - 252 sq. ft.	630.00	
Chicken house, barn, storage shed, pump house	1,597.50	
35 peach trees and strawberry patch	407.50	
Amount to be paid owner - chrg to Right of Way		$7,756.00

Takes all-

18341 - Wilson, Fern K. (Massee)
Right of Way
Option expires June 25, 1952

5.94 acres at $690- per acre	$4,092.50	
Allowance - 43 pear trees at $20 each	860.00	
- 15 cherry trees at $20 each	300.00	
- 87 prune trees at $20 each	1,740.00	
Amount to be paid owner - chrg to Right of Way		$6,992.50

(cont.)

EXHIBIT "A" (cont.)

Shogren-Rowena Unit-Mosier-The Dalles Sect. - Columbia River Hwy. (cont.)

18341 - Wilson, Fern K. (cont.)

THINGS TO BE DONE BY THE STATE:

Grantor retains right for a pipe line beneath pavement, which State is to install a culvert for Construct private approach, North and South at Station 1585+50.
Grantor allowed to cross highway at Station 1585+50, with tractor with lugs.

Access controlled -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECT. - COLUMBIA RIVER HIGHWAY

17475 - Scott, Charles B. and Geraldine (Witt)
Right of Way
Option expires June 13, 1952

0.75 acre at $2,000 per acre	$1,500.00	
Amount to be paid owner - chrg to Right of Way		$1,500.00

Access controlled - no access allowed

17470 - Sauter, Kenneth and Violet M. (Witt)
Right of Way
Option expires May 28, 1952

0.92 acres at $2,500 per acre	$2,300.00	
Allowance - dwelling, garage and warehouse with apartment, 3220 sq. ft.	11,050.00	
Amount to be paid owner - chrg to Right of Way		$13,350.00

Takes all -

17799 - Rone, Walter (Massee)
Right of Way
Option expires July 14, 1952

1.75 acres at $300 per acre	$ 525.00	
Allowances - 2 houses and other buildings	3,189.50	
66+ rods of fence at $3.00 per rod	198.50	
Amount to be paid owner - chrg to Right of Way		$3,913.00

Takes all -

EXHIBIT "A" (cont.)

THIRD STREET SECT. (THE DALLES) - COLUMBIA RIVER HWY.

17428 - Tum-A-Lum Lumber Company (Witt)
R. R. and Street Right of Way
Option expires June 11, 1952

360 sq. ft. at $2.00 per sq. ft.	$ 720.00	
240 sq. ft. at $1.00 per sq. ft.	240.00	
Amount to be paid owner - chrg to Right of Way		$ 960.00

THINGS TO BE DONE BY THE STATE:

Protect drainage back of Lot 4, 5 and 6
Access allowed to Lot 11 shall remain as at present

Access not controlled -

17424 - Foster, Olive (Witt)
Street right of way
Option expires April 30, 1952

5000 sq. ft. at $0.80 per sq. ft.	$ 4,000.00	
Allowance - 2 story house-2048 sq. ft. floor space, with concrete basement	6,144.00	
Amount to be paid owner - chrg to Right of Way		$10,144.00

Takes all -

LAPINE-FOREST BOUNDARY UNIT-LAPINE DIAMOND LAKE JUNCTION SECT. - THE DALLES-CALIFORNIA HIGHWAY

18020 - Student, Flora B. (Massee)
Right of Way
Option expires June 13, 1952

0.35 acres at $100 per acre	$ 35.00	
Improvements: Well	327.00	
Partially completed cafe and bunk rooms	1,200.00	
Amoun: to be paid owner - chrg to Right of Way		$ 1,562.00

THINGS TO BE DONE BY THE STATE:

Construct private access, East side at Station 1103+70.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

Lapine-Forest Boundary Unit-Lapine Diamond Lake Junction Sect. - The Dalles-California Highway (Cont.)

18025 - Robinson, Sussie M. (Brainerd)
Right of Way
Option expires July 14, 1952

1.20 acres, more or less
Lump Sum $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE:

Construct private access, west side at Station 1128+20

Access controlled -

18011 - McCabe, E. G. and Helen W. (Brainerd)
Right of Way
Option expires June 31, 1952

13,090 sq. ft. at $0.03 per sq. ft. $ 392.70

Amount to be paid owner - chrg to Right of Way $ 392.70

THINGS TO BE DONE BY THE STATE:

Construct private access, east side at Station 706+15.
Construct commercial access, east side at Stations 702+00 and 704+95.

Access controlled -

FOREST BOUNDARY-GILCHRIST UNIT-LAPINE-DIAMOND LAKE JUNCTION SECT. - THE DALLES-CALIFORNIA HIGHWAY

17938 - Closson, Floyd and Mattie (Massee)
Moving Contract only

Low bid for moving. K. J. Hoffman (House) $ 4,180.00

Amount to be paid owner - chrg to Right of Way $ 4,180.00

Amount for land and allowance for cabins, previously approved 12-20-51 + low bid for moving $ 1,086.00

(cont.)

EXHIBIT "A" (cont.)

GILCHRIST-WILLAMETTE JCT. UNIT-LAPINE-DIAMOND LAKE JCT. SECT. - THE DALLES-CALIFORNIA HIGHWAY

17943 - Negus, Roberta (Massee)
Moving Contract only

Amount to be paid Grantor in lieu of moving	$ 4,500.00	
Amount to be paid K. J. Holman for low bid	40.00	
New amount to be charged to Right of Way		$ 4,540.00
Amount for land and buildings etc., previously approved 11-8-51	$ 900.00	

17948 - Jorstad, Willis C. (Massee)
Moving Contract only

Low bid for moving K. J. Holman	$ 8,575.00	
$25 per day, for loss of business, not to exceed 60 days	1,500.00	
New amount to be charged to Right of Way		$10,075.00
Amount for land previously approved 11-8-51	$ 320.00	

7502 - Sandborn, Bertha
Moving Contract only
Deed signed June 29, 1952

Low bid for moving. K. J. Holman	$ 5,765.50	
Amount to be paid owner - chrg to Right of Way		$ 5,765.50

Grantor to be paid $150.00 for loss of business during time of move, as authorized by Commission 1-13-1943

HOGSBACK MOUNTAIN RADIO SITE-6 MILE NORTHEAST OF KLAMATH FALLS

18607 - Liskey, Maude E. (Brainerd)
Road and power line easement
Easement signed December 20, 1951

22 acres, more or less Gratis

(cont.)

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY

17657 - Wells, Chester C. and Gertrude L. et al (Mayhew)
Right of Way and Lease interest
Option expired October 30, 1951

Supplemental final report for allowances to lease holder, to release all interest in land.

Allowance - 0.384 acres of clover at $50.00 per acre	$ 19.20	
- 28 rods of fence at $5 per rod	140.00	
- Loss of spring	120.00	
Additional amount to be paid Lessee (F. D. Shepard) - Chrg. to right of way		$ 279.20

Previously approved Nov. 8, 1951 - 0.384 acres	$ 480.00	
Allowance-frontage road and loss of spring	3,020.00	
Total Amt.	3,500.00	

Previous Option taken subject to present lease on property to expire May 1952.

Said lease actually expires May 1953.

Access controlled - no access allowed

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECT. - PACIFIC HIGHWAY EAST

18278 - Best, C. C. and Claudia H. (Witt)
Right of Way
Option expires July 10, 1952

0.48 acre at $210+ per acre	$ 101.00	
33 1/3 rods of fence at $3 per rod	100.00	
Amount to be paid owner - chrg to Right of Way		$ 201.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

State Street-South Unit-Salem By-Pass Sect. - Pacific Highway East (cont.)

18280 - Morris, George A. (Witt)
Right of Way
Option expires July 22, 1952

2.185 acres at $300 per acre	$ 656.00
21 rods of fence at $4 per rod	84.00
Amount to be paid owner - chrg to Right of Way	$ 740.00

Access controlled - no access allowed

18289 - Trent, William T. and Helena (Witt)
Right of Way
Option expires July 10, 1952

Land and damages $900 per acre	$ 750.00
Loss of 144 cedar posts and boysenberries	175.00
Amount to be paid owner - chrg to Right of Way	$ 925.00

Access controlled - no access allowed

18293 - Baxter, Robert F. and Agnes M. (Witt)
Right of Way
Option expires July 17, 1952

0.507 acre at $200 per acre	$ 100.00
22 rods of fence at $4 per rod	88.00
Allowance - loss of 6 filbert trees at $5.00 each	30.00
Amount to be paid owner - chrg to Right of Way	$ 218.00

Access controlled - no access allowed

18288 - Kimble, Helen C. (Witt)
Right of Way
Option expires July 13, 1952

1.696 acres at $500 per acre	$ 848.00
Allowance - loss due to taking 36 rows of boysenberries & 19 rows of youngberries	300.00
Amount to be paid owner - chrg to Right of Way	$ 1,148.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

State Street-South Unit-Salem By-Pass Sect. - Pacific Hwy. East (cont.)

18277 - Dimbat, Edward R. and U.S. National Bank of Portland (Witt)
Right of Way
Option expires July 9, 1952

500 sq. ft. more or less Lump Sum	$ 20.00	
Amount to be paid owner - chrg to Right of Way		$ 20.00

Access controlled - no access allowed

Owner may remove trees on above property.

18283 - Hoirup, William C. and Ruth (Witt)
Right of Way
Option expires July 10, 1952

0.016 acre Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access controlled - no access allowed

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECT.-PACIFIC HIGHWAY

17997 - Forrest Veneer Company & Gray Lumber Co. (Reeder)
Right of Way
Option expires July 1, 1952

2.0 acres at $100 per acre	$ 200.00	
6.78 acres at $1000 per acre	6,780.00	
Allowances - revise water tank, and move pump house	1,750.00	
- move field house	500.00	
- reconstruct log dump and appurtenances	7,000.00	
General severance damages	21,220.00	
Amount to be paid Forrest Veneer Company - Chrg to right of way		$37,450.00
Allowance - to construct log bridge	$ 1,000.00	
- to construct roadway and new storage area	1,500.00	
- remove partly constructed house	500.00	
Amount to be paid Gray Lbr. Co. (Lessee) - Chrg. to right of way		$ 3,000.00

EXHIBIT "A" (cont.)

Divide-Anlauf Unit-Divide-Rice Hill Sect. - Pacific Hwy. (cont.)

17997 - Forrest Veneer Company & Gray Lumber Co. (cont.)

THINGS TO BE DONE BY THE STATE:

Construct channel change at Station 241+ and lengthen Mill pond.
Construct private approach westerly side at Station 254+50.
Grade and gravel roadway 20' wide, 400' northerly beyond westerly right of way limits.
Construct private approach at Station 253+00, easterly side. All above on construction plans.

Access controlled -

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECT. - PACIFIC HIGHWAY

18661 - Pollard, Jim O. (Norlin)
Right of Way
Option expires July 14, 1952

0.88 acre Lump Sum $ 3,000.00

Amount to be paid owner - chrg to Right of Way $ 3,000.00

Takes all -

WINCHESTER BAY-COOS COUNTY LINE SECT. - OREGON COAST HWY.

17742 - Arthur, L. C. and Bertha M. (Holt)
Right of Way
Option expires July 20, 1952

9 lots at $50 each (0.9 acres) $ 450.00

Amount to be paid owner - chrg to Right of Way $ 450.00

Takes all -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECT.-COLUMBIA RIVER HIGHWAY

18126 - Hollyfield, William A. (Massee)
Right of Way
Option expires July 15, 1952

0.10 acre, more or less Lump Sum $ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

17635 - Owens, Lewis (Witt)
Hauling road easement (2 years)
Option expires July 12, 1952

800' for hauling road easement $ 250.00

Amount to be paid owner - chrg to Quarry Site $ 250.00

THE DALLES (THIRD STREET) SECT.-COLUMBIA RIVER HWY.

18198 - The Society of the Sisters of the Holy Names of Jesus and Mary (Witt)

Street Right of Way
Option expires July 15, 1952

1222 sq. ft. at $1.50 per sq. ft. $1,833.00

Amount to be paid owner - chrg to Right of Way $1,833.00

THINGS TO BE DONE BY THE STATE:

Restore sidewalk, concrete wall and fence on new property line. Est. cost $2,000.00

Amount to be charged to Construction $2,000.00

GRAND TOTAL (Estimated) $3,833.00

Access not controlled -

SOUTH UNIT-DENVER AVE.-COLUMBIA SLOUGH SECT. - PACIFIC HIGHWAY EAST

18367 - Warren Packing Company (Smith)
Drainage easement
Option expires February 27, 1952

.13 acre, easement Lump Sum $ 270.00

Amount to be paid owner - chrg to Right of Way $ 270.00

THINGS TO BE DONE BY THE STATE:

Maintain drainage pipe and ditch.

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

South Unit-Denver Ave.-Columbia Slough Sect.-Pacific Hwy. East (cont.)

18366 - Donaca, T. G. and Marjorie C. (Smith)
Drainage easement
Option expires February 26, 1952

Drainage easement. Lump Sum $ 150.00

Amount to be paid owner - chrg to Right of Way $ 150.00

THINGS TO BE DONE BY THE STATE:

Build a crossing.
Protect present tiled drainage.

Access not controlled -

TIGARD-ONION FLAT SECTION - PACIFIC HIGHWAY WEST

18365 - Newman, Martin M. and Jerry McGrew (Smith)
Right of Way
Option expires July 14, 1952

0.63 acre at $1400+ per acre	$ 876.40
House - 546 sq. ft.	6,026.00

Amount to be paid owner - chrg to Right of Way $6,902.40

Grantor to have occupancy of house for 30 days after notice.

Access controlled - no access allowed, except via frontage road.

SUICIDE CREEK-PACIFIC HIGHWAY SECT.-COOS BAY-ROSEBURG HWY.

18573 - Schattenkerk, Henry Carel and Lucy May (Holt)
Right of Way & Temporary Waste Material Easement
Option expires July 10, 1952

.31 acre. Lump Sum	$ 100.00
.70 acre for temporary easement	224.00
Reduction damages	100.00
19 rods of fence at $4 per rod	76.00
50 rods of fence at $3.50 per rod	175.00

Amount to be paid owner - chrg to Right of Way $ 675.00

Access not controlled -

EXHIBIT "A" (cont.)

Suicide Creek-Pacific Hwy. Sect. - Coos Bay-Roseburg Hwy. (cont.)

18577 - Nichols, J. H. and Viola M. & C. H. & Jean Nichols (Holt)
Right of Way and Temporary Waste Material easement
Option expires July 10, 1952

.10 acre	Lump Sum	$ 25.00
3.00 acre.	Temporary waste easement	450.00
1.10 acre.	Temporary waste easement	110.00

Amount to be paid owner - chrg to Right of Way $ 585.00

THINGS TO BE DONE BY THE STATE:

Fence all parcels described above. Est.	$ 675.00

GRAND TOTAL (Estimated) Chrgd. to Right of Way $1,260.00

Access not controlled -

18578 - Nichols, J.H. and Viola M. & C.H. & Jean Nichols (Holt)
Right of Way and Temporary Waste Material easement
Option expires July 10, 1952

.09 acre	Lump Sum	$ 25.00
.91 acre,	temporary waste easement	91.00

Amount to be paid owner - chrg to Right of Way $ 116.00

THINGS TO BE DONE BY THE STATE:

Fence parcels of land above described. Est.	$ 250.00

GRAND TOTAL (Estimated) Chrgd. to Right of Way $ 366.00

Access not controlled -

18562 - Ireland, Henry et al (Harrington)
Right of Way
Option expires July 20, 1952

0.42 acre.	Lump Sum	$ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

(cont.)

EXHIBIT "A" (cont.)

Suicide Creek-Pacific Hwy. Sect. - Coos Bay-Roseburg Hwy. (cont.)

18562 - Ireland, Henry et al (cont.)

THINGS TO BE DONE BY THE STATE:

Fence new right of way from Station 900+00 to 905+00 and from Station 947+50 to 951+82, south side, and connect to existing fence. Approx. 56 rods at $6.00 per rod $ 336.00

GRAND TOTAL (Estimated) Chrgd. to Right of Way $ 436.00

Access not controlled -

18564 - Nichols, J.H. and Viola M. et al (Holt)
Right of Way and Temporary waste material easement
Option expires July 10, 1952

.06 acre	Lump Sum	$ 25.00
Temporary waste easement (.16 acre)		16.00

Amount to be paid owner - chrg to Right of Way $ 41.00

THINGS TO BE DONE BY THE STATE:

Fence parcels described above.
Est. $ 80.00

GRAND TOTAL (Estimated) Chrgd. to Right of Way $ 121.00

Access not controlled -

18565 - Nichols, J. H. and Viola M. (Holt)
Right of Way and Temporary waste material easement
Option expires July 10, 1952

.03 acre	Lump Sum	$ 25.00
.99 acre	temporary waste easement	99.00

Amount to be paid owner - chrg to Right of Way $ 124.00

THINGS TO BE DONE BY THE STATE:

Fence parcels described above.
Est. $ 150.00

GRAND TOTAL (Estimated) Chrgd. to Right of Way $ 274.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

Suicide Creek-Pacific Hwy. Sect. - Coos Bay-Roseburg Hwy. (cont.)

18572 - Johnston, W. V. and Lessie Gaynell (Stuntz)
Right of Way
Option expires July 23, 1952

2.40 acres Lump Sum $ 500.00

Amount to be paid owner - chrg to Right of Way $ 500.00

THINGS TO BE DONE BY THE STATE:

Construct 57 rods of fence at
$6.00 per rod. Est. $ 342.00

GRAND TOTAL (Estimated) Chrgd. to Right of Way $ 842.00

Access not controlled -

PORT ORFORD SECT. - OREGON COAST HIGHWAY

18601 - Taylor, Paul and Adelaide C. (Gemmell)
Maintenance Site
Option expires July 21, 1952

2.929 acre Lump Sum $1,500.00

Amount to be paid owner - chrg to Maintenance site $1,500.00

JONES RANCH-MITCHELL SECT. - OCHOCO HIGHWAY

17620 - Winebarger, Ralph and Besse Estelle (Saling)
Right of Way

0.21 acre, more or less
Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access controlled - no access allowed

HOOD RIVER-MOSIER SECT. - COLUMBIA RIVER HWY.

16684 - Lofts, Mrs. Hilma (Cooper)
Right of Way

1.09 acres. Lump Sum $17,500.00

Amount to be paid owner - chrg to Right of Way $17,500.00

Access controlled -

Confirmation of phone approval by Chas. H. Reynolds 1-29-52

(cont.)

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECT.-PACIFIC HIGHWAY EAST

17651 - Bagley, Ambrie W. and Thelma A. (Cooper)
Right of Way and easement
Option expires February 29, 1952

5.313 acres and
4700 sq. ft. plus house.
Lump Sum $35,000.00

Amount to be paid owner - chrg to Right of Way $35,000.00

Grantor reserves first 6" of top soil, part of graded portion of highway, to be moved by May 1, 1952, and balance to be moved prior to Dec. 31, 1952.
Grantor reserves walk-in deep freeze, if removed prior to April 1, 1952.

Access controlled - no access allowed

SUICIDE CREEK-PACIFIC HWY. SECT. - COOS BAY-ROSEBURG HWY.

18570 - Stackhouse, James R. and Vera L. (Harrington)
Right of Way
Option expires July 29, 1952

0.23 acre Lump Sum $ 1.00
61 rods of fence at $4.00 per rod 244.00

Amount to be paid owner - chrg to Right of Way $ 245.00

THINGS TO BE DONE BY THE STATE:

Reconstruct approach at Station 1138+00, South, pave same to 12' in width.
Pave area in front of garage, 52'x52'.
Est. $ 200.00

Amount to be charged to Construction $ 200.00

GRAND TOTAL (Estimated) $ 445.00

Access not controlled -

EXHIBIT "A" (cont.)

Suicide Creek-Pacific Hwy. Sect. - Coos Bay-Roseburg Hwy. (cont.)

18580 - Dysert, Harvey and Winona (Norlin)
Gravel Bar
Option expires July 29, 1952

7.00 acres at $450 per acre $ 3,150.00

Amount to be paid owner - chrg to Gravel Sites $ 3,150.00

THINGS TO BE DONE BY THE STATE:

Construct cattle guard at entrance selected to County Road.
State has right to remove gravel in stream bed for a distance of 300 ft.

18579 - Rummell, Paul I. and Helen H. (Norlin)
Gravel Bar
Option expires July 29, 1952

40+ acres at $418.00 per acre $16,758.00
House - 2162 sq. ft. 9,346.00
Farm buildings - pump & tool house, storage house, wood-shed, garage and barn. 2101 sq. ft. 3,561.00

Amount to be paid owner - chrg to Gravel Site $29,665.00

Grantor may occupy all but 26.22 acres of property until June 1, 1952, without rent.

Takes all -

18575 - Hixson, Emma et al (Holt)
Right of Way
Option expires July 22, 1952

.05 acre Lump Sum $ 350.00

Amount to be paid owner - chrg to Right of Way $ 350.00

Access not controlled -

EXHIBIT "A" (cont.)

Suicide Creek-Pacific Hwy. Sect. - Coos Bay-Roseburg Hwy. (cont.)

18574 - Botts, Virgil A.; G. L. and Mabel A. Swanson (Holt)
Right of Way
Option expires July 29, 1952

0.38 acre: Lump Sum	$ 50.00	
53 rods of fence at $3.50 per rod	185.50	
Amount to be paid owner - chrg to Right of Way		$ 235.50

Access not controlled -

EXHIBIT "B"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, the highways hereinafter set forth or described have been duly designated and declared to be and are State Highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as State highways, to-wit:

PENDLETON-COLD SPRINGS Primary Highway No. 36

WESTON-ELGIN Secondary Highway No. 330

ATHENA-HOLDMAN Secondary Highway No. 334

HAVANA-HELIX Secondary Highway No. 335

and,

WHEREAS, said highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways during the present period of freezing and thawing, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highways that the maximum weights permitted and authorized by law be reduced during such period; and,

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highways during said period shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways that the maximum total weight of load and vehicle which shall be permitted upon said highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described highways shall not exceed 11,000 pounds gross or any single axle nor 20,000 pounds gross on any pair of tandem axles

(cont.)

EXHIBIT "B" (cont.)

nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles:

Name of Highway and	No.	County	Section Restricted	Date Effective 1952
Pendleton-Cold Springs	36	Umatilla	Entire Length	Jan. 31
Weston-Elgin	330	Umatilla & Union	Entire Length	Jan. 31
Athena-Holdman	334	Umatilla	Entire Length	Jan. 31
Havana-Helix	335	Umatilla	Entire Length	Jan. 31

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 15, Chapter 405, Oregon Laws 1951, shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above highways and at important crossroads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county affected by this order and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 31st day of January, 1952.

EXHIBIT "C"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's minutes or records;

AND, WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission;

AND, WHEREAS, for the purpose of supplementing such informal record and action, it is thepurpose of the Commission at this time to ratify all options so taken;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction or other improvement of the following named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

County and Section	Highway
DOUGLAS	
Suicide Creek-Pacific Highway	Coos Bay-Roseburg
JACKSON	
Medford-County Farm	Pacific
KLAMATH	
Chemult-Diamond Lake Jct. - Cinder Pit-Haul Road	
MALHEUR	
Juntura Maintenance Site	

(cont.)

EXHIBIT "C" (cont.)

County and Section (cont.)	Highway
SHERMAN	
West Cottonwood Canyon	Wasco-Heppner
WALLOWA	
South Unit U. S. Forest	Lewiston-Enterprise

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified.

3. That this resolution be entered in the minutes and records of the Commission as of January 31, 1952, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed herein above.

EXHIBIT "D"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Lostine Section of the Wallowa Lake Highway in Wallowa County, and in connection therewith prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Lostine Section of the Wallowa Lake Highway, together with the map, which for identification purposes bears map number 7B-12-12 and the date of February, 1952, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 31st day of January, 1952.

19347

EXHIBIT "E-1"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Harrisburg	$2,620.24
Scio	1,363.88

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 31st day of January, 1952.

January 31, 1952

EXHIBIT "E-2"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Bonanza	$ 661.46	Lexington	$ 602.72
Cascade Locks	1,869.46	Long Creek	722.75
Columbia City	1,031.78	Maupin	791.71
Dayville	730.42	Moro	914.30
Dufur	1,072.64	Mt. Vernon	1,133.93
Fossil	1,626.84	Port Orford	1,706.01
Gaston	921.96	Prairie City	2,096.76
Haines	819.80	Scio	1,133.93
Halsey	998.58	Sisters	1,833.70
Harrisburg	2,178.48	Sumpter	365.21
Hines	2,318.94	Talent	1,864.35
Jefferson	1,616.62	Tualatin	628.26
Joseph	1,698.35	Wasco	766.17

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows.

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That the resolution adopted by the City of Long Creek and approved by the Highway Commission for the second half of 1951 be

cancelled and replaced in accordance with the resolution adopted by the City of Long Creek on December 6, 1951, and placed on file with the Highway Commission.

4. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

5. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 31st day of January, 1952.

EXHIBIT "F"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, by the enactment of Chapter 149, Oregon Laws 1949, it is provided as follows:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

AND, WHEREAS, by said law it is further provided that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

AND, WHEREAS, by section 3 of said act it is provided that:

"Funds accrued and payable to cities under this act shall be remitted semiannually by the secretary of state to the financial officer of each city. The funds appropriated by this act shall be apportioned on a semiannual basis immediately following June 30 and December 31 of each year by the state highway commission who shall certify such apportionment to the secretary of state. Upon receipt of such certificate the

(cont.)

EXHIBIT "F" (cont.)

secretary of state shall issue his warrants therefor payable to the cities in the amounts set out."

WHEREAS, the funds or moneys which have been by the State Treasurer credited to the state highway fund during the period of July 1 to December 31, inclusive, of the year 1951, and which have accrued from the sources named herein, produced the following amounts:

Funds resulting under the provisions of Section 115-135, O. C. L. A. (motor vehicle license fees)	$4,001,182.34
Funds resulting under the provisions of Section 15, Chapter 413, Oregon Laws 1945, as amended by Section 4, Chapter 114, Oregon Laws 1947 (gasoline tax)	$16,809,474.90
Funds resulting under the provisions of Section 29, Chapter 467, Oregon Laws 1947 (motor carrier fees)	3,405,535.17
Funds resulting from fines and penalties collected for violations of the motor vehicle and transportation laws	187,715.20
	$24,403,907.61

AND WHEREAS, the statutory ten percent of said total produces for allocation and distribution by the Highway Commission to the benefited cities and towns a total of $2,440,390.76, from which sum there is to be deducted one-half of the sum of $250,000, or $125,000, thus leaving for allocation and distribution for the period July 1 to December, 1951, the sum of $2,315,390.76, and

WHEREAS, by applying the factors of allocation or distribution provided for in said Chapter 149, Oregon Laws 1949, the State Highway Commission has determined upon an apportionment of said balance among the cities of the state as shown in the tabulation given below:

NOW, THEREFORE, be it and it hereby is resolved and ordered by this Commission as follows:

1. The Commission does hereby find, declare and order that the funds made available for allocation and distribution to the several cities of the State of Oregon pursuant to law, are hereby allocated and appropriated to the cities and/or towns named below in the amounts set opposite the names of the respective cities:

(cont.)

EXHIBIT "F" (cont.)

I. Cities of Populations 1,000 or more

City	Population	Amount
Albany	10,115	$31,754.71
Ashland	7,739	24,295.57
Astoria	12,331	38,711.55
Baker	9,471	29,732.96
Bandon	1,251	3,927.35
Beaverton	2,512	7,886.09
Bend	11,409	35,817.05
Brookings	1,525*	4,787.54
Brownsville	1,175	3,688.76
Burns	3,093	9,710.07
Canby	1,671	5,245.88
Carlton	1,081	3,393.66
Central Point	1,667	5,233.33
Coos Bay	6,223	19,536.29
Coquille	3,523	11,059.99
Corvallis	16,207	50,879.74
Cottage Grove	3,536	11,100.81
Dallas	4,793	15,046.99
Drain	1,150	3,610.27
Elgin	1,223	3,839.45
Empire	2,261	7,098.11
Enterprise	1,718	5,393.43
Eugene	35,879	112,637.39
Florence	1,026	3,220.99
Forest Grove	4,343	13,634.28
Freewater	1,489	4,674.52
Garibaldi	1,249	3,921.07
Gladstone	2,434	7,641.22
Grants Pass	8,116	25,479.11
Gresham	3,049	9,571.93
Heppner	1,648	5,173.68
Hermiston	3,804	11,942.16
Hillsboro	5,142	16,142.63
Hood River	3,701	11,618.80
Independence	1,987	6,237.92

(cont.)

EXHIBIT "F" (cont.)

City	Population	Amount
Jacksonville	1,193	$ 3,745.27
John Day	1,597	5,013.57
Junction City	1,475	4,630.57
Klamath Falls	15,875	49,837.47
La Grande	8,635	27,108.44
Lakeview	2,831	8,887.55
Lebanon	5,873.	18,437.51
Madras	1,258	3,949.33
McMinnville	6,635	20,829.71
Medford	17,305	54,326.77
Mill City	1,792	5,625.75
Milton	2,362	7,415.19
Milwaukie	5,253	16,491.10
Molalla	1,497	4,699.63
Monmouth	1,956	6,140.60
Mount Angel	1,315	4,128.27
Myrtle Creek	1,781	5,591.21
Myrtle Point	2,033	6,382.34
Newberg	3,946	12,387.95
Newport	3,241	10,174.69
North Bend	6,099	19,147.01
Nyssa	2,525	7,926.90
Oakridge	1,562	4,903.69
Ontario	4,465	14,017.28
Oregon City	7,682	24,116.63
Oswego	3,316	10,410.14
Pendleton	12,291*	38,585.97
Philomath	1,289	4,046.64
Portland	249,085**	781,969.53
Prineville	3,233	10,149.58
Rainier	1,285	4,034.09
Redmond	2,956	9,279.97
Reedsport	2,288	7,182.87
Rockaway	1,100*	3,453.31
Roseburg	8,390	26,339.30
St. Helens	4,711	14,789.56
Salem	43,140	135,432.34
Sandy	1,003	3,148.79
Seaside	3,886	12,199.58
Sheridan	1,922	6,033.87

EXHIBIT "F" (cont.)

City	Population	Amount
Silverton	3,146	$ 9,876.45
Springfield	10,807	33,927.15
Stayton	1,507	4,731.03
Sutherlin	2,230	7,000.79
Sweet Home	3,603	11,311.14
The Dalles	7,933*	24,904.61
Tillamook	3,685	11,568.57
Toledo	2,323	7,292.75
Union	1,307	4,103.15
Vale	1,518	4,765.56
Vernonia	1,521	4,774.98
Wallowa	1,055	3,312.03
Warrenton	1,896	5,952.24
West Linn	2,945	9,245.44
Willamina	1,082	3,396.80
Woodburn	2,395	7,518.79
Wood Village	1,202*	3,773.52
Totals	679,777	$2,134,070.27

* Population as determined by actual count made under supervision of Secretary of State.

** 2/3 of 1950 census, as provided in Chapter 425, Oregon Laws 1947

II. Cities of Populations Less than 1,000

City	Population	Amount
Adams	154	$ 483.46
Amity	672	2,109.66
Antelope	60	188.36
Arlington	686	2,153.61
Athena	750	2,354.53
Aumsville	281	882.16
Aurora	242	759.73
Banks	376	1,180.40
Barlow	75	235.45
Bay City	761	2,389.06

(cont.)

EXHIBIT "F" (cont.)

City	Population	Amount
Boardman	120	376.72
Bonanza	259	813.10
Butte Falls	372	1,167.84
Canyon City	508	1,594.80
Canyonville	861	2,703.00
Cascade Locks	733	2,301.16
Cave Junction	283	888.44
Chiloquin	668	2,097.10
Clatskanie	901	2,828.57
Coburg	693	2,175.58
Columbia City	405	1,271.44
Condon	968	3,038.91
Cornelius	998	3,133.09
Cove	282	885.30
Creswell	662	2,078.26
Culver	301	944.95
Dayton	719	2,257.21
Dayville	286	897.86
Delake	644	2,021.75
Donald	187	587.06
Dufur	422	1,324.81
Dundee	308	966.93
Eagle Point	607	1,905.60
Eastside	890	2,794.04
Echo	457	1,434.69
Elkton	201	631.01
Estacada	950	2,982.40
Fairview	438	1,375.04
Falls City	853	2,677.88
Fossil	645	2,024.89
Gaston	368	1,155.29
Gates	422	1,324.81
Gearhart	568	1,783.16
Gervais	457	1,434.69
Glendale	871	2,734.39
Gold Beach	677	2,125.35
Gold Hill	619	1,943.27
Granite	40	125.57
Grass Valley	195	612.18
Haines	321	1,007.74

EXHIBIT "F" (cont.)

City	Population	Amount
Halfway	312	$ 979.48
Halsey	388	1,218.07
Hammond	522	1,638.75
Harrisburg	862	2,706.14
Helix	182	571.37
Hines	918	2,881.94
Hubbard	493	1,547.71
Huntington	733	2,301.16
Idanha	442	1,387.60
Imbler	149	467.77
Ione	262	822.51
Island City	138	433.23
Jefferson	636	1,996.64
Jordan Valley	236	740.89
Joseph	666	2,090.82
Juntura	107	335.91
Lafayette	662	2,078.26
Lexington	237	744.03
Lonerock	38	119.30
Long Creek	288	904.14
Lostine	178	558.81
Malin	592	1,858.51
Manzanita	339	1,064.25
Maupin	312	979.48
Merrill	835	2,621.37
Metolius	157	492.88
Mitchell	415	1,302.84
Monroe	362	1,136.45
Monument	228	715.78
Moro	359	1,127.03
Mosier	259	813.10
Mount Vernon	451	1,415.86
Nehalem	270	847.63
North Powder	403	1,265.17
Oakland	829	2,602.54
Oceanlake	700	2,197.56
Paisley	214	671.82
Phoenix	746	2,341.97
Pilot Rock	847	2,659.04
Port Orford	674	2,115.93

(cont.)

EXHIBIT "F" (cont.)

City	Population	Amount
Powers	895	$ 2,809.73
Prairie City	822	2,580.56
Prescott	119	373.58
Richland	220	690.66
Riddle	634	1,990.36
Rogue River	590	1,852.23
St. Paul	226	709.50
Scappoose	659	2,068.84
Scio	448	1,406.44
Scotts Mills	217	681.24
Shaniko	61	191.50
Sherwood	575	1,805.14
Siletz	570	1,789.44
Sisters	723	2,269.76
Sodaville	157	492.88
Stanfield	845	2,652.77
Sublimity	367	1,152.15
Summerville	73	229.17
Sumpter	146	458.35
Taft	450	1,412.72
Talent	739	2,319.99
Troutdale	514	1,613.64
Tualatin	248	778.56
Turner	610	1,915.01
Umatilla	883	2,772.06
Waldport	689	2,163.02
Wasco	305	957.51
Waterloo	180	565.09
Weston	679	2,131.63
Wheeler	291	913.56
Yamhill	539	1,692.12
Yoncalla	626	1,965.24
Totals	57,757	$181,320.49

2. That a certified copy of this resolution be delivered to the Secretary of State for his use and guidance in the

EXHIBIT "F" (cont.)

administration of said law with respect to the distribution of said funds.

3. That this resolution be entered in the minutes and records of the Commission as of January 31, 1952.

EXHIBIT "G"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3236 with C. J. Montag & Sons for grading, paving, and structures on the Tillamook Street-Broadway Bridge Section of the Pacific Highway in Multnomah County, completed December 14, 1951.

Contract No. 3292 with Bemis & Co. for constructing maintenance building at Veneta in Lane County, completed December 8, 1951.

Contract No. 3315 with Bemis & Co. for constructing maintenance storage building at Eugene in Lane County, completed December 8, 1951.

Contract No. 3444 with Rex C. Ayers Construction Co. for grading and oil mat surfacing on the Willamette River (Jasper) Bridge Section of the Springfield-Creswell Highway in Lane County, completed October 18, 1951. Removal of plant and clean up was completed December 21, 1951.

Contract No. 3480 with VaDare Construction Co. for constructing bridge over the Deschutes River at Tumalo in Deschutes County, completed December 19, 1951.

Contract No. 3483 with City Electric, Inc. for installing traffic signals in Portland, Gladstone, and Newberg, completed January 17, 1952.

Contract No. 3485 with A. H. Saxton & Sons for furnishing crushed materials in stockpiles on the Hebo Section of the Oregon Coast and Three Rivers Highways in Tillamook County, completed August 8, 1951.

Contract No. 3516 with Peter Kiewit Sons' Co. for paving on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties, completed November 14, 1951.

Contract No. 3525 with Salem Sand & Gravel Co. for constructing overnight camping area in Silver Creek Falls Park in Marion County, Completed October 31, 1951.

Contract No. 3538 with C. A. Lantz for constructing service building at the Salem Highway Shops in Marion County, completed December 21, 1951.

(cont.)

EXHIBIT "G" (cont.)

Contract No. 3545 with C. M. Merrill, contractor, Santiam Junction Maintenance Building in Linn County, completed December 30, 1591.

Contract No. 3565 with Swendig & Son for constructing maintenance building at Huntington in Baker County, completed December 9, 1951.

Contract No. 3567 with Gilbert Roberts for constructing maintenance building at Bridge in Coos County, completed December 15, 1951.

Contract No. 3583 with V. C. Johnson for constructing latrine at Silver Falls Park in Marion County, completed December 31, 1951.

Contract No. 3585 with V. C. Johnson for constructing latrine at Helmick State Park in Polk County, completed December 27, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "H"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, the State Highway Commission has relocated the present Columbia River Highway (Primary State Highway No. 2 -- Federal Aid Route No. 1) so that the said relocated highway lies North of the present cities of Hood River, Oregon, and Mosier, Oregon, and

WHEREAS, it is the opinion of the State Highway Commission that it is necessary, and in the best interests of the citizens of the State of Oregon, that highway spurs be constructed so that proper accesses and intersections may be made between the city streets of Hood River and Mosier, and the relocated Columbia River Highway as set forth on the Oregon State Highway Department maps dated January, 1952, covering the proposed spur addition to Federal Aid System, Federal Aid Route No. 1 - City of Hood River and Mosier Spur connection to Columbia River Highway.

NOW, THEREFORE, BE IT AND HEREBY IS RESOLVED AND ORDERED BY THE COMMISSION AS FOLLOWS:

1. That a spur connection 0.085 miles in length be constructed from the relocated Columbia River Highway (Primary State Highway No. 2 -- Federal Aid Route No. 1) to connect with the intersection of Second and Cascade Streets in Hood River, Oregon, in accordance with a State Highway Department map entitled "Proposed Spur Addition to Federal Aid System, Federal Aid Route No. 1 -- City of Hood River" dated January, 1952. a copy of which is attached hereto marked Exhibit "A" and by this reference made a part hereof, and that said spur connection be a part of the Columbia River Highway.

2. That a spur connection 0.267 miles in length, be constructed from the relocated Columbia River Highway (Primary State Highway No. 2) to connect with the old Columbia River Highway at Mosier, Oregon, in accordance with a State Highway Department map entitled "Mosier Spur Connection to Columbia River Highway, City of Mosier" dated January, 1952, a copy of which is attached hereto marked Exhibit "B" and by this reference made a part hereof, and that said spur connection be a part of the Columbia River Highway.

3. That this Resolution be and it hereby is entered in the minutes and records of the Commission this 31st day of January, 1952.

EXHIBIT "I"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: SUNSET HIGHWAY

Highway Number: 47 Route number: US 26

Location of Termini		Established Speed
M. P. 71.42 (Junction with S. W. Humphrey Blvd.)	to M. P. 71.62 (0.2 mile easterly from Humphrey Blvd.)	35 miles per hour

(cont.)

EXHIBIT "I" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that the resolution adopted by the Commission on November 10, 1950, designating a 45-mile per hour speed zone within the limits above described is hereby cancelled and annulled insofar as it is in conflict with the speed limit established by this resolution.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Highway Commission as of January 31, 1952.

EXHIBIT "J"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Wasco-Heppner Highway No. 300 known as the Cottonwood Canyon-Condon Section in Gilliam County, the westerly terminus of which is at highway engineer's station 1257+98.95 of the reconstructed line and the easterly terminus of which is at highway engineer's station 1824+50; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Gilliam County and the Highway Commission have entered into an agreement under date of December 19th, 1950, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Wasco-Heppner Highway was completed on November 30th, 1951, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That as the section of the Wasco-Heppner Secondary Highway, State Highway No. 300, known as the Cottonwood Canyon-Condon Section in Gilliam County, the westerly terminus of which is at highway engineer's station 1257+98.95 of the reconstructed line and the easterly terminus of which is at highway engineer's station 1824+50 of the new route, is now completed, the sections of the old route herein defined and described as Units "A", "B", "C", "D", "E", "F", "G", and "H" shall no longer be part of the route of the Wasco-Heppner Secondary Highway, State Highway No. 300, but shall be eliminated and removed therefrom.

2. That the portions of the old right of way, which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "A", "G", and "H", and are shown colored in red on the map attached hereto and marked "Exhibit A" and are more particularly des-

(cont.)

cribed as follows:

Unit "A"

Beginning at State Highway Engineer's Station 1260+00 of the relocated Wasco-Heppner Secondary Highway in the Southwest quarter of the Northeast quarter of Section 9, Township 2 South, Range 19 East, W. M.; thence easterly via the former route of the Wasco-Heppner Secondary Highway to State Highway Engineer's Station 1272+65 of the present Wasco-Heppner Secondary Highway in the Southeast quarter of the Northeast quarter of Section 9, Township 2 South, Range 19 East, W. M.

Unit "G"

Beginning at the north right of way line of the present Wasco-Heppner Secondary Highway in the Northwest quarter of the Northeast quarter of Section 23, Township 2 South, Range 19 East, W. M., at a point 1,715 feet north of the center of said Section 23; thence southerly via the former route of the Wasco-Heppner Secondary Highway to State Highway Engineer's Station 1415+65 of the relocated Wasco-Heppner Secondary Highway in the Northwest quarter of the Southeast quarter of Section 23, Township 2 South, Range 19 East, W. M.

Unit "H"

Beginning at State Highway Engineer's Station 1428+00 of the relocated Wasco-Heppner Secondary Highway in the Northwest quarter of the Southeast quarter of Section 23, Township 2 South, Range 19 East, W. M., thence southeasterly via the former route of the Wasco-Heppner Secondary Highway to State Highway Engineer's Station 1486+10 of the relocated Wasco-Heppner Secondary Highway in the Northwest quarter of the Northeast quarter of Section 25, Township 2 South, Range 19 East, W. M.

shall hereafter be maintained by the County as county roads for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said roads may be assumed and exercised by the County Court of Gilliam County, and said roads shall thereafter be maintained by the County for public use.

3. That the portions of the old right of way, which by reason of the reolcation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "B", "C", "D", "E", and "F" and are shown colored in brown on map attached hereto and marked "Exhibit A", and are more particularly described as follows:

EXHIBIT "J" (cont.)

Unit "B"

Beginning at State Highway Engineer's Station 1272+65 of the present Wasco-Heppner Secondary Highway in the Southeast quarter of the Northeast quarter of Section 9, Township 2 South, Range 19 East, W. M., thence easterly and southerly via the former route of the Wasco-Heppner Secondary Highway to State Highway Engineer's Station 1299+35 of the relocated Wasco-Heppner Secondary Highway in the Southwest quarter of the Southwest quarter of Section 10, Township 2 South, Range 19 East, W. M.

Unit "C"

Beginning at State Highway Engineer's Station 1299+60 of the relocated Wasco-Heppner Secondary Highway in the Northeast quarter of the Northeast quarter of Section 16, Township 2 South, Range 19 East, W. M. thence southeasterly via the former route of the Wasco-Heppner Secondary Highway to State Highway Engineer's Station 1325+80 of the relocated Wasco-Heppner Secondary Highway in the Southeast quarter of the Northwest quarter of Section 15, Township 2 South, Range 19 East, W. M.

Unit "D"

Beginning at State Highway Engineer's Station 1328+50 of the relocated Wasco-Heppner Secondary Highway in the Southeast quarter of the Northwest quarter of Section 15, Township 2 South, Range 19 East, W. M., thence southeasterly via the former route of the Wasco-Heppner Secondary Highway to State Highway Engineer's Station 1349+10 of the relocated Wasco-Heppner Secondary Highway in the Northeast quarter of the Southeast quarter of Section 15, Township 2 South, Range 19 East, W. M.

Unit "E"

Beginning at State Highway Engineer's Station 1349+25 of the relocated Wasco-Heppner Secondary Highway in the Northeast quarter of the Southeast quarter of Section 15, Township 2 South, Range 19 East, W. M., thence southeasterly via the former route of the Wasco-Heppner Secondary Highway to State Highway Engineer's Station 1382+55 of the relocated Wasco-Heppner Secondary Highway in the Northwest quarter of the Northwest quarter of Section 23, Township 2 South, Range 19 East, W. M.

Unit "F"

Beginning at State Highway Engineer's Station 1383+65 of the relocated Wasco-Heppner Secondary Highway in the Northwest quarter

(cont.)

EXHIBIT "J" (cont.)

of the Northwest quarter of Section 23, Township 2 South, Range 19 East, W. M., thence Southeasterly via the former route of the Wasco-Heppner Secondary Highway to its intersection with a line parallel with and 20 feet west of the north and south $\frac{1}{4}$ section line through Section 23, Township 2 South, Range 19 East, W. M.

shall be abandoned as a part of said highway and hereafter shall be under the jurisdiction and control of the County and may be vacated or kept by the County for such public use as the County may determine. *

4. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

5. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the the Commission, and the Secretary hereby is directed to mail to the County Court of Gilliam County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in brown on the map attached hereto and marked "Exhibit A".

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 221. under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K"

Minutes of January 31, and February 1, 1952

RESOLUTION

WHEREAS, Oak Street in the city of Silverton, Marion County, Oregon, is a street heretofore selected and designated as a street over which to route state highway traffic, particularly Cascade State Secondary Highway traffic, within the corporate limits of Silverton; and

WHEREAS, it has been demonstrated that the parking of vehicles on the south side of Oak Street between Second and Third streets in said city constitutes and is a hazard to traffic and interferes with the safe and easy flow or movement of vehicles over said streets; and

WHEREAS, it appears that the Common Council of the City of Silverton on the 7th day of January, 1952, adopted Ordinance No. 401 by which the parking of vehicles on the south side of Oak Street between Second and Third streets is prohibited; and

WHEREAS, it is the judgment of this Commission that the State, through its State Highway Commission, should cooperate with the City of Silverton in the accomplishment of the purpose of said ordinance.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the Commission does hereby ratify and approve said ordinance No. 401 as adopted January 7, 1952, by the Common Council of the City of Silverton and hereby offers the cooperation of the State Highway Department to the end that the full benefit of said ordinance may be accomplished and the convenience and safety of the traveling public thereby advanced.

2. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING AT ANY TIME" signs on the south side of Oak Street between Second and Third Streets and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purpose of said city ordinance and the action of the Highway Commission as herein declared.

3. That a certified copy of this resolution be sent to the Silverton City Council for its information and guidance.

4. That this resolution be entered in the minutes and records of the State Highway Commission as of the 31st day of January, 1952.

January 31, 1952

EXHIBIT "L-1"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways and to acquire in the name of the the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, if by so doing the interest of the owner and the State will be best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designed said route as a state highway to be known as the West Portland-Hubbard Highway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided om the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway to the end that human lives may be saved, property damage minimuzed, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows.

(cont.)

EXHIBIT "L-1" (cont.)

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Boones Ferry Road-Willamette River Unit of the Barbur Boulevard-White School Section of the West Portland-Hubbard Highway as a throughway the following Described real property, to wit:

R-17496, R-17497 and R-17498
Owner: Arthur Ojiro Sasaki

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 35, Township 2 South Range 1 West, and in the East half ($E\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 2, Township 3 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property Described in those deeds to Ojiro Sasaki, recorded in Book 216, page 53, to O. Sasaki, recorded in Book 144, page 496, and to Arthur O. and Nami Sasaki, recorded in Book 187, page 37, of Washington County Records of Deeds, the said parcel being that portion of said property included in a strip of land 300 feet in width, 100 feet on the westerly side and 200 feet on the easterly side of the center line of the West Portland-Hubbard Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 370+00, said Station being approximately 735 feet north and 500 feet west of the southeast corner of said Section 35; thence South 15° 48' 30" West 1201.22 feet; thence on a spiral curve left (the long chord of which bears South 15° 36' West) 250 feet; thence on an 11,459.16 foot radius curve left (the long chord of which bears South 7° 52' 30" West) 2923.34 feet to Station 413+74.56; said center line crossing the northerly and southerly lines of said property approximately at Stations 370+65 and 392+90 respectively.

Also that portion of said property described in said Book 144, page 496, lying westerly of said strip of land.

Bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 15.02 acres.

2. The Commission does hereby find and declare that the acquisition of the real property hereinabove described and the denial of access thereto, as hereinafter set forth, will result in depriving the owner of all means of access from that portion of his real property lying easterly

of and adjacent to the real property hereinabove described to any public highway and to his remaining real property, and, therefore, that it is in the best interest of both the State and the owner for the Highway Commission to acquire fee simple title to the owner's entire tract of real property lying easterly of the west boundary of the real property hereinabove described, which said tract includes that portion of the real property described in paragraph 1, above, and the real property described as follows, to wit:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 35, Township 2 South, Range 1 West, and in the East half ($E\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 2, Township 3 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of the following described property:

That tract of land which was described in those certain deeds to Ojiro Sasaki, Recorded in Book 216, page 53, to O. Sasaki, recorded in Book 144, page 496, and to Arthur O. and Nami Sasaki, recorded in Book 187, page 37, of Washington County Record of Deeds, the said parcel being that portion of said property lying easterly of the parcel of land described in paragraph 1 hereof, and more particularly described as follows:

Beginning at the southeast corner of said Section 35; thence north along the east line of said Section 35 a distance of 640 feet more or less to the northeast corner of Lot 6 of Tualatin Orchard Tracts; thence west along the north lines of Lot 6 and 5 of Tualatin Orchard Tracts 310 feet more or less to the northeast corner of the parcel of land described in paragraph 1 hereof; thence southerly along the easterly line of the parcel of land described in paragraph 1 hereof a distance of 2213 feet more or less to the south line of said property described in said Book 144, page 496, and the southeast corner of said parcel of land described in paragraph 1 hereof; thence east along said south line 895 feet more or less to the southeast corner of said property; thence north along the east line of said Section 2 a distance of 1485 feet more or less to the point of beginning.

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 29.98 acres.

3. That in addition to the acquisition of fee simple title to the real property hereinabove described in paragraphs 1 and 2, it is necessary and required that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in

EXHIBIT "L-1" (cont.)

the nature of rights of access may accrue by reason of the adjacency of the West Portland-Hubbard Highway, when constructed upon the real property described in paragraph 1 hereinabove, to the real property remaining after the appropriation of the real property described in said paragraph 1, and that all access to, from and between the real property described in paragraph 1 hereinabove, including any highways now or hereafter constructed thereon, and the real property remaining after the appropriation of the real property described in said paragraph 1 be restricted and prohibited.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent fomain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 31st day of January, 1952.

19373

EXHIBIT "L-2"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Coos Bay-Roseburg Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Suicide Creek-Pacific Highway Section of the Coos Bay-Roseburg Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Suicide Creek-Pacific Highway Section of the Coos Bay-Roseburg Highway the following described real property, to wit:

R-18563
Owner: Margaret May DeRoss, et al

A parcel of land lying in the H. O. Waters D. L. C. #43 situated in the Northwest quarter (NW $\frac{1}{4}$) of the Southwest quarter (SW $\frac{1}{4}$) of Section 6, Township 29 South, Range 7 West, W. M., Douglas County, Oregon, the said parcel being that portion of said D. L. C. #43 included in a strip of land 300 feet in width, lying on the northerly side of the center line of the Coos Bay-Roseburg Highway as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 946+00, said Station

EXHIBIT "L-2" (cont.)

being 2071 feet south and 547.8 feet east of the northeast corner of Section 1, Township 29 South, Range 8 West, W. M., thence North 62° 26' East 64.5 feet; thence on a 477.46 foot radius curve left (the long chord of which bears North 51° 19' East) 185.2 feet; thence North 40° 12' East 150.3 feet to Engineer's Station 950+00. The westerly and easterly ends of said strip of land lie at right angles to said center line at Stations946+00 and 950+00 respectively.

The parcel of land to which this description applies contains 1.95 acres.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 31st day of January, 1952.

19375

EXHIBIT "L-3"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the North Corvallis Section of the Pacific Highway West, and has ordered and declared that the said section of the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes in connection with the establishing, constructing and maintaining of the North Corvallis Section of the Pacific Highway West as a throughway the following described real property, to wit:

(cont.)

EXHIBIT "L-3" (cont.)

R-17991
Owner: Artilla Pittman

A parcel of land lying in Section 35, Township 11 South, Range 5 West, W. M., Benton County, Oregon, and being a portion of that property conveyed by that deed to D. D. Pittman, recorded in Book 71, Page 39, of Benton County Records of Deeds, the said parcel being that portion of said property lying West of a line which is parallel to and 65 feet Easterly of the center line of the North 1st Street connection of the Pacific Highway West in the City of Corvallis as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 18+49, said Station being 292.09 feet North and 94.95 feet East of the Northeast corner of Block 10 of Dixon's Second Addition to Corvallis; thence North 12° 51' West 500 feet to Engineer's Station 23+49, the Southerly and Westerly lines of said property intersecting the Easterly line of said parcel approximately opposite Stations 22+29 and 23+17 respectively.

The parcel of land to which this description applies contains 1810 square feet.

2. That in addition to acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights or access or any rights in the nature of rights of access may accrue by reason of the adjacency of the North Corvallis Section of the Pacific Highway West when constructed upon the aforesaid described real property to the remaining abutting land of the larger tract, of which said larger tract the aforesaid described real property is a part, and that all access, ingress, and regress to, from and between the aforesaid described real property, including any highway to be constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

EXHIBIT "L-3" (cont.)

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 31st day of January, 1952.

EXHIBIT "L-4"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgme t of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way of the T. H. Banfield Expressway, for the purpose of establishing, constructing and maintaining a throughway, the following described parcel of real property, to wit:

EXHIBIT "L-4" (cont.)

R-16728
Owner: Fifth Avenue Company (Now known as Efem Warehouse Company)

A parcel of land lying in Section 31, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to the Fifth Avenue Company, recorded in Book 900, Page 373 of Multnomah County Record of Deeds, the said parcel being described as follows:

Beginning at a point on the East line of 47th Street, (now N. E. 47th Avenue), that is 30 feet East of a point in the center of said street which is 20 chains, 62½ links East and 60 chains North of the Southwest corner of Section 31, Township 1 North, Range 2 East of W. M., running thence East 123.89 feet more or less to the Southwesterly boundary of the Oregon Railway and Navigation Company's Right of Way; thence Northwesterly along the Southwesterly line of said Right of Way to its intersection with the East line of East 47th Street, (now N. E. 47th Avenue); thence Southerly along said East line 151.95 feet, more or less, to the place of beginning.

The parcel of land to which this description applies contains 0.22 acre.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the T. H. Banfield Expressway, when constructed upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid-described property, including any highway now or hereafter constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said real property.

EXHIBIT "L-4" (cont.)

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 31st day of January, 1952.

EXHIBIT "L-5"

Minutes of January 31 and February 1, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H. Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows.

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way of the T. H. Banfield Expressway, for the purpose of establishing, constructing and

(cont.)

EXHIBIT "L-5" (cont.)

maintaining a throughway, the following described parcel of real property, to wit:

R-15033
Owner: Efem Warehouse Company

A parcel of land lying in the Northwest quarter (NW$\frac{1}{4}$) of Section 31, Township 1 North, Range 2 East, W.M., Multnomah County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by those certain deeds to Fifth Avenue Company, recorded in Book 859, Page 247, and Book 956, Page 298, of Multnomah County Record of Deeds, the said parcel being described as follows:

Beginning at a point 20 chains and 62$\frac{1}{2}$ links East and 60 chains and 78 links North of the Southwest corner of Section 31, Township 1 North, Range 2 East of the Willamette Meridian; thence West 8 chains 87$\frac{1}{2}$ links to a point; thence North 6 chains 96$\frac{1}{2}$ links to a point; thence East to a point in the Westerly line of the Oregon-Washington Railroad and Navigation Company's right of way as now located and existing; thence Southeasterly along said Westerly line of said right of way to a point due North of the point of beginning; thence South to the place of beginning, excepting, however, the rights of the public in and to so much of said tract as may be included within the present boundaries of N. E. 47th Avenue, excepting, from the above described tract the following parcel, to wit:

Beginning at the Southeast corner of the above described tract; thence North 61.2 feet to the true point of beginning; thence North 75.5 feet; thence West 359 feet; thence South 75.5 feet; thence East 359 feet to the true point of beginning; also excepting the following described tract, to wit:

Beginning at a point 20.625 chains East and 60.78 chains North of the Southwest corner of Section 31 in Township 1 North, Range 2 East of the Willamette Meridian; thence West to the West line of N.E. 47th Avenue as now laid out and established; thence North along said West line, a distance of 136.3 feet to the true point of beginning; thence West a distance of 50 feet to a point; thence North to the Southerly line of the right of way of the O.W.R.& N. Railroad; thence in a Southeasterly direction along the Southerly line of said right of way to the West line of N. E. 47th Avenue as now laid out and established; thence South to the true point of beginning; also excepting that parcel

(cont.)

of land conveyed to Thaddeus H. Green and Marie V. Green by deed recorded December 7, 1945, in Book 994, Page 423, Multnomah County Record of Deeds; also excepting that parcel of land conveyed to Thaddeus H. Green and Marie V. Green by deed recorded October 15, 1946, in Book 1110, Page 365, Multnomah County Record of Deeds, also excepting that parcel of land conveyed to Eileen Rae Sealy by deed recorded March 1, 1946, in Book 1022, Page 233, Multnomah County Record of Deeds; also excepting that parcel lying in N. E. 44th Avenue conveyed to the City of Portland by deed recorded in Book 1175, Page 57, Multnomah County Record of Deeds under City of Portland Ordinance No. 85111, including the reservation for the exclusive easement for the use of the easterly 12.5 feet of N. E. 44th Avenue.

Also including all that tract of land conveyed by Multnomah County to Fifth Avenue Company by deed recorded August 6, 1945, Book 956, Page 298, Multnomah County Record of Deeds, said tract lying between the North line of the first described tract of land, and the South line of the Oregon Washington Railroad and Navigation Company right of way, excepting, however, that portion lying in N. E. 44th Avenue and conveyed to the City of Portland by deed recorded in Book 1175, Page 57, Multnomah County Record of Deeds under City of Portland Ordinance No. 85111, including the reservation for the exclusive easement for the use of the Easterly 12.5 feet of N. E. 44th Avenue.

The parcel of land to which this description applies contains 162,641 square feet.

2. That in addition to acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the T. H. Banfield Expressway, when constructed upon the aforesaid-described real property, to the remaining abutting land of the larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid-described property, including any highway now or hereafter constructed thereon, and said remaining abutting property be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "L-5" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 31st day of January, 1952.

Portland, Oregon
February 19, 1952

Pursuant to adjournment of its meeting held on February 1, 1952, the State Highway Commission met at 9:00 a.m. Standard Oregon Time in the Green Room of the Imperial Hotel, Portland, Oregon. Among others, the following persons were present:

Chas. H. Reynolds, Commissioner, Acting Chairman
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Chairman Ben R. Chandler was excused from attending this meeting.

Commissioner Reynolds, Acting Chairman, called the meeting to order and announced that the meeting was for the principal purpose of receiving and opening bids for the purchase of a block of $15,000,000 of Oregon State Highway bonds. He then inquired if there were any bids for the bonds that had not been presented at the Commission's table. There being none, bids as follows for the purchase of the bonds offered for sale were then opened and read aloud by the Secretary pursuant to previously published notice, at the conclusion of which, Commissioner Reynolds stated that the bids would be studied by the Commission, and that the decision arrived at would be publicly announced at 10:30 a.m.:

List of Bidders

1. Bankers Trust Company and associates
2. Foster & Marshall and associates
3. The First National Bank of Portland, Oregon, Harris Trust and Savings Bank and associates
4. Halsey, Stuart & Co., Inc. and associates
5. Kuhn, Loeb & Co. and associates
6. The First National Bank of Chicago and associates

(for names of associates, see attached list)

Bidder	Bond Maturity Date	Designated Interest Rate	Price Bid	Effective Interest Cost	Effective Interest Rate
1	3/1/53 to 3/1/58 inc.	1-1/4%			
1	3/1/59 to 3/1/70 inc.	1-1/2%			
1	3/1/71 to 3/1/72 inc.	1-3/4%			
			$14,821,500	$2,574,750	1.634761%
2	3/1/53 to 3/1/59 inc.	1-1/4%			
2	3/1/60 to 3/1/67 inc.	1-1/2%			
2	3/1/68 to 3/1/72 inc.	1-3/4%			
			$14,891,850	$2,586,900	1.6425%
3	3/1/53 to 3/1/59 inc.	1-1/4%			
3	3/1/60 to 3/1/68 inc.	1-1/2%			
3	3/1/69 to 3/1/72 inc.	1-3/4%			
			$14,847,375	$2,601,375	1.6516%
4	3/1/53 only	3%			
4	3/1/54 to 3/1/59 inc.	1-1/4%			
4	3/1/60 to 3/1/72 inc.	1-1/2%			
			$14,703,750	$2,619,375	1.663095%
5	3/1/53 to 3/1/58 inc.	1-1/4%			
5	3/1/59 to 3/1/67 inc.	1-1/2%			
5	3/1/68 to 3/1/72 inc.	1-3/4%			
			$14,848,200	$2,643,675	1.678524%
6	3/1/53 to 3/1/59 inc.	1-1/4%			
6	3/1/60 to 3/1/68 inc.	1-1/2%			
6	3/1/69 to 3/1/72 inc.	1-3/4%			
			$14,782,516	$2,666,234	1.6928469%

ASSOCIATES

In connection with offers to purchase $15,000,000 Oregon State Highway Bonds on February 19, 1952

BANKERS TRUST COMPANY

The National City Bank of New York
Blyth & Co., Inc.
R. W. Pressprich & Co.

Heller, Bruce & Co.
Brown Brothers Harriman & Co.
F. S. Smithers & Co.

February 19, 1952

Eastman, Dillon & Co.
Weeden & Co., Incorporated
Braun, Bosworth & Co., Incorporated
Hemphill, Noyes, Graham, Parsons & Co.
Lee Higginson Corporation
Fahey, Clark & Co.
The United States National Bank of Portland
Dean Witter & Co.
Robert Winthrop & Co.
G. C. Haas & Co.
First Securities Company of Chicago

FOSTER & MARSHALL

First National Bank of New York
Smith, Barney & Co.
C. J. Devine & Co., Inc.
Harriman Ripley & Co., Incorporated
Goldman, Sachs & Co.
The Mercantile Trust Company
Salomon Bros. & Hutzler
Merrill Lynch, Pierce, Fenner & Beane
Lazard Freres & Co.
Paine, Webber, Jackson & Curtis
A. G. Becker & Co., Inc.
First of Michigan Corporation
Schoellkopf, Hutton & Pomeroy, Inc.
The Boatmen's National Bank
B. J. Van Ingen & Co., Inc.
Reynolds & Co.
Ira Haupt & Co.
The Milwaukee Company
Stein Bros. & Boyce
Peoples National Bank of Charlottesville
Burns, Corbett & Picard, Inc.
J. B. Hanauer & Co.
Watling, Lerchen & Co.
Paul Frederick & Company
Freeman & Company
Julius A. Rippel, Inc.
New York Hanseatic Corporation

THE FIRST NATIONAL BANK OF PORTLAND, OREGON
HARRIS TRUST AND SAVINGS BANK

NONE NAMED

HALSEY, STUART & CO., INC.

Continental Illinois National Bank and Trust Company of Chicago
Lehman Brothers
Kidder, Peabody & Co.
Phelps, Fenn & Co.
Blair, Rollins & Co., Incorporated
Shields & Company
Stone & Webster Securities Corporation
R. S. Dickson & Company, Incorporated
John Nuveen & Co.
Barr Brothers & Co.
Hornblower & Weeks
California Bank
Stroud & Company, Incorporated
Blunt Ellis & Simons
Newhard, Cook & Co.
McDonald-Moore & Co.
Geo. B. Gibbons & Company, Incorporated
Adams, McEntee & Co., Inc.
Bacon, Stevenson & Co.
A. Webster Dougherty & Co.
Wm. P. Harper & Son & Co.
C. F. Childs and Company, Incorporated
Pacific Northwest Co.
Byrne and Phelps, Inc.
Kaiser & Co.
McMaster Hutchinson & Co.
Rodman & Linn
Thomas & Company
McCormick & Co.
Detmer & Co.
Malvern Hill & Company, Inc.

Mullaney, Wells & Company
Kenower, MacArthur & Co.
Stern Bros. & Co.

Reinholdt & Gardner
Cohn & Co.
Sills, Fairman and Harris Inc.

KUHN, LOEB & CO.

Chemical Bank & Trust Company
Equitable Securities Corporation
Aubrey G. Lanston & Co., Inc.
Alex. Brown & Sons
Hallgarten & Co.
The Marine Trust Company of Western New York
Hirsch & Co.
Laurence M. Marks & Co.
Dick & Merle-Smith
Central Republic Company (Incorporated)
Hannahs, Ballin & Lee
Bartow Leeds & Co.
Gregory & Son, Incorporated
Talmage & Co.

Hall & Company
R. D. White & Company
Ernst & Co.
Van Alstyne Noel Corporation
Wurtz, Dulles & Co.
Dreyfus & Co.
Ryan, Sutherland & Co.
The Ohio Company
A. M. Kidder & Co.
Shelby Cullom Davis & Co.
DeHaven & Townsend, Crouter & Bodine
Tripp & Co., Inc.
Lee W. Carroll & Co.
Gregory Harrington & Co., Inc.

THE FIRST NATIONAL BANK OF CHICAGO

J. P. Morgan & Co., Incorporated
Drexel & Co.
White, Weld & Co.
Bear, Stearns & Co.
A. C. Allyn & Company, Incorporated
Harris, Hall & Company, Incorporated
Coffin & Burr, Incorporated
L. F. Rothschild & Co.
Hayden, Stone & Co.
Laidlaw & Co.
Wood Struthers & Co.
American Securities Corp.
City National Bank & Trust Co., K. C.
The Illinois Company
Robert W. Baird & Co., Incorporated
Francis I. duPont & Co.
Roosevelt & Cross, Inc.
W. H. Morton & Co., Incorporated
Kean, Taylor & Co.
J. G. White & Company, Inc.
National Bank of Commerce of Seattle

R. H. Moulton & Company
William R. Staats Co.
Schwabacher & Co.
W. E. Hutton & Co.
King, Quirk & Co., Incorporated
Bache & Co.
The Small-Milburn Company, Incorporated
Raffensperger, Hughes & Co., Inc.
Shearson, Hammill & Co.
E. F. Hutton & Company
Baxter, Williams & Co.
National City Bank of Cleveland
Wood, Gundy & Co., Incorporated
Glickenhaus & Lembo
R. L. Day & Co.
T. H. Jones & Company
Fordyce & Co.
Robert Garrett & Sons
John Small & Co.
Merrill, Turben & Co.
Wm. C. Seufferle & Co.

Bids as follows for highway construction were then opened and read aloud by the Secretary pursuant to previously published notice following which he announced, at the request of the Acting Chairman, that award of contracts would be made at 2:00 p.m.

OLD OREGON TRAIL IN BAKER COUNTY
BAKER-HUNTINGTON ROCK PRODUCTION PROJECT

No Bids Received

BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY
BAKER-TABLE ROCK CREEK ROCK PRODUCTION PROJECT

Arthur Simonsen, Baker	$ 22,334.40

BAKER-UNITY HIGHWAY IN BAKER COUNTY
UNITY JUNCTION-MILL GULCH ROCK PRODUCTION PROJECT

N. A. Toole Construction Company, Ontario	$ 20,790.00

BENTON COUNTY
ALBANY BRIDGE PAINTING

P. L. Halloway Painting Company, Tacoma, Wash.	$ 11,975.00
O&S Painters, Tigard	14,550.00
L. E. Snell, Albany	18,000.00
Tri-State Painting Company, Portland	22,500.00
C. H. Savage Company, Portland	23,882.00
J. S. Morris Company, Berkeley, California(1)	37,700.00

(1) Bidder will accept only one project

OREGON COAST HWY. IN COOS COUNTY
BUNKER HILL SECTION

Porter W. Yett, Portland	$ 78,042.50

DOUGLAS COUNTY
FAIR OAKS BRIDGE

United Builders, Inc., Beaverton	$ 30,651.00
Todd Building Company, Roseburg	31,305.00
Tom Lillebo, Reedsport	36,935.00
C. J. Eldon, Portland	38,928.00
Groesbeck & Hickson, Eugene	40,750.00
Glenn Snook, Eugene	55,850.00

DOUGLAS COUNTY
UMPQUA RIVER BRIDGE PAINTING

Tri-State Painting Company, Portland	$ 21,210.00
J. S. Morris Company, Berkeley, California (1)	33,300.00

(1) Bidder will accept only one project at this letting.

NORTH SANTIAM HIGHWAY IN LINN COUNTY
NORTH SANTIAM RIVER BRIDGE RAIL REPLACEMENT

George E. Berry, Beaverton	$ 7,900.00
Victor E. Johnston, Newberg	8,250.00
Snook Brothers, Corvallis	8,470.00
C. M. Merrill, Newport	8,838.00
Glenn Snook, Eugene	10,000.00

FOUR STATE HIGHWAYS IN UMATILLA COUNTY
HERMISTON ROCK PRODUCTION PROJECT

Newport Construction Company, Portland (1)	$ 34,947.00
E. H. Itschner, Molalla (1)	35,700.00
Peter Kiewit Sons Company, Longview, Washington	37,961.00
Homer G. Johnson, Portland (1)	42,643.00

(1) Bidder will not accept this project unless also awarded the Pendleton Rock Production Project.

FOUR STATE HIGHWAYS IN UMATILLA COUNTY
PENDLETON ROCK PRODUCTION PROJECT

Newport Construction Company, Portland	$ 28,787.50
E. H. Itschner, Molalla (1)	29,400.00
Homer G. Johnson, Portland (1)	39,717.50

(1) Bidder will not accept this project unless also awarded Hermiston Rock Production Project.

The State Parks Superintendent reported on the following park matters:

1. Land acquisition in the Columbia Gorge for park purposes: The Parks Superintendent reported that he had met with members of "Save the Gorge" Committee of the Portland Women's Forum on February 14 and they had urged that the State acquire a large area in the Gorge for park purposes. The group particularly urged the acquisition

of 6.65 acres of land from Multnomah County at a price of $150.00, the land now being on the County tax rolls, and the purchase of 28 acres of the Bennett property adjoining Talbot State Park for $55,000. He stated that the 6.65 acres of land also adjoins Talbot State Park property in the loop area just east of Crown Point. As this piece of property is priced reasonably and would benefit the park materially, he recommended that it be purchased for $150.00 and that the Bennett property offered for $55,000 be not acquired because of its high price. In discussing this matter it was brought out that the principal purpose in obtaining the Bennett property is to provide right of way for a trail which has been constructed to Latourell Falls from the parking area immediately east of Latourell Creek Bridge on the old highway. He recommended that the Right of Way Department be authorized to negotiate for acquisition of enough property to take care of the necessary trails. The Commission unanimously approved both recommendations.

2. Overnight camping facilities in Emigrant State Park: The Parks Superintendent reported that as instructed at the last Commission meeting, he had prepared plans for overnight camping facilities in this park. He exhibited a map outlining the plans and explained briefly that the facilities, as planned, occupy an area on the Meacham or south side of the picnic area and will accommodate fifty camps at an estimated cost of $41,000. He also explained that the present latrine would be utilized and also the existing well, although the overall plans would have to be reviewed by the Sanitary Authority before final contracting. He recommended that authority be granted to call for bids for construction of the overnight camping facilities as soon as possible. The Commission approved the recommendation unanimously and ordered the taking of bids at the March meeting, if possible.

3. Road crossing in Neptune State Park: The Parks Superintendent stated that the U.S. Forest Service has requested permission to construct a road across the north end of the park. He advised that such roadway will do no harm to the park and he recommended approval of the request on a ten year basis. The Commission approved the recommendation.

4. Service road crossing in Bradley State Park: The Parks Superintendent reported a request from the Bonneville Power Administration for permission to use a service road across this park. He explained that the B.P.A. has been using it for some time without a permit and now is simply asking that the privilege be granted formally. He recommended the granting of a revocable permit to cover the matter. The Commission approved the recommendation.

5. Boat operation concession at Wallowa Lake State Park: Acting Chairman Reynolds brought this matter up advising that interest had been shown in such a concession. He inquired if any plans or investigation had been made regarding it. The Parks Superintendent stated that he

had made no formal investigation of the matter but felt that if a boat concession is to be granted that it should be on the basis of competitive bidding rather than negotiation, and he requested authority to advertise the concession for bids. After some discussion, the Commission ordered that bids be called for operation of the concession as soon as possible.

6. Additional help in parks having overnight camping: Acting Chairman Reynolds also brought up the matter of extra help in parks where overnight camping facilities are being installed. He questioned that the salaries now paid to park custodians are sufficient in view of their added duties and responsibilities in such places. The Parks Superintendent gave as his opinion that the present rate of pay of all park employees is too low and he advised that the Civil Service Commission is conducting a study to determine what rate of pay is proper. No action was taken.

7. Erection of a marker on the Mt. Hood Highway Forest wayside memorializing Anthony Dwyer, Sr.: The Engineer reported that the Bureau of Land Management through Roscoe E. Bell, Regional Administrator, has requested that provision be made to allow installation of the marker. Mr. Bell, he said, pointed out in his letter that Mr. Dwyer had, without compensation of any kind, donated to the United States Government a strip of land on each side of the Mt. Hood Highway in the vicinity of Wemme, for a distance of approximately 1/4 mile, and that no public recognition had been given for this public spirited action. These strips, he said, contain approximately a million board feet of mature Douglas and Hemlock timber. The Engineer also explained that Mr. Robert Dwyer has volunteered to pay the cost of the memorial marker and he recommended that an appropriate sign be prepared and erected by the State Highway Department at the expense of Mr. Dwyer. The recommendation was approved by the Commission.

The Right of Way Engineer reported on options secured for property needed as right of way and for other highway purposes. He presented a list of the options which the Commission carefully considered. As a result of such consideration, the Commission authorized the closing of the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

The Right of Way Engineer requested authority to negotiate for the acquisition of real property for which no specific authority has previously been granted. The Commission authorized negotiations for acquisition of a maintenance headquarters' site on the Green Springs Highway between Ashland and the Klamath County Line in Jackson County and for acquisition of right of way on the Lake-of-the-Woods-Rock Creek

Section on the Klamath Lake Secondary Highway in Klamath County by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer reported the following sales of miscellaneous properties and the Commission unanimously confirmed them:

File No.	Location	Sales Price	Purchaser	Items & Remarks
16152	West Salem	$ 28.80	Capitol City Glass Co., Salem	2 pieces plate glass 6x8 feet in Patzer Bldg. Keith Brown and Downs Glass Co. refused to even consider while in bldg.
17688	Lane Co. -Anlauf, Pacific	$ 150.00	S. A. Cuddeback, 2022 Jefferson St. Eugene	Log Cabin house-not modern.
17688	Lane Co. -Anlauf, Pacific	$ 25.00	S. A. Cuddeback, 2022 Jefferson St. Eugene	Garage
17688	Lane Co. -Anlauf, Pacific	$ 150.00	Rex E. Seals P. O. Box 467 Cottage Grove	Log cabin unfinished
17689	Lane Co. -Anlauf, Pacific	$ 200.00	Rolland Northway, Rt. #1, Box 420, Cottage Grove	Main Store bldg. This is a good bldg. but must be wrecked as it cannot be moved into highway.
17689	Lane Co. -Anlauf, Pacific	$ 500.00	Archie L. Gilham, B. B. Rt. Box 424, Cottage Grove	Cabins Nos. 2 & 3. This was the least amount that these were offered for.
17693	Lane Co. -Anlauf, Pacific	$ 15.00	W. J. Meredith Rt. #4, Box 1285 Roseburg	Garage. Must be wrecked as it will not be allowed on highway
17693	Lane Co. -Anlauf, Pacific	$ 40.00	W. C. Henderer Rt. #1, Box 198 Drain	2 small houses, large must be wrecked as it cannot be moved on hwy. Smaller house is 8x10

19394

File No.	Location	Sales Price	Purchaser	Items & Remarks
17693	Lane Co. -Anlauf, Pacific	$ 310.00	B. F. Pound, 107 Star Rt., Oakland	Large old house. Must be wrecked as it cannot be moved on hwy.
17693	Lane Co. -Anlauf, Pacific	$ 100.00	W. C. Henderer Rt. #1, Box 198 Drain	2 cabins joined together. Not much force.
17697	Lane Co. -Anlauf, Pacific	$ 20.00	Wayne Lewman 1401 East Main Cottage Grove	Store bldg at Comstock.
17697	Lane Co. -Anlauf, Pacific	$ 285.00	Barton Slane Oakland	Old two story house, cannot be moved, must be wrecked. Built about 1860.
17698	Lane Co. -Anlauf, Pacific	$ 35.00	W. J. Meredith Rt. #4, Box 1285 Roseburg	1/4 HP. Electric Pump
17698	Lane Co. -Anlauf, Pacific	$ 235.00	Alfred Hand Oakland	House water heater $185. Barn $40. Fence $10. Bldgs. cannot be moved.
17699	Lane Co. -Anlauf, Pacific	$ 90.00	Slate-Hall Co., Contractors Portland	Cabin #1 $25.00 1/4 HP. Electric Pump. Contractor on this project.
17699	Lane Co. -Anlauf, Pacific	$ 30.00	James L. Strickland, Rt. #1, Box 12, Cottage Grove	Cabin #2 Not much force, cannot move on highway.
17699	Lane Co. -Anlauf, Pacific	$ 25.00	James L. Strickland, Rt. #1, Box 12, Cottage Grove	Cabin #3 Not much force, cannot move on highway.
17699	Lane Co. -Anlauf, Pacific	$ 115.00	John Nowak Rt. #1, Box 10 Cottage Grove	Unfinished small hse., cannot be moved on highway.
18000	Lane Co. -Anlauf, Pacific	$ 55.00	Eldon Thompson Box 562, Lorane Rt., Cottage Grove	Shallow well pump & rabbit hutch.

File No.	Location	Sales Price	Purchaser	Items & Remarks
18000	Lane Co. -Anlauf, Pacific	$ 50.00	Allan McDonald Box 624 Drain	Garage
18000	Lane Co. -Anlauf, Pacific	$ 100.00	Allan McDonald Box 624 Drain	Small house, must be moved from right of way.
17998	Lane Co. -Anlauf, Pacific	$ 25.00	Harold C. Johnston Box 657, Drain	Small house. Not much force - no plumbing.
17998	Lane Co. -Anlauf, Pacific	$ 140.00	Charles Booher Curtain	Small house. Not modern, but with electric hot water heater.
17689-17693-17998-17699	Lane Co. -Anlauf, Pacific	$ 751.10	Miscellaneous items.	
	All Sales Lane Co. -Anlauf Line, Pacific Highway sold at auction sale February 12, 1952 as per itemized list attached.			
14847	Banfield Expressway - Unit #4	$ 700.00	Lloyd's London	Destroyed by fire January 18, 1952

The Right of Way Engineer also reported the sales of miscellaneous household articles totaling $751.10, which sales were also confirmed by the Commission. (For details see copy of Property Manager's report of miscellaneous sales dated February 19, 1952, in the general files.)

The Right of Way Engineer presented for consideration the renewal of a stockpile lease with the heirs of Andrew Smith, a deceased Indian, on the Oregon Coast Highway near Roads End, in Lincoln County. He recommended that the lease be renewed for a period of two years beginning January 1, 1952, at $25 per year. The Commission approved the recommendation. (The agreement was signed by the Commission later in the session.)

The Commission considered proposed agreements with Edwin C. Ridder, and Fred H. Ridder (File 17503 and 17504) and with Susanna G. Seeley (File 17513) for the elimination of farm crossings on the West Portland-Hubbard Highway. The Right of Way Engineer advised that sometime ago in purchasing right of way from these people, two farm crossings had been granted which it now appears desirable to eliminate. He explained further that construction of underpasses had been investigated

carefully but the flat terrain of the country precluded such an arrangement, and as a result of negotiations Mrs. Seeley has agreed to relinquish her right of access for the sum of $9,500, and Mr. Ridder, Sr., has agreed to relinquish his right of access for $10,000 and Mr. Ridder, Jr., for $1.00. He explained that the farms involved are large and elimination of the right of access is a financial detriment to the owners in that they must travel a considerable extra distance with their cars, equipment and produce in order to get on the highway. The settlements he felt were equitable and he recommended that they be accepted. The Commission approved the settlements unanimously. (Agreements were signed later in the session.)

The Commission then inquired if any rights of access had been granted on the Divide-Anlauf Section of the Pacific Highway. The Right of Way Engineer stated that a few accesses had been granted where accesses had been in existence in the past. This matter was discussed at some length from the standpoint of Commission policy re the granting of access on throughways, particularly as to the Pacific Highway (US99) and the Columbia River Highway and the Old Oregon Trail (US Route 30). The Commissioners stated that it was their intention to restrict access on these two highway routes to the greatest extent possible, and they instructed the Engineer to ascertain what needs to be done to eliminate access to the Divide-Anlauf Section of the Pacific Highway and to the Mosier-Rowena section of US30.

The Engineer reported the results of negotiations with Mr. Frederick Behm on use of a quarry on his property at Blue River on the McKenzie Highway, as instructed by the Commission at the previous meeting. He stated that agreement had been reached with Mr. Behm whereby he is to be paid $300.00 plus 3¢ a cubic yard royalty on rock removed, and also that the rock will be stockpiled on a site about one and one-half miles from Blue River, rather than on Mr. Behm's land as originally contemplated. In regards to the claim of Blue River residents as to damage from blasting operations, the Engineer stated that this matter had been carefully investigated and no damage had been found; however, the contractor has been cautioned to be very careful in his blasting operations. He recommended that the proposed agreement with Mr. Behm be approved as presented. The Commission approved the recommendation and issued the admonition that the selection of future quarry sites where a number of people are concerned be given very careful consideration in advance.

The Commission considered the purchase of furniture from Mrs. Hilma Lofts, Hood River, to be used by the Bridge Department's Resident Engineer at this place. The Engineer advised that this property is available in connection with right of way purchased from the Lofts and consists of two desks, a table, an oil heater and miscellaneous articles which are worth at least $200.00. These can be secured from Mrs. Lofts, he said, for $100.00 and he recommended

purchase of the furniture at the stipulated price. The Commission approved the recommendation.

The deeding of 6.75 acres of land on the Big Creek Section of the Lower Columbia River Highway in Clatsop County to Thomas J. and Dorothy Vosika was considered by the Commission. The Right of Way Engineer advised that the Vosikas own the adjoining land and have offered to pay $775.00 for the property and have agreed to the elimination of one access point. The land, he said, is not needed for right of way purposes and he recommended acceptance of the offer. The recommendation was approved by the Commission. (The deed of conveyance was signed later in the session.)

The Right of Way Engineer presented for the Commission's consideration the disposal of two corrugated iron buildings formerly owned by Harry Ertz on right of way of the T. H. Banfield Expressway at 6836 N.E. Halsey in Portland. Donald Wickham and Company, he stated, has offered to pay $500.00 for the buildings and to remove them from the premises. He recommended acceptance of the offer. The Commission approved the recommendation.

The Chief Counsel reported difficulties in negotiating options in five right of way transactions and he requested authority to condemn them if necessary. He presented a list of the parcels showing names of the persons involved and the location of the property, as follows, and advised that the amount to be offered in condemnation for each parcel, with the exception of the James C. Fulton property, would be determined after competent appraisal has been made and the results reported to the Commission pursuant to previous arrangement.

	Recommended Offer
Third Street Section of the Columbia River Highway	
R 17427 - Henry J. Maier Right of Way (Wasco) 5,865 square feet	*
R 17426 - Arthur Muller Right of Way (Wasco) 3,500 square feet	*
Union Avenue-Swift Blvd. Jct. Sect. of the Pacific Highway East	
R 15196 - Kernan Livestock Farms, Inc. Right of Way (Multnomah) Parcel No. 1: 3.29 acres Parcel No. 2: 3.33 acres	*

	Recommended Offer
Shogren-Rowena Unit of the Mosier-The Dalles Section of the Columbia River Highway	
R 18342 - H. R. Drinker, et ux Right of Way (Wasco) 5.94 acres	*
Hood River-Mosier Section of the Columbia River Highway	
R 17634 - James C. Fulton, et al Right of Way, Rock Quarry and Plant Site, and Haul Road (Wasco) Parcel No. 1: 1.91 acres Parcel No. 2: 21.63 acres Parcel No. 3: 0.96 acres	* $8,000.00 authorized by Commission at the meeting of August 3, 1951

FOOTNOTE * Offer to be made in conformity with provisions of resolution adopted by the Commission at its meeting on December 20, 1951.

As a result of careful consideration the Commission authorized the condemnation of the parcels and thereupon adopted the attached resolutions relative thereto marked EXHIBITS "K-1" through "K-2" which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Chief Counsel presented for the Commission's consideration settlements of several lawsuits, as follows: (1) State vs. Charles G. Dennison, et al, Marion County, concerning acquisition of right of way for the Lana Avenue-Academy Street Section of the Pacific Highway East in Salem. He explained that complaint in this case was filed on May 4, 1951, after a formal offer of $650.00 had been made as authorized by the Commission and that the principal difficulty in acquiring the property was due to the numerous liens and judgments against it which gave rise to controversy among the various interest holders as to the division of the proceeds among them. That problem, he said, was disposed of by stipulation, whereby it was agreed that the money should be paid into Court for distribution by the Court at a later date. This money, he added, has been paid into Court and a judgment has been rendered conveying the property to the State. (2) State vs. Rosa Goldberg, et al, re acquisition of eight lots in Block 15 of West Portland Heights for right of way on the West Portland-Hubbard Highway. The Chief Counsel reported that complaint in this case was filed November 27, 1940, and when the case came to trial recently none of the defendants appeared and the State moved to waive the jury and have the issue decided by the Court alone, which was done, and the Court entered a judgment in the sum of $240.00 which is the amount that the State had offered for the property. (3) State vs. Florence Peterson, et al, con-

cerning acquisition of a small parcel of property needed as right of way for the Salem By-Pass Section of the Pacific Highway East. The Chief Counsel advised that complaint in this case was filed February 2, 1952, after an offer of $35.00 had been made for the property. Subsequent to the filing of the complaint, he said, the defendants executed an option to convey the property to the State for the sum of $65.00.

The Commission confirmed all three settlements unanimously.

The Chief Counsel presented for Commission approval a correction deed conveying certain property to Paul Martin and Verla Martin near Troutdale on the Columbia River Highway. He explained that the deed is required in order to correct an error in the description contained in the original deed. The Commission approved the deed. (The deed was signed on the following day.)

The Chief Counsel reported the filing of two condemnation cases in conformity with the Commission's resolution of December 20, 1951, as follows:

(1) State vs. Pass Creek Development Co. for acquisition of two and one-half acres of land needed as right of way for the Divide-Anlauf Unit of the Pacific Highway in Douglas County; amount of offer, $2,500. (2) State vs. C. R. Laurence for 16.1 acres and 0.56 acre needed for a channel change on the Divide-Anlauf Unit of the Pacific Highway in Douglas County; amount offered, $7250. He asked the Commission to confirm the offers, which, he said, were authorized by Commissioner McIver over the telephone. The Commission approved the offers unanimously.

The Chief Counsel requested a salary increase from $335 per month to $375 per month, effective March 1, 1952, for Frank Morgan, a title examiner in his office. The Commission approved the request unanimously.

Acting Chairman Reynolds inquired as to the status of a complaint registered by an Irrigation District in Malheur County concerning the filling in of about 700 feet of an irrigation ditch located on highway right of way. The Chief Counsel advised that the matter is being investigated. He was instructed to render a written report on the subject for consideration at the March meeting of the Commission.

Acting Chairman Reynolds also inquired as to the status of the Strasbaugh case in Malheur County. The Chief Counsel advised that the case was scheduled for trial in February but due to the illness of the trial judge was postponed to March.

The Commission discussed with the Engineer the matter of renewing the contract with the Astoria Navigation Company for operation

of the Columbia River Ferry at Astoria. The Engineer explained that under the provisions of the contract the State can extend the existing contract for one year or call for new bids. It was his thought that it would be to the State's advantage, financially, to extend the present contract and he so recommended. The Commission indicated approval of the recommendation but deferred a definite decision pending discussion with the company's representative, Mr. T. R. Williams, later in the day.

The Commission had under consideration the offers and bids of Bankers Trust Company and associates, Foster & Marshall and associates, The First National Bank of Portland, Oregon, Harris Trust and Savings Bank and associates; Halsey, Stuart & Co., Inc. and associates, Kuhn, Loeb & Co. and associates; and The First National Bank of Chicago and associates submitted at 9.00 a.m. this day for the purchase of $15,000,000 of Oregon State Highway bonds. It was the considered opinion of the members present that the bid submitted by Bankers Trust Company and associates, including Blyth & Co. Inc. and The United States National Bank of Portland, Oregon was the lowest and best bid received, and that the interests of the State of Oregon will be best served by acceptance of said bid. Accordingly, motion was made by Commissioner McIver that the offer of Bankers Trust Company and associates be accepted for the entire amount of $15,000,000 face value Oregon State Highway bonds now offered for sale, and that the bonds be sold to the Bankers Trust Company and associates for the amount of its said offer. The motion was duly seconded by Commissioner Reynolds, Acting Chairman, and, having received the majority vote of the members of the Commission, was by the Acting Chairman declared carried. At 11:00 a.m. the Commission's decision was publicly announced by Acting Chairman Reynolds.

Commissioner McIver then moved that the checks submitted by the unsuccessful bidders be returned to them. The motion was seconded by Acting Chairman Reynolds who declared it passed.

At the request of the Commission the Secretary read aloud the following statement concerning the bond sale prepared by the Commission for release to the press

> "The $15,000,000 in state highway bonds were sold to Bankers Trust Company and the National City Bank of New York City and associates, at a price of $98.81 for each $100 par value. Associated with the successful bidders were The United States National Bank, Blyth and Co., and Dean Witter & Co. of Portland, Oregon. The bonds mature in principal instalments of $750,000 each year during the years 1953 to 1972, inclusive. The interest rates offered by the successful bidders were $1\frac{1}{4}\%$ per annum for the bonds maturing during the years 1953

to 1958, inclusive; 1½% per annum for the bonds maturing during the years 1959 to 1970, inclusive; and 1-3/4% per annum on the bonds maturing during the years 1971 and 1972. The effective rate of interest in the successful bid was 1.6348%. The effective interest rate, which was offered by Foster & Marshall and associates, second highest bidder, was 1.6425%. Other bidders were Halsey Stuart & Company and Associates of Chicago; The First National Bank of Portland, and Harris Trust & Savings Bank of Chicago; Kuhn, Loeb & Co., and associates of New York City; Foster & Marshall and Associates of Seattle and Portland, First National Bank of Chicago and Associates.

The Previous issue of $15,000,000 in state highway bonds sold last September sold at an effective interest rate of 1.61%."

Pursuant to instructions given him by the Commission at its previous meeting, the Engineer presented a plan for the investment of approximately $12,000,000 of State Highway Funds obtained from the sale of bonds in September, 1951, and for the investment of approximately $10,000,000 of money to be obtained from the sale of bonds this day. The Commission approved the plan unanimously, and a letter addressed to the Deputy State Treasurer outlining the plan and requesting that the bond monies be invested accordingly. (For details see copy of proposed plan in General Files, also copy of letter to State Treasurer.)

Mr. T. R. Williams, representing the Astoria Navigation Company appeared before the Commission concerning the extension of the company's contract for operation of the Astoria Ferry. Mr. Williams pointed out that their present two-year contract which expires on June 1, 1952, contains provision for such extension and he gave as their feeling, because of changed conditions, that, if the Commission elects to extend it, the price arrangement should be adjusted upwards. He alleged that they have absorbed losses during the past two years and cannot continue the present contract unless they are paid an extra amount to take care of increased costs. He particularly pointed out that their contract with the Labor Union expires May 31, 1952 and indications are that negotiations now under way will culminate in a 10% increase in labor charges. The matter was discussed at considerable length during which Commissioner Reynolds stated, Commissioner McIver concurring, that from the information disclosed, the Commission is inclined to extend the present contract for one year on the basis of the present contract plus the extra allowance that the Commission previously granted because of the added requirements of the U. S. Coast Guard. However, the Commission will discuss the matter further among themselves and will then take definite action of which he will be informed. (Mr. Williams reappeared before the Commission later in the day and was informed by Acting Chairman Reynolds that after careful con-

sideration the Commission had decided to extend the contract for one year with a supplemental agreement which would provide additional compensation for the extra expense incurred by reason of the Coast Guard requirements.) (See ahead for additional entry)

The Engineer at this time introduced to the Commission Mr. Earl Miller, recently appointed State Highway Engineer for the State of Idaho. Acting Chairman Reynolds expressed pleasure at having him at the meeting and asked him to convey the Commission's regards to the Idaho Highway Commission and to the Governor of Idaho.

Mr. M. O. Gardner, City Manager, Forest Grove, Oregon, was present and asked the Commission to join with other property owners of Forest Grove in requesting that the west city limits of the city be extended westerly to include the city's new high school, thus making it possible for the city to serve the school with sewage disposal facilities. The Commission approved the request and authorized the Secretary to sign the "Consent to Annexation" form in behalf of the Commission.

The Commission considered a request from Mr. S. T. Vaughn of Bend that snow be plowed from the Century Drive Secondary Highway for a distance of about seven miles from Bend in order that he might reach his place of residence. The Engineer advised that Mr. Vaughn's request was received January 23 and that prior to that time Mr. Vaughn resided in Bend. To keep the highway free of snow for a distance of seven miles, he said, will require the use of a Sno-Go that is not available for assignment. He recommended that Mr. Vaughn be advised that snow will be plowed off the highway as far as his cabin insofar as that can be done with present equipment that is available for such purposes now stationed at the Bend Maintenance Headquarters and not otherwise. The Commission approved the recommendation.

The Engineer presented a report on the request by a delegation from Concon for resurfacing the Wasco-Heppner Secondary Highway westerly from the west end of the present oiled section near Condon. The section concerned, he stated, is four and one-half miles long and is presently surfaced with only about two inches of gravel which breaks up during the spring and sometimes is impassable. He estimated the cost to improve the section to secondary highway standards, with medium type oil surfacing, at $105,000, but he questioned the justification of the expenditure because of the small volume of traffic that the road serves. He recommended as an alternative proposition the resurfacing of the section with an additional five inches of crushed rock at an estimated cost of $35 000, which would make it comparable to the newly improved adjoining section to the west. The Commission approved the recommendation and ordered the work done by contract in the year 1952 as a state-financed project.

The Engineer reported on his recent presentation to the road committee of the United States Congress as a representative of the American

Association of State Highway Officials, concerning federal appropriations for highway construction. He explained briefly the bills that are now before Congress concerning the allocation of federal funds. He also said that he conferred with Mr. Thomas H. McDonald, head of the Bureau of Public Roads, concerning the present program for the secondary highway system and that Mr. McDonald approved the present programs. He also said that he discussed with Mr. McDonald the securing of Public Lands funds to finance construction of the remaining gap on the Rome-Princeton Highway in Harney County and that Mr. McDonald questioned that he could allocate such funds to this project because of the small amount of traffic that the road carries and its relative unimportance in the defense effort; however, he indicated a favorable attitude toward allocating such funds to pay for repaving portions of the I. O. N. Highway and suggested that application be filed for funds for this purpose. The Engineer estimated the cost to repave the I. O. N. Highway southerly from its junction with the Rome-Princeton Highway, a distance of about 60 miles, at $1,200,000 of which amount, he said, the State's share would be about $200,000. He requested authority to submit to the Bureau of Public Roads formal application for $1,000,000 of Federal Lands Highway funds for this purpose. The Commission approved the request unanimously. The Commission also authorized an expenditure of $200,000 of State funds to match the Federal monies if the application is approved.

The Engineer reported on a request previously made by a delegation from Hood River County for improvement of several short sections of the Mt. Hood Highway between Hood River and Parkdale. An investigation, he stated, discloses that there is an approximate 1,700 foot section near the Whiskey Creek County Road intersection that contains eight sharp curves, one of which is a 56-degree curve and is quite dangerous. He estimated the cost to improve this section at $60,000, the high price being due to the fact that the topography in this location is rough, requiring extremely heavy construction. As it will probably be many years before any major improvement to the overall section can be undertaken, he recommended that the $60,000 project be considered by the Commission in the formulation of its next state program as such improvement will eliminate the worst section of the Mt. Hood Highway in the lower valley. The Commission approved the recommendation.

In the discussion of this matter the Engineer also brought up the matter of removing a number of danger trees at several points along the Mt. Hood Highway. A Mr. Robert Mosser of Hood River, he stated, has offered to remove the trees if he is paid $505.00 and is given the salvage from them. To remove the trees with state forces he estimated would cost $700. He recommended acceptance of Mr. Mosser's offer and that he be permitted to remove the trees on the condition that he will furnish the State public liability and property damage insurance in the amounts of $50,000/100,000 public liability and $25,000 property damage. The Commission unanimously authorized the Engineer to negotiate an agreement with Mr. Mosser on such basis.

The Commission considered briefly a request from the City of Beaverton that the State reassume jurisdiction over a section of the old Tualatin Valley which was transferred to the City and to Washington County on February 7, 1936 when the new highway was built. The Engineer recalled that this request had been made verbally by a delegation at the last meeting and was referred to him for investigation which he as yet has not had time to conduct. Discussion of the matter was deferred pending the Engineer's report.

The Engineer presented a report concerning a statement made by City Commissioner McCallister of the City of Baker at the Commission meeting on February 1 that no request had been made by the city for the traffic survey that is now being conducted by the State Highway Department in Baker. To clear the records, he presented for the Commission's inspection a letter dated March 30, 1951, from G. S. Vergeer, City Manager of Baker, requesting such survey, and a copy of his letter of April 5, 1951, to the Highway Commission citing the request of Mr. Vergeer and recommending approval of the request. He also presented an excerpt from the minutes of the Commission meeting April 12, 1951, wherein the Commission authorized the survey. The Commission ordered the report filed.

The Commission considered a request from Roy Webster, Chairman of the Highway Publicity Committee for the Hood River Chamber of Commerce that the State landscape substantial areas at the eastern and western approaches to the city, at the junction of Routes 30 and 35, and that the State participate in the cost of constructing a roadside building for restrooms, historical museum, chamber of commerce, and which would also serve as an information bureau. The Engineer commented that the new section of highway at Hood River is designed to eliminate all major cross-traffic at grade and to control ingress and egress from the traveled portion of the roadway, and any building constructed along this route to disseminate tourist information would create a hazard and congestion contrary to the principles for which the road is being designed. As to the park areas at either edge of the town, he outlined that these are being studied for park purposes but there is no certainty that such park areas will be established; however, it is proposed to seed the right of way with grass seed and provide more elaborate landscaping at the traffic interchanges. It was his thought that suitable signs should be erected on the new highway directing traffic to a tourist center somewhere in uptown Hood River. The Commission instructed the Engineer to convey these thoughts to Mr. Webster.

The Commission considered a request from Mr. Peter Kerr, Portland, for installation of a traffic light at Military Road intersection on the Oswego Highway. The Engineer advised that an investigation made by the Traffic Engineer disclosed that a mercury vapor luminaire unit should be installed at this location. He estimated the cost of the luminaire unit at $350.00 and recommended that it be installed as a 1952 minor betterment project. The Commission approved the recommendation.

A request from the City of Corvallis that the State prepare the design for a bridge across Marys River on South 15th Street in Corvallis was considered by the Commission. The Engineer advised that in addition to designing the bridge the City wants the Highway Department to prepare plans and specifications, to advertise the work for bids and to make field inspections during the construction. The City, he said, has agreed to reimburse the State for the cost of such work and he recommended approval of the request subject to the condition that the City will reimburse the State for its expense either by paying cash or assigning to the State Highway Department a portion of its share of State Highway revenues. The recommendation was approved by the Commission.

The Engineer reported that the Bonneville Power Administration plans to improve its substation sites located on the Salem-Dallas Highway near West Salem and on the Nehalem Secondary Highway near Astoria. He explained that the plans contemplate grading, landscaping and construction of concrete curbs as well as the surfacing of driveways and parking areas and that because the Power Administration is prohibited by Government regulations from making improvements outside of its own properties, request is made that the State surface the highway shoulders so that room for parallel parking of cars can be provided adjacent to both substations. He estimated that the cost of surfacing with crushed rock, consisting of areas 29 feet wide by 380 feet long at West Salem, and 34 feet wide by 430 feet long at Astoria, at $500.00 at each location or a total of $1,000 and he recommended approval of the expenditure. The Commission approved the recommendation.

The Engineer reported that the towns of Banks, Scotts Mills and St. Paul have satisfied the legal requirements with respect to the expenditure of state tax street funds that accrued to them during the last six-month period of 1950 and that the plans for the projects that are contemplated for construction with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "C-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the cities and towns of Banks, Island City, Scotts Mills and St. Paul have satisfied the legal requirements with respect to the expenditure of state tax street funds that accrued to them during the first six-months period of 1951 and that the plans for the projects which they propose to finance with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "C-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported satisfaction of conditions governing the award of the following contracts for which bids were received by the Commission at its meeting on December 20, 1951, and on January 31 and February 1, 1952, and that the contract forms have been prepared and submitted to the several contractors for execution.

(1) Construction of Rock Creek Bridge, Mosier Overcrossing and Mosier Creek Bridge on the Columbia River Highway in Wasco County. Bids received January 31; conditions satisfied February 5, 1952. Parker-Johnson Co. low bidder.

(2) Construction of Salem By-Pass structures on the Pacific Highway in Marion County. Bids received January 31, 1952; conditions satisfied February 5, 1952. Tom Lillebo, low bidder.

(3) Grading and paving the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway in Douglas and Lane counties. Bids received December 20, 1951; conditions satisfied February 18, 1952. Low bidder, Fred H. Slate Company, Oregon Ltd. and E. C. Hall Company.

(4) Construction of Anlauf structures on the Drain connection to the Pacific Highway, Douglas County. Bids received January 31, 1952; conditions satisfied February 18, 1952. Low bidder, Tom Lillebo.

(5) Construction of Bear Creek Bridge at Curtin on the Pacific Highway, Douglas County. Bids received February 1, 1952; conditions satisfied February 18, 1952. Low bidder, Todd Building Company.

The Commission unanimously approved the report and the action taken by the Engineer in connection with these projects.

The Commission had under consideration a request from City Electric, Inc., for an extension of time of 120 days, from September 30, 1951 to January 31, 1952, inclusive, within which to complete its Contract No. 3483 for construction of traffic signals in Portland, Gladstone and Newberg. The contractor attributed its failure to complete the project within the specified time limit to delays in delivery of materials. The Engineer advised that delay in delivering manufactured equipment, entirely due to the slowness of the manufacturers, was responsible for the overrunning of the specified time limit. He recommended, in view thereof, that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (SEE FOOTNOTE)

FOOTNOTE: The action taken by the State Highway Commission granting the extension of time within which to complete highway contract No. 3483 was based upon the recommendation of the State Highway Engineer and his report which considered but did not necessarily adopt either or any of the reasons given by the contractor in his request for such extension of time.

The Engineer reported that Contracts Nos. 3338, 3363 and 3539 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by adoption of the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that he had been advised by a representative of the Bureau of Public Roads of an error in the proposed programing of the 1953 Forest Highway Funds. It appears that in setting up the Program the Bureau included an item of $300,000 for a project on the North Santiam Secondary Highway, provision for which previously had been made so there is now available $300,000 to be allocated to some other Forest Highway project. Mr. R. L. Kellogg, representing the Bureau of Public Roads was present and confirmed the Engineer's statement. He outlined briefly several possibilities for using the $300,000, including the following projects:

1.	Additional allocation to the Umpqua Hwy.	$ 15,000
2.	Zigzag River Bridge at Rhododendron	125,000
3.	Increase allocation to Umpqua Highway	145,000
4.	Forest Highway Surveys	15,000
	Total	$300,000

The Engineer suggested an allocation of $26,000 to dispose of the claim of the S. P. R. R. Co. arising out of the Forest Highway contract that was awarded to Kuckenberg Construction Co. for construction of a section of the North Santiam Highway. The Commission took the suggestion under advisement. The allocation of the $300,000 was deferred by the Commission for study but it was indicated that a decision would be reached prior to the next meeting of the Commission.

The meeting recessed for luncheon at 12:00 noon and reconvened at 1:30 p. m. with the same persons present and participating.

The Engineer reported that he has ordered the following sections of state highways posted for a 50% reduced load limit due to softness of the road beds and he requested that his action be confirmed:

1. Lower Klamath Secondary Highway from a junction with The Dalles-California Highway to a junction with the Klamath-Malin Highway, effective February 2, 1952.

2. Medical Springs Secondary Highway from the town of Union to the town of Medical Springs, effective February 6, 1952.

The Commission confirmed the Engineer's actions by adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution

by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion the placing of reduced load limits on a number of state highway bridges. He advised that bridges which have been posted for a reduced loading by authority of the Commission under Oregon statutes prior to the enactment of Chapter 405, Oregon Laws 1951, may not now be valid and he gave as the opinion of the Chief Counsel that all bridges requiring posting for less than the statutory load limit should be posted under specific authority of the Commission by resolution pursuant to the provisions of Chapter 405, Oregon Laws of 1951 authorizing such reduction in loading. According to an aralysis by the Bridge Engineer, he said, there are 30 structures, including two ferries, which should be posted for limits less than the maximum allowed by law. He presented a list of such bridges with the maximum gross load that is recommended for each and he requested authority to post them accordingly. The Commission approved the Engineer's request and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that reduced load limits previously placed on the Pendleton-Cold Springs Highway, the Athena-Holdman Highway and the Havana-Helix Highway had been lifted due to the fact that road conditions had improved. He requested that his action be confirmed. The Commission confirmed the Engineer's action by adoption of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a letter from Mr. C. M. Bishop, Vice President, Pendleton Woolen Mills, Portland, requesting Commission approval to distribute a folder to be prepared by the Woolen Mills, listing historical locations in the state of Oregon. The Engineer and the Secretary explained briefly what Mr. Bishop has in mind and exhibited a rough draft of the type of folder which Mr. Bishop intends to use. In the discussion it was pointed out that the folder will consist of a map of the State showing the location of historical points of interest with a brief description of each, and that only a very small amount of space will be devoted to advertising the Pendleton Woolen Mills. It was the feeling of the Commission that Mr. Bishop's idea is a good one and the Secretary was instructed to inform Mr. Bishop accordingly; also, that the Travel Department will assist in the distribution of the folders if furnished a supply.

The Engineer reported that construction on the Scio-Thomas Creek Section of the Albany-Lyons Secondary Highway in Linn County has been completed and opened to traffic, and that a portion of the old

section of the highway no longer is needed for highway purposes. He recommended that such portion be allowed to revert to the abutting property owners pursuant to previous agreement with the County Court. The Commission accepted the Engineer's recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that construction had been completed on the Airport Section of the Powell Butte Secondary Highway in Deschutes County and that this section also has been opened to traffic. A portion of the old highway which has been replaced by the newly constructed section, he said, is of no further value for State Highway purposes and he recommended that such portion be allowed to revert to the adjacent property owners as provided in a previous agreement with Deschutes County Court. The Commission accepted the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission considered the following matters of unfinished business:

1. Improvement of the Mt. Hood Highway between Parkdale and Hood River: This item was ordered deleted from the list inasmuch as the Engineer had previously reported the matter at this meeting.

2. Maintenance of the Paulina Secondary Highway: This item is to remain on the list of unfinished business pending completion of an economic survey that the Engineer is now conducting.

3. Additional land for Bald Peak State Park: This item is to remain on the list of unfinished business pending the outcome of negotiations for additional land.

4. Improvement of Wasco-Heppner Highway west of the west end of the present oiled section west of Condon: This item was ordered deleted from the list of unfinished business, the Engineer having reported on it earlier at this meeting.

5. Encroachment of Secretary of State's building on highway right of way in Oregon City: This item is to remain on the list of unfinished business pending completion of an investigation now under way by the Engineer.

6. Transfer of Federal Aid Secondary Funds in Wallowa County: The Engineer stated that there had been no further developments but that he expected to have a report on the matter for the March meeting of the Commission. This item to remain on the list of unfinished business.

7. Request of the Portland Women's Club for park enlargement in the Columbia River Gorge: This item was ordered deleted from the list of unfinished business inasmuch as the Parks Superintendent had previously reported on the subject at this meeting.

8. Overnight camping at Emigrant Springs Park: This item was ordered deleted from the list of unfinished business inasmuch as the Parks Superintendent had previously reported on the subject at this meeting.

9. Economic analysis on highway routes serving John Day: This item is to remain on the list of unfinished business pending completion of the Engineer's studies between John Day and Arlington, and between John Day and Prineville.

10. Investment of money derived from sale of bonds: The Commission ordered this item deleted from the list of unfinished business since the matter was disposed of earlier at this meeting.

11. S. P. Railroad Company claim against Kuckenberg Construction Company arising out of a North Santiam Forest Highway contract: This item is to remain on the list of unfinished business pending receipt of a written report from the Chief Counsel on the matter.

12. Request of the City of Pendleton for elimination of the highway-railroad grade crossing on Emigran Avenue (US Route 395) in Pendleton: This item was ordered deleted from the list of unfinished business inasmuch as the Engineer had previously rendered a report on the matter and the project is to be considered in forming an early construction program.

13. Request of the Beaverton City Council that the State reassume jurisdiction over a section of the old Tualatin Valley Highway which was transferred to the City and the County when the new highway was built: The Commission ordered this item retained on the list of unfinished business pending investigation by the Engineer.

14. Request of Elmer Bankus, Brookings, Oregon, for engineering advice regarding a service roadway to serve his property at Brookings: This item was ordered retained on the list of unfinished business until such time as the Engineer has contacted Mr. Bankus and advised him in the matter.

15. Request of State Board of Higher Education for rerouting US99W in Monmouth. This item is to remain on the list of unfinished business pending receipt of a report and recommendation from the Engineer as to costs involved and means of financing.

The Engineer reported on the request of Mr. Claude F. Palmer, Chairman, Board of Directors, Oregon Advertising Club, with relation to the request of the Advertising Club for approval of a standard-design sign to be erected only in incorporated cities to indicate points of interest to motorists. The Engineer recommended that the request be granted subject to the following conditions:

(1) That all the signs are to be installed only within the corporate limits of a city at such locations as are approved by the city officials and by the State Highway Commission in the case of state highway routes through cities.

(2) That the signs shall conform to the national standards, and those that are placed upon the routes of state highways through cities shall be erected and maintained by the State Highway Department.

(3) That the points of interest to be featured shall bear the endorsement of the Oregon Advertising Club.

(4) That points of interest may be geographic features, museums, public parks or institutions but shall not include commercial enterprises that are open to the public by payment of a fee.

(5) That no slogans or advertisements shall be permitted.

Mr. Palmer was present and stated that the conditions outlined meet his approval. The Commission unanimously approved the Engineer's recommendation.

The Engineer reported that the Grant County Court wants to purchase the old steel span which was removed from the Crooked River at Prineville when the new bridge was constructed, and is now stored at the Prineville Maintenance yards. The bridge, he said, was built originally by Crook County but the Crook County Court advises that it doesn't want it. It is not heavy enough to be used on a state highway, he said, and he recommended that it be sold to Grant County at the rate of five cents a pound or a total of approximately $2,000, the actual amount to be determined by weighing. The Commission approved the recommendation.

The Secretary recalled that at the previous meeting a delegation headed by County Judge Webber of Wasco County requested a survey for a proposed revision of The Dalles-California Highway between The Dalles and Dufur, and that the delegation had been informed that the request

would be approved if it was submitted by the County Court in writing. The written request, he said, has now been received. The Commission thereupon instructed the Engineer to conduct the survey when a crew can be spared for the purpose.

The Chief Counsel brought up the matter of a change in the Oregon Laws affecting the placement of reduced load limits on state highways. It was his opinion in order to comply with the new law as embraced in Section 15, Chapter 405, Oregon Laws, 1951, that the Commission should adopt a resolution granting authority to the State Highway Engineer and certain designated assistants to post state highways for reduced load limits as occasion demands during periods of flood, excessive rainfall, freezing and thawing, etc. He presented for the Commission's consideration a form of resolution covering the matter which, he said, will satisfy the situation. The Commission unanimously adopted the resolution, a copy of which is attached hereto marked EXHIBIT "J", and by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel reported that the Attorney General has approved a salary of $650 per month for the Chief Counsel, effective February 1, 1952. The Commission unanimously approved such salary.

The Commission discussed with the Engineer the bids for highway construction received at the morning session and at 2:00 p.m., Commissioner McIver publicly announced the awards of contracts as follows, the Commission's decision in each instance being by unanimous vote:

"Baker-Huntington Rock Production Project on the Old Oregon Trail between Baker and Huntington. The Commission received no bids for this job.

"Baker-Table Rock Creek Rock Production Project on the Baker-Unity Highway in Baker County. Arthur Simonsen, Baker, submitted the only bid received for this job at $22,334.40. The Commission has rejected the bid as being too high.

"Unity Junction-Mill Gulch Rock Production Project on the Baker-Unity Highway in Baker County. N. A. Toole Construction Company, Ontario, submitted the only bid for this job at $20,790. The contract has been awarded to N. A. Toole Construction Company at their bid price.

"Painting the Albany Bridge across the Willamette River in Benton and Linn Counties. P. L. Halloway Painting Company, Tacoma, Washington, was low bidder for this work at $11,975. Five higher bids were received. The Commission has awarded the contract to the low bidder, P. L. Halloway Painting Company, at their bid price.

"Grading and paving on the Bunker Hill Section of the Oregon Coast Highway in Coos County. Porter W. Yett, Portland, submitted the only bid for this project at $78,042.50. The bid of Porter W. Yett is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of the Fair Oaks Bridge over Calapooya Creek on Douglas County Road No. 22. The low bid for this work was submitted by United Builders, Inc., Beaverton, at $30,651. Five higher bids were received. The Commission has referred all bids to Douglas County for consideration inasmuch as this is a county project.

"Painting the Umpqua River Bridge on the Oregon Coast Highway at Reedsport in Douglas County. Tri-State Painting Company, Portland, was the low bidder for this job at $21,210. Only one other bid was received. The Commission has rejected both bids as being too high.

"Replacement of bridge rail on a bridge over the North Santiam River on the North Santiam Highway in Linn County. The low bidder for this job was George E. Berry, Beaverton, at $7,900. Four higher bids were received. The contract has been awarded to the low bidder, George E. Berry at his bid price.

"Hermiston Rock Production Project on four state highways in the vicinity of Hermiston and Echo in Umatilla County. Newport Construction Company, Portland, submitted the low bid for this job at $34,947. There were three higher bids. The contract has been awarded to the low bidder, Newport Construction Company, at their bid price.

"Pendleton Rock Production Project on four state highways in the vicinity of Pendleton. Newport Construction Company, Portland, was the low bidder for this job at $28,787.50. Two higher bids were received. The contract has been awarded to the low bidder, Newport Construction Company at their bid price."

Mr. T. R. Williams of the Astoria Navigation Company reappeared before the Commission at this time regarding the extension of their contract for operation of the ferries across the Columbia River between Astoria, Oregon and Megler, Washington.

Acting Chairman Reynolds advised him that as a result of serious consideration the Commission has decided to extend the contract for a period of one year on the same terms and conditions of the existing contract and in addition will reimburse the company for its actual cost for wages paid to additional crew members required by the U.S. Coast

Guard over and above the crew members set forth in the contract. At his request the Secretary read aloud the following prepared statement covering the matter:

> "Pursuant to the terms of Contract No. 3290, between the State of Oregon, by and through its State Highway Commission and Astoria Navigation Company, which contract was awarded March 21, 1950, the Commission does hereby extend the said contract upon the same terms and conditions for a period of one year ending at 6:30 A.M., June 1, 1953, and in addition to the terms and conditions of said contract the Commission is willing to enter into a supplemental written agreement to reimburse the Astoria Navigation Company for its actual cost for wages paid, at the prevailing union scale, to additional crew members, over and above the crew members set forth in said contract, as required by the Amended Certificates issued by the United States Coast Guard and effective September 10, 1951, during the remaining period of said contract as extended."

Mr. Williams alleged that the Commission by its action is treating the company unfairly and that the company will lose money if it continues to operate under such conditions.

He was informed that, according to the Commission's Chief Counsel, the Commission cannot legally do what he asks so there is no alternative; moreover, it would be unfair to the other contractors who submitted bids for this operation, all of whom bid on the same basis and should have been told at the time of bidding whether or not any concession would be granted.

Mr. Williams then asked the Commission to advertise for new bids. He was informed by the Acting Chairman that the Commission has made its decision and intends to abide by it unless the Astoria Navigation Company can present further arguments in the future, which the Commission will be glad to consider. Mr. Williams stated his intention to discuss the matter further with the Commission at its next meeting on March 14, 1952.

The Commission signed agreements and other papers as follows:

Renewal of stockpile lease on Oregon Coast Highway near Roads End.

Deed conveying to Thomas J. Vosika and Dorothy O. Vosika 6.75 acres of land on Big Creek Section of Lower Columbia River Highway, Clatsop County; consideration $775.

Correction deed conveying land to Paul Martin and Verla Martin on Columbia River Highway near Troutdale.

Bargain and Sale Deed conveying .76 acre of land in Clackamas County to M. T. Anthony et al. Previously authorized April 12, 1951.

Agreement covering sale of merchantable dead standing and down timber and green down timber in Van Duzer Corridor, in Tillamook and Lincoln Counties. Previously authorized January 31, 1952. Grantees: Munson and Paterson.

There being no further business to come before the Commission at this time, the meeting adjourned at 2:30 p. m.

Chas H Reynolds
Acting Chairman

State Highway Engineer

Commissioner

Secretary

EXHIBITS "A" through "K-2"

Minutes of

February 19, 1952

EXHIBIT "A"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECT. - PACIFIC HIGHWAY WEST

18537 - Annand, John D. and Catherine (Smith)
Right of Way
Option expires July 22, 1952

0.27 acre at $1,500 per acre $ 405.00

Amount to be paid owner - chrg to Right of Way $ 405.00

Takes all -

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECT. - PACIFIC HIGHWAY EAST

18682 - Lock, William W. and Althea E. (Byrum)
Easement
Easement signed Feb. 4, 1952

0.047 acre Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECT. - PACIFIC HIGHWAY EAST

18276 - Barnes, Albert R. and Florence A. (Witt)
Right of Way
Option expires August 3, 1952

8.6 acres at $325 per acre	$2,795.00	
127 rods of fencing at $4.00 per rod	508.00	
Amount to be paid owner - chrg to Right of Way		$3,303.00

Access controlled - no access allowed

18272 - Hoxsey, J. L. and Bertha E. (Witt)
Right of Way
Option expires August 3, 1952

1.589 acres at $500 per acre	$ 794.50	
21 rods of fencing at $4.00 per rod	84.00	
1.59 acres of Fescue at $50 per acre	79.00	
Amount to be paid owner - chrg to Right of Way		$ 957.50

Access controlled - no access allowed

18286 - Rhodes, Edith C. E. M. & Arvilla B. Armstrong (Witt)
Right of Way
Option expires July 8, 1952

1.5 acres at $400 per acre	$ 600.00	
Allowance - damages	150.00	
Amount to be paid owner - chrg to Right of Way		$ 750.00

Access controlled - no access allowed

18285 - Dibble, David W. and Eva C. (Witt)
Right of Way
Option expires July 22, 1952

2.5 acres at $400 per acre	$1,000.00	
One story frame house, 24'x24'	1,000.00	
Amount to be paid owner - chrg to Right of Way		$2,000.00

Takes all -

EXHIBIT "A" (cont.)

State Street-South Unit-Salem By-Pass Sect. - Pacific Hwy. East (cont.)

18298 - Hammer, Frances G. (Witt)
Right of Way
Option expires July 30, 1952

0.500 acre at $350 per acre	$ 175.00
30 rods of fence at $3.00 per rod	90.00
Amount to be paid owner - chrg to Right of Way	$ 265.00

Access controlled - no access allowed

18287 - Trindle, William H. and Alice R. (Witt)
Right of Way
Option expires July 11, 1952

2.46 acres at $500+ per acre	$1,250.00
Amount to be paid owner - chrg to Right of Way	$1,250.00

Access controlled - no access allowed

SHERIDAN-DEER CREEK SECT. - SALMON RIVER HIGHWAY

18114-A-Grauer, Ada (Byrum)
Right of Way
Option expires July 31, 1952

0.065 acre Lump Sum	$ 25.00
Amount to be paid owner - chrg to Right of Way	$ 25.00

Access controlled - no access allowed

NEWPORT-TOLEDO SECT. - CORVALLIS-NEWPORT HIGHWAY

18544 - Nye, Ivan and Lucile (Byrum)
Right of Way
Option expires June 29, 1952

5.28 acres at $75 per acre	$ 388.00
128 rods of fence at $4.00 per rod	512.00
Amount to be paid owner - chrg to Right of Way	$ 900.00

Grantor shall have right to remove timber, until April 1, 1952

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

CHENOWETH PARK-OAKLAND JCT. UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

18587 - Gomes, Mike M. and Nanette M. (Harrington)
Right of Way
Option expires July 31, 1952

10 acres	Lump Sum	$2,400.00

Amount to be paid owner - chrg to Right of Way $2,400.00

Takes all -

Grantor reserves right to salvage lumber from buildings on property within 60 days from date of notice of acceptance.

GARDEN VALLEY ROAD-2nd CROSSING SOUTH UMPQUA RIVER UNIT-DEADY-SHADY SECTION - PACIFIC HIGHWAY

17861 - Thompson, Avery W. and Jeanne E. (Stuntz)
Right of Way
Option expires July 13, 1952

6098 sq. ft. at $0.50- per ft.	$ 3,000.00
1½ story house, 1545 sq. ft.	14,150.00
Garage and breezeway	1,000.00

Amount to be paid owner - chrg to Right of Way $18,150.00

Takes all -

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18384 - Beery, E. D. and Ila (Holt)
Right of Way
Option expires July 30, 1952

.28 acres	Lump Sum	$ 100.00
2 large shade trees		50.00
14 rods of fence at $350 per rod		49.00

Amount to be paid owner - chrg to Right of Way $ 199.00

Access controlled - no access allowed

18391 - Baldigan, Alex, and Jean P. (Holt)
Right of Way
Option expires August 5, 1952

(cont.)

EXHIBIT "A" (cont.)

Medford-County Farm Section - Pacific Highway (cont.)

18391 - Baldigan, Alex, and Jean P. (cont.)

1.47 acres at $450 per acre	$ 661.50
12 x 14 shack	100.00

Amount to be paid owner - chrg to Right of Way $ 761.50

THINGS TO BE DONE BY THE STATE:

Reestablish cess pool if disrupted through operations.
State has salvage rights to fence.

Access controlled - no access allowed

18385 - Hutchins, Clifford W. (Holt)
Right of Way
Option expires July 29, 1952

.37 acre at $400 per acre	$ 148.00

Amount to be paid owner - chrg to Right of Way $ 148.00

Access controlled - no access allowed

WEST COTTONWOOD CANYON SECT. -WASCO-HEPPNER HWY.

18623 - Roos, William and Mary (Brainerd)
Right of Way
Option expires August 5, 1952

4.7 acres at $25 per acre	$ 117.50
121 rods of fence at $2.50 per rod	302.50

Amount to be paid owner - chrg to Right of Way $ 420.00

Access not controlled -

ANTELOPE-CLARNO SECT. -SHANIKO-FOSSIL HIGHWAY

18550 - Dillard, Catherine McRae (Mayhew)
Right of Way
Option expires July 20, 1952

.4 acre	$ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

BRIDGE CREEK SECTION - OCHOCO HIGHWAY

17105 - Lange, Robert and Grace — CORRECTION REPORT (Brainerd)
Right of Way
Option expired August 4, 1951

Allowance for sprinkler irrigation system In lieu of reestablishment of present irrigation system by State. Est. cost $6800	$2,461.15
Amount to be paid owner - chrg to Right of Way	$2,461.15
Previously approved February 26, 1951 4.13 acres and fencing.	$ 884.30

Access controlled -

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

17612-A-Owens, Pansy — (Brainerd)
Right of Way
Option expires July 31, 1952

0.23 acre	Lump Sum	$ 50.00
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access controlled - no access allowed

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JCT. SECT. - THE DALLES-CALIFORNIA HIGHWAY

18018 - Fry, W. C. and Margaret A. — (Brainerd)
Right of Way
Option expires July 29, 1952

0.38 acre	Lump Sum	$ 100.00
Woodshed, garage & 18' well		400.00
2 houses - 757 sq.ft.		2,136.00
Allowance - for misc. fencing, shrubs and flower beds		114.00
Amount to be paid owner - chrg to Right of Way		$2,750.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

LEXINGTON SECTION - LEXINGTON-ECHO HIGHWAY

18716 - Nichols, Thomas H. Heirs (Cozad)
Quarry Site
Option expires August 5, 1952

3.07 acres at $50.00- per acre $ 150.00

Amount to be paid owner - chrg to Quarry Site $ 150.00

JUNTURA MAINTENANCE SITE- CENTRAL OREGON HIGHWAY

18599 - Jones, David T. (Cozad)
Maintenance Site
Option expire s July 17, 1952

25 lots at $50 each $1,250.00

Amount to be paid owner - chrg to Maintenance Site $1,250.00

DIVIDE-ANLAUF UNIT-DIVIDE-RICE HILL SECT. - PACIFIC HWY.

18003 - Henderer, W. C. and Mary
Right of Way

14.11 acres at $410 per acre	$5,777.50
House - 760 sq. ft.	4,180.00
2 sheds, 360 sq. ft., smoke house & garage	1,502.00
Allowance - for building log bridge	459.50
- to remove barn from r/w	600.00
- 146 rods of fence at $3.50+, & $20 for gate	531.00

Amount to be paid owner - chrg to Right of Way $13,050.00

THINGS TO BE DONE BY THE STATE:

Construct approach to Buck Creek Road at Stations 307+00 and 299+80.

Access controlled - no access allowed

Confirmation of phone approval by Commissioner Mr. M. K. McIver - 2-13-52

(cont.)

EXHIBIT "A" (cont.)

Divide-Anlauf Unit-Divide-Rice Hill Sect. - Pacific Highway (cont.)

18001 - Galdabina, Clay and Bertha M. (Reeder)
Right of Way
Option expires June 30, 1952

2.0 acres at $500 per acre	$1,000.00
4.9 acres at $300 per acre	1,470.00
4.0 acres of timber land at $75 per acre	300.00
104.72 acres pasture land at $138+ per acre	14,522.20
House - 1438 sq. ft.	6,278.00
Sheep & hay barn - 2808 sq. ft.	500.00
Cow & hay barn-672 sq. ft.	1,680.00
Fruit house, garage & 5 sheds	758.00
Unfinished shack, 440 sq. ft.	880.00
Water system, pump & pump house	711.80

Amount to be paid owner - chrg to Right of Way $28,100.00

Access controlled - no access allowed

Confirmation of phone approval by Commissioner Mr. M. K. McIver 2-13-52

18002 - Anlauf, Clarence T. and Grace (Reeder)
Right of Way
Option expires June 30, 1952

2.0 acres at $800 per acre	$1,600.00
6.25 acres at $300 per acre	1,875.00
General damages and controlled access	525.00

Amount to be paid owner - chrg to Right of Way $ 4,000.00
Amount to be paid lessee - chrg to Right of Way (Dugan & Cellers) 500.00

GRAND TOTAL Charged to Right of Way $ 4,500.00

Access controlled - no access allowed

Confirmation of phone approval by Commissioner M. K. McIver 2-13-52

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECT. - PACIFIC HIGHWAY EAST

18269 - Melloway, Orvil R. and Mary (Witt)
Right of Way
Option expires August 12, 1952

0.06 acre at $600 per acre	$ 36.00
6¼ rods of fence at $4 per rod	25.00
Allowance - due to reduction of area and close proximity of house to r/w	125.00

Amount to be paid owner - chrg to Right of Way $ 186.00

Access controlled - no access allowed

NEWPORT-TOLEDO SECT. - CORVALLIS-NEWPORT HIGHWAY

18484 - Steers, Harold (Byrum)
Right of Way
Option expires July 30, 1952

1.68 acres (homesite)	$ 700.00
House - 536 sq.ft.	1,440.00
Pump and well	100.00
Garage and shed	260.00

Amount to be paid owner - chrg to Right of Way $2,500.00

Takes all -

18488 - Storm, Gertrude and W. L. (Byrum)
Right of Way
Option expires July 29, 1952

4.78 acres Lump Sum	$1,765.00
House - 747 sq. ft.	3,735.00
2 garages at $250 each	500.00
Pump, well & pump house	500.00

Amount to be paid owner - chrg to Right of Way $6,500.00

THINGS TO BE DONE BY THE STATE:

Construct road approach on South side at Station 100+25. (private)

Access controlled -

EXHIBIT "A" (cont.)

MEDFORD-COUNTY FARM SECTION - PACIFIC HIGHWAY

18321 - Frohreich, Paul and Lillian (Stuntz)
Right of Way
Option expires July 30, 1952

0.25 acre at $1750+ per acre	$ 440.00
Allowance - to move fence	100.00

Amount to be paid owner - chrg to Right of Way $ 540.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approaches at Stations 277+45 278+55, east side, private.

Access controlled -

18319 - Lucas, Robert Thomas and Anomi Ben F. Sparks and Leilla (Gemmell)
Right of Way
Option expires July 28, 1952

0.13 acre at $700 per acre	$ 91.00
5 fruit trees at $20 each	100.00
34 rods of fence at $4 per rod	136.00

Amount to be paid owner - chrg to Right of Way $ 327.00

THINGS TO BE DONE BY THE STATE:

Construct road approaches, not to exceed 16' in width, at Stations 271+60 and 272+72, west side. (private)

Access controlled -

18332 - Fisher, William H. and Grace A. Herbert O. and Vera M. Thomas (Stuntz)
Right of Way
Option expires July 29, 1952

0.18 acre at $1725+ per acre	$ 310.00
House - 779 sq. ft.	3,600.00
Lawn, trees and well	480.00
Fencing	80.00

Amount to be paid owner - chrg to Right of Way $4,470.00

THINGS TO BE DONE BY THE STATE:

Construct road approach between Stations 303+55 and 303+80, east side, 25' wide. (private)

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

Medford-County Farm Section - Pacific Highway (cont.)

18328 - Ostlund, Oscar M. and Charlotte L. (Stuntz)
Right of Way
Option expires July 30, 1952

0.32 acre of land at $1750 per acre	$ 560.00	
Lawn, trees, shrubs & driveway	520.00	
Encroachment damage	2,250.00	
Amount to be paid owner - chrg to Right of Way		$3,330.00

THINGS TO BE DONE BY THE STATE:

Construct new road approach between Stations 299+45 and 299+70, east side, 25' wide. (private)

Access controlled -

18394 - Berrang, J. C. (Estate) Basil E. & Ruth Green, Cont. Pur. (Holt)
Right of Way
Option expires July 29, 1952

.03 acre Lump Sum	$ 50.00	
Damage, encroachment	50.00	
Tool shed, 224 sq. ft.	179.00	
Amount to be paid owner - chrg to Right of Way		$ 279.00
An additional consideration to be paid J. F. Fliegel Attorney, upon delivery of insurable title. Amt.		50.00
GRAND TOTAL Charged to Right of Way		$ 329.00

Access controlled - no access allowed

18316 - Peterson, Henry A. and Lena (Gemmell)
Right of Way
Option expires August 4, 1952

8276 sq. ft. at $0.15 per sq. ft. $1,200.00

Amount to be paid owner - chrg to Right of Way $1,200.00

Access controlled - no access allowed

19427

EXHIBIT "B"

Minutes of February 19, 1952

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's minutes or records;

AND, WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission;

AND, WHEREAS, for the purpose of supplementing such informal record and action, it is the purpose of the Commission at this time to ratify all options so taken;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction or other improvement of the following named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved.

County and Section	Highway
JACKSON	
Maintenance Headquarters, Ashland-Klamath Co. Line	Green Springs Highway
KLAMATH	
Lake of the Woods-Rock Creek	Klamath Lake Secondary

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is ratified;

3. That this resolution be entered in the minutes and records of the Commission as of February 19, 1952, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed herein above.

February 19, 1952

EXHIBIT "C-1"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the last six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Banks	$1,151.92
Scotts Mills	669.65
St. Paul	685.01

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 19th day of February, 1952.

February 19, 1952

EXHIBIT "C-2"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Banks	$957.71
Island City	352.44
Scotts Mills	556.75
St. Paul	569.52

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the nineteenth day of February, 1952.

February 19, 1952

EXHIBIT "D"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3338 with Frank Watt Construction Co. for constructing South Yamhill River Bridge on the Three Mile Lane Highway in Yamhill County, completed January 30, 1952.

Contract No. 3363 with Wall & Son for constructing Yach Bridge on the Little Nestucca Highway in Tillamook County completed October 7, 1951.

Contract No. 3539 with Gilbert Roberts for constructing Benson Park latrine in Multnomah County, completed October 24, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said State highway contracts for the construction of said State highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "E"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, the highway hereinafter set forth or described have been duly designated and declared to be and are State Highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as State highways, to-wit:

LOWER KLAMATH Secondary State Highway No. 423

MEDICAL SPRINGS Secondary State Highway No. 340

and,

WHEREAS, said highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways during the present period of freezing and thawing, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highways that the maximum weights permitted and authorized by law be reduced during such period; and,

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon said highways during said period shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways that the maximum total weight of load and vehicle which shall be permitted upon said highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described sections of highways shall not exceed 11,000 pounds gross on any single axle nor 20,000 gross on any pair of tandem axles nor 36,000 pounds gross on all axles of the vehicle or combinations of vehicles:

EXHIBIT "E" (cont.)

Name of Highway & No.	County	Section Restricted	Date Effective 1952
Lower Klamath 423	Klamath	M. P. 0.0 to Jct. US Hwy 97 to M. P. 7.02 at Jct. ORE Hwy No. 50	Feb. 2
Medical Springs 340	Union	M. P. 0.00 at Union to M. P. 20.35 at Medical Springs	Feb. 6

IT IS FURTHER ORDERED that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 15, Chapter 405, Oregon Laws 1951, shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above highways and at important crossroads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED that a certified copy of this order be furnished to the county clerk of each county affected by this order and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 19th day of February, 1952.

EXHIBIT "F"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, the Forth-Sixth Legislative Assembly enacted Chapter 405, Oregon Laws 1951; and

WHEREAS, Section 15, Chapter 405, Oregon Laws 1951, provides that that State Highway Commission, with respect to state highways, may prohibit the operation thereon of any or all vehicles of any class or kind, and may impose limits as to any gross weight or any dimension of any vehicle or combination of vehicles, and impose any other restrictions that in the judgment of the State Highway Commission are necessary for the best interests of the State and general public welfare and to protect any highway or section thereof from being unduly damaged; and

WHEREAS, the roads and highways hereinafter named have been designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways; and

WHEREAS, on each of the said state highways there are located certain bridges and ferries, which bridges and ferries in the judgment of the State Highway Commission are incapable of safely carrying the traffic to which they are being subjected, and in order to protect said bridges and ferries against damage and injury, and in order to safeguard traffic over said bridges and ferries, it is deemed and is the judgment of the Highway Commission and said Commission finds that it will be for the best interests of the said bridges and ferries and of the traffic which uses the said bridges and ferries, that the maximum weight now permitted and authorized by law be reduced; and

WHEREAS, the State Highway Engineer has caused investigations to be made and has determined and found from such investigations and has recommended to the Highway Commission that the maximum gross weight of any vehicle or combination of vehicles that can safely be permitted upon any of the said bridges and ferries at any one time are as hereinafter set forth; and

WHERAS, based upon the investigations, determinations and recommendations of the State Highway Commission, it is the judgment of this Commission that the maximum gross weight of any vehicle or combination of vehicles allowed upon any of the said bridges and ferries at any one time shall be reduced and fixed as in this order provided.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, two members being present and voting affirmatively as follows

(cont.)

EXHIBIT "F" (cont.)

1. Pursuant to and under the authority vested in the State Highway Commission in Section 15, Chapter 405, Oregon Laws 1951, it is the judgment and opinion of the State Highway Commission that those things hereinafter set forth and ordered in this resolution are necessary for the best interests of the State and for the general public welfare and to protect state highway bridges and ferries from being unduly damaged.

2. That the maximum gross weight of any vehicle or combination of vehicles, including any load thereon, allowed at any one time upon the bridges and ferries in this paragraph designated is hereby limited and reduced to that set forth as follows.

SCHEDULE OF MAXIMUM GROSS WEIGHT LIMITS ON STATE HIGHWAY BRIDGES AND FERRIES SUBJECT TO LEGAL AXLE, TANDEM AXLE, AND GROUP AXLE LOADS

Highway No.	Highway Name	Mile Post Location	Route No.	Bridge No. or Ferry Name	River	Maximum Gross Load (Tons)
2	Lower Col. Riv.	104.65	US30 & US 101	Astoria-Megler Ferry	Col. River	27
6	Old Ore. Trail	404.52	US30	4330	Snake River (Weiser)	1
6	Old Ore. Trail	412.11	US30	4335	Snake River (Payette)	1
10	Wallowa Lake	02.64	ORE82	4821	Grande Ronde River	36
10	Wallowa Lake	55.00	ORE82	4872	Lostine R.	36
17	McKenzie-Bend	16.06	US20	3378	Deschutes River	27
102	Nehalem Sec.	28.44	ORE202	3110	Nehalem River	36
102	Nehalem Sec.	30.71	ORE202	3111	Nehalem River	36
102	Nehalem Sec.	33.73	ORE202	3112	Nehalem River	36
102	Nehalem Sec.	37.27	ORE202	3113	Nehalem River	36
102	Nehalem Sec.	39.32	ORE202	3139	Nehalem River	36
102	Nehalem Sec.	56.50	ORE47	3145	Nehalem River	36

(cont.)

EXHIBIT "F" (cont.)

102	Nehalem Sec.	58.41	ORE47	3146	Nehalem River	36
130	Little Nestucca Secondary	01.30	------	4691	Little Nestucca River	27
130	Little Nestucca Secondary	06.20	------	1858	Little Nestuca River	5
130	Little Nestucca Secondary	07.70	------	1857	Little Nestucca River	5
130	Little Nestucca Secondary	08.70	------	2299	Little Nestucca River	36
131	Netarts Sec.	01.73	------	1345	Tillamook Riv.	36
141	Beaverton-Aurora Secondary	16.02	ORE217	Boones Ferry	Willamette Riv.	10
171	Clackamas Sec.	19 54	ORE211	3060	Eagle Creek	36
200	Territorial Sec.	26.24	------	4053	Coyote Creek	27
210	Corvallis-Eastside Secondary	09.16	------	4271	Calapooya Riv.	27
211	Albany-Lyons Secondary	01.49	ORE226	1771	South Santiam River	36
231	Elkton-Sutherlin Secondary	24.00	ORE225	1893	Calapooya Riv.	36
260	Rogue River Loop Secondary	13.37	------	1592	Rogue River	27
291	Shariko-Fossil Secondary	23.80	ORE218	5010	John Day River	27
300	Wasco-Heppner Secondary	18.76	ORE206	4623	John Day River	15
390	Service Creek-Mitchell Sec.	00.56	ORE207	5018	John Day River	27
452	Adrian-Parma Secondary	00.21	------	4412	Snake River (Adrian)	27

That the maximum gross weight of any vehicle or combination of vehicles, including any load thereon, allowed at any one time upon the main span of

(cont.)

EXHIBIT "F" (cont.)

State Highway Bridge No. 1326 located on the Hillsboro-Silverton Secondary Highway, ORE 219, is hereby limited and reduced to 27 tons.

3. That the State Highway Engineer, or either Assistant State Highway Engineer, is authorized and directed to place further reductions and limitations of maximum gross weights upon the above said bridges and ferries, if, in the judgment of the State Highway Engineer or either Assistant State Highway Engineer said further reductions or limitations of said gross weights are found to be necessary to safeguard and protect any of said bridges or ferries against damage or injury or to protect traffic moving thereover from damage or injury.

4. That the State Highway Engineer, or either Assistant State Highway Engineer, is hereby authorized and ordered to place gross weight restrictions and limitations upon any other bridge or ferry that is a part of the state highway system if the State Highway Engineer or either Assistant State Highway Engineer shall find that said restrictions and limitations upon said other bridges or ferries are necessary to protect said bridges or ferries against damage or injury or to safeguard any traffic moving thereover.

5. That the State Highway Engineer, or either Assistant State Highway Engineer, hereby is directed to post, or cause to be posted, signs that shall notify the general public of all said restrictions and limitations contained in this order, and said signs shall be posted in a conspicuous manner and place at each end of each of the above-named bridges and ferries, including all other bridges or ferries hereinafter regulated pursuant to this resolution, so that said notice can be readily seen and read, which notice shall state plainly the gross weight limitations hereby in this order determined or authorized to be determined.

6. Immediately upon the posting of the said bridges and ferries as above directed, the same shall be closed to the movement of all motor vehicles or combination of vehicles which have any gross weight exceeding the posted limitations thereof.

7. Said posting shall continue so long as such conditions are found to exist by the State Highway Engineer or either Assistant State Highway Engineer.

8. When the State Highway Engineer or either Assistant State Highway Engineer shall find that the conditions heretofore set forth cease to exist or are not of such character and nature as to warrant the gross weight limitations previously established pursuant to this resolution, then the Highway Engineer or either Assistant Highway Engineer shall remove said limitations.

EXHIBIT "F" (cont.)

9. The State Highway Engineer or either Assistant State Highway Engineer shall report to the Highway Commission the placing or removing of all gross weight limitations as herein authorized at the meeting of the Highway Commission next following the placing or removing of said limitations.

10. That this resolution be entered in the minutes of the Commission as of the nineteenth day of February, 1952, and that the original resolution be filed in the office of the Secretary of the State Highway Commission, and that a certified copy of this resolution be furnished to the County Clerk of each county in which the said bridges or ferries are located, and also that a copy of this resolution be furnished to the Superintendent of State Police, the Public Utilities Commissioner, and the Secretary of State.

EXHIBIT "G"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, on the 31st day of January, 1952, the Commission passed and adopted a resolution reducing the maximum load limits on various State highways; and

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limits set out in said resolution.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in the said resolution of January 31, 1952, on various State highways, to-wit:

Name of Highway and No.	County	Section Restr.	Date Lifted 1952
Pendleton-Cold Springs 36	Umatilla	Entire Length	Feb. 15
Athena - Holdman 334	Umatilla	Entire Length	Feb. 15
Havana-Helix 335	Umatilla	Entire Length	Feb. 15

be and the same hereby is rescinded and cancelled insofar as it pertains to the highways listed herein above, and the maximum load limit permissible on such highways subsequent to such dates shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and a like copy to the Superintendent of the Department of State Police for his information.

Dated this 19th day of February, 1952.

EXHIBIT "H"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Albany-Lyons Secondary Highway No. 211 known as the Scio-Thomas Creek Section in Linn County, the westerly terminus of which is at highway engineer's station 495+40 of the reconstructed line and the easterly terminus of which is at highway engineer's station 208+50 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for highway purposes for the service of persons living thereon or for communities served thereby; and

WHEREAS, the contract for the construction of this relocated section of the Albany-Lyons Secondary Highway No. 211 has been completed and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area and section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members being present and affirmatively voting, as follows:

1. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "A" and is shown colored in brown on the map attached hereto, marked "Exhibit A", and by this reference made a part hereof, and is more particularly described as follows:

Unit "A"

Beginning at the intersection of the former route of the Albany-Lyons Secondary Highway No. 211 with the east line of a tract of land described as Parcel #2 in deed from Floyd W. Aspinwall and Bertha Aspinwall to the State Highway Commission, recorded on page 458 of Volume 216 of Linn County deed records, and running thence easterly via the former route of said Albany-Lyons Secondary Highway to highway engineer's station 692+50 of the relocated Albany-Lyons Secondary Highway in the Northeast quarter of the Southeast quarter of Section 10, Township 10 South, Range 1 West, W. M.

(cont.)

EXHIBIT "H" (cont.)

shall be and hereby is abandoned as a part of said highway, and hereafter all right, title and interest which the State has in said right of way shall be permitted to revert to the owners of the abutting land. *

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes therefore, the Commission hereby does declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Linn County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall permit it to revert to the owners of the abutting property, as the County Court may determine.

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 247, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "I"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Powell Butte Secondary Highway No. 371 known as the Airport Section in Deschutes County, the westerly terminus of which is at highway engineer's station 0+65 of the reconstructed line and the easterly terminus of which is at highway engineer's station 68+59. 20 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated portion or unit is no longer needed for highway purposes; and

WHEREAS, the contract for the construction of this relocated section of the Powell Butte Secondary Highway No. 371 has been completed and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the portion or unit of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portion or unit of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "A" and is shown colored in brown on map attached hereto marked 'Exhibit A", and by this reference made a part hereof, is more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 1+20 of the reconstructed line in the Southwest quarter of the Southwest quarter of Section 17, Township 17 South, Range 13 East, W. M. and running thence easterly via the former route of said Powell Butte Secondary Highway to State Highway Engineer's Station 65+25 of the relocated Powell Butte Secondary Highway in the Southwest quarter of the Northeast quarter of Section 17, Township 17 South, Range 13, East, W. M.*

2. That the said Unit "A" is not needed for the service of persons living thereon nor for any community served thereby and therefore the same

(cont.)

EXHIBIT "I" (cont.)

shall be and hereby is abandoned as a part of said highway, and hereafter all right, title and interest which the State has in said Unit "A" shall be permitted to revert to the owners of the abutting land.

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission hereby does declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Deschutes County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall permit it to revert to the owners of the abutting property.

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 248, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, the Forty-Sixth Legislative Assembly enacted Chapter 405, Oregon Laws 1951; and

WHEREAS, Section 15, Chapter 405, Oregon Laws 1951, provides that the State Highway Commission, with respect to state highways, may prohibit the operation thereon of any or all vehicles of any class or kind and may impose limits as to any gross weight or any dimension of any vehicle, or combination of vehicles, and impose any other restrictions that in the judgment of the State Highway Commission are necessary for the best interests of the State and general public welfare and to protect any highway or section thereof from being unduly damaged; and,

WHEREAS, many state highways and sections thereof become impaired and in a weakened condition when subjected to periods of excessive rainfall, periods of flood, or periods of freezing and thawing; and,

WHEREAS, said highways and sections thereof, during said periods of flood, excessive rainfall, freezing and thawing, have been and are damaged due to the movement of motor vehicles having gross weights which are lawful, and

WHEREAS, such climatic conditions vary with the seasons and also with the locale; and,

WHEREAS, said state highways and sections thereof subject to such conditions can only be preserved and protected by the immediate closure thereof to motoring vehicles having any gross weight that will cause damage to said highways and sections thereof,

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED by this Commission, two members being present and voting affirmatively as follows:

1. Pursuant to and under the authority vested in the State Highway Commission in Section 15, Chapter 405, Oregon Laws 1951, it is the judgment and opinion of the State Highway Commission that those things hereinafter set forth and ordered in this resolution are necessary for the best interests of the State and for the general public welfare and to protect state highways or sections thereof from being unduly damaged.

2. That upon the occurrence of any flood, excessive rainfall, freezing or thawing in any locality of this state affecting the stability of any section or sections of any state highway if the State Highway Engineer, the First Assistant State Highway Engineer, or the Second Assistant State Highway

(cont.)

EXHIBIT "J" (cont.)

Engineer shall find that the movement of any motor vehicles or combination of vehicles are causing substantial damage to any section or sections of said highways due to the excessive weights of said vehicles or combination of vehicles, then the State Highway Engineer, either Assistant State Highway Engineer, or any Division Engineer with the approval of the State Highway Engineer or either Assistant State Highway Engineer, hereby are directed to prohibit the movement over such section or sections of any state highway of any vehicles, or combination or vehicles having any gross weight that, in the opinion of the State Highway Engineer or either Assistant State Highway Engineer, will cause damage to said section or sections of state highways, and shall inform the public of the same by posting conspicuous signs in such manner and places as in the judgment of the State Highway Engineer, or either Assistant State Highway Engineer, or any Division Engineer with the approval of the State Highway Engineer or either Assistant State Highway Engineer, are found to be necessary to adequately notify the public of said prohibition;

3. Immediately upon the posting of any such section or sections of any state highway, the same shall be closed to the movement of all motor vehicles or combination of vehicles which have any gross weight exceeding the posted limits thereof;

4. Said posting shall continue so long as such conditions are found to exist by the State Highway Engineer or either Assistant State Highway Engineer;

5. When the State Highway Engineer or either Assistant State Highway Engineer shall find that the conditions heretofore set forth cease to exist or are not of such character and nature as to warrant the gross weight limitations previously established pursuant to this resolution, then the Highway Engineer or either Assistant Highway Engineer shall remove said limitations.

6. The State Highway Engineer or either Assistant State Highway Engineer shall report to the Highway Commission the placing or removing of all gross weight limitations as herein authorized at the meeting of the Highway Commission next following the placing or removing of said limitations.

7. Nothing herein shall be deemed to modify any action or actions of the Commission heretofore taken based upon peculiar facts or circumstances applying to any particular section or sections of any state highway;

8. That the Commission hereby reserves the right to change or modify the action hereby taken but any change or modification shall be evidenced by resolution or order entered in the Minutes and Records of

EXHIBIT "J" (cont.)

the Commission;

9. That this resolution be entered in the Minutes of the Commission as of the nineteenth day of February, 1952, and that the original of this resolution be filed in the office of the Secretary of the State Highway Commission, and that a copy of this resolution be furnished to each of the following: the Superintendent of State Police, the Public Utilities Commissioner, and the Secretary of State.

EXHIBIT "K-1"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, widen and improve the Hood River-Mosier Section of the Columbia River Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way, acquisition and manufacture of road building materials, haul road and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, two members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way purposes for use in connection with the proper construction of a connecting or approach road between the relocated Columbia River Highway and the existing Columbia River Highway a parcel of real property located in Wasco County, Oregon, and described as follows:

R-17634
Owner: James C. Fulton, et ux.

A parcel of land lying in Government Lot 6 of Section 2, Township 2 North, Range 11 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning at a point 333.95 feet south and 1430 feet east of the westerly southwest corner of the J. A. Mosier D. L. C. #37, said point also being on the southerly right of way line

(cont.)

EXHIBIT "K-1" (cont.)

of the Columbia River Highway; thence on said right of way line North 79°53' 30" East a distance of 167.68 feet; thence along a right of way line parallel to and 100 feet distant southerly from the Union Pacific Railroad center line South 73° 22' East a distance of 210.51 feet to the westerly line of the Frank Ginger property; thence along the said property line South 0° 55' 30" West a distance of 280 feet; thence North 60° 39' 30" West a distance of 516.42 feet; thence North 56° 43' East a distance of 105.18 feet to the point of beginning.

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 1.91 acres.

2. The Commission does hereby find and declare that there are needed and required for the acquisition and manufacture of road building materials and for the construction and maintenance of a haul road to be used in conjunction therewith for use in connection with the proper relocation, widening, construction, improvement and maintenance of the Hood River-Mosier Section of the Columbia River Highway two parcels of real property located in Wasco County, Oregon, described as follows:

Parcel No. 1: (Quarry)

A parcel of land lying in the South half ($S\frac{1}{2}$) of Section 2, Township 2 North, Range 11 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning at the South quarter ($S\frac{1}{4}$) corner of said Section 2; thence North 87° 39' East 1363.93 feet along the south line of said Section 2; thence North 6° 20' East 1153.27 feet; thence North 72° 34' West 201.3 feet; thence North 65° 21' West 32.25 feet; thence North 445.21 feet to the northeast corner of this parcel. Note: The preceding courses are based on the Oregon Coordinate System, North Zone. From said northeast corner of this parcel run west 70 feet more or less to the easterly line of a tract of land being sold to Louis Owens under an unrecorded contract which tract is hereinafter described; thence southerly along the easterly line of said Owens tract to the intersection of said easterly line of said Owens tract with the easterly line of a tract conveyed by Marietta Harlan to Christian A. Hage by deed recorded in Book 54, page 567, of Wasco County Deed Records; thence southerly along the easterly line of said Hage tract to the southeast corner thereof, said corner being the northeast corner of a tract conveyed by Marietta Harlan to J. Strein by deed recorded in Book 57, page 158, of Wasco County Deed Records; thence southerly and westerly along the easterly line of said Strein tract to the South quarter ($S\frac{1}{4}$) of Section 2, the point of beginning.

EXHIBIT "K-1" (cont.)

The parcel of land to which this description applies contains 21.63 acres.

The description of the tract hereinbefore mentioned as being sold to Louis Owens under an unrecorded contract is as follows:

Beginning at the northwest corner of the Charles and Opal Head property as described in Book 110. page 25, of Wasco County Deed Records; thence easterly along the North line of said Charles and Opal Head property approximately 250 feet to an iron pipe; thence southwesterly along the lower bank of an abandoned railroad roadbed approximately 1000 feet to an iron pipe; thence westerly approximately 30 feet to the west line of said Charles and Opal Head property; thence northerly along the west line of said Charles and Opal Head property to the point of beginning, containing 3.5 acres, more or less.

Parcel No. 2: (Haul Road)

A parcel of land lying in the South half ($S\frac{1}{2}$) of Section 2, Township 2 North, Range 11 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning at the northeast corner of Parcel No. 1 above; thence North 50° 43' East 330.68 feet; thence North 42° 52' East 185.98 feet to the southerly line of the real property first described containing 1.91 acres; thence North 60° 39' 30" West 89.61 feet to the most westerly corner of the real property first described containing 1.91 acres, said corner being on the easterly line of that tract of land being sold to Louis Owens under unrecorded contract and being further described in Parcel No. 1; thence southerly along the easterly line of said Owens tract to a point west of the point of beginning; thence east 70 feet; more or less to the point of beginning.

Bearings used herein are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 0.96 acres.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

EXHIBIT "K-1" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 19th day of February, 1952.

EXHIBIT "K-2"

Minutes of February 19, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Columbia River Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of installing a one-way highway grid system through the City of The Dalles, Oregon, which will more adequately serve the traveling public, the Highway Commission plans and proposes to construct and maintain The Dalles Section of the said Columbia River Highway and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, two members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the construction and maintenance of The Dalles Section of the Columbia River Highway the following described property, to wit:

R-17426
Owner: Arthur N. Muller, et al

A parcel of land lying in Lot 7, Block 21, Laughlin's Addition to Dalles City, Wasco County, Oregon, the said parcel being described as follows:

All of said Lot 7, Block 21, of Laughlin's Addition except the following: Beginning at the most southerly corner of said Lot 7; thence North 56° 02' West 50 feet along the lot line to the most westerly corner of said lot; thence North 33° 58' East 15 feet along the northwesterly line of

(cont.)

EXHIBIT "K-2" (cont.)

said lot; thence South 87° 00' East 5831 feet to the south easterly line of said lot; thence South 33° 58' West 45 feet along the lot line to the point of beginning.

The parcel of land to which this description applies contains 3500 square feet.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property-owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 19th day of February, 1952.

Portland, Oregon
March 13, 1952

The State Highway Commission met in regular session at 9:00 a.m. this date in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2nd Asst. State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which announcement was made that contracts would be awarded at 4:00 p.m.:

PACIFIC HIGHWAY WEST IN BENTON COUNTY
CORVALLIS TRAFFIC SIGNALS

Electric Corporation, Salem	$ 5,460.00
Mill Electric Company, Salem	5,550.00
Witzig's, Corvallis	5,928.00

COOS COUNTY
COOS BAY TRAFFIC SIGNALS

Mill Electric Company, Salem	$12,812.00
L. H. Morris Electric Company, Eugene	13,348.00
Hansen Electric Company, Coos Bay	14,990.00

COOS COUNTY
COOS BAY BRIDGE FENDER PILE REPLACEMENT

Felix Carlson Dredging Company, Inc., Coos Bay	$49,066.00
Hillstrom Shipbuilding Company, Coos Bay	49,842.00

CURRY COUNTY
PORT ORFORD MAINTENANCE BUILDING

H. G. Wirtz, Grants Pass	$12,660.00
Gilbert Roberts, Hood River	13,053.50

THE DALLES-CALIFORNIA HWY. IN DESCHUTES COUNTY
BEND TRAFFIC SIGNALS

Mill Electric Company, Salem	$ 2,692.00

DESCHUTES AND JEFFERSON COUNTIES
SISTERS ROCK PRODUCTION PROJECT ON THE SANTIAM, McKENZIE AND McKENZIE-BEND HIGHWAYS

E. H. Itschner Company, Molalla	$ 31,500.00
Homer G. Johnson, Portland	39,750.00
Rogers Construction Company, Portland	45,000.00
Peter Kiewit Sons Company, Longview, Washington	50,640.00

OREGON COAST HWY. IN DOUGLAS COUNTY
WINCHESTER BAY-CLEAR LAKE UNIT
WINCHESTER BAY-FOREST BOUNDARY SECTION

E. L. Gates and Company, Inc., Salem	$ 731,139.00
Kuckenberg Construction Company, Portland	786,292.50
Fred H. Slate Oregon Limited & E. C. Hall Company, Portland	837,590.00
Roy L. Houck & Son, Salem	849,836.20
Berke Bros., Portland	1,024,545.00
McNutt Brothers, Eugene	1,066,994.50
C. J. Montag & Sons, Portland	1,179,060.00

HARNEY COUNTY
N. UNIT, PRINCETON-FOLLY FARM SECTION OF DIAMOND VALLEY and ROME-PRINCETON HWYS.

Heavy Hauling Company, Astoria	$ 152,125.50
F. L. Somers, Klamath Falls (1)	166,403.50
O. C. Yocum Company, McMinnville	175,934.00
Rogers Construction Company, Portland	183,043.00
Stevenson Construction Company, Salem	191,015.00
Babler Brothers, Inc. Portland	209,131.00
McNutt Brothers, Eugene	226,866.00

(1) Bidder will not accept projects totaling more than $350,000.00

SUNTEX ROCK PRODUCTION PROJECT ON CENTRAL OREGON AND LAKEVIEW-BURNS HWYS.
HARNEY COUNTY

N. A. Toole Construction Company, Ontario	$ 41,600.00
Homer G. Johnson, Portland (1)	42,400.00

(1) Bidder will accept award of this project only in combination with the Alkali Lake Rock Production Project.

March 3, 1952

HOOD RIVER COUNTY
SECOND STREET OVERCROSSING OF COLUMBIA RIVER HWY.

H & R Construction Company, Beaverton	$ 41,832.00
United Builders Inc., Beaverton	42,573.00
VaDare Construction Company, Portland	43,302.00
General Construction Company, Portland	48,702.00
Carl M. Halvorson Inc., Portland	51,151.00
Natt McDougal Company, Portland	53,853.00

THE DALLES-CALIFORNIA HWY. IN KLAMATH COUNTY
MODOC POINT-BARKLEY SPRINGS UNIT, MODOC POINT-ALGOMA SECTION

F. L. Somers, Klamath Falls (1)	$338,666.00
C. R. O'Neil Creswell	368,461.00
Fred H. Slate Company Oregon Limited & E. C. Hall Company, Portland	382,484.00
Rogers Construction Company, Portland	407,629.00
Peter Kiewit Sons Company, Longview, Washington	429,340.50
McNutt Brothers, Eugene	546,269.00

(1) Bidder will not accept projects totaling more than $350,000.00

LAKEVIEW-BURNS HWY. IN LAKE COUNTY
ALKALI LAKE ROCK PRODUCTION PROJECT

N. A. Toole Construction Company, Ontario	$ 25,200.00
Homer G. Johnson, Portland (1)	25,200.00

(1) Bidder will accept award only in combination with Suntex Rock Production Project.

MARION COUNTY
PACIFIC HWY. EAST OVERCROSSING ON SALEM BY-PASS

Glenn Snook, Eugene (1)	$ 27,990.00
Hamilton & Thoms, Eugene (1)	28,100.00
General Construction Company, Portland	30,790.00
Tom Lillebo, Reedsport	31,260.00
Wayne Barham, Salem (1)	31,869.00
Smith & Nelson, Salem	32,890.00
Natt McDougal Company, Portland (1)	35,065.00

(1) Bidder will accept award of this project only in combination with the "D" Street and Center Street Undercrossing Projects.

March 13, 1952

MARION COUNTY
PACIFIC HWY. EAST UNDERCROSSING ON SALEM BY-PASS

Glenn Snook, Eugene (1)	$ 70,636.00
Tom Lillebo, Reedsport	71,455.00
Wayne Barham, Salem (1)	72,118.00
Hamilton Thoms, Eugene (1)	73,692.00
General Construction Company, Portland	75,498.00
Smith & Nelson, Salem	82,972.80
Natt McDougal, Portland (1)	84,141.50

(1) Bidder will accept this project only if awarded the Southern Pacific Company (Silverton Branch) Overcrossing Structure.

PACIFIC HWY. IN MULTNOMAH COUNTY
INTERSTATE BRIDGE AND OREGON SLOUGH BRIDGE PAINTING

Tri-State Painting Company, Portland	$ 37,000.00
C. H. Savage Company, Portland	39,881.00
Industrial Spray Painting Corporation, Portland	47,735.00
Antonsen Painting Company, Tacoma, Washington	54,800.00

WASCO-HEPPNER SECONDARY HWY. IN SHERMAN COUNTY
WEST COTTONWOOD GRADE SECTION

E. H. Itschner Company, Molalla	$ 62,121.65
F. L. Somers, Klamath Falls (1)	68,397.00
Erland & Blickle, Portland	68,695.00
Durbin Brothers, Eugene	70,521.65
Newport Construction Company, Portland	81,845.00

(1) Bidder will not accept award of projects totaling over $350,000.00.

TILLAMOOK COUNTY
TILLAMOOK MAINTENANCE BUILDING

United Builders Inc., Beaverton	$ 10,894.00
John Hilstrom, Astoria	11,076.00
Gilbert Roberts, Hood River	11,711.00

COLUMBIA RIVER HWY. IN WASCO COUNTY
SHOGREN-ROWENA CREEK UNIT, MOSIER-THE DALLES SECTION

Rogers Construction Company, Portland	$610,123.00
Vernie Jarl, Gresham	709,707.00
White Brothers Company, Walla Walla, Washington	722,916.00
Kuckenberg Construction Company, Portland	740,959.50
Fred H. Slate Oregon Limited & E. C. Hall Company, Portland	755,580.00

March 13, 1952

Shogren-Rowena Creek Unit, Mosier-The Dalles Sect. (cont.)

Morrison-Knudsen Company, Boise, Idaho	$757,047.50
Guy F. Atkinson Company, Portland	768,379.00
Carl M. Halvorson, Portland	797,913.00
McNutt Brothers, Eugene	798,027.00
Peter Kiewit Sons Company, Longview, Washington	814,568.50
Babler Brothers Inc., Portland	886,810.00
Natt McDougal Company, Portland	951,063.00

The Parks Superintendent reported on the following matters

1. Furnishing additional plant material for stabilizing sand blows in Cape Lookout State Park: The Parks Superintendent recalled that the Commission at its meeting on November 8, 1951, authorized the purchase of 720,000 culms of beach grass for use in stabilizing sand blows in this park, purchase to be made from the U. S. Department of Agriculture, Soil Conservation Service, at $1.75 per thousand. Much better progress was made in planting than was anticipated, he said, and the cost has been considerably less than was thought at the time the arrangement was made in view of which he requested authority to purchase an additional 1,080,000 culms at the same rate. The Commission approved the request unanimously.

2. Establishment of rates for use of facilities in state parks: The Parks Superintendent recommended approval of the following rates for use of park facilities where overnight camping has been authorized:

Silver Falls State Park:

Silver Creek and Smith Creek Youth Camps: Seasonal Permit - $7.00 per camper per season for camp capacity, 8 to 12 weeks, between June 1st and September 15th. Short Term Permit - $.25 per person per night for actual number of persons (including campers, staff and help) plus an additional charge of $5.00 for opening and closing the camp.

C.C.C. Camp: $.15 per peson per night for actual number of persons (including campers, staff and help) and an additional charge of $3.00 for opening and closing the camp.

Wood is to be furnished at $12.00 per cord for the actual amount used. Other items furnished at cost.

Emigrant Springs State Park:

$.15 per person per night plus a $3.00 flat charge for opening and closing the camp. Supplies furnished at cost.

Youth Group Use in Camp Areas where no Buildings are Utilized:

$3.00 for first night for a group of twenty or less, $.05 per person per night for all over twenty and for each night thereafter.

Overnight Camping.

Improved camps where water, fuel, toilets and showers are provided, $1.00 per night per car. (This is computed as a base rate, for camping $.50, Fuel $.25, showers and facilities $.25, making a total of $1.00.) Electric power is an extra $.25. Time limit in camp one week.

The Commission unanimously approved the rates as recommended. In this connection, the Parks Superintendent also recommended that the overnight camping privileges be extended to all parks which can be properly arranged for such use without interference with the day use of the parks, and that a rate of 50 cents per night be charged where no fuel or other supplies are furnished, and that a nightly rate of 75 cents be charged where fuel is furnished, and that the time limit on camping in such parks be limited to one week. The Commission approved the recommendation.

3. Request of Forrest L. Meuret, Madras, to purchase 23.8 acres of land in Cove State Park: The Parks Superintendent exhibited a map showing the location of the property desired by Mr. Meuret, particularly pointing out that the area lies east of an irrigation canal near the east boundary of the park. Mr. Meuret, he said, owns the adjoining property, and states that he needs the State's land in the development of his own property. He also stated that the State has no immediate use for the area and he suggested that it be leased to Mr. Meuret rather than sold to him because of the adverse precedent that would be established if it were sold. The Commission indicated that it would not sell the property to Mr. Meuret, but deferred a definite decision until discussing the matter with him on the following day. (See additional paragraph ahead)

4. Purchase of twelve acres of land adjoining Shepperds Dell State Park on the Columbia River Highway: The Parks Superintendent advised that this property is owned by Mr. Estes Snedecor, Portland, who has offered to sell it to the State for the sum of $1,000. The property, he said, adjoins Shepperds Dell State Park and has considerable timber which alone is worth not less than $2,000. He further advised that the area is desirable as an addition to the park and he recommended acceptance of Mr. Snedecor's offer. The Commission approved the recommendation.

5. Proposed acquisition of property from Multnomah County along the Columbia River Highway near Crown Point: The Parks Superintendent recalled that the Commission at the previous meeting authorized the purchase from Multnomah County of a small area east of Crown Point for the sum of $150.00. Subsequently, he said, he received information from Mr. Lansing Stout, Land Agent of the Multnomah County Land Department, of-

fering to sell to the State for the sum of $250 two additional tracts west of Crown Point, one of which contains about two acres and the other about .79 acre, both tracts being located about one mile west of the Vista House. Mr. Stout also suggests that Mr. George Buck, County Roadmaster, be contacted relative to donating to the State three additional tax lots near the others, which will prevent the construction of any facilities that would mar the scenic aspects of the Columbia River Highway within this area. He recommended purchase of the first two above mentioned tracts for $250, and that he be authorized to contact Mr. Buck relative to the other three tracts. The Commission approved these recommendations unanimously.

6. Sale of timber in Simpson State Park: The Parks Superintendent stated that on March 7, 1952, the Property Manager, Mr. C. W. Parker, conducted an auction sale of down and dead timber in this park, consisting of about 24,000 feet of low grade quality, and that the high offer received was that submitted by a Mr. Sam Choat of North Bend, at a lump sum of $220. He said that the appraised value of the timber is $210, in view of which he recommended acceptance of Mr. Choat's offer. The Commission approved the recommendation.

7. Construction of a water system and a utility building in Cape Lookout State Park: The Parks Superintendent stated that in the operation of this park for overnight camping, it is necessary to have a water system and a utility building. He estimated the cost of the water system at $12,000 and the utility building at $10,000, and advised that provision is made for the expenditures in the 1952 budget. He recalled that the Commission previously has authorized the taking of bids for improvement of the roadway leading to the park and for the construction of a caretaker's cottage, and he gave as his opinion that a saving in expense would accrue were the water system and the utility building constructed at the same time. He requested authority to proceed on that basis. The Commission approved the recommendation.

8. Default of Ole Nygaard in connection with removal of snags along the Sunset Highway near Quartz Creek: The Parks Superintendent advised that on November 6, 1946, the Commission entered into an agreement with Mr. R. C. Moulton to remove the snags along this section of highway, which agreement was later assigned by Mr. Moulton to Mr. Ole Nygaard, who was required to furnish the Commission a $500 cash bond. This agreement and subsequent extensions thereof, he said, expired on January 1, 1951 and for some unexplained reason, Mr. Nygaard has not completely complied with the terms. Moreover, in a letter dated February 12, 1952, Mr. Nygaard expressed a preference to lose the $500 cash deposit rather than to complete his agreement. He recommended, in view of the circumstances, that the Commission declare Mr. Nygaard in default and his bond of $500 forfeited. The Commission approved the recommendation and ordered the $500 deposited in the general highway account.

9. Boat concession at Wallowa Lake State Park: The Parks Superintendent advised that subsequent to the last meeting of the Commission, when the boat concession in this park was discussed, he reviewed the Commission's agreement with Mrs. Irene Wiggins, holder of the present concession in this park and ascertained that the agreement contains provision whereby she is to be consulted about a boat concession on a royalty or other basis for a period not to exceed five years, and, if a satisfactory arrangement cannot be reached, then it states that a call shall be made for bids. He advised that in conformity with that provision, he discussed the matter with Mrs. Wiggins who offers to pay the State 10% of the gross income that she receives for the renting of boats, which ased upon her gross income for 1951, $3,808.10, means that the State would receive the sum of $380.00. He recommended acceptance of the offer. The Commission approved the recommendation.

10. Request of Pilot Rock Lumber Co. to purchase State-owned land on Camas Creek on the Pendleton-John Day Highway south of Ukiah, Grant County. The Parks Superintendent advised that the company wishes to purchase an 80 acre tract on the north fork of the John Day River where the company's present logging camp is located. The area, he said, lies on both sides of the highway and the river and contains a considerable stand of timber. He also said that the property was purchased from the Pilot Rock Lumber Company in 1944, the company retaining a thirty year lease on the portion between the highway and the river, which lease expires in 1974. He further explained that the company wants the area south of the river to protect its water supply and for other purposes, and that the area north and east of the highway is desired for building expansion on a permanent basis. He recommended that the area south of the river be retained by the State as is, but that the company be assured that the water shed, so far as the State's ownership is concerned, will be protected, and that the present agreement be extended to 1982; also that if the company desires more room for expansion, the Commission lease to the company the area on the north or east side of the river with the understanding that its camp will be moved in its entirety to that side; and that the company will pay for the timber that is destroyed in the construction of its new camp. The State Highway Engineer concurred in the recommendation. It was the feeling of the Commission that inasmuch as the property was acquired to preserve the timber standing thereon, it should be retained for that purpose, and that if the company were allowed to cut timber, it might fall too much from the standpoint of the State's interests. The matter was discussed at some length but a decision was deferred pending discussion of the matter with the company's representative on the following day. (The matter was not discussed further because the company's representative did not appear)

11. Request of Mr. Ralph Koon, logging operator, for extension of his permit to truck-haul logs across Devils Elbow State Park, Lane County: The Parks Superintendent advised that on October 5, 1950, the

Commission entered into an agreement with Mr. Koon to operate a roadway across a portion of this park, which permit expired on October 5, 1951, and that Mr. Koon is asking for a one year's extension to this agreement. He recommended approval of the request subject to the conditions and terms of the original agreement. The Commission approved the recommendation. (The agreement covering the matter was signed later in the session.)

Commissioner Reynolds brought up for discussion the signs that are being maintained along the Columbia River Highway pointing out the entrance to Benson Park. The signs, he said, are incorrectly placed and he asked the Engineer to look into the matter.

The Right of Way Engineer presented for the Commission's consideration options obtained by the Right of Way Department for acquisition of real property needed for various highway uses. As a result of careful consideration of each item, the Commission approved the options and authorized the Right of Way Engineer to close them at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously.

The Right of Way Engineer asked the Commission for authority to negotiate acquisition of right of way needed for the following highway sections for which no specific authority heretofore has been granted:

County and Section	Highway
COOS Hauser-North Bend	Oregon Coast
CROOK Marks Creek-Summit, S. P. Site	Ochoco
DESCHUTES Middle Unit Desch. Co. Line-Prineville	O'Neil Secondary
DOUGLAS Green Station-Myrtle Creek, Gravel Pit	Pacific
LANE Goshen-Pleasant Hill, Scale Site	
MARION Woodburn-Mt. Angel	Hillsboro-Silverton
UMATILLA Lena-Nye Junction	Heppner

The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Right of Way Engineer brought up for discussion the granting of farm access points to interstate highways, a particular example being the George Shane property on the Arlington-Heppner Junction Section of the Columbia River Highway, Gilliam County. It appears in this case that Mr. Shane's property lies on both sides of the existing and relocated highway which he uses for grazing and stock feeding, and at the present time he has unlimited access to the highway. Mr. Shane also has a stockpass under the Union Pacific railroad so that his cattle have access to water in the Columbia River. It also appears that a settlement has been proposed whereby the State would fence the right of way, build a stockpass and allow Mr. Shane one access on the northerly side for ingress to and egress from his feeding grounds, such access to be strictly limited to farm purposes and provision made to close this access point if the terms under which it was granted were violated.

The matter was discussed at considerable length with the result that the Commission ordered a further study to be made and reported at a later date. The items to be studied are feasibility of serving the property by some other means, cost thereof, or in lieu of the above, the cost and feasibility of constructing a minimum interchange facility. It was also suggested that the cost of acquiring the entire tract be determined. Final decision on this matter was postponed pending further report by the Right of Way Engineer. The Chief Counsel was instructed to forward to each member of the Commission, prior to its next meeting, a brief on the subject.

The meeting recessed for luncheon at 12:10 p.m. and reconvened at 2:00 p.m. with the same persons present and participating.

The Commission discussed and approved an agreement with the Oregon Liquor Control Commission with reference to the leasing of space on the fifth floor of the State Highway Building, Salem. (The agreement was signed later in the session.)

The Commission discussed and, upon recommendation of the Right of Way Engineer, approved a change in access to the Pleasant Hill-Lost Creek Section of the Willamette Highway from property owned by a Mr. Jacobs, identified in the records as File No. 12046. (An "Indenture of Access" agreement was signed later in the session.)

The Right of Way Engineer reported the status of negotiations that have been carried on pursuant to Commission authority for acquisition of additional property in Silver Falls State Park. He advised that two or three areas are involved, the largest of which consists of forty

acres. He said that an option has been taken to acquire this tract at $44,736, including the timber standing thereon and that it is proposed to sell timber on a 120 acre tract already owned by the State to obtain funds with which to purchase the privately owned land. The value of the timber on the State's property, he said, is $45,000. The Right of Way Engineer further stated that with the Commission's approval, the National Parks Service will be contacted relative to the sale of the timber on the State's land inasmuch as the land was acquired from the Government in the first place and, if the Federal authorities agree, then the deal with the private owner will be closed. The precedent by so doing, he added, can be used to good advantage in negotiating the acquisition of additional parcels of property owned at this location. The Commission approved the arrangement unanimously.

Consideration was given by the Commission to the changing of a haul road leading to a rock quarry situate on property owned by Mr. Galligan near Mitchell Point on the Wygant Park-Hood River Section of the Columbia River Highway. The Right of Way Engineer explained that the road has been requested by the State's contractor who has agreed to pay the consideration which amounts to $250. He recommended approval. The Commission approved the recommendation.

The Commission discussed the granting of a revocable permit to the City of Redmond covering use of a portion of the Highway Department's oil unloading site in Redmond. The Right of Way Engineer advised that the city is installing an 8,000 gallon road-oil storage tank, and would like to put it on a small portion of the State's unloading site 50' x 78' in dimension, which is conveniently located near the railroad track. He recommended approval of the request, the matter to be covered by a revocable permit without consideration because the area is not presently needed for State highway purposes. The Commission approved the recommendation. (A permit covering the matter was signed by the Commission later in the session.)

The Commission discussed and, upon recommendation of the Right of Way Engineer, approved conveying to the U. S. Bureau of Reclamation by quitclaim deed, a small corner of a State-owned stockpile site situated on the Klamath Falls-Malin Highway in Klamath County. (The deed was signed later in the session.)

The Commission also discussed and, upon recommendation of the Right of Way Engineer, approved an agreement with Sarah Ann Beswick et al covering an exchange of easements for a haul road at Chetco River, Curry County. It was explained that the change is being effected to obtain better access to a gravel site and plant setup site than previously existed. (The Commission signed an "Exchange of Easement" later in the session.)

The Right of Way Engineer presented a request from Mrs. Catherine Pointer, Portland, for direct access to the Sunset Highway from

her property in the SE¼ of Section 1, Township 1 South, Range 1W, W. M., Washington County. He explained that on April 25, 1947, Mrs. Pointer and her late husband Lewis S. Pointer, executed a warranty deed conveying to the State certain lands to be used as right of way for the Sunset Highway and in that deed provision was made that the State should construct a service road on the south side of the relocated highway, and provided that the grantors in the deed should have access to the service road. The service road, he said, has not yet been built and it is the desire of Mrs. Pointer that she be given direct access to the highway until such time as the service road has been constructed by the State. He recommended that such direct access be granted to Mrs. Pointer as a temporary proposition. The Commission approved the recommendation unanimously. (An "Indenture of Access" covering the matter was signed by the Commission later in the session.)

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way for various highway improvements, and to tender offers for the same in conformity with instructions contained in the resolution that was adopted by the Commission at its meeting on December 20, 1951:

			Recommended Offer
Eagle Creek Section of the Clackamas Highway			
R 18596 -	R. W. Alspaugh Right of Way (Clackamas) Parcel No. 1: 3.3 acres Parcel No. 2: 0.36 acre		*
West Cottonwood Canyon Section of the Wasco-Heppner Highway			
R 18621 -	W. E. Nichols, et al Right of Way (Sherman) 2.0 acres in cultivation at $100 per acre	$200.00	
	5.03 acres in crested wheat grass and natural grass at $25	125.75	
		$325.75	$ 350.00
Salem By-Pass Section of the Pacific Highway East			
R 18689 -	Edwin Burnett Bishop Gravel Pit and other Highway Purposes (Marion) 50 acres at $400.00	$20,000.00	$20,000.00
R 17436 -	Otto R. Nation Right of Way (Marion) 0.927 acre		*

Salem By-Pass Section of the Pacific Highway East (cont.)	Recommended Offer
R 18263 - Carroll M. Robinson Right of Way (Marion) 0.24 acre	*
R 18618 - Russell Catlin Right of Way (Marion) 12.121 acres	*
R 18268 - M. T. Harmon Right of Way (Marion) 5.313 acres	*
R 18267 - Joseph J. Bartosz Right of Way (Marion) 2.942 acres	*
R 18275 - E. A. Berglund Right of Way (Marion) Parcel No. 1: 12.55 acres Parcel No. 2: 1.0 acre	*
Newport-Toledo Section of the Corvallis-Newport Highway	
R 18545 - W. P. McBee Right of Way and Channel Change (Lincoln) Right of Way: 12.26 acres Channel Change: 1.69 acres	*
R 18548 - Agnes V. Christiansen Right of Way and Channel Change (Lincoln) Right of Way: 10.073 acres Channel Change: 220 feet	*
R 18475 - Roy Olsen Right of Way (Lincoln) Parcel No. 1: 2.758 acres Parcel No. 2: 1.673 acres	*
R 18485 - Anthony J. Becker Right of Way (Lincoln) 0.675 acre	*
R 18469 - Laura Chipman Right of Way (Lincoln) Parcel No. 1: 13,670 square feet Parcel No. 2: 12,440 square feet	*

Newport-Toledo Section of the Corvallis-Newport Highway (cont.) — Recommended Offer

R 18470 - John A. Moore
Right of Way (Lincoln)
7.077 acres *

R 18471 - Allen Johnson
Right of Way (Lincoln)
1.198 acres *

R 18472 - Gordon W. Beck
Right of Way (Lincoln)
30,660 square feet *

R 18479 - Carl H. Peterson
Right of Way (Lincoln)
3.412 acres *

R 18480 - Birdie Williams
Right of Way (Lincoln)
0.351 acre *

R 18483 - F. O. Johnson
Right of Way (Lincoln)
5.312 acres *

R 18495 - Nola K. Foss
Right of Way (Lincoln)
2.858 acres *

R 18549 - George D. Corey
Right of Way (Lincoln)
2.948 acres *

R 18547 - Ray L. Jenkins
Right of Way (Lincoln)
5.39 acres *

Quartz Creek-North Plains Section of Sunset Highway

L 1797 - Oliver Jack, et al
Quarry Site and Haul Road (Washington)
Change of description *

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS K-1" through "K-15" inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Chief Counsel presented for the Commission's consideration a list of court cases, as follows, that have been tried or settled subsequent to the Commission's regular meeting on January 31 - February 1, 1952:

1. State vs. L. E. Gilliam et ux: The Chief Counsel advised that this case involved the acquisition of two parcels of property, one a quarry site and the other a stockpile site, for use in connection with construction of a section of the Tiller-Trail Highway in Douglas County by the Bureau of Public Roads. The defendants, he said, demanded $10,500 plus $1,500 attorneys fees, total $12,000, but a compromise settlement was reached at $2,500, which settlement was approved by Commissioner McIver by telephone. The Commission approved the settlement unanimously.

2. State vs. Warren Packing Company et al: The Chief Counsel advised that this case involved acquisition of 0.176 acre of land needed as right of way for the Pacific Highway West in Multnomah County. In this case, he said, the defendants demanded the sum of $1,500 until the morning of the trial, when they filed an amended answer demanding $7,500 plus attorney's fees. However, the jury returned a verdict in the sum of $600, which was $400 less than the Commission's offer. In addition, he said, the Court allowed attorney's fees in the sum of $300, and the judgment also included interest in the amount of $249.70, making a total of $1,149.70. The Commission approved the report.

3. State vs. June Haviland: The Chief Counsel advised that this case involved acquisition of 3.95 acres of land necessary for right of way on the Viento-Hood River Section of the Columbia River Highway and that the formal offer made in connection therewith was $10,500 as authorized by the Commission. Subsequent to the filing of the complaint, he said, and after considerable correspondence with Mrs. Haviland, the State's offer was accepted by her, the property conveyed to the State by deed and the condemnation dismissed. The Commission approved the report.

4. State vs. Fred Kaul et ux: This case concerns the acquisition of one lot on the Nehalem Sandspit in Tillamook County, which property is being acquired for park purposes. The Chief Counsel stated that taxes on this property have not been paid for a number of years and that the county court offered it for sale with the understanding that, if the amount offered was not equal to or greater than the minimum price set forth in the court's advertisement, the county would convey the property to the State without charge. A representative of the Highway Department, he said, attended the sale and was prepared to submit a bid for the property but it turned out that an offer was unnecessary because no one came forward with one equal to the minimum price established by the county. Accordingly, the county deeded the property to the State without charge and the case has been dismissed. The Commission approved the report.

5. State vs. Cage Fred Snow: The Chief Counsel advised that this case concerns the recovery of $154.94 for damage done to the Williamson River Bridge on The Dalles-California Highway in Klamath County, as a result of an automobile collision and that upon commencement of

court action, the defendant's insurance company paid the claim in full and the case has been dismissed. The Commission approved the report.

6. State vs. William R. Taylor et al: This case concerns the recovery of $1,599.86 for damage done to the Holley Bridge on the Halsey-Sweet Home State Secondary Highway, Linn County, as the result of an accident involving a log truck. The Chief Counsel stated that subsequent to the filing of the complaint, a settlement was reached in the amount of 5/8th of the State's original claim, or $999.90, which amount has been paid to the State. The Commission approved the report.

The Chief Counsel requested the Commission's approval of two additional court cases, as follows:

(1) Proposed settlement in the case of the State vs. Marion Mooney concerning acquisition of 2.56 acres of land necessary for right of way for the Reedsport-Winchester Bay Section of the Oregon Coast Highway, Douglas County. He said that prior to the filing of the complaint in the case, an offer of $2,400 was tendered the defendants which offer was based upon the high appraisal furnished his office up to that time in the amount of $2,240. However, subsequent thereto, it was ascertained that one of the independent appraisers had considered only one of the two parcels of property sought, and upon further investigation, submitted a supplemental appraisal in the amount of $2,890. In an effort to settle the case without litigation, he said, Mr. Mooney was contacted and finally agreed to accept the sum of $2,900 for his property. He recommended approval of the payment of such sum. The Commission approved the recommendation unanimously.

(2) Proposed settlement of the State vs. Lizzie Luscher et al, concerning acquisition of 7.5 acres of land needed as right of way for Unit No. 5 of the T. H. Banfield Expressway, Portland: The Chief Counsel advised that pursuant to authority previously given by the Commission, an offer of $14,000 was tendered the defendants which offer included the sum of $12,500 for the property and an additional sum of $1,500 for drilling a well to replace the defendants' water supply which consisted of a spring located on property that is being acquired by the State. Mrs. Luscher, he said, originally demanded $30,000 for her property but after considerable negotiation and upon advice of her attorney, has agreed to accept as a compromise settlement the sum of $15,000 over and above the amount which was spent by the State in constructing the well. The Chief Counsel recommended settlement with Mrs. Luscher in the amount of $15,000. The Commission unanimously approved the payment of $15,000 for the property with the understanding, however, that the offer of settlement shall come from Mrs. Luscher rather than the Highway Commission making the offer to Mrs. Luscher.

The Chief Counsel asked the Commission to confirm the following offers that were tendered to property owners prior to the com-

mencement of condemnation proceedings, in conformity with instructions contained in the Commission's resolution of December 20, 1951:

1. Hall E. Doty et al for acquisition of 11.91 acres of land needed as right of way for the West Portland-Hubbard Highway, and acquisition of 0.32 acre of land adjacent to a county road which is needed in connection with a grade separation structure; offer tendered, $5,150, plus unit prices for 192 varieties of nursery stock, as authorized by Commissioner McIver by telephone.

2. Walter D. Salzer et al, involves acquisition of 6.66 acres of land needed as right of way for construction of the West Portland Hubbard Highway; amount of offer as authorized by Commissioner McIver over the telephone, $1,650.

3. Louisa Micek; property involved consists of 3.17 acres of land necessary as right of way for the West Portland-Hubbard Highway, and 8.52 acres of excess property necessary to be acquired because of its severance from the owner's remaining land; amount of offer as authorized by Commissioner McIver, $7,150.

4. Arthur O. Sasaki et al; property involved consists of 15.02 acres necessary as right of way for the West Portland-Hubbard Highway, and 29.98 acres of excess property necessary to be acquired because of its severance from the owner's remaining land; amount of offer as authorized by Commissioner McIver $15,150.

5. Margaret May DeRoss et vir; property consists of 1.95 acres of land needed as right of way for the Coos Bay-Roseburg Highway; amount of offer as authorized by Commissioner McIver, $400.

The Commission unanimously confirmed the offers as reported.

The Chief Counsel requested authority to bring suit against Frank W. Seidle et ux to secure specific performance of an option that was obtained from him in connection with the acquisition of land that is needed as right of way for the LaGrande-Ladd Canyon Section of the Old Oregon Trail in Union County. He explained that the State is taking 333 square feet of land and that Mr. Seidle, by the option, agreed to sell this land to the State for $80, but now wants more money. The Commission unanimously authorized the Chief Counsel to conduct the suit.

The Chief Counsel also requested authority to prosecute necessary legal action to recover damages caused to State-owned structures and vehicles, as follows:

1. Claim against Yaquina Bay Dock & Dredge Co. and the Port of Astoria in the amount of $7,283.50 for damaging the Yaquina Bay Bridge;

2. Claim against Gordon Dean Burton in the amount of $820 for damaging a State Highway dump truck;

3. Claim against Gordon T. Emery in the amount of $153.46 for damaging a State Highway Department vehicle;

4. Claim against Albert Brady in the amount of $540.99 for damage to a State Highway-owned vehicle;

5. Claim against the Estate of Ralph L. Cattnach in the amount of $4,202.36, less salvage, for damaging a State-owned tank truck.

The Commission unanimously approved the request.

The Commission unanimously confirmed the following sales of miscellaneous properties as reported by the Right of Way Engineer:

File No.	Location	Sales Price	Purchaser	Items & Remarks
17068-	Hood River-Mosier Sect. Columbia River Hwy.	$ 100.00	Parker & Johnson Company, 2002 SE Clinton St., Portland, Oregon	This is a small set of bldgs. -not modern-box type construction- sold to bridge contractor
14857-	Banfield Expressway, Unit #4	500.00	Donald Wickham Company, 1931 SW Jefferson, Portland, Oregon	This sale approved Feb. 19, 1952-bldgs. at 6836 NE Halsey St. Portland- not auctioned
18800-	Hwy. #191-Kings Valley-Polk Co.	60.00	Charles M. Thomas, 404 Main St., Dallas Oregon	6 trees containing 4MFBM at $15.00M-Recommended by F. W. Farrar, DMS and J. D. Walker, Asst. Div. Engr.
17517-	West Portland-Hubbard	30.00	R. W. Koellermeier, Rt. 1, Box 347, Sherwood, Oregon	Auction sale- Collins hot water heater (electric)

File No.	Location	Sales Price	Purchaser	Items & Remarks
17517-	West Portland-Hubbard	$ 122.50	Howard F. Grohs 1814 SE 82nd Portland, Oregon	Auction sale-hse. and outbldgs. except fruithouse; bldgs. all very old; very little salvage. Reasonable number of people at sale but not buyers
17517-	West Portland-Hubbard	5.00	Vearl Hodgin Rte. 1, Box 324, Sherwood Oregon	Auction sale - small fruithouse
17517-	West Portland-Hubbard	50.00	C.O. Bland Route #1 Aurora, Ore.	Auction sale- 1/4 h.p. water pump with small cheap house
17525-	West Portland-Hubbard	75.00	C.O. Bland Route #1 Aurora, Ore.	Auction sale -old hop dryer; has already started to fall
7516-	West Portland-Hubbard	45.00	W.C. Prewitt Rte. 1, Box 339 Sherwood, Ore.	Auction sale- old chicken house and barn- neither can be moved- must be wrecked
4841-	West Portland-Hubbard	75.00	Howard F.Grohs 1814 SE 82nd Portland, Ore.	Auction sale- hse.; bldg. on concrete slab and is such that it can only be wrecked
17999	County Line-Anlauf Sect., Pacific Highway	115.00	Charles W. Booker, Box 70, Curtin, Oregon	Auction sale- very poor house 4-room. Well advertised and a representative crowd present at sale
17999-	County Line-Anlauf Sect., Pacific Highway	100.00	Benjamin V. Miller, Curtin Oregon	Auction sale- garage & electric pump. Good price for these items

19471

File No.	Location-	Sales Price	Purchaser	Items & Remarks
18001-	County Line-Anlauf Sect., Pacific Highway	$ 525.00	Clay Galdabini 325 1st Street Cottage Grove	Auction sale- residence, cow barn, pumphouse, sheep shed, fruithouse, garage, chicken hse., cabin shack, - these bldgs. all very poor except hse., which had more value than received but there was no place hse. could be moved without constructing about a 40' bridge across a creek and then was at a place only two or possibly three people could bid on same. (also pump)
15557-B	Canyonville Sect., Pacific Highway	30.00	Walter Rissell Rte. 5, Box 426A Salem, Oregon	Auction sale. Unfinished cabin, badly damaged by vandals -must be wrecked or moved across new highway
15557-B	Canyonville Sect., Pacific Highway	220.00	Thos. L. Bronson, Box 352 Fort Klamath, Oregon	Auction sale. 2 duplex cabins, which have been badly damaged by vandals; bldgs. must be moved to east side new hwy. or be wrecked
16900-	Coquille Sect. Oregon Coast Highway	350.00	Florence DeNoma, 560 North Hall, Coquille, Ore.	Auction sale. This bldg. offered at sealed bid sale a yr. ago; highest bid $287.00 - rented past ten months to Resident Engr. for $350 - only two or three people could bid on bldg. because of location.

March 13, 1952

File No.	Location	Sales Price	Purchaser	Items & Remarks
18800-	North Bend Sect. Oregon Coast Highway	$ 220.00	Sam Choat, Box 824 North Bend, Oregon	Auction sale - about 18MFBM of down timber; must be removed and debris cleared

Chairman Chandler brought up for discussion the T. E. Davis property matter on the Umpqua Highway near Scottsburg. He requested information to refresh his memory on previous discussions of this matter, inas much as he plans to confer with Mr. Davis' attorney, Mr. Yates in the next day or so. The Engineer exhibited a map showing the Davis property in relation to the highway. He explained, among other things that at some future time when the highway is improved, some of Mr. Davis property will be required; but, he added, it will not be necessary to improve the highway at this point for many years so in his estimation, the cost to acquire the property which is estimated at $14,300, is unjustified now. As a result of the discussion, the Commission decided unanimously not to acquire any more of Mr. Davis' property now at any price.

The Engineer reported the results of his personal investigation of the claim of Mr. and Mrs. Elmer Parker, Brookings, Oregon, arising out of an improvement of the Oregon Coast Highway at that place. Briefly, the claim is for loss of business which Mr. Parker alleges he suffered because of highway construction in front of his fish market and boat rental operation. The claim is in the amount of $1,800 based on an alleged loss of $20.00 per day for 90 days, between April 1 and July 1, 1951. The Engineer advised that there is no question but that the contractor was somewhat dilatory in his operations but there is no way to check exactly the number of days that access to Mr. Parker's premises was blocked or was in poor condition. However he gave as his feeling that after careful study of the whole situation, Mr. Parker is entitled to compensation in the amount of $1,200 plus attorney's fees of $100 or a total of $1,300 and he so recommended. The Chief Counsel concurred. Based upon the recommendations of the Engineer and the Chief Counsel the Commission authorized payment to Mr. and Mrs. Parker in the sum of $1,300 for a complete release of all damages and all claims for impairment of access and taking of property rights arising out of or in any way connected with the acquisition of right of way from Mr. and Mrs. Parker and the construction and improvement of the Brookings California State Line Section of the Oregon Coast Highway.

The Commission discussed a written report from the Engineer, dated March 7, 1952, on the controversy between the Nyssa-Arcadia Drainage District, Malheur County and the State Highway Department resulting from the filling in of approximately 700 feet of drainage ditch situate adjacent to the traveled portion of the Nyssa-Adrian State Secondary Highway, during recent construction work along this section. Ac-

cording to the report, a study of the records was made to determine whether the ditch encroached on the highway right of way or the right of way encroached upon the ditch, as to who had title to the ditch, and as to whether or not the Highway Department had any right by ownership to fill the ditch. The Engineer gave as his opinion, after reviewing the assembled facts, that the drainage district has been occupying and using a portion of the public right of way since about 1905 without authority of record, although it may be that some time in the past the county authorized or permitted the ditch to be located and constructed upon the right of way, to which rights the drainage district succeeded, although the encroachments have not been recorded in the county records. The Chief Counsel gave as his opinion that the State has a defense to any legal action that might be brought by the drainage district to recover damages for the filling of the ditch or to force removal of the highway from the area formerly occupied by the ditch because so far as it can be determined by available records, and as can be substantiated by recollections of "old-timers" in the area, the original road was established 60 feet in width and the ditch was constructed upon the right of way without any permission or authority from the county, at least so far as the county records indicate. He recommended, and the Engineer concurred, that the matter be disposed of by the State Highway Department agreeing to pay for construction of a new ditch and for right of way for the same on the condition that the district will furnish satisfactory proof that it has an interest in the highway right of way. The Commission approved the recommendation unanimously. (For details, see copy of Engineer's written report and Chief Counsel's written report in General Files.)

The Engineer reported on the request of the State Board of Higher Education for rerouting of US99W away from the college campus in Monmouth. He stated that a review of the reconnaissance studies for the improvement of this highway between Monmouth and Rickreall indicate that to construct the four and one-half mile section along the proposed alignment from Monmouth to a connection with the existing highway at the first right angle turn south of Rickreall will cost about $322,000 and that the right of way will cost about $42,000 along this section. To complete the remaining section into Rickreall, including the new bridge at Rickreall he said, will cost an additional $136,000 for construction and about $50,000 for right of way. These estimates, he said, are based on reconnaissance studies only and in view thereof, he requested authority to make a definite location survey for the entire section as a basis for an accurate estimate. With the information gathered from the survey, he said, the Commission will be in a position to decide definitely whether or not to advance the construction of this project as was previously discussed, using Federal Aid funds in the amount of $408,000, which were set up in the tentative third year construction program to finance the realignment of US99W at the town of Monroe. As a result of discussion, the Commission unanimously authorized the Engineer to make the location survey.

The Commission discussed a report from the Engineer on the request of Mr. Gerald B. Bashaw for access to the Northeast Portland State Secondary Highway from his property located near the intersection of N. E. 65th Avenue and Killingsworth Street in Portland. According to the report, the property was acquired by the State by warranty deed on July 20, 1938 from the City Motor Truck Company for the sum of $3,541. All of the property was not needed for highway purposes, so the Commission offered the excess property for sale and received offers for the same, one of the conditions of the sale being that access to the property would be limited to access from N.E. 65th Avenue at the west end of the tract, and a driveway 30 feet wide at the northeast corner of the tract. The property was sold to Ben B. Hecht and wife as the result of bidding, on December 27, 1945, at a price of $3,200 and the deed included the limited access clause. It appears that a portion of the property was later deeded to Mr. Bashaw, but he was not given access rights along with his purchase, and he is now requesting such access. The Engineer recommended that Mr. Bashaw's request be denied because the granting of the same would establish a precedent that would react harmfully to the State in the future. The matter was discussed at some length, but the Commission deferred its decision pending discussion with Mr. Bashaw on the following day. (After discussing the matter with Mr. Bashaw, the Commission denied his request.) (For details, see copy of Engineer's written report in General Files)

The Engineer reported the results of a reconnaissance study for improvement of the Tualatin Valley Highway through the City of Hillsboro that has been requested by citizens of that town. He said that there is no question that the existing highway is congested and he advised that the studies indicated that there are only two alternative possibilities, viz: (1) widening of Baseline Street (route of the present highway) to permit four lanes of moving traffic and lanes for parallel parking, and (2) improvement of Oak Street, which is one block south of Baseline Street, so as to provide a one-way street couplet. He estimated the cost to widen Baseline Street at $700,000 of which, he said, $290,000 represents construction expense and $410,000 the estimated cost of right of way. To improve Oak Street, he said, will cost about $166,000 for construction and $54,000 for right of way, a total of $220,000. He recommended that this project be kept in mind for future construction when funds become available, inasmuch as congestion is now reaching the saturation point. The Commission approved the recommendation.

The Commission discussed a request from Mrs. William R. Blake, Portland, for permission to operate popcorn wagons on the Columbia River Highway at Reed's Landing and on State highway property located adjacent to the Columbia River Highway near the Sandy River Bridge east of Troutdale, but deferred action in the matter pending discussion with Mrs. Blake on the following day. (The request was later denied.)

The Engineer submitted a report on estimated income and expenditures for the years 1952, 1953 and 1954, indicating available funds from

current revenues and bond receipts; also estimated total expenditures and balances on hand. He suggested that the Commission take no action on the report until next year, except to authorize a small construction program of about $350,000 during 1952 which he believed could be undertaken without incurring a deficit. He suggested the following projects for such program:

Construction of the bridge section of the Wallowa Lake Hwy. west of Lostine	$ 135,000
Improvements to State highways in the City of Lakeview	100,000
Surfacing of a five-mile section of the Wasco-Heppner Secdy. Highway west of the oiled section west of Condon	35,000
Straightening the Whiskey Creek Section of the Mt. Hood Hwy., Hood River County	60,000
Widening of US30 between 27th St. and 32nd St. in Astoria	20,000
	$ 350,000

The Commission unanimously approved the projects and authorized the Engineer to advertise them for bids as soon as plans are prepared and right of way obtained, using State funds to finance them.

A letter was presented from the Umatilla County Court requesting the removal of a mound of earth which is on the right of way of US30 opposite some county property which the County plans to develop. The Engineer estimated the cost to do what the County Court requests at $3500.00. The removal of this mound of earth, he said, will not benefit the highway in any way, and he recommended that the request be denied but that the County Court be permitted to remove the material at its own cost and expense if it so desires. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion action taken by the Commission at its previous meeting with respect to the removal of service club sign racks that are now being maintained on State Highway rights of way at city entrances. He said that when this matter was discussed, he was of the opinion that the racks are located on highway right of way outside the city limits; however, since then it has been determined that they are located within the city limits back of the curb line where they are beyond the control of the Commission. He recommended, in view thereof, that the Commission rescind its previous action in the matter, it being apparent that the signs have been erected in a legal manner. In view of this information, the Commission unanimously cancelled its previous order.

Consideration was given by the Commission concerning the matter of transferring $150,000 of Federal Aid Secondary Highway funds from the Hurricane Creek County Road in Wallowa County, to the Pocohantas County Road in Baker County, because of a ruling from the Bureau of Public Roads that it will authorize no more Federal funds to be expended on Federal Aid Secondary highways in Wallowa County until the county complies with the requirements with respect to maintenance of county projects previously constructed with Federal monies. The Engineer recommended the transfer of the funds to enable the use of the Federal Aid funds now available. He pointed out that if the transfer is made, it will be possible to grade and rock surface the Pocohantas Road this summer and fall, and to construct an oil mat surface treatment thereon as early in the spring of 1953 as weather will permit. The Commission unanimously approved the transfer of the funds as recommended and authorized the Engineer to present the change to the Federal authorities for their approval. He was also authorized to advertise the Pocohantas Road project for bids as soon as plans and specifications can be prepared and approval of the project has been obtained from the Bureau of Public Roads.

The Engineer reported on the request of the City Council of the City of Beaverton that the State reassume jurisdiction over a section of the old Tualatin Valley Highway in Beaverton that was transferred to the City and Washington County when the new highway was built at this place. He said that investigation reveals that the section of old highway referred to is about 1/4 mile long and that it has been allowed to deteriorate to the extent that it is now quite rough. The fault, he said, lies with the City and the County, which have neglected maintenance work for several years. He also said that the section is not an essential link between two State highways and that the main purpose of the old road is to permit the Tualatin Valley Highway traffic to enter the business district of Beaverton if it so desires. He pointed out that the road is primarily for the benefit of the City which, in his estimation, should be responsible for its maintenance insofar as it lies within the city limits. He recommended that the City's request that the State reassume jurisdiction of the street be denied but that an arrangement be made with the City, if possible, to resurface the portion within the city next year as a special state tax street fund project. It was his feeling that Washington County should have no trouble in financing necessary repairs to the section outside of the city limits. The Commission approved the recommendation unanimously and so ordered.

A request was presented from the City of Redmond for construction of full width pavement between curbs on Sixth Street in Redmond, route of US97 for south-bound traffic, between Alder Street and the north city limits. It seems that the city is planning to construct curbs and gutters on both sides of this street and is desirous of having the State construct an asphaltic pavement full width between the curbs so as to eliminate potholes and to permit the city to keep the street clean by sweeping and flushing. The Engineer estimated the cost of such widening work at $8,000 and gave as his feeling that the expenditure is not justified at this time as a traffic need, and because there are so many other

cities in the State which have similar problems that are much more necessary than the improvement in Redmond. Moreover, the Commission has already spent a large sum of money in Redmond for construction of the one-way street system. He recommended that the request be denied. The Commission approved the recommendation.

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of state tax street funds that accrued to them during the first half of 1951, and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory:

Banks	Dundee	Pilot Rock
Canyonville	Eagle Point	Sublimity
Delake	Granite	Wheeler

He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "C-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the cities of Athena, Clatskanie, Cove and Halfway have satisfied the legal requirements with respect to the expenditure of state tax street funds that accrued to them during the second half of the year 1951, and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "C-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under consideration for approval plans of the City of Corvallis for expenditure of state tax street funds that accrued to the city during the years 1949, 1950 and 1951. The Engineer advised that inasmuch as the population of the City of Corvallis is over 1,000, the city is permitted legally to accumulate a portion of each semiannual fund allotment and that the city has so accumulated its funds for the years mentioned, and now wishes to spend the money for continuation of a program that was started by the City and approved by the Commission in 1944. He further stated that the city proposes with the funds in question to finance construction of a bridge across Marys River, the plans for which are being made by the State Highway Department at the city's expense. He recommended approval of the project by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "C-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer requested authority for an expenditure of $5,000 to remove and replant certain nursery stock that is located on property tnat the State is acquiring from the Doty & Doerner Nursery as right of way for the Boones Ferry Road-Willamette River Section of the West Portland-Hubbard Highway. There are available from this nursery he said, between 4,000 and 5,000 plants that can be salvaged and planted on the Steel Bridge-Tillamook Street Section of the Harbor Drive project in Portland, as a landscaping project, for which as yet no funds have been provided. He estimated the cost of the plants necessary for this landscaping project, if bought on the open market at about $6,000 and he stated that if the plants are not moved, they will be destroyed by the contractor's operations. He recommended approval of the expenditure in order to realize a saving in the landscaping project. The Commission approved the recommendation unanimously.

Consideration was given by the Commission to a proposed agreement with the City of LaGrande covering improvement of the channel of Mill Creek, which parallels US30 immediately south of the city. He said that this creek for many years has carried all of the drainage from storm sewers in the City of LaGrande, from the highway, and from adjacent agricultural plants, and that the city is planning additional storm sewers to empty into the creek notwithstanding the contention of the drainage district that the additional water will cause the flooding of Mill Creek with subsequent damage to the abutting property. The cleaning of Mill Creek, he said, should have been done many years ago but it is not the obligation of the State Highway Commission although such improvement would protect the highway from damage caused by flood waters. He estimated the cost to improve the channel by deepening and smoothing the flow line over a distance of 6,600 feet at $2,000 and he recommended that the Highway Commission enter into an agreement with the City of LaGrande to do the work on a cooperative basis, the State's share being limited to 50% of the total expense. The Commission approved the recommendation unanimously, subject to the condition that the city definitely will pay 50% of the cost involved.

The Commission discussed, approved, and signed the following letter dated February 21, 1952, and directed to the Chief, Forest Service; Commissioner, Public Roads; Washington, D.C. recommending projects for inclusion in the 1953 fiscal year forest highway program, including necessary revisions in previously approved programs

"Chief, Forest Service,
Commissioner of Public Roads,
Washington, D.C.

Dear Sirs:

"In accordance with the Rules and Regulations for Administering Forest Highways, a joint conference was

held on February 1, 1952 between the Oregon State Highway Commission, the U. S. Forest Service and the U. S. Bureau of Public Roads, for the purpose of agreement on projects to be recommended for inclusion in the 1953 Fiscal Year program, including necessary revisions in previously approved programs.

"The following is a statement of the Forest Highway funds available, as well as a list of projects agreed upon in the conference for recommendation for approval:

Funds Available

Fiscal Year 1953 Apportionment		$2,756,602.00
Washington Office Release of Unexpended Portion of Previous Reserve		179,069.00
	Total	$ 2,935,671.00

Deductions

Washington Office Reserve for Bureau of Public Roads and Forest Service, 10% Fiscal Year 1953 Apportionment	$275,660.00	
Reserved for State Contingent	125,011.00	$ 400,671.00
	Available for Programming	$2,535,000.00

"The Oregon Forest Highway Program for the Fiscal Years 1951 and 1952 included, among others, the following projects:

1951 Fiscal Year

Project and Account No.	Route Name and Type of Work	Length Miles	Programmed Amount
46-D2, E1 (0343-00)	Cascade Lakes Highway Grading & Bridges	3.2	$ 100,000
47-B5 (0342-00)	North Umpqua Highway Grading	4.3	425,000

1952 Fiscal Year

8-A2, B1 (0363-01)	Umpqua Highway Gr., Surf., Bit. Surf. & Br.	0.75	175,000
9-A3, B3, C (0364-00)	Oregon Coast Highway Grading	9.6	600,000

1952 Fiscal Year (cont.)

Project and Account No.	Route Name and Type of Work	Length Miles	Programmed Amount
10-D4 (0365-00)	Oregon Coast Highway Gr., Surf. & Bit. Surf.	1.0	$ 125,000
21-C2, D4 (0372-00)	Willamette Highway Gr., Surf. & Bit. Surf.	4.0	400,000
38-A3 (0370-00)	Flora-Enterprise Highway		260,000
	Grading	4.0	
	Surfacing	8.0	

"Increased costs and developments dictated by present conditions require that the following revisions be made in the above-mentioned projects.

1951 Fiscal Year

Project and Account No.	Route Name, Type of Work and Mileage	Present Est. Cost	Recommended Incr. or Decr.
46-D2, E1 (0343-00)	Cascade Lakes Highway Grading & Bridges 3.2 Miles	$125,000	+ $ 25,000
47-B5 (0342-00)	North Umpqua Highway Grading, 4.3 Miles	525,000	+ $100,000

1952 Fiscal Year

8-A2, B1 (0363-01)	Umpqua Highway Gr., Surf., Bit. Surf. & Br. 0.75 Mile	230,000	+ 15,000
9-A3, B3, C (0364-00)	Oregon Coast Highway Grading & Bridge 8.8 Miles	885,000	Gr. +135,000 Br. +150,000
10-D4 (0365-00)	Oregon Coast Highway Gr., Surf. & Bit. Surf. 1.0 Mile	- Cancel	-125,000
21-C2, D4 (0372-00)	Willamette Highway Gr., Surf., Bit. Surf. & Br. 5.0 Miles	665,000	Gr. & Surf.) +200,000 Br. + 65,000
38-A3 (0370-00)	Flora-Enterprise Highway Grading 8.25 Miles	260,000	-
Total required for previously programmed projects			+565,000

March 13, 1952

"Recommended Allocations to New Projects - 1953 F. Y.

Project and Account No.	Route Name and Type of Work	Length Miles	Recommended Allotment
8-B2 (3019-00)	Umpqua Highway Grading	2.5	$ 320,000
9-A4, B4, C1 (3020-00)	Oregon Coast Highway Surf. & Bit. Surf.	8.8	350,000
25-A8 (3028-00)	Mt. Hood Highway Bridge	0.032	125,000
36-B2 (3021-00)	John Day Highway Grad. & Surf.	3.5	200,000
38-A4 (3022-00)	Flora-Enterprise Highway Surf. & Bit Surf.	12.27	300,000
46-F (3023-00)	Cascade Lakes Highway Grading	5.0	160,000
47-E (3024-00)	North Umpqua Highway Grading	4.0	350,000
(3025-00)	Location Survey		65,000
(3026-00)	Maintenance		100,000
Total allocations to new projects			$1,970,000

"Project Description and Comments

UMPQUA HIGHWAY
Project 8-B2, Grading, 2.5 miles, $320,000.

The State of Oregon has recently contracted a section of the Umpqua Highway easterly from Reedsport and extending to approximately Koepke Slough. The allotment of $320,000 recommended for grading and subgrade stabilization in this program contemplates an extension of the Federal-Aid improvement easterly 2-1/2 miles to approximately 1 mile east of Dean Creek.

OREGON COAST HIGHWAY
Project 9-A4, B4, C1. Surfacing and Bituminous Surfacing, 8.8 miles, $350,000.

The fiscal year 1952 allotment of $600,000 and the increase of $285,000 as recommended above will complete the grading of

"OREGON COAST HIGHWAY (cont.)

the project and the bridge and overpass at Ten Mile Creek. Because of the extremely heavy traffic and the importance of this highway it is essential that funds be provided to accomplish the surfacing and paving as rapidly as completion of grading will permit. Allocation of the $350,000 at the present time will, if necessary, permit advance production of crushed rock materials, thereby making it possible to place the surfacing and pavement as rapidly as grading permits and as demanded by traffic conditions.

"MT. HOOD HIGHWAY
Project 25-A8, Zigzag River Bridge, 0.032 mile, $125,000.

The existing bridges over the Zigzag River and Still Creek in the vicinity of Rhododendron on this route have deteriorated to such an extent that they are becoming a hazard and must be replaced in the very near future. Also the reconstruction of the section from Zigzag, at the west forest boundary, to Rhododendron is needed to accommodate the heavy commercial and recreational traffic on this route. At this time it is proposed to construct the new bridge over the Zigzag River to replace the two existing bridges. This construction will advance the completion of the above-mentioned section, which section should be undertaken in the near future.

"JOHN DAY HIGHWAY
Project 36-B2, Grading and Surfacing, 3.5 miles, $200,000.

The State of Oregon has under improvement a 4.4 mile section of this highway, leaving approximately 6 miles from the end of the State project to the east forest boundary. The State has completed the location survey and has the design quite well advanced on 3-1/2 miles of this 6 mile section, which is estimated to cost, for grading and surfacing, $200,000. The Forest Highway funds recommended are to accomplish the improvement of this 3-1/2 mile section.

"FLORA-ENTERPRISE HIGHWAY
Project 38-A4, Surfacing and Bituminous Surfacing, 12.27 miles, $300,000.

There is recommended above a change in the previously approved Fiscal Year 1952 program which would provide for the grading of approximately 8.25 miles. In 1949

a contract was let for 4.02 miles of grading under project designation 38-A2. The $300,000 allotment herein recommended is to accomplish the surfacing of the 8.25 miles yet to be graded, together with the 4.02 miles previously graded.

"CASCADE LAKES HIGHWAY
Project 46-F, Grading, 5.0 miles, $160,000.

The Forest Service is proposing a timber sale in the vicinity of Davis Lake to tap one of the largest remaining stands of yellow pine timber in the State of Oregon. The approximately 5 miles of grading which it is proposed to finance with the $160,000 recommended, extends from the Willamette Highway to the vicinity of Davis Lake.

"NORTH UMPQUA HIGHWAY
Project 47-E, Grading, 4 miles, $350,000.

The grading on this route to Steamboat Creek has been financed and is expected to be under construction during the 1952 season. The $350,000 herein recommended is to extend the grading easterly from Steamboat, approximately 4 miles. The North Umpqua Highway taps one of the largest remaining stands of Douglas fir timber in the Northwest. It is proposed to market this timber on a sustained yield policy. The North Umpqua Highway is essential to such a program.

"LUMP FUND SURVEYS

The $65,000 herein recommended is to finance the field surveys, designs and plans for the projects herein recommended, as well as new surveys recommended herein and those recommended in previous programs but which have not yet been financed and let to contract.

"LUMP FUND MAINTENANCE

The $100,000 recommended is to finance the obligations of the Government in maintaining completed projects varying from one to two years following completion of construction.

"Very truly yours,

/s/ W. H. Lynch,
Division Engineer

U. S. FOREST SERVICE, REGION 6

/s/ L. G. Jolley
Acting Regional Forester

OREGON STATE HIGHWAY COMMISSION

/s/ Ben R. Chandler
Chairman

Recommended for Approval:

/s/ Chas. H. Reynolds
Commissioner

/s/ M. K. McIver
Commissioner

/s/ R. H. Baldock
State Highway Engineer"

The Commission discussed a written report by the Engineer, dated February 28, 1952, on construction of a culvert through Union Avenue fill in North Portland. In his report, the Engineer stated that in the widening of Union Avenue considerable difficulty has been experienced with a 48" culvert pipe that was installed many years ago by the Peninsula Drainage District. The highway widening work, he said, necessitates extension of the culvert which was partially washed away during the Vanport flood, and has settled considerably. The project authorization for the widening project, he said, includes an item of $10,000 for extending the culvert. However, it now appears advisable to install an entirely new culvert to connect with a 60" culvert pipe that was installed by the U. S. Army Engineers after the Vanport flood. The matter, he said, has been discussed with officers of the Peninsula Drainage District, who have agreed tentatively to contribute $1,500 towards the cost which is estimated at $8,500; in addition, two of the adjacent property owners will contribute an additional $500 which leaves a balance to be paid by the State of $6,500. He recommended approval of the arrangement because it not only will result in the saving of $3,500 to the State but will also provide a better drainage facility for all concerned. The Commission approved the recommendation unanimously and ordered the arrangement covered by written agreement among all parties concerned.

The Engineer reported that the conditions governing the award of the following contracts have been satisfied and that pursuant to authority given him by the Commission, he has prepared the contract forms and mailed them to the respective contractors for execution:

"Grading and paving Suicide Creek-Pacific Highway Section of Coos Bay-Roseburg Highway, Douglas County. Bids received January 31, 1952. Conditions satisfied February 29, 1952. Acme Construction Company low bidder.

March 13, 1952

"Boones Ferry Road-Willamette River Unit on the West Portland-Hubbard Highway in Washington and Clackamas Counties. Bids received January 31, 1952. Conditions satisfied February 29, 1952. R. A. Heintz Construction Company low bidder.

"Grading and paving the Bunker Hill Section of the Oregon Coast Highway, Coos County. Bids received February 19, 1952. Conditions satisfied March 7, 1952. Porter W. Yett low bidder."

The Commission approved the report unanimously.

The Commission discussed a resolution from the County Court of Baker County requesting a survey of the county road which extends from the town of Richland on the Baker-Homestead Highway, northerly to a place known as New Bridge. The Engineer advised that the road referred to is a designated Federal Aid Secondary Highway but no funds are available to finance its construction. He gave as his feeling, in view thereof, that there is no good reason why the survey should be made now, and that the survey should wait until such time as there is a possibility of allocating funds for construction. Moreover, he said, engineering personnel is still very busy working up projects in the tentative construction program. He recommended that the request be denied. The Commission approved the recommendation.

The Commission also discussed a letter from the City Council of the City of Dallas, Oregon, requesting the installation of traffic signals at three city street intersections on the Salem-Dallas Highway in this town. The Engineer advised that this matter has been investigated by the Traffic Engineer, who reports that the vehicular and pedestrian traffic volumes are far too low to warrant signalization, according to nationally accepted standards, and who suggests, in order to alleviate traffic congestion and hazards on Main Street caused by the angle parking of automobiles, that the City Council by appropriate action require the parallel parking of cars along the curb line of this street for a distance of four blocks between Academy Street and Washington Street. The Engineer recommended, in view of the report of the Traffic Engineer, that the City's request for traffic signals be denied and that the City Council be requested to require parallel parking of cars along Main Street. The Commission approved the recommendation, and so ordered.

A resolution was presented from the Holcomb-Outlook Grange, Oregon City, in which the Highway Commission is requested to install a traffic signal on 82nd Avenue (Cascade State Secondary Highway) at its intersection with Abernathy Road just north of Oregon City, in Clackamas County. The Engineer advised that this request was investigated by the Traffic Engineer who reports that there is insufficient traffic at this intersection, either vehicular or pedestrian, to warrant signalization although he does recommend some minor channelization to better control traffic and improve sight distance for traffic going north across Abernathy Creek

Bridge. He estimated the cost of such channelization work at $175 and recommended approval of the expenditure. The Commission approved the recommendation.

The Engineer reported receipt of numerous complaints concerning accidents which frequently occur on the Sunset Highway at its intersection with the Hillsboro-North Plains County Road near the Town of North Plains. He said that the conditions at this intersection have been investigated by the Traffic Engineer who advises that there is warrant for a flashing beacon and who recommends installation of such a beacon which is estimated to cost about $500. He stated his concurrence in the recommendation, and requested authority to install the signal at State expense. The Commission approved the recommendation.

A request was presented from the City of Medford for traffic signal installations at the intersections of 12th and Riverside Avenues and at 12th and Central Avenues, both Riverside and Central Avenues being one-way street routes of the Pacific Highway through Medford. The Engineer advised that the Traffic Engineer who investigated these intersections found that the signals at both intersections are warranted and are needed to aid in the control of synchronized speed through this city. He estimated the total cost of both signals at $5,00 and he recommended that the signals be installed on the condition that the City of Medford will pay 50% of the installation costs, will maintain them, and will furnish electrical energy to operate them. The Commission approved the recommendation.

Consideration was given by the Commission to a request from citizens of the City of Molalla and vicinity for installation of a flashing beacon at the intersection of the Barlow-Monitor Road with the Woodburn-Estacada State Secondary Highway near Molalla. The Engineer advised that the accident record at this intersection is high, that during the year 1951 five accidents occurred with two persons injured, and that during the period January 1, 1946 to December 31, 1951 there were 22 accidents at the intersection resulting in death to three persons and injury to 19. Owing to this very high accident record, he recommended installation of a flashing beacon to augment existing stop signs which do not seem to take care of the situation. He estimated the cost involved at $500. The Commission approved the recommendation.

The Commission discussed and approved an agreement with Lane County covering the disposal of right of way on the old route of the Fisher Road-Oak Hill Section of the Eugene-Richardson State Secondary Highway. (The Agreement was signed later in the session.)

The Commission also considered and approved an agreement with Clackamas County relative to the disposal of right of way on the former route of the Eagle Creek Section of the Clackamas Secondary Highway. (The Agreement was signed later in the session.)

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

1. Frank Watt Construction Co., Contract No. 3338, for construction of a bridge over the South Yamhill River on Three Mile Lane State Secondary Highway, Yamhill County, requested an additional extension of time of 60 days from December 15, 1951 to February 15, 1952, within which to complete this job. They attributed their failure to complete the project within the previously extended time limit to adverse weather conditions and inability to obtain sufficient help. The Engineer advised that the specifications called for completion of this project by August 15, 1951, but it was not completed at that time so the Commission granted an extension to December 15, 1951, subject to the contractor reimbursing the State for engineering costs incurred subsequent to August 15. He recommended that the extension of time now requested be granted subject to the same conditions, viz, that the contractor reimburse the State for all engineering costs incurred in connection with this job subsequent to August 15, 1951. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

2. Snook Bros., Contract No. 3573, for construction of the Banzer Bridge on the Nehalem Secondary Highway, Columbia County, requested an extension of time of 108 days, from February 28, 1952 to June 15, 1952, within which to complete this job. They alleged that the overrunning of the specified time was due to storm damage to the new structure and to inability of the State to complete its portion of the work. The Engineer advised that this structure is on new alignment and that the approach embankments were to be constructed by State forces. The weather, he said, has been such that it is not feasible to attempt to place the approaches prior to April or possibly May 1952. According to specifications, he said, the bridge contractor is required to remove the existing bridge which cannot be done until after the approaches to the new bridge are in place. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented by the Bureau of Public Roads concurring therein. The Commission approved the recommendation. (See FOOTNOTE)

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract Nos. 3417 and 3569 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said projects are now ready for acceptance. After due consideration, the Commission by unanimous vote accepted said contracts by adoption of the attached resolution relative thereto marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported on a request from the City of Gaston for elimination of an alleged traffic hazard on the Tualatin Valley Highway (ORE 47) at its intersection with Mill Street in Gaston. The Engineer advised that investigation reveals that a "NO PARKING" restriction should be put into effect on the westerly side of the highway (Front Street) for a distance of about 200 feet southerly from its intersection with Mill Street because of impaired sight distance due to a reverse curve in the highway south of the bridge over the Tualatin River, which is immediately north of Mill Street. This solution, he said, has been brought to the attention of the city officials with the suggestion that the City Council, if it agrees, take appropriate action through proper ordinance or resolution. Advices since received, he said, are to the effect that the city has adopted a resolution covering the matter. He recommended adoption of an appropriate resolution by the Highway Commission as a companion act, in order to legalize the restriction placed by the city. The Commission unanimously approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a petition from Franklin Grange No. 571, Cheshire, Oregon, requesting improvement of a two-mile section of the Territorial State Secondary Highway between Franklin and the junction with ORE36. The Engineer estimated that such improvement will cost about $100,000. He pointed out that the Commission has already approved an expenditure of $275,000 this year for improvement of this highway between Cheshire and the Benton County Line, and he gave as his feeling in view thereof, that no more money should be allocated to this particular highway this year. He recommended that the petition be denied. The Commission approved the recommendation.

A request was presented from Hansen Brothers Logging Co., Florence, Oregon, for permission to load their logging trucks on the right of way of the Oregon Coast Highway about one-half mile south of the Douglas-Lane County Line to facilitate the removal of some blowdown timber which they have purchased from the U. S. Forest Service adjacent thereto. The Engineer advised that Hansen Brothers have about 50,000 FBM of logs to move at this point and they estimate that it will take them about four or five days to do the work. He also advised that any other method of removing the logs from the Government property necessitates construction

of a special hauling road which would result in marring the highway cut slopes and in destruction of vegetation which protects these slopes from erosion. He recommended therefore that Hansen Brothers be granted a permit of 45 days duration to operate on the highway at this place under the following conditions: (1) flagmen shall be provided on each side of the operation to stop highway traffic while logs are being loaded; (2) highway traffic shall not be held up more than fifteen minutes at any one time; (3) permit shall cover a period of 45 days but in no event shall it expire later than May 15; (4) rubber-tired equipment only shall be operated on the highway roadbed, and all equipment shall be legal as to size and weight; (5) the permittee shall be required to clean up all debris resulting from his operations and to clean out the drainage ditches of all earth ard rock materials deposited as a result of his operations; (6) permittee shall be required to furnish liability and property damage insurance in the amounts of $50,000, $100,000 and $25,000, respectively, and in addition thereto, shall post a surety bond in the amount of $5,000 to guarantee the repair of damage that may be done to the highway or other facilities. The Commission unanimously approved the recommendation.

In this connection, the Commission inquired as to what has been done about the removal of blowdown timber in other locations heretofore reported to the Commission. The Engineer advised that the names of the owners of the property from which the timber fell have been notified to remove the timber from the highway within 45 days, otherwise that the State Highway Department will dispose of the timber in some manner and will charge the property owners for the cost incurred less the amount that is salvaged from the disposal of the timber. Should it be necessary for the State to dispose of the logs, he said, they will be sold as a result of competitive bidding and the sale will be advertised in the usual manner. The Commission approved the report; however, instructed the Engineer to report to the Commission for further instructions before advertising the timber for sale.

The Commission unanimously confirmed the sale of the following used and obsolete equipment to the City of Culver, Oregon: (1) one 1941 Warco power grader, appraised value $400, sold to the city for $400; (2) one 1941 Ford dump truck which has run 160,289 miles, sold for $357, which was the highest bid received for it at the last advertised sale on December 12, 1951.

The Commission discussed a letter from Mr. John A. Laing, Chairman of the Travel Advisory Committee, conveying to the Commission the Committee's recommendation with respect to a proposal that the Highway Commission appropriate $6,000 of its 195[illegible] travel budget to support a proposed six months' series of radio broadcasts from Oregon cities over the Liberty network, similar to the "Breakfast in Phoenix" program. Mr. Laing advised that it is the majority view of the members of the Committee that the Highway Commission's activities for the promotion of travel should be confined within the lines heretofore followed which do not include radio and in any event, the Highway Commission and its Advisory Committee should abstain from participating in any advertising program emanating from or primarily relating to any particular community or part of

the state. The Engineer advised that this matter was brought to his attention by Governor McKay whose assistance had been solicited by several people including Mr. W. F. Badley, owner of the Lookout Observatory at Otter Rock; Mr. Irwin S. Adams of Radio Station KGON, Oregon City; and Mr. Tom Becker of Radio Station KNPT, Newport, who are sponsoring the proposed radio program and that pursuant to customary practice, he asked the Advisory Committee for a recommendation. He gave as his opinion that the recommendation of the Advisory Committee is sound and should be followed. Moreover, he said, Mr. Carl Jordan, Director of the Travel Department, concurs in that opinion. As a result of discussion, the Commission unanimously accepted and concurred with the recommendation submitted by the committee.

A letter was presented from the Albany Timber Carnival Association requesting permission to use again this year Waverly Lake and Waverly Lake State Park, Albany, for their annual carnival which is to be held on July 2, 3 and 4, 1952. The Association also requests permission to operate motor boats on the lake in connection with the preparation and cleanup of the premises. The Engineer recommended approval of the request subject to certain conditions which he explained. The Commission approved the recommendation unanimously and instructed the Secretary to notify the Association accordingly, including in the communication the conditions suggested by the Engineer.

The Engineer reported that pursuant to authority previously granted by the Commission, he has posted the following highways for 50% reduced weight loads and he asked the Commission to confirm the postings:

(1) Monmouth Secondary Highway No. 194, entire length, effective March 6, 1952.

(2) Warner Secondary Highway No. 431 between M. P. 0.0 and Fremont Highway junction M. P. 21.4, effective March 1, 1952.

(3) Ochoco Highway No. 41 from junction with old highway at M. P. 34.8 to junction with old highway at M. P. 56.79, effective February 23, 1952.

(4) Tiller-Trail Secondary Highway No. 230 from Tiller Bridge, M. P. 23.5 to Elk Creek Bridge M. P. 32.2, effective February 21, 1952. (This posting was lifted on March 3, 1952)

The Commission unanimously approved the Engineer's action in this matter by adoption of the attached resolution relative thereto marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that because of changed conditions it no longer is necessary to retain the reduced load restrictions on the Weston-Elgin State Secondary Highway from Weston to a point 8 miles easterly thereof, and that on March 10, 1952, he ordered signs removed. He asked the Commission to confirm this action. The Commission approved the request unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a petition from residents of Madras, Oregon, requesting the designation of a 40-MPH speed zone on The Dalles-California Highway (US97) for a distance of 1-1/2 miles immediately south of the Madras city limits. The Engineer advised that this matter has been investigated by the Traffic Engineer who reports an average daily traffic of 2,600 vehicles on this section of highway and that during the period January 1, 1949 through October 31, 1950, there was a total of 17 reported accidents involving injury to six persons. The roadside culture along this section, he said, is developing rapidly and he recommended in view of this development and the traffic volume as reported by the Traffic Engineer, that a 45-MPH speed zone be established between the south city limits at M.P. 96.31, and the junction with ORE26 at M.P. 97.59. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "H-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer reported that the State Speed Control Board recently had under consideration the designation of reduced speed zones on State highways in the cities of Redmond, Harrisburg and Eugene, and that as a result of deliberations, a 35-MPH restriction was placed on US97 and on US126 in the city of Redmond; a 45-MPH speed limit was designated on US99E in the city of Harrisburg; but the Board denied the request for a reduced speed zone on the Eugene-Richardson Highway in Eugene. He recommended in order to bring the zones as established by the Speed Control Board to logical terminal points that the Commission adopt speed zones as follows outside the corporate limits at these places: on The Dalles-California Highway (US97) for a distance of 0.17 mile north from the north city limits of Redmond, 35-MPH; on the Ochoco Highway (US 126) easterly from the east city limits of Redmond, a distance of 0.11 mile, 35-MPH; on the McKenzie Highway (US126) westerly from the Redmond city limits a distance of 0.21 mile, 35-MPH; on the Pacific Highway East (US99E) from the west city limits of Harrisburg, M.P. 105.33, to the west end of the Willamette River Bridge, M.P. 105.69, 45-MPH. With reference to the Eugene restricted speed designation, the Engineer advised that that request also was made for establishment of a reduced speed zone outside of the city limits on the Eugene-Richardson State Secondary Highway. He recommended that this request be denied. The Commission unanimously approved the Engineer's recommendations and thereupon by unanimous vote adopted the attached resolutions relative

thereto, marked EXHIBITS "H-2", "H-3", "H-4", and "H-5", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer reported completion of the contract for construction of a revision of the Richardson-Eugene State Secondary Highway No. 220 between Fisher Road and Oak Hill, Lane County. He recommended that the Commission take formal action disposing of the old right of way pursuant to previous agreement with the Lane County Court. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported completion of the contract for construction of the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties, and for the construction of the Salisbury-Poker Creek Section of the Sumpter Valley Secondary Highway in Baker County. He recommended formal disposal of the old right of way along each section pursuant to previous agreements with the County Courts of the counties affected. The Commission approved the recommendation unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "J-1", "J-2" and "J-3", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion the matter of reclassifying the Rome-Princeton State Secondary Highway from a Group II to a Group I highway and a like reclassification of the south end of the Frenchglen State Secondary Highway, so as to facilitate movements of stock on vehicular combinations sixty feet overall in length. He recalled that the Commission at the previous meeting reclassified the Frenchglen Secondary Highway as a Group I highway from its junction with the Burns-Crane Highway near the City of Burns southerly to a connection with Federal Aid Secondary Highway No. 456 except a 2-1/2 mile section over the promontory known as Wright's Point, which retains the Group II classification. He advised that test runs of equipment over the southern end of this highway from the junction with Federal Aid Secondary Highway No. 456 to Frenchglen reveals that this section can also accommodate vehicular combinations 60 feet overall in length so is eligible for a Group I classification, and he recommended that it be so designated. Tests conducted on the Rome-Princeton Highway, he said, likewise reveal that 60-foot equipment combinations can be operated safely over this highway and he recommended that this highway also be designated a Group I highway as an accommodation to stockmen. The Commission approved both recommendations unanimously.

In this connection, the Engineer advised that he has received a request from Mr. Gordon Hill, Taft, Oregon, for permission to truck-haul logs over a section of the Siletz Secondary Highway from the Gale

Sawmill at M. P. 6.78, to Kernville and beyond using equipment sixty feet overall in length. He said that this section of highway contains numerous curves and he questioned that loads sixty feet long can be safely transported over it without creating a hazard to other traffic. He further stated that he intends to have a test conducted over the section, and he requested authority to reclassify the highway as a Group I highway in the event that the test reveals that loads 60 feet overall in length can be permitted with safety to other traffic. The Commission approved the request unanimously.

The Commission unanimously authorized out-of-state travel at State expense for the following persons, subject to approval by Governor McKay:

> W. W. Stiffler, Assistant State Highway Engineer, and R. B. Sipprell, Director of Permits, to attend the Inter-mountain Logging Conference in Spokane, Washington during March 24, 25 and 26, 1952; estimated total expense $135.40;
>
> and
>
> Carl Jordan, Director of Travel Information Division, to attend the Fourth Annual Tourist and Resort Conference, at Washington State College, Pullman, Washington on April 7 and 8, 1952; estimated expense $60.85;
>
> and
>
> George H. Hester to attend a meeting of the Council of State Governments at Phoenix, Arizona on April 4 and 5, 1952, as a representative of the State Highway Engineer, in the discussion of Vehicle Mile Tax Theory and How This Law Has Worked in the State of Oregon; estimated expense $151.00.

Consideration was given by the Commission to matters of unfinished business appearing on the Secretary's Summary dated February 19, 1952, as follows:

(1) Maintenance of Paulina Secondary Highway: The Engineer advised that his report on this subject is not yet complete but he expects to be able to render it at the April meeting of the Commission. This item is to be retained on the list.

(2) Acquisition of additional land for Bald Peak State Park: The Right of Way Engineer advised that negotiations for an option are nearing completion and that he expects to be able to report results at the April meeting of the Commission. This item is to be retained on the list.

(3) Encroachment of the Secretary of State's building on highway right of way at Oregon City. The Engineer advised that a title search discloses that the encroachment is not on State Highway right of way but

is on property owned by Clackamas County. He recommended that such item be deleted from the list of "Unfinished Business". The Commission approved the recommendation.

In this connection it was recalled that the Commission previously had authorized a cooperative project with the Oregon City Garden Club to landscape the area. The Engineer advised that the area has been filled in by the State, and all that remains for the State to do is to plant grass seed, but the Garden Club is to furnish the shrubbery which will cost about $600. The Commission authorized the Engineer to proceed with the planting of the grass seed on the condition that the Garden Club will agree to maintain it.

(4) Proposed transfer of Federal Aid Secondary Highway funds in Wallowa County: The Commission took action on this matter earlier in the session and ordered the item deleted from the "Unfinished Business" list.

(5) Economic analysis on highway routes serving the city of John Day: The Engineer advised that his studies in the matter are still in progress. The item is to be retained on the list.

(6) Claim of Southern Pacific Company against Kuckenberg Construction Company arising out of a forest highway contract on the North Santiam Secondary Highway: The Chief Counsel reported briefly on this subject and suggested that there are possibilities that the Bureau of Public Roads will pay the claim by special allocation of forest highway funds. He recommended, therefore, that the State pay the claim in the first instance and take its chance on securing reimbursement from the Government. The Commission approved the recommendation and ordered the item deleted from the list of "Unfinished Business". However, the Chief Counsel was instructed to follow up the matter.

(7) Request of the City Council of the City of Beaverton that the State reassume jurisdiction over a section of the old Bertha-Beaverton Highway at Beaverton, which was transferred to the city and the county when the new highway was built at this place: The Commission ordered this item deleted from the list of "Unfinished Business" because the Engineer had rendered a report on the matter earlier in the session and the Commission had taken action.

(8) Request of Elmer Bankus, Brookings, Oregon, for engineering advice regarding construction of a service roadway to serve his property north of Brookings: The Engineer advised that Mr. Bankus has been contacted and apparently is satisfied with the information that he received. The item was ordered deleted from the list.

(9) Request of the State Board of Higher Education for rerouting of US99W through the City of Monmouth so as to avoid the campus of the

Oregon College of Education: The Commission ordered this item deleted from the list of "Unfinished Business" inasmuch as the Engineer had previously reported on the subject earlier in the session.

(10) The question of granting rights on access to "freeways", particularly between Divide and Anlauf on US99, and between Mosier and Rowena on US30: The Engineer advised that studies have not as yet been completed with respect to the Divide-Anlauf Section of US99, so he is not ready to report on that section. The Right of Way Engineer advised that with respect to the Mosier-Rowena Section, the accesses have all been eliminated by construction of underpasses, purchase of entire properties, or purchase of isolated tracts, so, so far as that section of the highway is concerned there will be no further problem of access to the highway from adjacent properties. He also said that the same procedure is being followed along US30 between Rowena and The Dalles. The Commission approved the report but ordered that the item be retained on the list of "Unfinished Business" pending a report on the Divide-Anlauf Section.

(11) Filling in of an irrigation ditch belonging to the Nyssa-Arcadia Drainage District in connection with contract operations in Malheur County: This matter was disposed of earlier in the session and the Commission ordered the item deleted from the list of "Unfinished Business".

(12) Allocation of 1953 forest highway funds: This item was disposed of earlier in the session. The item was ordered deleted from the list of "Unfinished Business".

The Commission had under discussion the setting of a date for its next regular meeting, and decided unanimously to hold such meeting in Portland on Monday and Tuesday, April 21 and 22, 1952, the meeting to convene at 9:00 a.m. on both days with opening of bids at 10:00 a.m. on Monday and at 9.00 a.m. on Tuesday. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel.

The Commission considered the sale of a small parcel of land lying in Block "C", Porter Hill Addition to the City of North Bend, Coos County, to Mr. Fred A. Kruse and wife, Coquille, for the sum of $500. The offer of Mr. Kruse and wife was accepted by the Commission on the recommendation of the Right of Way Engineer who advised that the offer was made at a public auction of the property. (A deed conveying the property to the Kruses was signed later in the session.)

The Right of Way Engineer brought up for discussion a proposed exchange of properties with the Weyerhaeuser Timber Company on the Coos River Secondary Highway in Coos County. He explained that because of a revision in the highway alignment, the highway encroaches on the moorage rights of the company, which has suggested that the matter be settled by an exchange of rights, the company to grant to the State its moorage rights if the State will convey to the company the State's rights

outside of a fifty foot right of way. He recommended approval of the exchange. The Commission approved the recommendation. (A deed conveying the State's property to the company was signed later in the session)

The Right of Way Engineer also brought up for discussion the claim of C. H. Williams, U. S. Forest Ranger, for expense incurred by him as the result of a slide on the Columbia River Highway between Cascade Locks and Herman Creek. It appears that the slide which occurred during the progress of construction of the highway section had dislodged the residence building which was occupied by Mr Williams necessitating his moving into other quarters. The house vacated by Mr. Williams is owned by the U. S. Forest Service but the one that he is now occupying is rented, the rental rate being $60 per month. It also appears that there is other incidental expense involved making the aggregate amount of the claim $210.50. It was the thought of the Right of Way Engineer that Mr. Williams would be able to move back into the Forest Service house in five months. He recommended payment of the claim, which he said will close the matter for the time being although there are possibilities that a further adjustment will need to be made later if the Forest Service house cannot be rehabilitated within the period of time anticipated. The Commission approved the recommendation.

The Chief Counsel brought up for consideration a proposed settlement of the case of the State vs. Mildred Dunn Kohler involving acquisition of 11.38 acres of land which are needed as right of way for the Cascade Locks-Viento Section of the Columbia River Highway and for relocation of the Union Pacific railroad tracks in connection therewith. He advised that because a settlement could not be reached with Mrs. Kohler, it was necessary to file a complaint in condemnation and that the offer in connection therewith was in the amount of $2 750 based upon appraisals made by a right of way agent of the Highway Department and by professional appraisers of Portland. Mrs. Kohler, he said, originally demanded $50,000 damages in addition to the value of the land being acquired, but she subsequently reduced her demands to $5 000. He recommended a compromise settlement in the amount of $3,000 which, he said. Mrs. Kohler has indicated through her attorney, she will accept. The Commission approved the recommendation

The Engineer reported on a request from the City of Mt. Angel for improvement of Hillsboro-Silverton Secondary Highway within the City limits of that town. He said that the section involved is 0.73 mile in length and that the present highway width ranges from 16 feet to 18 feet, and the graveled shoulders are very difficult to properly drain and to maintain in satisfactory condition. He estimated the cost of improving the section to a 40-foot width between curbs at about $63 000, and he advised that it is a meritorious project which the city has been seeking for a number of years. He recommended that it be given favorable consideration by the Commission when additional funds become available for allocation to city street projects. The Commission approved the recommendation and decided to so inform the delegation from Mt. Angel. which is scheduled to be present on the following day (See additional paragraph ahead.)

The Engineer reported that the Commission's lease agreement with the Columbia Transportation Company of Astoria covering the use of the Astoria ferry terminal expires on May 31, 1952. A two-year extension of this lease, he said, has been negotiated with the company for consideration of $250 a month which is the same rate that applied in connection with the former lease, the only difference being that there is deleted from the new lease a certain building which is occupied by Swift & Company and for which the State has been receiving a monthly rental of $31.00. In negotiating the new lease, he said, the company furnished tax receipts showing that its taxes on this property have increased in the amount of $33 per month which he felt is justification for elimination from the new lease the building occupied by Swift & Company. The agreement also provides, he said, that the State can cancel and terminate the lease upon thirty days written notice to the company. He recommended approval of the lease as prepared. The Commission approved the recommendation. (The agreement was signed by the Commission later in the session.)

The Engineer brought up for discussion a letter that was sent to Governor McKay by S. P. Osborn, R. A. Simpson, and J. Fred Schmidt, Sr., Troutdale, a committee representing residents and property owners along Osborn Road in Multnomah County, in which letter protest is made against the plans of the Highway Commission to "close" Osborn Road in connection with construction of the T. H. Banfield Expressway at such point. He advised that it is not intended in the construction of the Expressway to dead-end Osborn Road but provision has been made to serve the people residing along that road by means of a paved roadway 20 feet wide on each side of the Union Pacific railroad tracks connecting with Birdsdale Road which is about 1/4 mile west of Osborn Road and where an underpass is to be provided under the railroad so that traffic will not have to cross the main line tracks of the railroad at grade. He further stated that all of the property owners affected, being 26 in number, have been contacted and 17 of them favor the closure of the Osborn Road provided roadway connections are made to the Birdsdale Road, and they have signed a statement to that effect. He recommended adherence to the present plan. The Commission approved the recommendation unanimously.

The Commission discussed a written report from the Engineer dated March 10, 1952 regarding construction of the West Portland-Hubbard Highway. In his report, the Engineer pointed out that in the five-year program for this highway, $5,000,000 of moneys derived from the sale of bonds were allotted for construction between Barbur Boulevard and the underpass near White School. Studies of the section south of the Wilsonville Bridge, he said, indicate that it would be better to locate the highway adjacent to and on the east side of the Oregon Electric railroad tracks and, while the survey is not finished, present estimates indicate that a considerable saving in costs will be realized by following that route, thus avoiding very expensive land near the towns of Hubbard and Woodburn. The Engineer also pointed out that it now appears impossible to award

contracts for construction, with available money, of the section south of the Willamette River until 1953, in view of which he suggested the transfer of $450,000 of bond moneys set up for the Boones Ferry-White School Section to finance construction of the Lafayette-North Yamhill River Section of US99W, 2.3 miles in length, which is the last remaining unimproved section of this highway between McMinnville and Newberg and which is estimated to cost such sum. He pointed out that such transfer of funds will advance construction of the Lafayette-North Yamhill River Section and will not delay construction of the other project because it could not be built until 1953 in any event. The Boones Ferry-White School project, he said, can be financed from the allotment of funds for calendar year 1953 Federal Aid projects. As a result of discussion, the Commission unanimously approved the transfer of funds as suggested by the Engineer, and the allocation of $450,000 of 1953 Federal Aid funds to the Boones Ferry-White School Section. (The information was conveyed to a delegation from McMinnville which appeared before the Commission on the following day.)

The Commission unanimously approved the Secretary's report of voucher lists that he signed on behalf of the Commission during the period January 28, 1952 to March 12, 1952.

The Commission had under discussion traffic conditions on the Mt. Hood Highway in the Government Camp area. It was the expressed feeling of the Commission that this highway is badly in need of improvement and that studies should be made now to that end, covering not only Government Camp area but also the entire section from Government Camp to Gresham. As a result of the discussion, motion was made by Commissioner McIver that the Engineer be authorized to make an economic survey of the entire section between Gresham and Government Camp. The motion was duly seconded by Commissioner Reynolds and received the unanimous vote of the Commission.

The Commission discussed with the Engineer bids received at the morning session for highway construction, and at 4:00 p.m. the results thereof were publicly announced by Commissioner Reynolds, as follows, the Commission's action in each instance being by unanimous vote:

"Installation of traffic signals in Corvallis, Benton County: The Commission received three bids for this work, the low one being that of Electric Corporation, Salem, at $5,460. The contract has been awarded to the Electric Corporation at its bid price.

"Furnish and install traffic signals at four street intersections in the City of Coos Bay, Coos County: Mill Electric Company, Salem, submitted the low bid for this work at $12,812.00. There were two higher bids. The contract has been awarded to the low bidder, Mill Electric Company, at its bid price.

"Replacement of fender piling at the Coos Bay Bridge on the Ore-

gon Coast Highway in Coos County: The Commission received two bids for this work, the low one being that of Felix Carlson Dredging Company, Inc., Coos Bay at $49,066.00. The contract has been awarded to this company at its bid price.

"Construction of a maintenance building at Port Orford, Curry County: The Commission has awarded this contract to the low bidder, H. G. Wertz, Grants Pass at $12,660.00. One other bid was received.

"Installation of traffic signals in the City of Bend, Deschutes County: The only bid received for this work was that of Mill Electric Company, Salem, at $2,692.00, which bid has been accepted by the Commission and the contract awarded at the price quoted.

"Sisters rock production project on the Santiam, McKenzie and McKenzie-Bend Highways in the vicinity of Sisters in Deschutes and Jefferson Counties: Four bids were received for this work, the low one being that of E. H. Itschner Company, Molalla at $31,500.00. The contract has been awarded to E. H. Itschner Company at its bid price.

"Grading and paving and construction of one reinforced concrete box culvert on the Winchester Bay-Clear Lake Unit, of the Winchester Bay-Forest Boundary Section of the Oregon Coast Highway in and south of Winchester Bay, Douglas County: E. L. Gates and Company, Inc., Salem, submitted the low bid for this work at $731,139.00. There were six higher bids. The contract has been awarded to E. L. Gates and Company, Inc. at its bid price.

"Grading and oil mat surfacing on the North Unit of the Princeton-Folly Farm Section of the Diamond Valley and Rome-Princeton Highways in Harney County: Heavy Hauling Company, Astoria, submitted the low bid for this work at $152,125.50. There were six higher bids. The contract has been awarded to Heavy Hauling Company at its bid price.

"Suntex rock production project on the Central Oregon and Lakeview-Burns Highways in Harney County: N. A. Toole Construction Company, Ontario, was the low bidder for this work at $41,600. The only other bid was that of Homer G. Johnson, Portland, at $42,100. The contract has been awarded to the low bidder, N. A. Toole Construction Company, at its bid price.

"Construction of the Second Street Overcrossing of the Columbia River Highway in the City of Hood River, Hood River County: The Commission received six bids for this work, that of H & R Construction Company, Beaverton, being low at $41,832. The contract has been awarded to the H & R Construction Company at its bid price.

"Grading and paving the Modoc Point-Barkley Springs Unit of the Modoc Point-Algoma Section of The Dalles-California Highway, Klamath

County: The low bid for this work was submitted by F. L. Somers, Klamath Falls, at $338,666.00. There were five higher bids. The contract has been awarded to F. L. Somers, the low bidder, at his bid price.

"Alkali Lake rock production project on the Lakeview-Burns Highway, Lake County: Two identical bids were received for this work, being those of N. A. Toole Construction Company, Ontario, and Homer G. Johnson, Portland, both at $25,200. Mr. Johnson stated that he would accept the award of this contract only in combination with the Suntex rock production project. Due to the fact that Mr. Johnson was not low bidder for the Suntex rock production project, his bid for the Alkali Lake rock production project is disqualified. The contract, therefore, has been awarded to N. A. Toole Construction Company, Ontario, at its bid price.

"Construction of an overcrossing of the Southern Pacific Company's branch track on the Salem By-Pass Section of the Pacific Highway, Marion County: The Commission received seven bids for this work, the low one being that of Glenn Snook, Eugene, at $27,990. The bid of Glenn Snook in the sum of $27,990 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of "D" Street and Center Street overcrossings on the Salem By-Pass Section of the Pacific Highway East, Marion County: The Commission received seven bids for this work, that of Glenn Snook, Eugene, being low at $70,636.00. The bid of Glenn Snook in the sum of $70,636.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Painting the Interstate Bridge and Oregon Slough Bridge on the Pacific Highway in North Portland, Multnomah County: Tri-State Painting Company, Portland, was the low bidder for this work at $37,000.00. There were three higher bids. The contract has been awarded to the Tri-State Painting Company at its bid price.

"Grading and surfacing the West Cottonwood Grade Section of the Wasco-Heppner Secondary Highway, Sherman County: E. H. Itschner Company, Molalla, was the low bidder for this work at $62,121.65. There were four higher bids. The bid of E. H. Itschner Company in the sum of $62,121.65 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Construction of a maintenance building in the City of Tillamook, Tillamook County: The low bidder for this work was United Builders Inc.,

Beaverton, at $10,894.00. There were two higher bids. The Commission has rejected all bids as being too high.

"Grading and construction of a rock base on the Shogren-Rowena Creek Unit of the Mosier-The Dalles Section of the Columbia River Highway, Wasco County. Rogers Construction Company, Portland, was the low bidder for this work at $610,123.00. There were eleven higher bids. The Commission has awarded the contract to the low bidder, Rogers Construction Company at its bid price."

The Commission discussed briefly a progress report presented by the Engineer concerning the status of surveys that are under way. In this connection, the Commission inquired concerning surveys of a proposed extension of the Starkey Secondary Highway in Union County. The Engineer advised that the survey is being conducted by the Bureau of Public Roads as a forest highway project and that he will contact Mr. W. H. Lynch, Division Engineer of the Bureau of Public Roads for a report.

Commissioner Reynolds inquired as to the status of a number of going contracts. The Engineer explained the progress that is being made in connection with each of them. As a result of discussion, the Commission instructed the Engineer to render a complete progress report on contracts on a bi-monthly basis. The contracts are to be arranged by counties and the report is to show fiscal value of work completed as well as other information.

Chairman Chandler brought up for discussion the schedule of contract lettings as prepared by the Engineer and he particularly inquired as to the status of acquisition of right of way needed for projects that are scheduled for contracting at the April meeting of the Commission. Details were explained by the Right of Way Engineer.

Commissioner McIver brought up for discussion the proposed highway interchange at Swift & Company's plant in North Portland, involving acquisition of right of way from Mr. Frank Kernan. The Engineer advised that plans for the project have been prepared and that the project will be advertised for bids as previously authorized by the Commission when the right of way situation has been clarified. Mr. Kernan, he said, is rather difficult to deal with but a conference has been arranged with him for Monday of the following week and it is hoped that differences would be wiped out; however, if they are not satisfactorily disposed of at that time, a condemnation action will be started to acquire right of way across his property. He assured the Commission that any arrangement that is made with Mr. Kernan will be in the best public interest. He also said that it is contemplated to receive bids for this job at the May meeting of the Commission.

The Commission signed agreements, etc. as follows:

"Indenture of Access" to Pleasant Hill-Lost Creek Section of the Willamette Highway from Jacobs property.

Permit to City of Redmond covering use of a portion of the Highway Department's oil unloading and storage ground in Redmond.

Deed "quitclaiming" to U. S. Bureau of Reclamation a small corner of a State-owned stockpile site on the Klamath Falls-Malin Highway.

"Exchange of Easement" with Sarah Ann Beswick et al covering exchange of easements for a hauling road at Chetco River, Curry County.

Agreement with Lane County re disposal of right of way on the Fisher Road-Oak Hill Section (old route) of Eugene-Richardson Secondary Highway.

Agreement with Clackamas County re disposal of right of way on the Eagle Creek Section of Clackamas Secondary Highway (old route).

Lease agreement with Oregon Liquor Control Commission covering lease of space on fifth floor of the State Highway Building.

Supplemental agreement with U. P. RR re Hood River-Mosier encroachments (previously signed by the Commission on January 28, 1952 but needs initials on page 1 to cover change from "District Engineer" to "Chief Engineer".)

Bargain and Sale Deed to Hayward and Katherine C. Stacey for right of way on Winchester Bay-Coos County Line Section of the Oregon Coast Highway (authorized by Commission January 31, 1952 on page 19 of the R/W resolution.)

Agreement with Crown-Zellerbach Corporation for extension of riparian rights lease at Oregon City (authorized by Commission January 31, 1952.)

Bargain and Sale Deed conveying to Fred A. Kruse and wife a portion of lots 4 and 5, Block "C", Porter Hill addition to Coos Bay.

Deed conveying property to Weyerhaeuser Timber Company on Coos River Secondary Highway, Coos County, in exchange for property to be deeded by the Company to State.

Agreement with Columbia Transportation Company covering lease of ferry terminal at foot of 14th Street in Astoria.

Program for Forest Highway Funds for the fiscal year 1953.

"Indenture of Access" to Catherine Pointer granting a temporary right of access to Sunset Highway on and along northeasterly boundary line of said Catherine Pointer property.

March 13, 1952

Agreement with Ralph Koon covering extension of permit which expired October 5, 1951 re use of road across state owned property known as Devils Elbow State Park.

Agreement with City of Coos Bay covering the proposed traffic signal installations in City of Coos Bay.

The meeting adjourned at 5:00 p.m. to reconvene the following morning in the same room.

Portland, Oregon
March 14, 1952

The meeting of the State Highway Commission reconvened in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2nd Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary, who then announced that the Commission would award contracts at 4:00 p.m.:

OLD OREGON TRAIL IN BAKER COUNTY
BAKER-HUNTINGTON ROCK PRODUCTION PROJECT

Arthur Simonsen & George Borgen, Baker	$ 41,030.00
Newport Construction Company, Portland (1)	42,375.70
Homer G. Johnson, Portland	51,874.50

(1) Bidder will accept award of this project only in combination with Baker-Table Rock Project

BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY
BAKER-TABLE ROCK CREEK ROCK PRODUCTION PROJECT

Newport Construction Company, Portland	$ 31,612.50

CLACKAMAS HWY. IN CLACKAMAS COUNTY
EAGLE CREEK SECTION

Inland Construction Company, Milwaukie	$120,640.50
Logan, Taylor & Company, Portland	125,467.00
Erland & Blickle, Portland	126,845.00
Vernie Jarl, Gresham	128,015.50
Babler Brothers, Inc., Portland	128,628.00
C. R. O'Neil, Creswell	131,884.50
Fred H. Slate Company, Oregon Limited, Portland	133,052.50
F. C. Scott Construction Company, Portland	135,194.00
C. J. Eldon, Portland	135,592.50
G. D. Dennis & Sons, Portland	137,739.00
K. F. Jacobsen, Inc. & J. M. Arenz, Portland	143,317.50
Kuckenberg Construction Company, Portland	146,242.50
Durbin Brothers, Eugene	149,737.50
Rogers Construction Company, Portland	152,552.00
O. C. Yocom Company, McMinnville	166,799.50

DOUGLAS COUNTY
CHENOWETH PARK-DEADY SECT. OF THE PACIFIC HWY.
CHENOWETH PARK-OAKLAND JUNCTION UNIT

McNutt Brothers, Eugene	$467,836.50
Roy L. Houck & Son, Salem	478,586.50
Kuckenberg Construction Company, Portland	495,931.50
Fred H. Slate Oregon Limited & E. C. Hall Company, Portland	548,849.00
J. G. Wall Construction Company, Portland	580,806.00

OREGON COAST HWY. IN DOUGLAS COUNTY
BRIDGE AT REEDSPORT

Tom Lillebo, Reedsport	$237,709.00
Hamilton & Thoms, Eugene	259,704.00
General Construction Company, Portland	279,422.00

OREGON COAST HWY. IN DOUGLAS COUNTY
UMPQUA RIVER BRIDGE PAINTING

Tri-State Painting Company, Portland	$ 20,500.00
Antonsen Painting Company, Tacoma, Washington	25,000.00

COLUMBIA RIVER HWY. IN HOOD RIVER COUNTY
HOOD RIVER BRIDGE STEEL

Gunderson Brothers Engineering Corp., Portland	$ 71,370.00
Poole McGonigle & Dick, Portland	71,550.00
Bethleham Pacific Coast Steel Corporation, Seattle	76,758.00
Allied Structural Steel Companies, Chicago, Illinois	79,128.00
American Bridge Company	87,147.00

March 14, 1952

FREMONT HIGHWAY IN LAKE COUNTY
KLAMATH COUNTY LINE-SILVER LAKE ROCK PRODUCTION PROJECT

Inter-City Sand & Gravel Company, Eugene	$ 37,120.00
Homer G. Johnson, Portland	43,200.00

OREGON COAST HIGHWAY IN LANE COUNTY
DEVILS ELBOW PARK LATRINE

Victor Johnston, Newberg	$ 5,040.00
Gilbert Roberts, Hood River	5,472.00
Snook Brothers, Corvallis	5,995.00

MARION COUNTY
SALEM BY-PASS SECT. OF PACIFIC HIGHWAY EAST
HAYESVILLE SCHOOL-STATE STREET UNIT

Roy L. Houck & Son, Salem	$190,687.50
Stevenson Construction Company, Salem	195,897.50
C. J. Montag & Sons, Portland	206,857.00
Erland & Blickle, Portland	214,070.00
F. C. Scott Construction Company, Portland	218,730.00
Rogers Construction Company, Portland	220,670.00
Fred H. Slate Company Oregon Limited & E. C. Hall Company, Portland	225,165.00
O. C. Yocom Company, McMinnville	225,966.00
Peter Kiewit Sons Company, Longview, Washington	234,671.50
Kuckenberg Construction Company, Portland	251,720.00
Natt McDougal Company, Portland	271,676.50
McNutt Brothers, Eugene	322,582.50

PACIFIC HWY. EAST IN MULTNOMAH COUNTY
UNION AVE. SERVICE ROADS SECTION

Vernie Jarl, Gresham	$120,577.00
R. A. Heintz Construction Company, Portland	124,971.50
Logan, Taylor & Company, Portland	126,724.50
Rogers Construction Company, Portland	147,625.00

OREGON COAST HWY. IN TILLAMOOK COUNTY
SHORT SAND BEACH PARK LATRINE

John Helstrom, Astoria	$ 5,315.00
Gilbert Roberts, Hood River	5,472.00
V. C. Johnson, Contractor, Oregon City	6,414.00

OLD OREGON TRAIL HWY. IN UNION AND BAKER COUNTIES
LA GRANDE-NORTH POWDER SECTION

Arthur Simonsen & George Borgen, Baker	$ 10,095.00
Parkrose Nursery & Knight Pearcy Nursery, Portland	10,911.10
Associated Engineers, Inc., Palo Alto, California	12,102.90
Loree Building Service, LaGrande	20,565.15
Ernest Ferrante & Company, Portland	34,368.00

WEST PORTLAND-HUBBARD HWY. IN WASHINGTON COUNTY
TUALATIN RIVER BRIDGES

Donald M. Drake Company, Portland	$164,320.00
Lindstrom Brothers, Portland	167,008.00
C. J. Montag & Sons (1)	169,271.00
C. M. Corkum & Company, Portland	179,306.00
Lee Hoffman, Portland	182,729.00
J. G. Watts Construction Company, Portland (1)	197,068.00
General Construction Company, Portland	198,326.00
Carl M. Halvorson, Inc., Portland	208,118.00
Parker-Johnson Company, Portland	231,118.00

(1) Bidder will accept award of this project only in combination with Tualatin (S. P. RR Co.) Undercrossing.

WEST PORTLAND-HUBBARD HWY. IN WASHINGTON COUNTY
TUALATIN UNDERCROSSING

Donald M. Drake Company, Portland	$ 44,960.00
C. J. Montag & Sons, Portland	48,212.50
Fred H. Slate Oregon Limited, Portland	49,250.00
G. T. Gentle Concrete Construction Company, Portland	50,059.00
Birkemeier & Saremal, Portland	50,260.00
VaDare Construction Company, Portland	52,780.00
Carl M. Halvorson, Inc., Portland (2)	53,280.00
J. G. Watt Construction Company, Portland (1)	54,030.00
Lee Hoffman, Portland (2)	54,420.00
General Construction Company, Portland (1)	56,100.00
Natt McDougal Company, Portland	57,590.00
Lindstrom Brothers, Portland (3)	58,770.00
Schrader Construction Company, Portland	62,380.00
Erick Enquist, Troutdale	63,800.00

(1) Bidder will accept award of this project only in combination with Tualatin Bridges Project.

(2) If also awarded Tualatin Bridges Project will make lump sum reduction of $4,000.00.

(3) If also awarded Tualatin Bridges Project will make lump sum reduction of $2,800.00.

March 14, 1952

PACIFIC HWY. IN JOSEPHINE COUNTY
REDWOOD JCT. IRRIGATION SYSTEM PROJECT

Western Golf Course Supply Company, Portland	$ 2,886.70
Ernest Ferrante & Company, Portland	3,903.58
T. W. Thomas, Portland	4,285.50

Mr. Russell H. Nichols of Cascade Locks appeared before the Commission regarding additional access to the Columbia River Highway from his property located about one-half mile east of Cascade Locks, particularly from a 30 acre tract lying north of the new right of way. He explained that he formerly had use of a road that served a State Fish Hatchery nearby but that has been closed leaving his property without access to the highway except across privately owned land, unless the Highway Commission will grant him access to the new highway, to which he declared he is entitled. The Engineer exhibited a map showing Mr. Nichols' land and the highway, and pointed out that Mr. Nichols still has the same access to the old highway from the 30 acre tract that he had before the new highway was built. In the discussion that followed, Chairman Chandler advised that the Commission is endeavoring to provide a "throughway" for highway traffic safety and enjoyment, which means that access to the highway must be prohibited except where absolutely necessary and it does not appear necessary in this instance because Mr. Nichols' property on the north side of the highway has the same access to the highway as before; however, the Commission will study the matter and see what, if anything, can be done. Following Mr. Nichols departure the matter was further discussed by the Commission and Mr. Nichols' request denied. Motion to that effect was made by Commissioner McIver, seconded by Commissioner Reynolds and carried unanimously.

A delegation from Depoe Bay was present and urged the Commission to construct a latrine on State Park property in this place. The following people comprised the group: Clyde E. Carlos, Chairman of Civic Council; Leon Haskell, Vice President, Chamber of Commerce; Fred Corn, Commander of Depoe Bay Coast Guard Auxiliary; Mrs. Harold Avereid, Garden Club; Mrs. Beulah Seifert, Home Extension Unit; Mrs. Sid Neil, Parent-Teachers Association; Mr. Sid Neil, President of Depoe Bay Boosters Club.

Mr. Carlos headed the delegation and introduced the members. He pointed out the need for the facilities and he presented sworn affidavits of nine businessmen of the community in support thereof. Mr. Haskell also spoke on the matter and filed with the Commission a written brief in support of his oral arguments. Responding, Chairman Chandler advised that the Commission would give the matter careful study and that the group would be advised of the decision that it reaches. Following departure of the delegation, the Commission discussed the request with the

Engineer, Chief Counsel and the Parks Superintendent. As a result, motion was made by Commissioner Reynolds that the request be denied. The motion was seconded by Commissioner McIver and carried unanimously. The Secretary was instructed to inform the group of the action taken.

A large delegation from the City of Mt. Angel appeared before the Commission and requested improvement of the Hillsboro-Silverton Secondary Highway through the city. Mayor Jacob Berchtold headed the group and introduced the following members: Carl Mucken, Chairman of Street Committee, Councilman; Philip May, City Judge; Aloys Keber, City Treasurer; P. F. Gores, Street Committee, Businessmen's Club; William Blem and L. A. Le Doux, City Councilmen; Joseph Hassler, Water Commissioner; Rev. Hildebrand Melchoir, O. S. B.; J. H. Fournier, Bank Manager; E. B. Stolle, Editor & Publisher; Frank Hettwer, Manager of Mt. Angel Creamery, Businessmen's Club; Bernard Kirsh, Manager, Mt. Angel Farmers Union Warehouse; O. L. Wellman, S. C. Schmitt, Louis Schwab, Peter J. Burger, William Beyer and W. J. Kloft, Businessmen's Club; C. J. Butsch, Insurance; and John Diehl. Mayor Berchtold advised that the street now used for highway purposes was built in 1913 but has received no major improvement although it badly needs it; moreover, in 1939 they were given to understand that plans were under way for widening but the plans were dropped due to the second World War. Subsequently, he said, the city constructed sidewalks and drainage in anticipation of the widening work which has not materialized. He urged the Commission to construct the improvement this year. Mayor Berchtold called upon Mr. Mucken to emphasize their needs. Mr. Mucken described more in detail the improvements that have been constructed by the city and who mentioned the amount of money that the city has spent for them. He recalled that the city asked for the widening work in 1949 but was told at that time no funds were available to finance it. He urged favorable consideration from the standpoint of the city's expenditures and the need of a better facility for the large volume of traffic that the existing roadway, which is only 16 feet wide, has to carry daily.

Others speaking in behalf of their project were Messrs. Kirsh, Hettwer, Stalle, Hassler and Rev. Hildebrand Melchoir. Responding, Chairman Chandler pointed out that the Commission has programmed funds to finance improvement of the highway between Woodburn and Mt. Angel which should be beneficial to their city. He also said that the Commission considers the improvement of the highway through the city of Mt. Angel a high priority project and is going to make the improvement as soon as funds can be found to finance the work, but no funds are available now and the Commission is not in a position to state just when the work will be done. He assured the group that their project will be given fair consideration along with others that are in the same category.

Messrs. T. R. Williams and R. C. Larson, owners of the Astoria Navigation Company, and Mr. Gordon Sloan their Attorney, were present and conferred with the Commission concerning extension of their contract

with the State Highway Commission for furnishing ferry service across the Columbia River at Astoria. Mr. Williams recalled that at the time of his previous meeting with the Commission on this subject, negotiations with the Labor Union were under way concerning a higher pay scale for ferry personnel, effective June 1, 1952. The negotiations, he stated, are still under way and nothing definite has been determined although it was his thought that there would be a concrete solution in about sixty days. He admitted that the Commission is in a position to do whatever it wishes about extending the present contract but he suggested that instead of extending it for a full year, the Commission extend it in two terms, the first covering the period from June 1, 1952, when the present contract expires, to December 31, 1952, and the second period to be from January 1, 1953 to May 31, 1953, with the understanding that the extension for the second term would be discussed before the first term expired. Chairman Chandler stated that the Commission has not changed its attitude with respect to the matter since its meeting on February 19 and that it is the opinion of the Commission that the public interests will be served best were the contract extended for a full year with provision being made to reimburse the company for extra labor expense that it incurs by reason of the requirements of the U. S. Coast Guard. He also said that the Commission will give the matter further study but the possibilities of the Commission changing its attitude are very remote, anyway, the Secretary will be instructed to advise them of the Commission's final decision.

A delegation representing the Oregon US Highway 20 Association appeared before the Commission and requested improvements to the Corvallis-Newport Highway and to the Albany-Corvallis Highway. The following people composed the group: Leo Bayton, City Recorder; Dudley Turnacliff, Manager, Yaquina Bay Fish Commission; John Schreiner, Manager, Newport Division, Central People's Utility District; E. K. Willer, Willer's Motel; Ed Warmoth, Manager, Chamber of Commerce; James Howes, Secretary, Oregon US Highway 20 Association, all of Newport; and Kurt Kiesow, Title and Trust Company; H. C. Bogert, Mayor; Mrs. H. C. Bogert, Councilwoman, and Frank Updyke, President, Oregon US Highway 20 Association, all of Toledo, and Don Donahue, Manager of the Chamber of Commerce, Albany; James McCulloch of McCulloch and Sons Garage, Burns. Mr. Howes introduced the members of the delegation. Mr. Donahue emphasized the need for improving the Albany-Corvallis Highway. He specifically urged that right of way of sufficient width for four lanes of traffic be purchased now so that feature will be taken care of when the Commission gets ready to build such a highway. He pointed out that the improvement is badly needed because this section is subject to flooding at which times the normal heavy flow of traffic is disrupted.

Mr. Kiesow spoke for the Corvallis Chamber of Commerce which, he said, wants the Corvallis-Newport Highway between Corvallis and Philomath improved. The Chamber of Commerce, he stated, feels that this section should be constructed to four lanes with a divider strip, and they also want something done to alleviate a dangerous condition that exists at

a narrow bridge a short distance west of the Alsea Highway junction. He suggested installation of a one-way traffic light at the bridge. Mr. Kiesow also said that his group is interested in securing the improvement of a ten-mile section of the Corvallis-Newport Highway west of Philomath for which the Commission has authorized a survey, but he asked that the survey be extended to a junction with the Siletz Secondary Highway a short distance west of Toledo. When the survey is completed, he said, the Commission will be in a position to select the ten-mile section most in need of improvement and proceed with construction of that section. He suggested several sections for consideration including Pioneer Mountain, Burnt Woods and Gallatly Canyon. Mr. Kiesow expressed appreciation for the project under way between Newport and Toledo and he offered the assistance of the Highway 20 Association in negotiating right of way settlements with some of the property owners. The Commission took the delegation's requests and suggestions under advisement.

The meeting recessed at 12:00 noon and reconvened at 2:00 p. m. with the same persons present and participating.

Messrs. J. P. Steiwer, Robert Misener and George Schomp, representing the Fossil Community Club, appeared before the Commission regarding improvement of the Butte Creek-Summit Section of the John Day Highway just south of Fossil. Mr. Steiwer, who acted as spokesman, read aloud a letter from County Judge S. J. Howard, pointing out the need for an improved road; a letter from D. A. McLinn, District School Superintendent, emphasizing the narrow crooked condition of the road and the consequent danger to pupils being hauled in school buses; a letter from William H. Steiwer, livestock grower, pointing out that livestock must be hauled out by truck and that the road is not adequate for such traffic, particularly in the winter time; and a letter from Morgan Truck Service, pointing out the advantages to the Fossil Community if the area were more easily reached by freight trucks. He asked the Commission to authorize a survey of the section to determine what can be done to improve it in the near future. Chairman Chandler recalled that the Commission previously authorized an expenditure of $45,000 to fix the worst spots but the money was transferred at the request of the Fossil group, to finance a similar improvement of this highway near Spray and such work is going forward. He pointed out that the Commission has instructed the Engineer to make an economic survey of the entire highway north of John Day and he advised that until the results of that survey have been studied, the Commission cannot make any more commitments to that highway section.

Mr. Gerald B. Bashaw, Portland, appeared before the Commission regarding access from his property to the Northeast Portland Secondary Highway near the intersection of 65th Avenue and Killingsworth Street in Portland. Mr. Bashaw stated that he purchased the property from another owner and did not realize at the time that he would not be allowed access to the highway. He pointed out that property owners on both sides of his property have access to the highway and he requested that he also be granted

that privilege. He was informed by the Commission that the State's deed to the former purchaser of the property plainly states that the property would have no access to the highway except at the easterly end of the tract where a 25 foot driveway was granted, and via 65th Avenue, and that the Commission cannot be held responsible for the fact that Mr. Bashaw did not have knowledge of this provision. The Commission expressed sympathy for Mr. Bashaw but advised that it can do nothing for him, even as a temporary expedient, because of its established policy with respect to such matters and because it would be unfair to others who submitted bids for the property when it was advertised for sale. The suggestion was offered to Mr. Bashaw that he acquire the land lying to the west of his tract which would give him direct access to 65th Avenue and probably would solve his problem.

Mrs. William R. Blake, Portland, appeared before the Commission and requested permission to operate popcorn wagons at Reeds Landing on the Columbia River Highway, and on the Old Columbia River Highway just east of Troutdale. The Commission denied the request as a matter of policy.

The Engineer presented for the Commission's approval a letter directed to Mr. George Flagg of the Oregon Highway Council, dated March 12, 1952, concerning Mr. Flagg's proposal for a cooperative project to obtain facts concerning truck operations on State highways in Oregon, as a basis for enactment of a law covering highway use. The Commission approved the letter unanimously and authorized the Engineer to send it to Mr. Flagg. (For details, see copy of the letter in General Files.)

A delegation representing the McMinnville Chamber of Commerce appeared before the Commission to urge improvement on the Pacific Highway West between the Yamhill River Bridge and the Town of Lafayette so as to eliminate a hazardous condition at what is known as the St. Joe Underpass. Present were: R. J. Mattecheck, President, Chamber of Commerce; Clifford Elliott, Manager, Chamber of Commerce; Philip N. Baldine, Gale B. Vinton, James Standard, R. H. Windishar and Jack Bladine, all members of the Chamber of Commerce. Mr. Standard headed the group. He gave as his understanding that needed right of way has been acquired by the State and he urged the Commission to construct the project earlier than is presently planned. He advised that the city has cooperated with the State in every way possible to facilitate the movement of traffic through the city, but now the situation has changed and the "bottleneck" has shifted to the highway between McMinnville and Lafayette. Mr. Windishar endorsed the remarks of Mr. Standard. Chairman Chandler advised that the Commission earlier in the meeting had discussed this project and had decided to construct it this coming summer, funds permitting. The group expressed appreciation for the action taken.

Mr. Forrest L. Meuret, farmer, Madras, Oregon, appeared before the Commission regarding purchase of a portion of the Cove State

Park, consisting of 23.8 acres on the east boundary of the park. He explained that he now owns adjoining land which he cannot develop properly unless he also owns the State's 23.8 acres on which is located an irrigation canal that he wants to use for irrigation purposes. He gave as his opinion that the property is of little value to the State but under irrigation would be of considerable value to him, and too, it would enable him to irrigate his adjoining land. He stated a willingness to pay $10.00 per acre for the property. As a result of considerable discussion the Commission told Mr. Meuret that it definitely will lease the property to him, but selling it to him is another matter. He was also informed that the sale of the property will be given further study and that the Secretary will inform him of the decision reached.

A delegation from Portland representing the "Save the Gorge" Committee of the Portland Women's Forum, appeared before the Commission in support of a program to preserve the scenery along the Columbia River Highway in the Columbia Gorge, by acquiring areas as a part of the State Parks System. The group was headed by Mrs. Gertrude Jensen, Chairman of the Committee, and included the following: Mrs. Hugh C. Peterson, First Vice President of the Portland Women's Forum; Mrs. J. Baker, Third Vice President of the Portland Women's Forum; Mrs. Alan J. Mekelburg, Recording Secretary of "Save the Gorge" Committee; Mrs. Gertrude Dunn, Corresponding Secretary of "Save the Gorge" Committee; Miss Mary Armstrong, member; Mrs. Dorothy B. Harlan, U.S. Forest Service; Mrs. George G. Root, Oregon Roadside Council; and Messrs. Alan J. Mekelburg and Claude F. Palmer, Oregon Advertising Club, Portland; and James A. Mount, Visitors' Service Committee, Portland Chamber of Commerce.

Mrs. Jensen was spokesman. She pointed out that the Committee's principal objective is to preserve the natural beauty of the Columbia River Gorge, and she read aloud a prepared statement on the subject in which mention was made of a number of privately owned tracts in the Gorge which the Committee feels the State should acquire in order to assure against their commercialization. Mrs. Jensen also mentioned the zoning of the Gorge and gave as her understanding that the Highway Commission has legal authority to take such action, and to acquire areas at its discretion for state parks. She pointed out that the boundaries of the national forest are not regular and that a large percentage of property in the Gorge is outside of the forest boundary, and in individual ownerships. She urged the Commission to acquire as much property as is possible and she offered the cooperation of the Committee in providing the names of property owners and descriptions of the land, etc. Chairman Chandler complimented Mrs. Jensen on her presentation. He also stated that the Commission appreciates the value of preserving the natural beauty of the Gorge and toward that end the Commission previously at this meeting authorized the acquisition of several of the tracts mentioned by Mrs. Jensen.

The following persons representing the Garibaldi City Council were present and requested relief from the city's obligation to prohibit the parking of vehicles along the Oregon Coast Highway through the city. Mr. C.E.

Curnutt, City Councilman who acted as spokesman; B. J. Spencer, Mayor; George R. Goodrich, City Attorney; B. J. Groth, City Recorder; and Fred Wilson, Monty Stevens and Loyd Moore, Councilmen. Mr. Curnutt recalled that the city previously agreed, in writing, to provide for the off-street parking of vehicles in Garibaldi if the Highway Commission would improve the highway, and that the city in an endeavor to do that met with objections from residents of the city who were vociferous in protesting the no parking regulation. He also stated that since the highway was improved there appears to be no need for the parking restriction inasmuch as the city now requires the parallel parking of cars on this street. As a result of discussion the Commission decided unanimously not to require the city to provide for off-street parking as was contemplated by its agreement with the city dated July 6, 1951.

The Commission discussed with the Engineer the bids for highway construction received at the morning session and at 4:00 p. m. the Commission's decision with respect thereto was publicly announced by Commissioner Reynolds as follows, the Commission's decision in each instance being by unanimous vote:

"Rock production project on the Old Oregon Trail between Baker and Huntington in Baker County: Arthur Simonsen and George Borgen, Baker, submitted the low bid for this project at $41,030. Two higher bids were received. The Commission has awarded the contract to the low bidder, Arthur Simonsen and George Borgen, at their bid price.

"Rock production project between Baker and Table Rock Creek on the Baker-Homestead Highway in Baker County: Newport Construction Company, Portland, submitted the only bid for this job at $31,612.50. The contract has been awarded to Newport Construction Company at its bid price.

"Grading and paving the Eagle Creek Section of the Clackamas Secondary Highway in Clackamas County: Inland Construction Company, Milwaukie, submitted the low bid for this job at $120,640.50. Fourteen higher bids were received. The bid of Inland Construction Company in the sum of $120,640.50 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving of the Chenoweth Park-Oakland Junction Unit of the Chenoweth Park-Deady Section of the Pacific Highway in Douglas County: The low bid for this job was submitted by McNutt Bros., Eugene, at $467,836.50. Four other bids were received. The contract has been awarded to McNutt Bros. at their bid price.

"Construction of a bridge over Scholfield Creek at Reedsport on the Oregon Coast Highway in Douglas County: Tom Lillebo, Reedsport, was low bidder for this job at $237,709. Two other bids were received. The Commission has awarded the contract to Tom Lillebo at his bid price.

"Painting the Umpqua River Bridge on the Oregon Coast Highway at Reedsport in Douglas County: Only two bids were received for this job, the low one being that of Tri-State Painting Company at $20,500. The contract has been awarded to Tri-State Painting Company at its bid price.

"Furnishing structural steel for a bridge over Hood River on the Columbia River Highway in Hood River County: The low bid for this job was submitted by Gunderson Brothers Engineering Corporation, Portland, at $71,370. Four other bids were received. The Commission has awarded the contract to Gunderson Brothers Engineering Corporation at their bid price.

"Rock production project on the Klamath County Line-Silver Lake Section of the Fremont Highway in Lake County: Two bids were received for this job, the low one being submitted by Inter City Sand and Gravel Company, Eugene, at $37,120. The Commission has awarded the contract to Inter City Sand and Gravel Company at its bid price.

"Construction of a standard latrine in Devils Elbow State Park on the Oregon Coast Highway in Lane County: Victor Johnston of Newberg submitted the low bid for this job at $5,040. Two other bids were received. The Commission has awarded the contract to Victor Johnston, at his bid price.

"Grading the Hayesville School-State Street Unit of the Salem By-Pass Section of the Pacific Highway East in Marion County: Roy L. Houck and Son, Salem, submitted the low bid for this job at $190,687.50. Eleven higher bids were received. The bid of Roy L. Houck and Son in the sum of $190,687.50 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving the Union Avenue Service Roads Section of the Pacific Highway East north of Portland in Multnomah County: The low bid for this job was submitted by Vernie Jarl, Gresham, at $120,577. Three other bids were received. The contract has been awarded to Vernie Jarl at his bid price.

"Construction of a standard latrine in Short Sand Beach State Park on the Oregon Coast Highway in Tillamook County: John Helstrom, Astoria, submitted the low bid for this work at $5,315. Two other bids were received. The contract has been awarded to John Helstrom at his bid price.

"Grass seeding project on the LaGrande-North Powder Section of the Old Oregon Trail in Union and Baker Counties: Arthur Simonsen and George Borgen, Baker, submitted the low bid for this job at $10,095. Four other bids were received. The Commission has awarded the contract to Arthur Simonsen and George Borgen at their bid price.

"Construction of twin bridges over the Tualatin River on the West Portland-Hubbard Highway in Washington County: The low bid for these structures was submitted by Donald M. Drake Company, Portland, at $164,320. Eight other bids were received. The bid of Donald M. Drake Company in the sum of $164,320 is accepted and the Engineer instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of the Tualatin Undercrossing to carry Southern Pacific Company's West Branch Track over the West Portland-Hubbard Highway in Washington County: Donald M. Drake Company, Portland, submitted the low bid for this job at $44,960. Thirteen higher bids were received. The bid of Donald M. Drake Company in the sum of $44,960 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of an irrigation system at Redwood Highway Junction on the Pacific Highway at Grants Pass in Josephine County: Western Golf Course Supply Company, Portland, submitted the low bid for this work at $2,886.70. Two other bids were received. The contract has been awarded to Western Golf Course Supply Company at its bid price."

A delegation representing the City of Oswego and the Oswego Chamber of Commerce appeared before the Commission to request improvements to the Sucker Creek Bridge on the Oswego Highway at the south city limits of Oswego. Included in the group were the following: Hon. Charles Needham, Mayor; Claude Smith, Reed Lockman and Dick Bontty, members of the Chamber of Commerce. Mayor Needham who acted as spokesman pointed out that the bridge is narrow with a sharp curve in the highway at the south end, the total effect being to create a very hazardous condition conducive of accidents. He urged that something be done to alleviate the situation. Chairman Chandler stated that the Commission had

some knowledge of the situation but not enough to take action at this time. The Engineer was thereupon instructed to determine what is needed to improve the section and the cost thereof, and to report his findings to the Commission at its next meeting.

The Right of Way Engineer brought up for the Commission's consideration a right of way settlement with Doty and Doerner on the West Portland-Hubbard Highway, the land being needed in connection with the contract for highway construction which will soon be under way. He pointed out that this property is used for raising nursery stock and that the highway goes through the center of it. The proposed price for the property, he stated, is $66,418.00 of which $53,684.00 is estimated as the value of the nursery stock. The Chief Counsel explained that the owner had requested that if the State sold any of the nursery stock acquired in the purchase that the standard wholesale price be maintained. Mr. Doty, he stated, is one of the largest nursery growers in the northwest, and it would be exceedingly difficult to establish any price for the nursery stock other than that established in his catalog. The Right of Way Engineer stated that in the Doty and Doerner property there are about 12.23 acres and in addition the State must buy another tract of 2.94 acres owned by a Mr. Salzer which is under lease to Doty and Doerner and for which a price of $1650 has been quoted. He doubted that much salvage can be obtained from the nursery stock due to the short length of time remaining in which to move and dispose of it. He also said that the deal with Doty and Doerner is covered by a ten-day option so haste is necessary in reaching a decision. He recommended approval of the option because, he said, the Commission can do no better in court.

Commissioner McIver suggested a possible solution in that Mr. Doty be asked to submit a price for the land only and that he be allowed to retain all of the nursery stock and dispose of it as best he could. He pointed out that the State is not well equipped to move and dispose of nursery stock and that Mr. Doty, being in that business, could probably perform this function to better advantage with a consequent reduction in cost to the State. The Chief Counsel advised that the contractor is just about ready to start work and that if he goes on the job prior to a settlement the only alternative would be a condemnation action. The Chief Counsel left the Commission table for a few minutes to make a phone call to Mr. Doty. Upon his return he stated that Mr. Doty had advised that he would cooperate with the Commission in any way he can but he had pointed out that only about 15% of the nursery stock in the right of way is ready for the market and that he does not have enough land to transplant the remaining 85%. As a result of further discussion Commissioner McIver moved in view of the circumstances that the two options be closed as presented by the Right of Way Engineer and that as much salvage as possible be obtained from the nursery stock involved. Commissioner Reynolds seconded the motion and Chairman Chandler declared it passed unanimously.

Consideration was given by the Commission to the purchase of a new car for Commission use, to replace the present Cadillac. As a re-

sult of discussion the Commission unanimously authorized purchase of another Cadillac car, Model No. 62, with 130 inch wheel base, color anything but black but not too gaudy, and equipped with extras corresponding to the extras in the old Cadillac. The old car is to be sold to some other State Department at reasonable cost. The Engineer was instructed to secure factory delivery of the car as soon as possible. Out-of-state travel expense for the Commission's chauffeur, Mr. Les Farnum, to go to the factory to pick up the car, was also authorized by the Commission.

The Commission signed a number of contracts for state highway construction. There being no further business to come before the Commission at this time the meeting adjourned at 3:00 p. m.

Chairman

State Highway Engineer

Commissioner

Commissioner

Secretary

EXHIBITS "A" through "K"

Minutes of

March 13 and 14, 1952

EXHIBIT "A"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

BOONES FERRY ROAD - MARION COUNTY LINE UNIT - BARBUR BLVD - WHITE SCHOOL SECTION - WEST PORTLAND - HUBBARD HIGHWAY

4848 - Sagert, Mary; Fred and Orpha Sagert (Smith)
Right of Way
Closure of access signed Feb. 12. 1952

Allowance for private access 800 ft. roadway at $2.50 per ft.	$ 2,000.00
Loss of 1 acre cultivated land at $400 per A.	400.00
Amount to be paid owner - chrg to Right of Way	$ 2,400.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

18554 - Mohr, F. J. and Hilda C. (Smith)
Right of Way
Option expires July 28, 1952

0.074 acre at $1500 per acre	$	111.00
8 Cherry trees at $15 each		120.00
5 Ornamental trees at $20 each		100.00
Amount to be paid owner - chrg to Right of Way	$	331.00

THINGS TO BE DONE BY THE STATE:

Two private accesses are provided at Stations 190+05 and 191+55, east side

Access controlled -

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY

16560 - Gutfeld, Arnold and Frances C. (Johnson)
Wayside
Option expires July 25, 1952

0.25 acres, more or less, Lump Sum	$	25.00
Amount to be paid owner - chrg to Park Sites	$	25.00

THINGS TO BE DONE BY THE STATE:

Private access granted, south side, at Station 1606+50

Access controlled -

16559 - Hoyt, Harry and Norma (Johnson)
Wayside
Option expires July 25, 1952

1.46 acres at $50 per acre	$	73.00
Amount to be paid owner - chrg to Park Sites	$	73.00

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

Private access granted, south side, at Station 1606+50

Access controlled -

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18670 - Hall, L. W. and Irene (Benner)
Right of way frontage road
Option expires September 2, 1952

1,000 sq. ft. at $0.05 per sq. ft. $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

Access not controlled -

18617 - Aufranc, Emile F. and Evelyn A. (Witt)
Right of Way
Option expires August 28, 1952

7.035 acres at $2000 per acre	$14,070.00
Dairy and hay barn, 1440 sq. ft.	1,800.00
Severance damages	2,250.00

Amount to be paid owner - chrg to Right of Way $18,120.00

THINGS TO BE DONE BY THE STATE:

Construct driveway and gravel North end of Mabel Ave.
Re-establish drainage tile at Station 243+00

Est. $ 500.00

Amount to be charged to Construction. Est. $ 500.00

GRAND TOTAL (Estimated) $18,620.00

Access controlled - no access allowed

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION--PACIFIC HIGHWAY EAST

18270 - Thorp, Charles and Ruby Pierson (Witt)
Right of Way
Option expires August 19, 1952

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION--PACIFIC HIGHWAY EAST (cont.)

18270 - Thorp, Charles and Ruby Pierson (cont.)

1.90 acres at $500 per acre	$ 950.00	
House-648 sq. ft.	2,268.00	
Frame double garage and barn 720 sq. ft.	1,440.00	
Fruit house, chicken house, brooder and shed	410.00	
73 rods of fence at $4 per rod	292.00	
10 fruit trees and 6 rows of berries	70.00	
Amount to be paid owner - chrg to Right of Way		$ 5,430.00

Takes all -

18681 - Berger, S. D. and Madeleine (Benner)
Right of Way
Option expires August 19, 1952

2000 sq. ft. at $0.05 per sq. ft.	$ 100.00	
5 rods of fence at $4 per rod	20.00	
Gooseberry plants - 150 at $0.50 each	75.00	
Amount to be paid owner - chrg to Right of Way		$ 195.00

Access controlled - no access allowed

18301 - Gordon, Maurice W. and Eleanor A. (Witt)
Right of Way
Option expires August 18, 1952

0.177 acres at $450-per acre	$ 75.00	
Amount to be paid owner - chrg to Right of Way		$ 75.00

Access controlled - no access allowed

18261 - Beck, J. S. (Witt)
Right of Way
Option expires September 2, 1952

0.007 acre Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

ALDER CREEK-PHILOMATH SECTION -- ALSEA HIGHWAY

17643 - First Methodist Church (Byrum)
Right of Way
Deed signed February 28, 1952

3 acres at $40 per acre	$ 120.00	
Amount to be paid owner - chrg to Right of Way		$ 120.00

Access controlled - no access allowed

NEWPORT-TOLEDO SECTION -- CORVALLIS-NEWPORT HIGHWAY

18714 - Williamson, K. C. and Lula (Byrum)
Right of Way
Option expires August 27, 1952

1 acres at $100 per acre	$ 100.00	
4.132 acres at $450 per acre	1,859.00	
Barn, 1400 sq. ft.	4,550.00	
Milk shed	500.00	
174 rods of fence at $4 per rod	694.00	
Allowance - for new bridge	300.00	
severance damage	497.00	
Amount to be paid owner - chrg to Right of Way		$ 8,500.00

THINGS TO BE DONE BY THE STATE:

Construct cattle pass at Station 253+00, with 84" pipe. (in Construction plans.)
Construct farm crossing at Station 254+00
Construct Private access, South side at Station 254+00, 25' wide

Grantor reserves right for water line under highway at Station 250+75.

Access controlled -

18542 - Edenfield, Clyde W. and Gladys V. (Byrum)
Right of Way
Option expires July 29, 1952

2.5 acres at $450 per acre	$ 1,125.00	
3.942 acres at $102+ per acre	403.00	
54 rods of fence at $4 per rod	172.00	
Amount to be paid owner - chrg to Right of Way		$ 1,700 00

(cont.)

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION -- CORVALLIS-NEWPORT HIGHWAY (cont.)

18542 - Edenfield, Clyde W. and Gladys V. (cont.)

Grantor shall have until April 1, 1952 to remove timber.

Access controlled - no access allowed

CHENOWETH PARK-OAKLAND JUNCTION UNIT-CHENOWETH PARK-DEADY SECTION -- PACIFIC HIGHWAY

18600 - Churchill, Leroy and Minnie A. (Reeder)
Right of Way & Quarry Site
Option expires August 6, 1952

5.34 acres at $300 per acre	$ 1,602.00
73 rods of fence at $3 per rod	222.00
32 rods of fence at $2 per rod	64.00
Allowance - remove barn	1,500.00
- Relay 3/4" water pipe and excavate	200.00
Amount to be paid owner - chrg to Right of Way	$ 3,588.00

THINGS TO BE DONE BY THE STATE:

Construct gate on driveway to Quarry site after completion of project.
State to set stakes for water pipe.
Reconstruct private approach at Station 1371+52 West side, 16" wide

Access controlled -

18586 - Young, E. G. and Cecile G. and T. B. Garrison (Reeder)
Right of Way
Option expires August 20, 1952

5.49 acres at $216+ per acre	$ 1,190.00
32.10 acres at $150 per acre	4,815.00
371 rods of fence at $4 per rod	1,484.00
Amount to be paid owner - chrg to Right of Way	$ 7,489.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

CHENOWETH PARK-OAKLAND JUNCTION UNIT-CHENOWETH PARK-DEADY SECTION -- PACIFIC HIGHWAY (cont.)

18588 - Garrison, T. B. (Reeder)
Right of Way
Option expires August 20, 1952

4.77 acres at $229+ per acre	$ 1,094.00
103 rods of fence at $4 per rod	412.00
Amount to be paid owner - chrg to Right of Way	$ 1,506.00

Access controlled - no access allowed

18589 - Miller, M. W. and Vera C. A. E. and Ann Hambrick (Reeder)
Right of Way
Option expires August 20, 1952

14.5 acres at approx. $210 per acre	$ 3,014.40
76 rods of fence at $4 per rod	304.00
Allowance to Cont. Pur. - to remove barn	300.00
Amount to be paid owner - chrg to Right of Way	$ 3,617.40

Access controlled - no access allowed

18590 - Webber, Ralph C. & Nellie M. (Reeder)
Right of Way
Option expires August 20, 1952

3.95 acres at $200 per acre	$ 790.00
30 rods of fence at $3.50 per rod	105.00
Severance damages	655.00
Amount to be paid owner - chrg to Right of Way	$ 1,550.00

Access controlled- no access allowed, except via existing Hwy.

18591 - Baimbridge, Harry and Etta (Reeder)
Right of Way
Option expires August 13, 1952

8.72 acres at $75 per acre	$ 654.00
94 rods of fence at $3.50 per rod	329.00
Amount to be paid owner - chrg to Right of Way	$ 983.00

Access controlled - no access allowed, except via County Road

(cont.)

EXHIBIT "A" (cont.)

CHENOWETH PARK-OAKLAND JUNCTION UNIT-CHENOWETH PARK-DEADY SECTION -- PACIFIC HIGHWAY (cont.)

18592 - Truitt, Wendell G. and Ethel F. (Reeder)
Right of Way
Option expires August 18, 1952

55.60 acres at $150 per acre	$ 8,340.00
Amount to be paid owner - chrg to Right of Way	$ 8,340.00

Access controlled - no access allowed

18593 - Palmer, Ernest N. and Mildred A. (Harrington)
Right of Way
Option expires August 14, 1952

1.04 acres at $200 per acre	$ 208.00
26 rods of fence at $3.50 per rod	91.00
Amount to be paid owner - chrg to Right of Way	$ 299.00

Access controlled - no access allowed

18594 - Baimbridge, R. H. and Etta (Reeder)
Right of Way
Option expires August 13, 1952

7.50 acres at $150 per acre	$ 1,125.00
Allowance - to remove barn	1,300.00
- replace well	312.50
- 158 rods of fence at $3.50 per rod	553.00
Amount to be paid owner - chrg to Right of Way	$ 3,290.50

Access controlled - no access allowed

WINCHESTER BAY-FOREST BOUNDARY SECTION -- OREGON COAST HIGHWAY

17743 - Marks, Charles J. (Harrington)
Right of Way
Option expires August 20, 1952

1.77 acres Gratis

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

WINCHESTER BAY-FOREST BOUNDARY SECTION -- OREGON COAST HIGHWAY

17743 - Marks, Charles J. (cont.)

Construct 160' of road at Station 204+80
north side, 14' wide. Est. Cost $ 600.00

Amount to be charged to Construction $ 600.00

Access controlled -

FOREST BOUNDARY-HAUSER SECTION -- OREGON COAST HIGHWAY

18250 - Schuttpelz, Adolph and Dora M. (Harrington)
Right of Way
Option expires August 18, 1952

0.38 acre Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Access controlled - no access allowed

TUMALO-BEND SECTION -- McKENZIE-BEND HIGHWAY

18671 - Kribbs, Glen and Leonard Todd (Cozad)
Right of Way
Option expires August 18, 1952

1.5 acres at $200 per acre $ 300.00

Amount to be paid owner - chrg to Right of Way $ 300.00

Takes all -

JONES RANCH-MITCHELL SECTION -- OCHOCO HIGHWAY

18778 - Owens, Pansy et al (Brainerd)
Right of Way
Option expires August 28, 1952

2.005 acres Lump Sum $ 75.00

Amount to be paid owner - chrg to Right of Way $ 75.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

WEST COTTONWOOD CANYON SECTION - WASCO-HEPPNER HIGHWAY

18619 - Thompson Estate (Brainerd)
Right of Way
Option expires August 4, 1952

1.78 acres at $100 per acre	$ 178.00	
Allowance - for 0.89 acre of seeding & cultivation	17.80	
- 328 rods of fence at 2.50 per rod	820.00	
Amount to be paid owner - chrg to Right of Way		$ 1,015.80

Access not controlled -

18622 - Gavin, Leota B. (Johnson)
Right of Way
Option expires August 7, 1952

0.6 acre Lump Sum	$ 25.00	
Allowance - to Leasee for moving fence, 121 rods of fence at $2.50 per rod	317.50	
Amount to be paid owner - chrg to Right of Way		$ 342.50

Access not controlled -

ROCK CREEK-CONDON SECTION - JOHN DAY HIGHWAY

18679 - Steinke, Herman and Caroline (Brainerd)
Stockpile and Quarry Site
Option expires August 11, 1952

12.95 acres at $25+ per acre	$ 325.00	
Amount to be paid owner - chrg to Quarry Site		$ 325.00

THINGS TO BE DONE BY THE STATE:

Reconstruct any necessary fence
Keep farm road thru property open.

LEXINGTON-ECHO SECTION - LEXINGTON-ECHO HIGHWAY

18236 - Vogler, J. C. (Jr.) (Cozad)
Stockpile site
Option expires August 21, 1952

(cont.)

EXHIBIT "A" (cont.)

LEXINGTON-ECHO SECTION - LEXINGTON-ECHO HIGHWAY (cont.)

18236 - Vogler, J. C. (Jr.) (cont.)

2.88 acres at $50 per acre $ 144.00

Amount to be paid owner - chrg to Stockpile Site $ 144.00

THINGS TO BE DONE BY THE STATE:

Fence site on North, East and West side.
90 rods of fence at $6 per rod
Est. $ 540.00

GRAND TOTAL (Estimate) Charged to Stockpile Site $ 684.00

PLEASANT VALLEY SECTION - OLD OREGON TRAIL HIGHWAY

18282 - Jensen, Norman and Josephine (Cozad)
Quarry Site
Option expires August 13, 1952

28.2 acres at $20 per acre $ 564.00

Amount to be paid owner - chrg to Quarry Site $ 564.00

THINGS TO BE DONE BY THE STATE.

Provide Stock guard in West line fence where haul road intersects property.

WOODBURN-MT. ANGEL SECTION - HILLSBORO-SILVERTON HIGHWAY

18764 - Ertelt, Carl and Emma (Benner)
Right of Way
Option expires September 6, 1952

0.10 acre at $500 per acre $ 50.00
72 rods of fence at $4 per rod 288.00

Amount to be paid owner - chrg to Right of Way $ 338.00

Access not controlled -

18767 - Van Hatten, Robert W. and Margaret Ann (Benner)
Right of Way
Option expires September 6, 1952

EXHIBIT "A" (cont.)

WOODBURN-MT. ANGEL SECTION - HILLSBORO-SILVERTON HWY. (cont.)

18767 - Van Hatten, Robert W. and Margaret Ann (cont.)

0.12 acre at $500 per acre	$ 60.00	
4 rows of strawberry plants and 1 shade tree	75.00	
Amount to be paid owner - chrg to Right of Way		$ 135.00

Access not controlled -

(Benner)

18770 - Fuchs, Celine
Right of Way
Option expires September 5, 1952

0.5 acre at $500 per acre	$ 250.00	
67 rods of fence at $4 per rod	268.00	
Amount to be paid owner - chrg to Right of Way		$ 518.00

Access not controlled -

(Benner)

18771 - Hoffer, Teresa C.
Right of Way
Option expires September 5, 1952

0.23 acre at $500 per acre	$ 115.00	
40 rods of fence at $4 per rod	160.00	
Severence damage	225.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

Access not controlled-

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

(Landon)

18341 - Wilson, Fern K.
Right of Way
Option expires September 2, 1952

5.94 acres at $500 per acre	$ 2,970.00	
145 fruit trees	2,900.00	
Severance damages	4,130.00	
Amount to be paid owner - chrg to Right of Way		$10,000.00

(cont.)

EXHIBIT "A" (cont.)

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

18341 - Wilson, Fern K. (cont.)

THINGS TO BE DONE BY THE STATE.

Construct 12-inch conduit for pipe line at Station 1585+00. Est. Cost	$ 200.00
Amount to be charged to Construction	$ 200.00
GRAND TOTAL (Estimated)	$10,200.00

Access controlled - no access allowed

This supersedes and cancels January 31, 1952 approved for $6,992.50

18342 - Drinker, H. R. (Landon)
Right of Way
Option expires September 4, 1952

20 acres at $500 per acre	$10,000.00
10.62 acres at $10 per acre	106.20
500 rods of fence at $4 per rod	2,000.00
Severance damages	7,893.80
Allowance - for movement of irrigation sprinkler and farm equipment through underpass	2,000.00
Amount to be paid owner - chrg to Right of Way	$22,000.00

THINGS TO BE DONE BY THE STATE:

Construct concrete reservoir, 12 x 8 x 4 & Install 400' 2" pipe. Est. Cost	$ 1,200.00
Provide concrete underpass, 12 x 12, at Station 1603+60 Est. Cost	$16,000.00
Install 12" conduit at Station 1598+45 Est.	$ 340.00
Install an 8" conduit for pipe at Station 1606+70, Est.	200.00

In the event spring fails due to construction, State shall provide another source of water, or make adjustment with Grantor

EXHIBIT "A" (cont.)

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

18342 - Drinker, H. R. (cont.)

Amount to be charged to Construction	$17,640.00
GRAND TOTAL (Estimated)	$39,640.00

Access controlled - no access allowed

WEST COTTONWOOD CANYON SECTION - WASCO-HEPPNER SECONDARY HIGHWAY

18620 - Conlee, Lester R. and Alice (Brainerd)
Right of Way
Option expires August 6, 1952

0.71 acre at $100 per acre	$ 71.00	
Allowance - seeding and cultivating 0.71 acre at $20 per acre	14.20	
- re-establishing 115 rods of fence at $2.50 per rod	287.50	
Amount to be paid owner - chrg to Right of Way		$ 372.70

Access not controlled -

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

18779 - Lange, Robert and Grace Leonard L. and Adeline I. Powell, (Brainerd)
Right of Way Cont. Pur.
Option expires September 3, 1952

0.16 acres Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access controlled - no access allowed

SERVICE CREEK-GRANT COUNTY LINE SECTION - JOHN DAY HIGHWAY

18718 - Crawford, W. E. (Coffey)
Stockpile Site

3.12 acres, exchange property

EXHIBIT "A" (cont.)

SERVICE CREEK-GRANT COUNTY LINE SEC. - JOHN DAY HWY. (cont.)

18718 - Crawford, W. E. (cont.)

Convey to the grantor above .57 acre, lying in the SE¼ of the SE¼ of Sec. 7, Twp. 9 South, Range 23 East, W. M., acquired from W. E. Crawford, File No. 6436, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

18008 - Foss, William and Thora K. (Brainerd)
Right of Way
Option expires July 16, 1952

28,380 sq. ft. at $0.03 per sq. ft.	$ 851.40	
4.09 acres at $50 per acre	204.50	
4.75 acres at $200 per acre	950.00	
5.97 acres at $50 - per acre	275.00	
Allowance - 409 rods of fence, to be re-established at $2.50 per rod	1,022.50	
Amount to be paid ow ner - chrg to Right of Way		$ 3,303.40

Plus Low bid for Moving Buildings

THINGS TO BE DONE BY THE STATE:

Protect and re-establish irrigation system
Install cattle guard at Station 937+00, east side (on Cont. plane,
Construct private access, east and west side at Station 937+00, 25' wide
Commercial access, west side, 35' wide, at Stations 697+60 and 698+65

Access controlled -

18009 - Foss, William and Thora K. et al (Brainerd)
Right of Way
Option expires June 27, 1952

3574 sq. ft. at $0.03 per sq. ft.	$ 107.22	
Amount to be paid owner - chrg to Right of Way		$ 107.22

(cont.)

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

18009 - Foss, William and Thora K. et al (cont.)

THINGS TO BE DONE BY THE STATE:

Commercial access granted at Stations 699+25 and 701+00, east side, 35' wide

Access controlled -

18010 - Foss, Thora K. C. N. Mell, Cont. Pur. (Cozad)
Right of Way
Option expires August 17, 1952

4330 sq. ft. at $0.03 per sq. ft. $ 130.00

Amount to be paid owner - chrg to Right of Way $ 130.00

THINGS TO BE DONE BY THE STATE:

Re-establish fence on right of way line.
Est. $ 50.00
Construct private access, West side
at Station 702+00

GRAND TOTAL (Estimated) Charged to Right of Way $ 180.00

Access controlled -

EAGLE CREEK SECTION - CLACKAMAS HIGHWAY

18598 - Posey, R. S. and Edna (Smith)
Right of Way
Option expires August 26, 1952

1 acre at $500 per acre	$ 500.00
1.4 acre at $300 per acre	420.00
85 rods of fence at $3.60 per rod	306.00
Garage	50.00
Allowance - for moving and re-establishing house, shed, and fruit house (Baumback)	5,960.00
Crop damages	225.00

Amount to be paid owner - chrg to Right of Way $ 7,461.00

Access not controlled -

EXHIBIT "A" (cont.)

GILCHRIST-WILLAMETTE JUNCTION UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

17936 - Gilchrist Timber Company (Cozad)
Right of Way and Cinder Pit
Deed signed 2-15-52

133.63 acres at $20 per acre	$ 2,672.60
10 year lease for Cinder Pit & Haul Road Easement	
13.6 acres, expires 1-31-52	Gratis
Amount to be paid owner - chrg to Right of Way	$ 2,672.60

THINGS TO BE DONE BY THE STATE:

Log and salvage all timber, included in 100' strip along R/W and on Cinder Pit, and Haul Road
Timber to be delivered to Grantors log pond at Gilchrist
Reserve private access, west side, 25' wide, at Stations 1563+00 and 1567+70.
Reserve private access, both sides, 25' wide, at Stations 1265+00, 1345+00, 1422+00.
Reserve commercial access, east side, 100' wide at Stations 1539+80 and 1551+76.
Reserve commercial access, east side, 35' wide at Stations 1544+57, 1545+60 and 1546+59.
Reserve commercial access west side, 50' wide at Station 1552+46.
Reserve commercial access, west side, 25' wide at Station 1539+80.
Reserve commercial accesses, both sides at Station 37+50, 25' wide

Grantor reserves all timber
Grantor reserves right to maintain existing encroachment at Station 1545+60, east side.
Grantor reserves right to maintain existing ornamental stone fence, west side, at Station 1561+20 to 1567+40.

Access controlled -

STATE STREET SOUTH UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST

18271 - Harmon, Cora A. (Witt)
Right of Way
Option expires August 20, 1952

(cont.)

EXHIBIT "A" (cont.)

STATE STREET SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

18271 - Harmon, Cora A. (cont.)

1.5 acres at $500 per acre	$ 750.00
1 story house, 604 sq. ft.	2,114.00
Garage, 440 sq. ft.	220.00
3 chicken houses, and out building	290.00
Grape arbor, with concrete floor	50.00
31 rods of fence at $4 per rod	124.00
23 fruit and 35 nut trees	195.00
Allowance - for 185' well	580.00

Amount to be paid owner - chrg to Right of Way $ 4,323.00

Takes all -

(Witt)

18264 - DeTour, William And Gertrude
Right of Way
Option expires September 10, 1952

1.00 acre at $500 per acre	$ 500.00
15 rods of fence at $4 per rod	60.00

Amount to be paid owner - chrg to Right of Way $ 560.00

THINGS TO BE DONE BY THE STATE:

Move irrigation ditch or pipe along edge of grantors property

Access controlled - no access allowed

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

(Byrum)

18496 - Edenfield, Glen R. and Letha V.
Right of Way
Option expires August 4, 1952

1 acre at $800 per acre	$ 800.00
22.42 acres at $74 per acre	1,650.00
52 rods of fence at $4 per rod	200.00

Amount to be paid owner - chrg to Right of Way $ 2,658.00

THINGS TO BE DONE BY THE STATE:

Relocate spring box to supply water equal to now

(cont.)

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18496 - Edenfield, Glen R. and Letha V. (cont.)

existing supply. Grantor shall have right to enter property to clean and repair said boxes. (on construction plans)

Access controlled - no access allowed

18491 - Crouse, Robert (Haskins)
Right of Way
Option expires September 5, 1952

0.76 acre at $1300+ per acre	$ 1,000.00
3 houses - 1668 sq. ft. plus 2 garages	6,000.00
Amount to be paid owner - chrg to Right of Way	$ 7,000.00

THINGS TO BE DONE BY THE STATE:

Private access granted at Station 117+60, south side 25' wide.
Grantor reserves the right to have waterline under highway at Station 112+00

Access controlled -

CLEAR LAKE-FOREST BOUNDARY UNIT-WINCHESTER BAY-FOREST BOUNDARY SECTION - OREGON COAST HIGHWAY

17752 - Howard, J. G. (Harrington)
Right of Way
Option expires August 28, 1952

18.84 acres at $200 per acre	$ 3,768.00
Amount to be paid owner - chrg to Right of Way	$ 3,768.00

THINGS TO BE DONE BY THE STATE:

Construct private approach, east side, at Station 420+00, 25' wide.

Access controlled -

EXHIBIT "A" (cont.)

CLEAR LAKE-FOREST BOUNDARY UNIT-WINCHESTER BAY-FOREST BOUNDARY SECTION - OREGON COAST HIGHWAY (cont.)

18868 - Schuttpelz, Paul and Thekla (Harrington)
Right of Way
Option expires August 19, 1952

2.60 acres Lump Sum $ 6,000.00

Amount to be paid owner - chrg to Right of Way $ 6,000.00

Takes all -

17749 - Agee, Roy and Grace (Harrington)
Right of Way
Option expires August 24, 1952

12.60 acres at $200 per acre $ 2,520.00

Amount to be paid owner - chrg to Right of Way $ 2,520.00

THINGS TO BE DONE BY THE STATE:

Right of access reserved at Station 414+50, east side, 25' wide (private)

Access controlled -

LA GRANDE-LADD CANYON SECTION - OLD OREGON TRAIL HIGHWAY

17089 - Phillips Petroleum Company (Cozad)
Right of Way
Option expires July 15, 1952

0.14 acre at $1671+ per acre	$ 234.00	
Allowance - Loss of business and supervising moving	520.00	
Plus low bid for moving. Groom and Son	7,162.10	
Amount to be paid owner - chrg to Right of Way		$ 7,916.10

THINGS TO BE DONE BY THE STATE:

Reserve access 35' wide, south side, at Stations 20+24, 20+84 and 18+80. Commercial

Access controlled -

EXHIBIT "A" (cont.)

WOODBURN-MT. ANGEL SECTION - HILLSBORO-SILVERTON HWY.

18754 - Kowash, Albert J. and Caroline (Benner)
Right of Way
Option expires September 5, 1952

0.08 acre at $500 per acre	$ 40.00	
13 rods of fence at $4 per rod	52.00	
Amount to be paid owner - chrg to Right of Way		$ 92.00

Access not controlled -

18758 - Newton, G. H. and Josephine (Benner)
Right of Way
Option expires September 9, 1952

0.03 acre Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access not controlled -

18762 - Erwert, Frank (Benner)
Right of Way
Option expires September 9, 1952

0.60 acre at $500 per acre	$ 300.00	
202 rods of fence at $4 per rod	808.00	
2 English walnut trees at $15 each	30.00	
Amount to be paid owner - chrg to Right of Way		$ 1,138.00

Access not controlled -

18763 - Bochsler, Charles and Frances (Benner)
Right of Way
Option expires September 6, 1952

0.31 acre at $500 per acre	$ 155.00	
88 rods of fence at $4 per rod	352.00	
100 foot row of strawberry plants	10.00	
Loss of oat crop	10.00	
Amount to be paid owner - chrg to Right of Way		$ 527.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

WOODBURN-MT. ANGEL SECTION - HILLSBORO-SILVERTON HWY. (cont.)

18765 - Ewert, Frank (Benner)
Right of Way
Option expires September 9, 1952

0.07 acre at $500 per acre	$ 35.00	
67 rods of fence at $4 per rod	268.00	
2 shade trees at $10 each	20.00	
Amount to be paid owner - chrg to Right of Way		$ 323.00

Access not controlled -

18766 - Hammer, E. A. and Mary (Benner)
Right of Way
Option expires September 9, 1952

0.17 acre at $500 per acre	$ 85.00	
73 rods of fence at $4 per rod	292.00	
Amount to be paid owner - chrg to Right of Way		$ 377.00

Access not controlled -

18768 - Bochsler, Hedwog & Albert (Benner)
Right of Way
Option expires September 9, 1952

0.08 acre at $500 per acre	$ 40.00	
Allowance - move 30 rods of electric fence at $2 per rod	60.00	
Amount to be paid owner - chrg to Right of Way		$ 100.00

Access not controlled -

18757 - Pfaffinger, Arthur (Benner)
Right of Way
Option expires September 6, 1952

0.05 acre at $500 per acre	$ 25.00	
3 English walnut trees at $102.66+ each	308.00	
Amount to be paid owner - chrg to Right of Way		$ 333.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

WOODBURN-MT. ANGEL SECTION - HILLSBORO-SILVERTON HWY. (cont.)

18753 - Henn, Lester and Ruby E. (Benner)
Right of Way
Option expires September 3, 1952

2,000 sq. ft. at $0.10 per sq. ft.	$ 200.00
0.054 acres at $500 per acre	27.00
10 rods of fence at $4 per rod	40.00
6 trees at $15 each	90.00
Allowance - to move 90 2 year old box hedge plants	30.00
Damages	200.00

Amount to be paid owner - chrg to Right of Way $ 587.00

Access not controlled -

18755 - Sweaney, F. O. G. W. and Effie M. Sweaney (Benner)
Right of Way
Option expires September 5, 1952

0.36 acre at $600 per acre	$ 216 00
15 rods of fence at $4 per rod	60.00

Amount to be paid owner - chrg to Right of Way $ 276.00

Access not controlled -

CLEAR LAKE-FOREST BOUNDARY UNIT - WINCHESTER BAY-FOREST BOUNDARY SECTION - OREGON COAST HIGHWAY

17744 - Siller, Julius and Neva (Harrington)
Right of Way
Option expires September 4, 1952

2.66 acres	Lump Sum	$ 600.00

Amount to be paid owner - chrg to Right of Way $ 600.00

THINGS TO BE DONE BY THE STATE:

Convey to the Grantors above that parcel of land belonging to the State Parks Dept., (0.69 Acre.) as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for park purposes.

EXHIBIT "A" (cont.)

CLEAR LAKE-FOREST BOUNDARY UNIT-WINCHESTER BAY-FOREST BOUNDARY SECTION - OREGON COAST HIGHWAY (cont.)

17744 - Siller, Julius and Neva (cont.)

Reconstruct approaches at Stations 359+10 and 361+35, west side, to existing width, commercial access, 40' wide allowed.

Access controlled -

18712 - West, Albert H. and Mamie J. (Harrington)
Right of Way
Option expires August 20, 1952

5.41 acres	Lump Sum	$ 1,000.00
Amount to be paid owner - chrg to Right of Way		$ 1,000.00

THINGS TO BE DONE BY THE STATE:

Replace water supply, with water of like quality. Est. cost	$ 1,000.00
Amount to be charged to Construction	$ 1,000.00
GRAND TOTAL (Estimated)	$2,000.00

Access controlled - no access allowed, except via old highway

SHOGRAN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18346 - Marsh, Wm. A. and Elsie P. (Landon)
Right of Way
Option expires September 3, 1952

10.50 acres at $50 per acre	$ 525.00	
40 acres (approximately)	2,000.00	
Loss of spring within right of way	500.00	
Damages	475.00	
Amount to be paid owner - chrg to Right of Way		$ 3,500.00

Access controlled - no access allowed

This option supersedes option approved Jan. 31, 1952

(cont.)

EXHIBIT "A" (cont.)

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

18348 - McClure, Wm. T. and Helen M. (Landon)
Right of Way
Option expires September 6, 1952

40 acres, more or less Lump Sum $ 3,150.00

Amount to be paid owner - chrg to Right of Way $ 3,150.00

Takes all -

18349 - Dunsmore, Lurene (Landon)
Right of Way
Option expires September 4, 1952

22.72 acres at $51+ per acre $ 1,161.00

Amount to be paid owner - chrg to Right of Way $ 1,161.00

THINGS TO BE DONE BY THE STATE:

Construct any fence necessary to keep grantor's stock off the highway, Between Stations 1785+00 and 1805+00

Access controlled - no access allowed

This option supersedes option approved Jan. 31, 1952

18343 - Chatfield, Roy D. and Bernice M. (Landon)
Right of Way
Option expires September 2, 1952

126+ acres and 7 room house and barn $30,000.00

Amount to be paid owner - chrg to Right of Way $30,000.00

THINGS TO BE DONE BY THE STATE:

Permit optionors to occupy buildings until July 1, 1952, and harvest the 1952 fruit crop

Takes all -

(cont.)

EXHIBIT "A" (cont.)

SHOGREN-ROWENA UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

(Landon)

18344 - McClure, Wm. T.
Right of Way
Option expires September 6, 1952

98 acres, more or less
Lump Sum $ 9,500.00

Amount to be paid owner - chrg to Right of Way $ 9,500.00

Takes all -

(Landon)

18345 - Hiatt, Josephine
Right of Way
Option expires September 6, 1952

55 acres, more or less
Lump Sum $ 1,900.00

Amount to be paid owner - chrg to Right of Way $ 1,900.00

Takes all -

ROCKY CREEK-WOCUS BAY SECTION - KLAMATH LAKE SECONDARY HWY.

(Cozad)

16930 - Alexander, D. E.
Right of Way
Option expires May 26, 1952

5.15 acres at $200 per acre	$ 1,030.00
11.05 acres at $50 per acre	552.50
Allowance - to build 948 rods of fence at $4 per rod (woven wire)	3,792.00
six board gates at $50 each	300.00

Amount to be paid owner - chrg to Right of Way $ 5,674.50

THINGS TO BE DONE BY THE STATE:

Provide 6 x 6 stock underpass at Station 1251+00
Construct three farm crossing on canal bank at Stations 1219+45, 1246+00 and 1225+55, each side.
Provide cattle guard on old road at Station 1251+23.01
Survey of fence line to be furnished by State

(cont.)

EXHIBIT "A" (cont.)

ROCKY CREEK-WOCUS BAY SECTION - KLAMATH LAKE SEC. HWY. (cont.)

16390 - Alexander, D. E. (cont.)

Install 4 72" x 44" corrigated pipe 66' North of Station 1219+45, with head gate turnout 25' North of R/W
Install 1 24" Gate from Canal 1-24' x 20'.
Install 1 24" x 62' corrigate pipe at Station 1228+10 and 1 36" x 64' pipe at Station 1225+55. Install 1 72" x 44' pipe at Station 1246+00. Head gate turnout 25' north of R/W . 1 24" gate from canal 1 24" x 20'
(all on construction plans, except Stock pass)

Construction charged estimated,
Stock pass $3,000.00

Access not controlled -
This supersedes option approved October 11, 1952 for $5,374.50

CLEAR LAKE-FOREST BOUNDARY UNIT-WINCHESTER-FOREST BOUNDARY SECTION - OREGON COAST HIGHWAY

(Harrington)

17745 - Schuttpelz, Adloph and Dora M.
Right of Way
Option expires August 17, 1952

6.6 acres at $177+ per acre	$ 1,169.00
Allowance - loss of Skeet Shoot	100.00
Severance damage	150.00
Plus low bid for moving Arch	573.00
Amount to be paid owner - chrg to Right of Way	$ 1,992.00

THINGS TO BE DONE BY THE STATE:

Fence approximately 25 rods of fence. Est.	$ 150.00
Pave approach to right of way	
GRAND TOTAL (Estimate) Charged to Right of Way	$ 2,142.00

Access controlled -

CHENOWETH PARK-OAKLAND JUNCTION SECTION - PACIFIC HIGHWAY

(Harrington)

18585 - Crawford
Right of Way
Option expires August 17, 1952

(cont.)

EXHIBIT "A" (cont.)

CHENOWETH PARK-OAKLAND JUNCTION SECTION - PACIFIC HWY. (CONT.)

18585 - Crawford (cont.)

0.77 acres	Lump Sum	$ 300.00	
Amount to be paid owner - chrg to Right of Way			$ 300.00

THINGS TO BE DONE BY THE STATE:

Access via Park Road, west side at Station 1435+00.
Reconstruct fence along Grantors property, west side where necessary. Est. $ 200.00

GRAND TOTAL (Estimated) Charged to Right of Way $ 500.00

Access controlled -

EAGLE CREEK SECTION - CLACKAMAS HIGHWAY

18595 - Holman Fuel Company (Smith)
Right of Way
Option expires September 2, 1952

1 acre at $500 per acre	$ 500.00	
1/4 acre at $750 per acre	187.50	
3/4 acre at $320 per acre	240.00	
3.09 acre at $200 per acre	618.00	
244 rods of mesh fence at $5 per rod	1,220.00	
Severance damages	1,250.00	
Amount to be paid owner - chrg to Right of Way		$ 4,015.50

Plus feeding shed yet to be acquired

THINGS TO BE DONE BY THE STATE:

Grade and construct approaches at Station 1021+00
Install conduit for irrigation crossing at Station 1020+00 Est. cost. $ 160.00

Amount to be charged to Construction	$ 160.00
GRAND TOTAL (Estimate)	$ 4,175.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

GOSHEN-CRESWELL SECTION - PACIFIC HIGHWAY

18447 - Balzhiser, Julius H. and MaBelle (Reeder)
Right of Way
Option expires July 29, 1952

1 acre at $1,200 per acre (2 lots) $ 1,200.00
85,378 sq. ft. at $0.316+ per sq. ft. 2,700.00

Amount to be paid owner - chrg to Right of Way $ 3,900.00

Takes all -

DIVIDE-ANLAUF UNIT-DIVIDE RICE HILL SECTION - PACIFIC HWY.

17688 - Kuiper, Peter D. and Janette (Reeder)
Right of Way
Option expires August 28, 1952

135.0 acres at $29.62-- per acre $ 4,000.00

Amount to be paid owner - chrg to Right of Way $ 4,000.00

Grantor to have right to remove timber from property
Grantor to vacate property before Sept. 15, 1952

Takes all -

SOUTH UNIT U. S. FOREST SECTION - ENTERPRISE-LEWISTON HWY.

18602 - Simmons, Kelsie (Cozad)
Right of Way
Option expires September 9, 1952

11.82 acres at $25+ per acre $ 300.00

Amount to be paid owner - chrg to Right of Way $ 300.00

THINGS TO BE DONE BY THE BUREAU OF PUBLIC ROADS.

Provide standard stock underpass at Station 253
Private access allowed, east side at Station 254+36

Access controlled -

EXHIBIT "B"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's minutes or records;

AND, WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission;

AND, WHEREAS, for the purpose of supplementing such informal record and action, it is the purpose of the Commission at this time to ratify all options so taken;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction or other improvement of the following named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

County and Section	Highway
COOS Hauser-North Bend	Oregon Coast
CROOK Marks Creek-Summitt, S. P. Site	Ochoco
DESCHUTES Middle Unit Desch. Co. Line-Prineville	O'Neil Secondary
DOUGLAS Green Station-Myrtle Creek, Gravel Pit	Pacific
LANE Goshen-Pleasant Hill, Scale Site	

(cont.)

EXHIBIT "B" (cont.)

MARION
Woodburn-Mt. Angel — Hillsboro-Silverton

UMATILLA
Lena-Nye Jct. — Heppner

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is rectified;

3. That this resolution be entered in the minutes and records of the Commission as of March 13, 1952, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed herein above.

EXHIBIT "C-1"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accuring during the second six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Banks	$1,180.40
Canyonville	2,703.00
Delake	2,021.75
Dundee	966.93
Eagle Point	1,905.60
Granite	125.57
Pilot Rock	2,659.04
Sublimity	1,152.15
Wheeler	913.56

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3 That upon entry of this resolution in the minutes and records of the Commission the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 13th day of March, 1952.

March 13, 1952

EXHIBIT "C-2"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Athena	$1,917.98
Clatskanie	2,272.97
Cove	717.65
Halfway	794.26

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 13th day of March, 1952.

March 13, 1952

EXHIBIT "C-3"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing from the first six-month period of 1949 up to and including the second six-month period of 1951 to the City of Corvallis for disbursement for street purposes as provided in said law, the following amounts:

First six-month period of 1949	$17,813.45
Second six-month period of 1949	23,708.58
First six-month period of 1950	25,891.72
Second six-month period of 1950	49,680.19
First six-month period of 1951	41,304.27
Second six-month period of 1951	50,879.74

AND, WHEREAS, the said City of Corvallis is a city having a population of over 5,000 and is desirous of accumulating over two seccessive years' portions of its funds for a street and bridge construction program;

AND, WHEREAS, the said City of Corvallis has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named City of Corvallis hereby are approved.

2. That the action taken by said City of Corvallis as evidenced by appropriate resolutions adopted and thereafter filed with the State Highway Commission shall be and is deemed an appropriate and proper conformance with the requirements of said law by said city so as to qualify said city to receive and use the funds to it apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in the said City of Corvallis a duly certified copy of the resolutions adopted by the City, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 13th day of March, 1952.

March 13, 1952

EXHIBIT "D"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract No. 3417 with Lindstrom Brothers for constructing a bridge over Wilson River on the Wilson River Highway in Tillamook County, completed January 30, 1952.

"Contract No. 3569 with E. H. Itschner Company for rock surfacing on the East Cottonwood Canyon Section of the Wasco-Heppner State Secondary Highway in Gilliam County, completed November 30, 1951."

THEREFORE, BE IT RESOLVED that the work covered by State highway contracts for the construction of said State highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "E"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, Front Street in the City of Gaston, Washington County, is a street heretofore selected and designated as a street over which to route State highway traffic, particularly Tualatin Valley Highway traffic, within the corporate limits of Gaston; and

WHEREAS, it has been demonstrated that the parking of vehicles on the west side of Front Street in said city between Mill Street and a point 200 feet southerly therefrom, constitutes and is a hazard to traffic and interferes with the safe and easy flow or movement of vehicles over said street; and

WHEREAS, it appears that the Common Council of the City of Gaston has adopted a resolution prohibiting the parking of vehicles on the west side of Front Street between Mill Street and a point 200 feet southerly therefrom; and

WHEREAS, it is the judgment of this Commission that the State through its State Highway Commission should cooperate with the City of Gaston in the accomplishment of the purpose of said resolution.

NOW, THEREFORE, be it and it hereby is resolved by this Commission all members being present and affirmatively voting as follows:

1. That the Commission does hereby ratify and approve said resolution as adopted by the Common Council of the City of Gaston and hereby offers the cooperation of the State Highway Department to the end that the full benefit of said ordinance may be accomplished and the convenience and safety of the traveling public thereby advanced.

2. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING AT ANY TIME" signs on the west side of said Front Street for a distance of 200 feet northerly from the intersection of the south curb line of Mill Street and the westerly curb line of Front Street and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purpose of said City resolution and the action of the Highway Commission as herein declared.

3. That a certified copy of this resolution be sent to the Common Council of the City of Gaston for its information and guidance.

4. That this resolution be entered in the minutes and records of the State Highway Commission as of the 13th day of March, 1952.

March 13, 1952

EXHIBIT "F"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the highways hereinafter set forth or described have been duly designated and declared to be and are State highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as State highways, to-wit:

MONMOUTH State Secondary Highway No. 194

WARNER State Secondary Highway No. 431

OCHOCO State Primary Highway No. 41

and,

WHEREAS, said highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways during the present period of rain, freezing, and thawing, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highways that the maximum weights permitted and authorized by law be reduced during such period; and,

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highways during said period shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interest of said highways that the maximum total weight of load and vehicle which shall be permitted upon said highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described highways and sections of highways shall not exceed 11,000 pounds gross on any single axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the vehicle or combination of vehicles:

EXHIBIT "F" (cont.)

Name of Highway and	No.	County	Section Restricted	Date Effective 1952
Monmouth Secondary	194	Polk	Entire Length	Mar. 6 8:00 a.m.
Warner Secondary	431	Lake	M.P. 0.0 (Jct. Fremont Hwy) to M.P. 21.4 (end of new construction)	Mar. 1 8:00 a.m.
Ochoco Primary	41	Crook & Wheeler	M.P. 34.80 (Jct. with old hwy) to M.P. 56.79 (Jct. with old hwy)	Feb. 23 8:00 a.m.

IT IS FURTHER ORDERED that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 15, Chapter 405, Oregon Laws 1951, shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED that a notice be posted in a conspicuous manner and place at each end of each of the above highways and at important crossroads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED that a certified copy of this order be furnished to the county clerk of each county affected by this order and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 13th day of March, 1952.

EXHIBIT "G"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, on the 31st day of January, 1952, the Commission passed and adopted a resolution reducing the maximum load limits on various State highways; and

WHEREAS, subsequent to the passage of said resolution conditions have changed so that it no longer is necessary or desirable, and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limit set out in said resolution insofar as it pertains to that portion of the Weston-Elgin Secondary Highway hereinafter described.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit as set forth in said resolution of January 31, 1952 on the following State highway section, to-wit:

Name of Highway and No.	County	Section	Date Lifted 1952
Weston-Elgin Secondary 330	Umatilla	M. P. 0.0 (Jct. Ore-Wash. Hwy. at Weston) to M. P. 8.0	Mar. 10 8:00 a.m.

be and the same hereby is rescinded and cancelled insofar as it pertains to the highway described hereinabove, and the maximum load limit permissible on such highway section subsequent to such date shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of Umatilla County and a like copy to the Superintendent of the Department of State Police, for his information.

Dated this 13th day of March, 1952.

EXHIBIT "H-1"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the probisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320 O. C. L. A. as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: THE DALLES-CALIFORNIA

Highway number: 4 Route number: US 97

Location of Termini		Established Speed
M. P. 96.31 (Madras south city limits)	M. P. 97.59 (Jct. of US 97 and US 26)	45 miles per hour

(cont.)

EXHIBIT "H-1" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

AND BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 13th day of March, 1952.

EXHIBIT "H-2"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: THE DALLES - CALIFORNIA

Highway number: 4 Route number: US 97

Location of Termini		Established Speed
M. P. 122.32 (0.17 mile north of Redmond north city limits)	to M. P. 122.49 (Redmond north city limits)	35 miles per hour

(cont.)

EXHIBIT "H-2" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

AND BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 13th day of March, 1952.

EXHIBIT "H-3"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: OCHOCO HIGHWAY

Highway number: 41 Route number:) US 126

Location of Termini		Established Speed
M. P. 0.50 (East city limits of Redmond)	to M. P. 0.61 (0.11 mile east of the east city limits of Redmond)	35 miles per hour

(cont.)

EXHIBIT "H-3" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

AND BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 13th day of March, 1952.

EXHIBIT "H-4"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: McKENZIE HIGHWAY

Highway number: 15 Route number: US 126

Location of Termini			Established Speed
M. P. 110.84 (0.21 mile west of the west limits of Redmond)	to	M. P. 111.05 (west city limits of Redmond)	35 miles per hour

(cont.)

EXHIBIT "H-4" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

AND BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 13th day of March, 1952.

EXHIBIT "H-5"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the probisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

NAME OF HIGHWAY: PACIFIC HIGHWAY EAST

Highway number: 1-E Route number: US 99E

Location of Termini			Established Speed
M. P. 105.33 (Harrisburg west city limits)	to	M. P. 105.69 (southwesterly end of the Willamette River Bridge)	45 miles per hour

(cont.)

EXHIBIT "H-5" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

AND BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 13th day of March, 1952.

EXHIBIT "I"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Richardson-Eugene Secondary Highway No. 220 known as the Fisher Road-Oak Hill Section in Lane County, the western terminus of which is at Highway Engineer's Station 339+00 of the relocated line and the eastern terminus of which is at Highway Engineer's Station 280+00 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway as formerly located has been eliminated from the boundaries of the new location, which eliminated section or unit will no longer be needed for highway purposes; and

WHEREAS, the contract for the construction of this relocated section of the Richardson-Eugene Secondary Highway has been completed and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the section or unit of the right of way of said highway which is affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "A" and is shown colored in red on map attached hereto and marked "Exhibit A", and is more particularly described as follows:

Unit "A"

Beginning at Engineer's Station 339+00 of the Richardson-Eugene Secondary Highway No. 220, which is in the Northwest quarter of Section 36, Township 17 South, Range 5 West, W. M., thence easterly to Engineer's Station 280+00 in the Northeast quarter of the Northwest quarter of Section 31, Township 17 South, Range 4 West, W. M.

shall hereafter be maintained by the County as a county road for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Lane County, and said road shall thereafter be maintained

EXHIBIT "I" (cont.)

by the County for public use, except that the railroad crossing at Engineer's Station 339+00 may be closed to all travel. *

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Lane County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way shown in red on the map attached hereto and marked "Exhibit A". *

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 249, under the heading "Abandonment and Retention Resoltions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-1"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Columbia River Highway No. 2 known as the Willow Creek-Boardman Section in Morrow County, the westerly terminus of which is at highway engineer's station 588+00 of the reconstructed line and the easterly terminus of which is at highway engineer's station 1549+76; and

WHEREAS, by reason of the relocation of said section of said highway portions or units of the right of way of the Columbia River Highway and the Boardman-Stanfield Highway, as formerly located, have been eliminated from the boundaries of the new location, some of which eliminated portions or areas are no longer needed for highway purposes; and

WHEREAS, Morrow County and the Highway Commission have entered into an agreement under date of December 7th, 1950, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Columbia River Highway was completed on November 14th, 1951, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas and sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Columbia River Highway, State Highway No. 2, known as the Willow Creek-Boardman Section, located in Morrow County, the westerly terminus of which is at highway engineer's station 588+00 of the reconstructed line, and the easterly terminus of which is at highway engineer's station 1549+76, is now completed; therefore, the sections of the old route, herein defined and described as Units "A", "B", and "C", shall no longer be a part of the route of the Columbia River Highway but shall be eliminated and removed therefrom.

2. That the portions of the old right of way, which by reason of the relocation of said highway are no longer within the boundaries of the new right of way, which for the purpose of this resolution are identified as Units "A" and "C", and are as shown colored in red on the map attached hereto, marked "Exhibit A", and by this reference the same is made a part hereof, and are more particularly described as follows:

(cont.)

EXHIBIT "J-1" (cont.)

Unit "A"

Beginning at the intersection of the present Columbia River Highway and the line between Section 11, Township 4 North, Range 24 East, and Section 12, Township 4 North, Range 24 East; thence easterly via the former route of the Columbia River Highway to State Highway Engineer's Station 1547+50 of the relocated Columbia River Highway in the Southeast quarter of the Southwest quarter of Section 2, Township 4 North, Range 25 East, W. M.

Unit "C"

Beginning at the intersection of the present Columbia River Highway and the Boardman-Stanfield Highway at the easterly city limits of Boardman; thence easterly via the former route of the Boardman-Stanfield Highway to State Highway Engineer's Station 1423+40 of the relocated Columbia River Highway in the Southeast quarter of the Northwest quarter of Section 9, Township 4 North, Range 25 East, W. M.

shall hereafter be maintained by the County as county roads for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said roads may be assumed and exercised by the County Court of Morrow County, and said roads shall thereafter be maintained by the County for public use.

3. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "B", and is shown colored in brown on said "Exhibit A", and is more particularly described as follows:

Unit "B"

Beginning at State Highway Engineer's Station minus 14+05 of the present Columbia River Highway at the west line of Morrow County, on the line between Section 25, Township 4 North, Range 22 East, and Section 30, Township 4 North, Range 23 East; thence easterly via the former route of the Columbia River Highway to the line between Sections 11 and 12, Township 4 North, Range 24 East.

shall be abandoned as a part of said highway and hereafter shall be under the jurisdiction and control of the County and may be vacated or kept by the County for such public use as the County may determine.

4. That the State Highway Commission has graded and surfaced that part of County Road No. 148-A lying between the old route of the Columbia River Highway and the reconstructed Columbia River Highway, and which

(cont.)

EXHIBIT "J-1" (cont.)

is shown colored in purple on said "Exhibit A", and that the Commission hereby surrenders all jurisdiction thereover, and that it shall hereafter be maintained by the County for public use. *

5. The area colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

6. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

7. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Morrow County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way as shown colored in red and brown on said "Exhibit A". *

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 224, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Columbia River Highway No. 2 known as the Willow Creek-Boardman Section in Gilliam County, the westerly terminus of which is at Highway Engineer's Station 588+00 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 1549+76; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated section or area is no longer needed for highway purposes; and

WHEREAS, Gilliam County and the Highway Commission have entered into an agreement under date of December 19, 1950, relating to the use and jurisdiction of the abandoned section; and

WHEREAS, the contract for the construction of this relocated section of the Columbia River Highway No. 2 was completed on November 14, 1951, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the area or section of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Columbia River Highway, State Highway No. 2, known as the Willow Creek-Boardman Section, located in Gilliam County, the westerly terminus of which is at Highway Engineer's Station 588+00 of the reconstructed line and the easterly terminus of which is at Highway Engineer's Station 1549+76, is now completed. Therefore, the section of the old route herein defined and described as Unit "A" shall no longer be a part of the route of the said Columbia River Highway, but shall be eliminated and removed therefrom.

2. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "A", and is shown colored in red on the map attached hereto, marked "Exhibit A", and by this reference the same is made a part hereof, and is

(cont.)

EXHIBIT "J-2" (cont.)

more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 592+45 of the relocated Columbia River Highway in the Southwest quarter of the Northwest quarter of Section 25, Township 4 North, Range 22 East, W. M., thence easterly via the former route of the Columbia River Highway to State Highway Engineer's Station 577+83.9 of the present Columbia River Highway at the east line of Gilliam County, on the line between Section 25, Township 4 North, Range 22 East, and Section 30, Township 4 North, Range 23 East.

shall hereafter be maintained by the County as a county road for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Gilliam County, and said road shall thereafter be maintained by the County for public use. *

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Gilliam County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned section of the said old right of way as shown colored in red on said "Exhibit A".

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 223, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-3"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Sumpter Valley Secondary Highway No. 410, known as the Salisbury Junction-Poker Creek Section, in Baker County, the easterly terminus of which is at Highway Engineer's Station 1+35 of the reconstructed line, and the westerly terminus of which is at highway engineer's Station 216+10 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, the contract for the construction of this relocated section of the Sumpter Valley Secondary Highway No. 410 was completed on July 16th, 1951, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas or sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the portions of the old right of way, which, by reason of the relocation of said highway, are no longer within the boundaries of the new right of way, which, for the purpose of this resolution are identified as Units "A", "B", and "C" and are shown colored in brown on the map attached hereto, marked "Exhibit A" , and by this reference made a part hereof, and which are more particularly described as follows:

Unit "A"

Beginning at the intersection of the former route of the Sumpter Valley Secondary Highway No. 410 with the line between the east and west halves of Section 36, Township 10 South, Range 39 East, W. M., and running thence westerly along the former route of the Sumpter Valley Secondary Highway to a point opposite State Highway Engineer's Station 44+15 in the Southwest quarter of the Northwest quarter of Section 36, Township 10 South, Range 39 East, W. M.

(cont.)

EXHIBIT "J-3" (cont.)

Unit "B"

Beginning at State Highway Engineer's Station 147+15 of the relocated Sumpter Valley Highway in the Southwest quarter of the Northeast quarter of Section 34, Township 10 South, Range 39 East W. M.; thence westerly along the former route of the Sumpter Valley Highway to State Highway Engineer's Station 176+40 of the relocated Sumpter Valley Highway in the Northwest quarter of the Northwest quarter of Section 34, Township 10 South, Range 39 East, W. M.

Unit "C"

Beginning at State Highway Engineer's Station 202+50 of the relocated Sumpter Valley Highway in the Southwest quarter of the Southeast quarter of Section 28, Township 10 South, Range 39 East, W. M.; thence westerly along the former route of the Sumpter Valley Highway to State Highway Engineer's Station 208+40 of the relocated Sumpter Valley Highway in the Southwest quarter of the Southeast quarter of Section 28, Township 10 South, Range 39 East, W. M.

shall be and they hereby are abandoned as parts of said highway, and hereafter all right, title and interest with the State has in said right of way shall be permitted to revert to the owners of the abutting land. *

2. The area shown colored in green on said "Exhibit A" includes right of way acquired for the relocation and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission hereby does declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners.

3. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

4. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Baker County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall permit the sections of highway referred to herein to revert to the owners of the abutting property, as the County Court may determine.

(cont.)

EXHIBIT "J-3" (cont.)

FOOTNOTE * The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 250, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

19577

EXHIBIT "K-1"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right of interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Clackamas Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the Eagle Creek Section of the said Clackamas Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Eagle Creek Section of the Clackamas Highway the parcel of real property located in Clackamas County, Oregon, and described as follows, to wit:

R-18596
Owners: R. W. Alspaugh, et al

A parcel of land lying in the Northwest quarter (NW$\frac{1}{4}$) of Section 5, Township 3 South, Range 4 East, W. M., Clackamas County, Oregon, and being a portion of that property described in that deed to R. W. & A. M. Alspaugh, husband and wife, recorded in Book 427, Page 573, of Clackamas County Records of Deeds, the said parcel being that portion of said property included in a strip of land variable feet in width, lying on each side of the center line of the Clackamas Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1020+53.96, said Station being 1174.9 feet South and 1947.9 feet East of the Northwest

(cont.)

EXHIBIT "K-1" (cont.)

corner of said Section 5; thence along a spiral curve to the right (the long chord of which bears South 2° 50' West) 400 feet; thence South 4° 50' West to Station 1033+00; said center crossing the northerly and southerly lines of said property approximately at Stations 1021+85 and 1032+50 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Westerly Side of Cen. Line	Width on Easterly Side of Cen. Line
1020+53.96	1028+00	60	60
1028+00	1033+00	80	80

The parcel of land to which this description applies contains 3.3 acres.

2. That the State Highway Commission will construct an undercrossing beneath the Eagle Creek Section of the Clackamas Highway at State Highway Engineer's center line Station 1025+66 for the purpose of allowing access to, from and between the real property abutting upon the real property hereinabove described, remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or de-

EXHIBIT "K-1" (cont.)

crease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission , or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 13th day of March, 1952.

EXHIBIT "K-2"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right of interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Wasco-Heppner Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, and improve the West Cottonwood Canyon Section of the Wasco-Heppner Highway, and for such purpose and in connection therewith the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, including a stock pile site for use in connection with the construction, improvement and maintenance of the State highway system, and in addition, the Commission is authorized to take any and all rights of access from property abutting a highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the West Cottonwood Canyon Section of the Wasco-Heppner Highway the following described real property, to wit:

R-18621
Owners: Herman H. Nichols, et al

Parcel No. 1:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 10 and the Southwest quarter ($SW\frac{1}{4}$) of Section 11, Township 1 South, Range 18 East, W. M., Sherman County, Oregon, the said parcel being that portion of said subdivisions included in a strip of land of variable widths, lying on each side of the center line of the Wasco-

(cont.)

EXHIBIT "K-2" (cont.)

Heppner Secondary Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 15+43.42, said Station being the Southwest corner of said Section 10; thence South 89° 48' 30" East 3644.69 feet; thence South 89° 52' 30" East 730.76 feet; thence on a 1432.39 foot radius curve to the left (the long chord of which bears North 81° 20' 30" East) 439.17 feet; thence North 72° 33' 30" East 1052.46 feet; thence on a 572.96 foot radius curve to the right (the long chord of which bears North 87° 14' East) 293.5 feet; thence South 78° 05' 30" East 192.43 feet; thence on a 572.96 foot radius curve to the left (the long chord of which bears North 82° 17' 30" East) 392.33 feet; thence North 62° 40' 30" East 920.71 feet; thence on an 1145.92 foot radius curve to the left (the long chord of which bears North 48° 38' 30" East) 561.33 feet; thence North 34° 36' 30" East 152.17 feet to center line Station 99+22.97; said center line crossin g the West and East boundaries of said subdivisions approximately at Stations 41+82 and 97+88, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Cen. Line.	Width on Southerly Side of Cen. Line.
41+82	50+50	40 feet	To Section Line
50+50	54+00	60 feet	To Section Line
54+00	65+00	40 feet	To Section Line
65+00	74+10.50	40 feet	40 feet
74+10.50	78+96.43	40 feet	50 feet
78+96.43	82+88.76	40 feet	40 feet
82+88.76	91+62.2	40 feet	70 feet
91+62.2	92+09.47	40 feet	Taper 70 feet to 40 feet
92+09.47	96+00	40 feet	40 feet
96+00	East Line SW¼ Sec. 11	80 feet	40 feet

The parcel of land to which this description applies contains 9.74 acres, of which 5.33 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 4.41 acres lie outside of the existing right of way.

2. The Commission does hereby further find and declare that it is necessary and required for a stock pile site for use in connection with the construction, improvement and maintenance of the State Highway system the following described real property, to wit:

(cont.)

EXHIBIT "K-2" (cont.)

Parcel No. 2:

A parcel of land lying in the Southeast quarter (SE$\frac{1}{4}$) of the Southwest quarter(SW$\frac{1}{4}$) of Section 11, Township 1 South, Range 1β East, W. M., Sherman County, Oregon, the said parcel being described as follows:

Beginning at a point which is 70 feet South 27° 19$\frac{1}{2}$' East of Engineer's Station 85+00 on the relocated center line of the Wasco-Heppner Secondary Highway, said point being 1625 feet, more or less, East and 440 feet, more or less, North of the Southwest corner of said Section 11; thence South 27° 19$\frac{1}{2}$' East, at right angles to said highway center line, 230 feet; thence North 62° 40$\frac{1}{2}$' East, parallel to said center line, 300 feet; thence Northeasterly to a point which is opposite and 70 feet Southerly of Engineer's Station 91+62. 2 on said center line; thence South 62° 40$\frac{1}{2}$" West, parallel to said center line, 662. 2 feet to the point of beginning.

The parcel of land to which this description applies contains 2. 62 acres.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

EXHIBIT "K-2" (cont.)

6. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 13th day of March, 1952.

EXHIBIT "K-3"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that the said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said section of the said highway as a throughway, the acquisition of road-building materials is necessary, and the Highway Commission is authorized to take fee title to the real property hereinafter described for use as a gravel pit for the acquisition of such road-building materials and for use for other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for use as a gravel pit for the acquisition of road-building materials to be used in connection with the construction and maintenance of the Salem By-Pass Section of the Pacific Highway East and for use for other highway purposes the following described real property, to wit:

(cont.)

EXHIBIT "K-3" (cont.)

R-18689
Owner: Edwin Burnett Bishop

Beginning at the Northwest corner of the Benjamin Munkers Donation Land Claim No. 50 in Section 36 in Township 7 South, Range 3 West of the Willamette Meridian, Marion County, Oregon; thence South 0° 35' 30" West, along the West line of said claim, 1889.26 feet to a concrete monument at the Northeast corner of that tract of land taken by the United States of America and described in Judgment on Declaration of Taking in Civil Case No. 2208, as Tract No. A-14, recorded November 9, 1943, in Volume 292, Page 463, Deed records for said County and State; thence North 89° 24' 30" West 499.81 feet to a concrete monument at the Northwest corner of said United States of America Tract of land; thence South 0° 35' 30" West 92.22 feet to an iron pipe at the Southwest corner of said tract of land; thence South 89° 48' West, 1023.69 feet to a point in the center of the County Road; thence North 27° 48' West along the center of said road, 45.14 feet; thence North 89° 48' East 430.75 feet to an iron pipe; thence North 0° 35' 30" East, parallel to the West line of said Munkers Donation Land Claim, 1944.50 feet to a point on the North line of the Joseph E. Parrott Donation Land Claim No. 49 in said Township and Range; thence South 89° 41' 30" East, along the North line of said Parrott Donation Land Claim, 1114.21 feet to the place of beginning, and containing 50.00 acres, more or less.

(Subject to a certain easement to the Portland General Electric Company dated May 2, 1941 and recorded November 25, 1941 in Vol. 264, page 594 of the Marion County, Oregon Deed Records.)

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to adquire title to the said real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the des-

EXHIBIT "K-3" (cont.)

cription of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instututed to acquire the said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 13th day of March, 1952.

EXHIBIT "K-4"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Said Commission is required to designate , locate, relocate, construct, and maintain in the State of Oregon a system of highways, including all necessary bridges and culverts, and

WHEREAS, for the purpose of constructing and maintaining certain sections of the State highway system, the said Commission plans and proposes to acquire a quarry site and an easement for right of way for a hauling road in conjunction therewith, and for such purpose and connection therewith, the real property hereinafter described is necessary, and

WHEREAS, said Commission is authorized to take fee title to said property for the acquisition of a quarry site and is authorized to take an easement for right of way for the construction, improvement or maintenance of a hauling road in conjunction therewith;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find that the following described property is necessary and required for the acquisition of a quarry site in connection with the proper construction and maintenance of certain sections of the State highway system, said property being located in Washington County, Oregon:

R-8875
Owner: Oliver Jack, et al

Parcel No. 1

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of Section 21, Township 2 North, Range 4 West, W. M., Washington County, Oregon, the said parcel being described as follows:

Beginning on the south line of said Section 21 at a point which bears North 88° 25' 15" East 2029.2 feet from the southwest corner of said Section 21; thence North 88° 25' 15" East along said Section line 282.9 feet; thence North 44° 21' West 1430.0 feet; thence North 560 0 feet; thence West 1020.0 feet; thence South 580.0 feet; thence South 46° 43' East 707.5 feet; thence East 641.6 feet; thence South

(cont.)

EXHIBIT "K-4" (cont.)

44° 21' East 737.2 feet; to the south line of said Section 21; thence North 88° 25' 15" East 65.0 feet to the place of beginning.

The parcel of land to which this description applies contains 29.23 acres.

2. The Commission does hereby find and declare that an easement for right of way, over and across the following described property, is necessary and required for the construction, improvement, or maintenance of a hauling road to be used in conjunction with the quarry site situated upon the real property described in Parcel No. 1, said property being located in Washington County, Oregon:

Parcel No. 2:

That part of the following described strip of land lying within the east half of Section 28, Township 2 North, Range 4 West, W.M., Washington County, Oregon, except any portion thereof lying within the tract of land described in that certain deed to Carl H. Hutch, recorded in Book 310, page 384, of the Deed Records of Washington County, Oregon, to wit:

The strip of land 60 feet in width, 30 feet on each side of the following described center line:

Beginning on the South line of the Northwest quarter (NW$\frac{1}{4}$) of the Southeast quarter (SE$\frac{1}{4}$) of said Section 28; said point being 1310.5 feet North and 1656.3 feet West of the Southeast corner of said Section 28; thence North 24° 31' West 21.97 feet; thence North 4° 06' East 183.2 feet; thence North 27° 25' 30" East 203.3 feet; thence North 8° 08' West 462.7 feet; thence North 9° 46' 30" East 453.4 feet; thence North 31° 15' West 243.4 feet; thence North 1° 09' East 423.5 feet; thence North 26° 38' 45" West 360.76 feet; thence North 6° 39' 45" West 369.94 feet; thence North 28° 35' 15" West 379.0 feet; thence North 45° 42' 15" West 528.60 feet; thence North 49° 52' 15" West 515.78 feet; thence North 77° 17' 15" West 167.40 feet; thence North 87° 30' 30" West 167.20 feet; thence North 44° 48' 15" West 243.40 feet; thence North 24° 37' 45" West 51.81 feet to the North line of said Section 28 from which point the Northwest corner of said Section 28 bears South 88° 25' 15" West 2029.2 feet.

The parcel of land to which this description applies contains 4.83 acres.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be operated and maintained in a manner which, in the opinion of the Commis-

EXHIBIT "K-4" (cont.)

sion, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 13th day of March, 1952.

EXHIBIT "K-5"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, if by so doing the interest of the owner and the State will be best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

(cont.)

EXHIBIT "K-5" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East as a throughway the following described real property, to wit:

R-18267
Owner: Joseph J. Bartosz, et ux

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 12, Township 8 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to Joseph J. and Clara Bartosz, recorded in Book 278, Page 448, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land 230 feet in width, 130 feet on the southeasterly side and 100 feet on the northwesterly side of the center line of the Salem By-Pass Section of the Pacific Highway East as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 390+00, said Station being approximately 1770 feet South and 492 feet West of the Northeast corner of said Section 12; thence South 53° 01' West 95.66 feet; thence on a spiral curve left (the long chord of which bears South 52° 01' West) 400 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears South 46° 14' West) 504.34 feet to Station 400+00; said center line crossing the northeasterly and southerly lines of said property approximately at Stations 390+78 and 396+50 respectively.

The parcel of land to which this description applies contains 2.942 acres.

2. The Commission does hereby find and declare that the acquisition of the real property hereinabove described and the denial of access thereto as hereinafter set forth will result in depriving the owners of all means of access from that portion of their real property lying southeasterly of and adjacent to the real property hereinabove described to any public highway and to their remaining real property, and, therefore, that it is in the best interest of both the State and the owners for the Highway Commission to acquire fee simple title to the owners' entire tract of real property lying southeasterly of the west boundary of the real property hereinabove described, which said tract includes that portion of the real property described in paragraph 1 above and the real property described as follows, to wit:

(cont.)

EXHIBIT "K-5" (cont.)

A parcel of land lying in the Northeast quarter (NE¼) of Section 12, Township 8 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to Joseph J. and Clara Bartosz, recorded in Book 278, Page 448, of Marion County Records of Deeds, the said parcel being that portion of said property lying easterly of a line which is parallel to and 130 feet easterly of the center line of the Salem By-Pass Section of the Pacific Highway East as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 390+00, said Station being approximately 1770 feet South and 492 feet West of the Northeast corner of said Section 12; thence South 53° 01' West 95.66 feet; thence on a spiral curve left (the long chord of which bears South 52° 01' West) 400 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears South 46° 14' West) 504.34 feet to Station 400+00; said center line crossing the northeasterly and southerly lines of said property approximately at Station 390+78 and 396+50 respectively, containing 2.15 acres more or less.

3. That in addition to the acquisition of fee simple title to the real property hereinabove described in paragraphs 1 and 2, it is necessary and required that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East when constructed upon the real property described in paragraph 1 hereinabove to the real property remaining after the appropriation of the real property described in said paragraph 1, and that all access to, from and between the real property described in paragraph 1 hereinabove, including any highway to be constructed thereon, and the real property remaining after the appropriation of the real property described in said paragraph 1 be prohibited.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

EXHIBIT "K-5" (cont.)

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 13th day of March, 1952.

EXHIBIT "K-6"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that the said unit of said section of the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the State Street Unit of the Salem By-Pass Section of the Pacific Highway East as a throughway the follow-

EXHIBIT "K-6" (cont.)

ing described real property, to wit:

R-17436
Owner: Otto R. Nation, et al

A parcel of land lying in the Southwest quarter (SW$\frac{1}{4}$) of Section 6, Township 8 South, Range 2 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to Otto R. and Sara K. Nation, recorded in Book 414, Page 632, of Marion County Records of Deeds, the said parcel being that portion of said property lying easterly of a line which is parallel to and 100 feet westerly of the center line of the Salem By-Pass Section of the Pacific Highway East as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 344+13.05, said Station being approximately 154 feet north and 1488 feet east of the Parrot-Munkers D. L. C. corner, situated in Section 1, Township 8 South, Range 3 West, W. M., thence on a spiral curve right (the long chord of which bears South 10° 56' East) 400 feet; thence on a 3274.05 foot radius curve right (the long chord of which bears South 2° 28' 30" East) 700 feet to Station 355+13.05, the westerly line of said strip of land intersecting the northerly line of said property approximately opposite Station 344+74.

The parcel of land to which this description applies contains 0.927 acre.

2. That in addition to acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East when constructed upon the aforesaid described real property to the remaining abutting land of the larger tract, of which said larger tract the aforesaid described real property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid described real property, including any highway to be constructed thereon, and said remaining abutting property, be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said

(cont.)

EXHIBIT "K-6" (cont.)

parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Cou nsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property , or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 13th day of March, 1952.

March 13, 1952

19597

EXHIBIT "K-7"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interes: therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that the said unit of said section of the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East as a throughway the fol-

(cont.)

EXHIBIT "K-7" (cont.)

lowing described real property, to wit:

R-18263
Owner: Carroll M. Robinson, et ux.

A parcel of land lying in the Northwest quarter (NW¼) of the Northwest quarter (NW¼) of Section 7, Township 8 South, Range 2 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to Carroll M. and Evelyn H. Robinson, recorded in Book 252, Page 256, of Marion County Records of Deeds, the said parcel being that portion of said property lying East of a line which is parallel to and 100 feet Westerly of the center line of the Salem By-Pass Section of the Pacific Highway East as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 344+13.05, said Station being approximately 2131 feet North and 1231 feet East of the Northwest corner of said Section 7; thence on a spiral curve right (the long chord of which bears South 10° 56' East) 400 feet; thence on a 3274.05 foot radius curve right (the long chord of which bears South 20° 27' 30" West) 3320.95 feet to Station 381+34, the Westerly line of said parcel of land crossing the center of Mill Creek and the Southerly line of said property approximately opposite Stations 367+00 and 368+90 respectively. The said center line crosses the North line of Section 7 approximately at Station 366+00 which station is 1074 feet, more or less, East of the Northwest corner of Section 7.

The parcel of land to which this description applies contains 0.24 acre.

2. That in addition to acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East when constructed upon the aforesaid described real property to the remaining abutting land of the larger tract, of which said larger tract the aforesaid described real property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid described real property, including any highway to be constructed thereon, and said remaining abutting property, be prohibited.

3. That the Highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commis-

EXHIBIT "K-7" (cont.)

sion, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 13th day of March, 1952.

EXHIBIT "K-8"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt , establish, construct, designate, and maintain highways to be known as throughways, and to acquire,in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that the said unit of said section of the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East as a throughway

(cont.)

EXHIBIT "K-8" (cont.)

the following described real property, to wit:

R-18618
Owner: Sybil C. Catlin, et al

A parcel of land lying in Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 in the Melrose Addition to Salem in the Webley Hauxhurst D. L. C., also situated in Section 25 and 36, Township 7 South, Range 3 West, W. M., Marion County, Oregon, the said parcel being that portion of said Lots 1-10 included in a strip of land 200 feet in width, 100 feet on each side of the center line of the Salem By-Pass Section of the Pacific Highway East as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 250+00, said Station being approximately 238 feet North and 1793 feet West of the Northeast corner of the Webley Hauxhurst D. L. C. #78; thence South 1534.25 feet; thence on a 250 foot spiral curve left (the long chord of which bears South 0° 12' 30" East 250 feet); thence on an 11,459.16 foot radius curve left (the long chord of which bears South 6° 03' East 2166.76 feet) a distance of 2170 feet to Station 289+54.25; said center line crossing the Northerly line of said Lot #1 and the Southerly line of said Lot #10 approximately at Stations 252+47 and 278+87 respectively.

The parcel of land to which this description applies contains 12.121 acres, of which 0.138 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 11.983 acres lie outside of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East when constructed upon the aforesaid described real property to the remaining abutting land of the larger tract, of which said larger tract the aforesaid described real property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid described real property, including any highway to be constructed thereon, and said remaining abutting property, be prohibited.

3. That the Highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

(cont.)

EXHIBIT "K-8" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 13th day of March, 1952.

EXHIBIT "K-9"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East as a throughway the

(cont.)

EXHIBIT "K-9" (cont.)

following described real property, to wit:

R-18268
Owner: M. T. Harmon, et al

A parcel of land lying in Lots 5 to 9 inclusive of Dragers Subdivision situated in Section 12, Township 8 South, Range 3 West, W. M., Marion County, Oregon, the said parcel being that portion of said Lots 5 to 9 inclusive included in a strip of land variable in width on the southeasterly side and 100 feet in width lying on the northwesterly side of the center line of the Salem By-Pass Section of the Pacific Highway East as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 394+95.66, said Station being approximately 2071 feet South and 885 feet West of the Northeast corner of said Section 12; thence on a 3819.72 foot radius curve left (the long chord of which bears South 38° 44' West) 1504.34 feet to Station 410+00, said center line crossing the northerly line of said Lot 8 and southerly line of said Lot 6 approximately at Stations 396+50 and 407+30 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Cen. Line	Width on Westerly Side of Cen. Line
394+95.66	402+00	130	100
402+00	410+00	100	100

The parcel of land to which this description applies contains 5.313 acres outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the real property hereinabove described, it is necessary and required that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East when constructed upon the real property hereinabove described to the remaining real property, and that all access to, from and between the real property hereinabove described, including any highway to be constructed thereon, and the remaining real property be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located,

(cont.)

EXHIBIT "K-9" (cont.)

and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 13th day of March, 1952.

EXHIBIT "K-10"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right of interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Corvallis-Newport Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Newport-Toledo Section of the said Corvallis-Newport Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to take any and all rights of access from property abutting the highway; and.

WHEREAS, the said Corvallis-Newport Highway is a major highway of the state and, as such, carries large volumes of traffic, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows.

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Newport-Toledo Section of the Corvallis-Newport Highway, two parcels of real property, located in Lincoln County, Oregon, and described as follows, to wit:

R-18475
Owner: Roy E. Olson, et al

A parcel of land lying in Yaquina Heights, situated in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 9, Township 11 South, Range 11 West, W. M., Lincoln

(cont.)

EXHIBIT "K-10" (cont.)

County, Oregon, the said parcel being Lots 1 and 2, Block 4, and Lots 1 and 2, Block 3, of said Yaquina Heights.

The parcel of land to which this description applies contains 2.758 acres.

ALSO.

A parcel of land lying in Stocker's Second Addition to Yaquina Heights, situated in the Northwest quarter ($NW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 9, Township 11 South, Range 11 West, W. M., Lincoln County, Oregon, the said parcel being all of Lots 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14, the Northerly half ($N\frac{1}{2}$) of Lots 15, 16, 17, 18, 19, 20, and 21, all in Block 1 of said Stocker's Second Addition to Yaquina Heights.

The parcel of land to which this description applies contains 1.736 acres.

2. That in addition to the acquisition of fee simple title to the aforesaid described parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential easements of rights of access, if any there be, between the Corvallis-Newport Highway, when relocated and constructed upon the aforesaid described real property, to the remaining land of a larger tract, and that all access, ingress, egress, and regress to, from and between the aforesaid described property, including any highway to be constructed thereon, and said remaining real property in said larger tract, be prohibited.

3. That the highway facility for which the aforesaid described real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such

(cont.)

EXHIBIT "K-10" (cont.)

event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 13th day of March, 1952.

EXHIBIT "K-11"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Corvallis-Newport Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Newport-Toledo Section of the said Corvallis-Newport Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to acquire easements for right of way purposes as well as take any and all right of access from property abutting the highway; and,

WHEREAS, the said Corvallis-Newport Highway is a major highway of the state and, as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Newport-Toledo Section of the Corvallis-Newport Highway three parcels of real property located in Lincoln County, Oregon, and described as follows, to wit:

R-18545
Owner: W. P. McBee, et ux

Parcel No. 1

A parcel of land lying the Southwest quarter ($SW\frac{1}{4}$) of

(cont.)

EXHIBIT "K-11" (cont.)

Section 12, Township 11 South, Range 11 West, W. M., Lincoln County, Oregon, the said parcel being that portion of said Southwest quarter (SW$\frac{1}{4}$) included in a strip of land variable in width, lying on each side of the center line of the Corvallis-Newport Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 199+75.00, said Station being 870.01 feet North and 214.63 feet West of the Southwest corner of said Section 12; thence on a spiral curve left (the long chord of which bears South 50° 01' 30" East) 500 feet; thence on a 1,273.24 foot radius curve left (the long chord of which bears South 83° 01' 30" East) 1,133.33 feet; thence on a spiral curve left (the long chord of which bears North 63° 58' 30" East) 500 feet; thence North 60° 13' 30" East 131.67 feet; thence on a spiral curve right (the long chord of which bears North 61° 33' 30" East) 400 feet; thence on a 2,864.79 foot radius curve right (the long chord of which bears North 73° 32' 15" East) 931.25 feet to Station 235+71.25; said center line crossing the West line of said Southwest quarter (SW$\frac{1}{4}$) approximately at Station 202+75.

All bearings are of the Oregon Coordinate System, North Zone.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Cen. Line	Width on Southerly Side of Cen. Line
200+00	207+50	180 feet	80 feet
207+50	214+00	180 feet	120 feet
214+00	216+00	180 feet	80 feet
216+00	217+00	180 feet to 100 feet in a straight line	80 feet
217+00	222+00	100 feet	80 feet
222+00	225+00	100 feet	120 feet
225+00	229+50	100 feet	Variable to existing highway
229+50	232+00	210 feet	150 feet

The parcel of land to which this description applies contains 17.657 acres, of which 4.421 acres lie within the existing right of way, title to which is acknowledged to be in the public, and 13.236 acres outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired

(cont.)

EXHIBIT "K-11" (cont.)

easements across the following described two parcels of real property, for the purpose of changing the channel of a certain stream, commonly known as Beaver Creek, located on the Southerly side of the aforesaid right of way, so that said stream channel will coincide with the relocation and construction of the said Newport-Toledo Section of the Corvallis-Newport Highway, to wit:

Parcel No. 2:

A parcel of land lying in the Southwest quarter (SW¼) of Section 12, Township 11 South, Range 11 West, W. M., Lincoln County Oregon, designated as Parcel No. 2 herein and described as follows.

Being bounded on the West by a line at right angles to the relocated center line of the Corvallis-Newport Highway, at Station 208+50, bounded on the East by a line at right angles to said relocated center line at Station 216+00, bounded on the North by the South line of Parcel No. 1 above; bounded on the South by a line which begins at a point opposite and 210 feet Southerly of said Station 208+50; running thence to a point opposite and 180 feet Southerly of Station 211+50; running thence to a point opposite and 240 feet Southerly of Station 213+00; running thence to a point opposite and 150 feet Southerly of said station 216+00, containing 1.58 acres.

Parcel No. 3

A parcel of land lying in the Southwest quarter (SW¼) of Section 12, Township 11 South, Range 11 West, W. M., Lincoln County, Oregon, designated as Parcel No. 3 herein and described as follows:

Being bounded on the Southwesterly side by a line at right angles to the relocated center line of the Corvallis-Newport Highway at Station 218+50, bounded on the Northeasterly side by a line at right angles to said center line at Station 222+00, bounded on the Northwesterly and Southeasterly sides by lines which are parallel to and 80 feet and 150 feet, respectively, Southeasterly of said relocated center line, containing 0.56 acres.

3. That in addition to the acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access, may accrue by reason of the adjacency of the Corvallis-Newport Highway when relocated and constructed upon the aforesaid described real property to the remaining

(cont.)

EXHIBIT "K-11" (cont.)

abutting land of a larger tract, of which said larger tract the aforesaid described property is a part, and that all access, ingress, egress, and regress, to, from and between the aforesaid described property, including any highway to be constructed thereon, and said remaining abutting property, be prohibited; except that there shall be reserved unto the owners of said remaining land approaches from said remaining land to the Corvallis-Newport Highway, as follows:

(1) An access from the remaining property, not to exceed 25 feet in width, for a private access on the North side of the Newport-Toledo Section of the Corvallis-Newport Highway, opposite Highway Engineer's center line Station 217+40.

(2) A crossing from the remaining property, not to exceed 25 feet in width, for farm purposes only, to be located on the North and South sides of the Newport-Toledo Section of the Corvallis-Newport Highway, opposite Highway Engineer's center line Station 217+40, provided, however, that upon the alienation of either of the portions of the property severed by the said highway, as relocated and constructed, this right of crossing shall cease. Should said crossing be used for any purpose other than a passageway from one side of said highway to the other, then the State may close and barricade said crossing for all purposes.

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity extablished or conducted on the adjoining property which, in any manner, caters to, invites, solicits from or is dependent upon the users of the highway.

4. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

6. That if and in the event that prior or subsequent to the com-

EXHIBIT "K-11" (cont.)

mencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be entered in full in the minutes and records of the Commission as of the 13th day of March, 1952.

EXHIBIT "K-12"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Corvallis-Newport Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Newport-Toledo Section of the said Corvallis-Newport Highway, and for such purpose, and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee title to said property for right or way and other highway purposes, and, in addition, the Commission is authorized to take any and all rights of access from property abutting the highway; and,

WHEREAS, the said Corvallis-Newport Highway is a major highway of the state, and, as such, carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Newport-Toledo Section of the Corvallis-Newport Highway the parcel of real property located in Lincoln County, Oregon, and described as follows, to wit:

No. R-18485
Owner: Anthony J. Becker and Elizabeth Becker, husband and wife.

A parcel of land lying in the southwest quarter of the northwest quarter of Section 10, Township 11 South, Range 11 West, W. M. Lincoln County, Oregon, and being a portion of the following des-

(cont.)

EXHIBIT "K-12" (cont.)

cribed property:

That tract of land described in that certain deed to Anthony J. Becker and Elizabeth Becker, recorded in Book 140, Page 478 of Lincoln County Record of Deeds.

The said parcel being described as follows: Beginning at the southwest corner of said property, said corner being 1555.5 feet south and 1090.3 feet east of the northwest corner of said Section 10; thence northerly 210 feet along the westerly line of said property; thence east to the southerly right of way line of the Corvallis-Newport Highway (the easterly line of said property); thence southerly and easterly along said right of way line to the east line of the west half of the northwest quarter of said Section 10; thence along the lines of said property southerly to the southeast corner and south 82° 30' West 198.49 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.675 acre.

2. That in addition to the acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access, or any rights in the nature of rights of access, may accrue by reason of the adjacency of the Corvallis-Newport Highway when relocated and constructed upon the aforesaid described real property to the remaining abutting land of a larger tract, of which said larger tract the aforesaid described property is a part, and that all access, ingress, egress, and regress, to, from, and between the aforesaid described property, including any highway to be constructed thereon, and said remaining abutting property, be prohibited.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any man-

EXHIBIT "K-12" (cont.)

ner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 13th day of March, 1952.

EXHIBIT "K-13"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the Legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission, whenever it becomes necessary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement, and maintenance of any throughway or section thereof, or for a service road, may, in its discretion, acquire an entire lot, block, or tract of land, if by so doing the interest of the owner and the State will be best served, even though said entire tract is not immediately needed for the highway proper; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East and has ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this

(cont.)

EXHIBIT "K-13" (cont.)

Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East as a throughway the following described real property, to wit:

R-18275
Owner: E. A. Berglund, et al

Parcel No. 1:

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 13, Township 8 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to E. A. and Zarilda Berglund, recorded in Book 310, Page 472, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable widths, lying on each side of the center line of the Salem By-Pass Section of the Pacific Highway East as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 430+00, said station being 115 feet North and 385 feet East of the North quarter ($N\frac{1}{4}$) corner of said Section 13; thence South 6° 29' 30" West 1600 feet to Engineer's Station 446+00. Said center line intersects the North line of Section 13 at approximately Station 431+16 and the South line of said property at approximately Station 445+40.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on East Side of Cen. Line	Width on West Side of Cen. Line
430+00	435+00	100 feet	100 feet
435+00	441+00	100 feet	130 feet
441+00	446+00	100 feet	100 feet

The parcel of land to which this description applies contains 6.86 acres outside of the existing right of way.

Parcel No. 2:

A parcel of land lying in the North half ($N\frac{1}{2}$) of the North-

(cont.)

EXHIBIT "K-13" (cont.)

east quarter (NE$\frac{1}{4}$) of Section 13, Township 8 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to E. A. and Zarilda Berglund, recorded in Book 310, Page 472, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable widths on the South side of the center line of the County road known as the Boone Road running East and West on the North line of Section 13, which center line is described as follows:

Beginning at Engineer's center line Station 13+24.1, said Station being at the North quarter (N$\frac{1}{4}$) corner of said Section 13; thence running East along the said section line 1375.9 feet to Engineer's Station 27+00, excepting that portion of the area lying within Parcel No. 1. The Southerly line of said strip of land intersects the Easterly line of said Parcel No. 1 and the South line of said Boone Road opposite Stations 17+85 and 27+00 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on South Side of Cen. Line
13+24.1		58 feet
13+24.1	15+80	Taper from 58 feet to 120 feet
15+80	17+85	120 feet
17+85	23+00	Taper from 120 feet to 60 feet
23+00	27+00	Taper from 60 feet to 20 feet

The parcel of land to which this description applies contains 1.4 acres outside of the existing right of way.

2. The Commission does hereby find and declare that the acquisition of the real property hereinabove described and the denial of access thereto as hereinafter set forth will result in depriving the owners of all means of access from that portion of their real property lying Westerly of and adjacent to the real property hereinabove described as Parcel No. 1 to any public highway and to their remaining real property, and, therefore, that it is in the best interest of both the State and the owners for the Highway Commission to acquire fee simple title to the owners' entire tract of real property lying Westerly of the East boundary of the right of way, which said tract includes that portion of the real property hereinabove described as Parcel No. 1, a part of that described as Parcel No. 2, and the real property described as follows, to wit:

(cont.)

EXHIBIT "K-13" (cont.)

Parcel No. 3:

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 13, Township 8 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that property described in that certain deed to E. A. and Zarilda Berglund, recorded in Book 310, Page 472, of Marion County Record of Deeds, the said parcel being that part of said property lying South of Parcel No. 2 and West of Parcel No. 1 which is more particularly described as follows:

Beginning at the Southwest corner of Parcel No. 2, 58 feet South of the quarter section corner between Sections 12 and 13; thence South along the West line to the Southwest corner of said property; thence South 89° East 108 feet, more or less, along the South line of said property to a line parallel to and 100 feet Westerly of the center line of the Salem By-Pass Section of the Pacific Highway East at a point which is the Southwest corner of Parcel No. 1; thence along the Westerly line of Parcel No. 1 through 5 courses and distances as follows: (1) North 6° 29' 30" East 546 feet, more or less, to a point opposite Engineer's Station 441+00 on said highway center line; (2) North 83° 30' 30" West 30 feet; (3) North 6° 29' 30" East 600 feet, to a point opposite Engineer's Station 435+00; (4) South 83° 30' 30" East 30 feet, and (5) North 6° 29' 30" East 252 feet, more or less, to the Southerly line of Parcel No. 2; thence Westerly along said Southerly line 265 feet, more or less, to the place of beginning.

The parcel of land to which this description applies contains 5.29 acres.

3. That in addition to the acquisition of fee simple title to the real property hereinabove described in paragraphs 1 and 2, it is necessary and required that there be acquired or extinguished such interests or rights, if any there be, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East when constructed upon the real property described in paragraph 1 hereinabove to the real property remaining after the appropriation of the real property described in said paragraph 1, and that all access to, from and between the real property described in paragraph 1 hereinabove, including any highway to be constructed thereon, and the real property remaining after the appropriation of the real property described in said paragraph 1 be prohibited.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located,

EXHIBIT "K-13" (cont.)

and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

5 That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extend the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer, a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 13th day of March, 1952.

EXHIBIT "K-14"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Corvallis-Newport Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Newport-Toledo Section of the said Corvallis-Newport Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to take any and all rights of access from property abutting the highway; and

WHEREAS, the said Corvallis-Newport Highway is a major highway of the state, and, as such, carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Newport-Toledo Section of the Corvallis-Newport Highway the parcel of real property located in Lincoln County, Oregon, and described as follows, to wit:

R-18470
Owner: John A. Moore, et ux

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 9, Township 11 South, Range 11 West, W. M., Lincoln County, Oregon, the said par-

(cont.)

EXHIBIT "K-14" (cont.)

cel being that portion of said Northwest quarter (NW¼) of the Northwest quarter (NW¼) included in a strip of land 235 feet in width, 110 feet on the Southerly side and 125 feet on the Northerly side of the center line of the Corvallis-Newport Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 26+06.03, said Station being 673.97 feet South and 104.75 feet West of the Northwest corner of said Section 9; thence South 85° 37' East 1593.97 feet to Station 42+00; said center line crossing the West and East lines of said Northwest quarter (NW¼) of the Northwest quarter (NW¼) approximately at Stations 26+78 and 39+90 respectively.

All bearings are of the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 7.077 acres.

2. That in addition to the acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access, or any rights in the nature of rights of access, may accrue by reason of the adjacency of the Corvallis-Newport Highway when relocated and constructed upon the aforesaid described real property to the remaining abutting land of a larger tract, of which said larger tract the aforesaid described property is a part, and that all access, ingress, egress and regress, to, from, and between the aforesaid described property, including any highway to be constructed thereon, and said remaining abutting property, be prohibited; except that there shall be reserved unto the owners of said remaining land an approach from said remaining land to the Corvallis-Newport Highway, as follows:

A crossing from the remaining property not to exceed 25 feet in width for farm purposes only, to be located on the North and South sides of the Newport-Toledo Section of the Corvallis-Newport Highway at Highway Engineer's center line Station 33+50, provided, however, that upon the alienation of either of the portions of the property severed by the said highway, as relocated and constructed, this right of crossing shall cease. Should said crossing be used for any purpose other than as a passageway from one side of said highway to the other, then the State may close and barricade said crossing for all purposes.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be con-

(cont.)

EXHIBIT "K-14" (cont.)

structed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence to prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 13th day of March, 1952.

EXHIBIT "K-15"

Minutes of March 13 and 14, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Corvallis-Newport Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Newport-Toledo Section of the said Corvallis-Newport Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to acquire easements for right of way purposes as well as take any and all right of access from property abutting the highway; and,

WHEREAS, the said Corvallis-Newport Highway is a major highway of the state and, as such, carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction and maintenance of the Newport-Toledo Section of the Corvallis-Newport Highway a parcel of real property located in Lincoln County, Oregon, and described as follows, to-wit:

R 18549
Owner: George D. Corey, et al.

A parcel of land lying in Lot 8 (Southeast quarter ($SE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 7, Township 11

(cont.)

EXHIBIT "K-15" (cont.)

South, Range 10 West, W. M., Lincoln County, Oregon; the said parcel being that portion of said Lot 8 included in a strip of land variable in width, lying on each side of the center line of the Corvallis-Newport Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 279+41.22, said Station being 2,831.20 feet south and 1,396.79 feet west of the northeast corner of the Northwest quarter ($NW\frac{1}{4}$) of said Section 7; thence North 56° 49' East 1,081.73 feet; thence on a spiral curve right (the long chord of which bears North 59° 29' East) 200 feet; thence on a 716.20 foot radius curve right (the long chord of which bears North 66° 04' East) 31.25 feet; thence on a spiral curve right (the long chord of which bears North 72° 39' East) 200 feet to Station 294+54.20; said center line crossing the south and east lines of said Lot 8 approximately at Station 285+78 and Station 293+50, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
280+00	286+50	100	70
286+50	294+54.20	160	70

The bearings used herein are based on the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 4.236 acres, of which 1.836 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 2.40 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the aforesaid-described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access, or any rights in the nature of rights of access, may accrue by reason of the adjacency of the Corvallis-Newport Highway, when relocated and constructed upon the aforesaid-described real property, to the remaining abutting land of a larger tract, of which said larger tract the aforesaid-described property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid-described property, including any highway to be constructed thereon, and said remaining abutting property, be prohibited; except that there shall be reserved unto the owners of said remaining land approaches from said remaining land to the Corvallis-

(cont.)

EXHIBIT "K-15" (cont.)

Newport Highway, as follows:

(1) An access from the remaining property, not to exceed 25 feet in width, for a private access on the North side of the said Corvallis-Newport Highway, at State Highway Engineer's center line Station 285+84.

(2) An access from the remaining property, not to exceed 25 feet in width, for a private access on the South side of the said Corvallis-Newport Highway, at State Highway Engineer's center line Station 289+20.

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land, only, and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner caters to, invites, solicits from, or is dependent upon the users of the highway.

The state shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereinafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road, except crossings for farm purposes, if any be reserved, shall cease, but the owners, their heirs and assigns shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

EXHIBIT "K-15" (cont.)

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 13th day of March, 1952.

VOLUME 37

PART I

PART I

OF

VOLUME XXXVII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1952

TO

MAY 31, 1952

- - - -

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
C. W. Enfield, Chief Counsel
H. B. Glaisyer, Secretary

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

Page	Date 1952	Subject
19629	Apr.21	Parks Superintendent reports on following matters: Acquisition of park land in Columbia Gorge.
19630		Development of wayside area at Ophir on Oregon Coast Hwy. denied.
		Humbug Mountain State Park. Road crossing granted.
19631		Logging road across park property north of Brookings approved.
		Overnight camping. Development in 3 parks authorized.
		Touvelle State Park. Permit for grazing granted Mr. Touvelle.
		Eel Lake Recreational Area in Coos County. Study to be made.
19632		Sunset Bay State Park. Jury price for land too high.
		Ecola State Park. Acquisition of additional land requested by Senator Holmes to be investigated.
		Simpson State Park. Request of Al Pierce Company to construct roadway. Action deferred.
19633		Cove State Park. Request of Forrest L. Meuret to purchase land. Action deferred.
		Neakahnie Mountain. Request for roadway to top denied.
		Ecola State Park. Tillamook Head. Acquisition of 50 acres from Federal Govt. approved.
19634		Bids received on construction projects.
19636		Real property. Acquisition authorized. See EXHIBIT "A".
19637		Marion County. Salem Hwy. Shops. Acquisition of land from Board of Control approved.
		Lincoln County. Newport-Toledo Project. Bids to be received in May.
		Multnomah County. Banfield Expressway. Acquisition of r/w from Lloyd Corporation discussed.
		Real property. Authority granted to acquire r/w on which authority not previously granted. See EXHIBIT "B".
19638		Sale of miscellaneous property confirmed.
		Yamhill County. Salmon River Highway. Sheridan-Deer Creek. Payment to Milo Elliott for culvert approved.
		Meeting recessed at noon to reconvene at 2:00 p.m.
		Coos County. Sale of maintenance bldg. at Remote to County approved.
19639		Hood River County. Columbia River Hwy. Viento-Hood River. Sale of land to C. L. Beardsley approved.
		Polk County. Pacific Hwy. West. Sale of land near Monmouth authorized. See EXHIBIT "C".
		Lane County. McKenzie Hwy. Blue River. Settlement with Mr. Behm for a quarry site approved.
		Douglas County. Oregon Coast Hwy. Winchester Bay. Correction in deed to Stacey's approved
		Coos County. Oregon Coast Hwy. Cedar Point-Coquille. Request for unrestricted access denied.

Page	Date 1952	Subject
19640	Apr.21	Portland. North Union Avenue (US99E). Change in access point for R. B. Harris approved.
		Hood River County. Cascade Locks. Payment of $20.00 to C. H. Williams for phone approved.
		Morrow County. Old Oregon Trail. Sale of Castle Rock Wayside Oasis approved.
		Marion County. Pacific Hwy. East. Acquisition of r/w for four-lane hwy. south of Salem approved.
19641		Portland. Proposed Portland-Salem Expressway. Acquisition of land along Oregon Electric Railway authorized.
		Location survey for expressway authorized.
19642		Washington County. Pacific Hwy. West. Tigard-Tualatin River. Condemnation of I.O.O.F. property authorized.
		Baker County. Richland. Purchase of structure for maintenance hdqtrs. approved.
		Umatilla County. Pendleton. Land at Umatilla River crossing not to be sold.
		Jackson County. Medford. Transfer of land to the City approved.
19643		Condemnation. Authority granted. See EXHIBIT "P-1" through "P-27".
19650		Condemnation proceedings not to be started until other means exhausted. Policy discussed.
		Coos County. Oregon Coast Hwy. Hauser-North Bend project. Action on two low bids to be taken at May meeting.
		Condemnation cases pending. Counsel reports on settlements and offers.
		Ten cases set for trial in June, 1952.
19652		Settlement of pending law cases reported by Counsel:
		Suicide Creek-Pacific Highway Section. Margaret May DeRoss.
		Barbur Blvd.-Marion County Line Section. George Teufel.
		Divide-Anlauf Section. Pass Creek Development Company.
19653		Broadway Bridge in Portland. General Construction Company, C. J. Montag and Sons, and City of Portland.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Access to Mrs. Moore's property granted.
19654		Sale of personal property. Resolution adopted granting authority. See EXHIBIT "D".
		Portland Steel Bridge. Renewal of insurance policy referred to Commissioner Reynolds.
19655		Bonds for hwys. Payment of $5,000 to John W. Shuler for services approved.
		Roy Sellars. Counsel to defend him in damage suit brought by Otis G. Whipple
		J. W. DeSouza. Purchase of law books from him approved.
		Robert May. Re-hiring as attorney approved.
		Hood River County. City of Hood River. Request to construct tourist bldg. on hwy. denied.
19656		Clackamas County. Pacific Hwy. East. Milwaukie. Request to erect museum bldg. on r/w denied.
		Clackamas County. Mt. Hood Hwy. Govt. Camp. Old maintenance site to be re-advertised for sale.

Page	Date 1952	Subject
19657	Apr.21	Federal Aid Secdy. Hwys. Proposed county matching funds. Action deferred.
		Columbia County. Columbia River Hwy. Longview Bridge. Traffic channelizing at approach approved.
		Personnel. Recommendations re retirement approved.
19658		Equipment. Bids to purchase used equipment accepted.
		Weighmasters' operations. Report approved and to be publicized.
		Clackamas County. Oswego Hwy. Sucker Creek Bridge. Improvement of approach approved.
		Washington County. West Portland-Hubbard Hwy. Request for traffic interchange at Sherwood denied.
19659		Lane County. Alsea-Deadwood Secdy. Hwy. Request to haul logs denied. Economic survey to be conducted.
19660		Klamath County. Dairy-Bonanza Hwy. reclassified from Group 2 to Group 1.
		Coos County. Oregon Coast Hwy. Douglas County Line-Coos Bay. County refuses to accept old section.
		Coos County. City of Coos Bay. Mingus Subdivision. Request to construct frontage road denied.
19661		Log hauling. Violations by Mercedes Jaklewicz.
		Weighmasters. Employment of two in Brookings area approved.
		Blow-down timber. Authority granted to advertise for sale.
		Polk County. Salem-Dallas Hwy. Rickreall. Improvement at 99W intersection approved.
19662		Union County. Island City. Lone Tree Road. Installation of blinker light at intersection with US30 discussed.
		Jefferson County. Madras. Cancellation of 1952 State Tax Street Funds approved.
		Sandstone heat treatment. Agreement with U.S. Bureau of Mines approved.
		Umatilla County. Stanfield. City's request that State repair streets denied.
		Yamhill County. McMinnville. Request to designate Adams Street as highway denied.
		Douglas County. Reedsport to Scottsburg. Request for hwy. north of Umpqua River denied.
19663		Clatsop County. Astoria Ferry landing. City requests change of location. Action deferred.
		Columbia County. Columbia River Hwy. Clatskanie-Wauna. Widening project approved.
		Portland. Banfield Expressway. Fairview-Sundial Section. Increase in project authorization approved.
		Pacific Hwy. East. East Albany Junction, Chemawa Junction, Gervais Junction. Illumination approved.
		Old Oregon Trail. Biggs Junction. Illumination approved.
19664		Clackamas County. Cascade Secondary Highway. Oregon City. Installation of signal at railroad crossing approved.
		Morrow County. Irrigon Ordnance Depot Access Road. Maintenance agreement approved.
		State Tax Street Funds. Plans approved. See EXHIBITS "E-1", "E-2", "E-3", and "E-4".

Page	Date 1952	Subject
19665	Apr.21	Award of contracts. Engineer reports satisfaction of conditions.
19666		Surveys approved. See EXHIBITS "F-1" and "F-2". Douglas County. Elkton-Sutherlin Secdy. Hwy. Coos County. Oregon Coast Hwy. Hauser-Coos Bay. Clatsop County. Columbia River Hwy. Gnat Creek-Wauna. Morrow and Umatilla counties. Heppner Hwy. Lena-Nye Section. Gilliam County. Old Oregon Trail. Arlington-Heppner Jct. Baker County. Old Oregon Trail. Orman-Durkee Undercrossing. Authority requested to conduct survey. Action deferred. Grant County. John Day-Burns Hwy. south of John Day. Authority granted to conduct location survey. Klamath County. The Dalles-California Hwy. Modoc Point-Barkley Springs. Agreement with COPCO approved.
19667		Klamath County. The Dalles-California Hwy. Modoc Point-Barkley Springs. Agreement with Southern Pacific Company for inspection service approved. Lane County. Authority granted to determine hwy. line through Willakenzie near Eugene. Columbia River Hwy. Gorton Creek-Warren Creek. Agreement with Union Pacific re culvert approved. Hood River County. City of Hood River. Request for traffic signal at 12th Street denied.
19668		Marion County. Salem. State Hwy. Bldg. Changes in room arrangements on first and fifth floors approved. Extensions of time to complete contracts granted.
19669		Contracts completed and accepted. See EXHIBIT "G".
19670		Log hauling. Roseburg Lumber Company's request to haul 24 hours daily denied. Yamhill County. Pacific Hwy. West. Rex Hill. Agreement with Yocom re use of quarry approved. "Danger" trees. Agreement with U.S. Forest Service for removal approved. Load Limits. Posting of reduced limits confirmed. See EXHIBIT "H".
19671		Load Limits. Removal of reduced load limits confirmed. See EXHIBIT "I". Hood River County. City of Hood River. Sawdust pile to be removed. Memorial markers on state hwys. Meriwether Lewis near Troutdale. First Settler in Upper Nehalem Valley. Pioneers on Laurel Hill. Northern limit of the "Great Basin".
19673		Marion County. City of Woodburn. Placing stop signs on Hillsboro-Silverton Secdy. Hwy. in city approved. See EXHIBIT "J". Washington County. City of Beaverton. Reversal of stop signs on Beaverton-Hillsboro and Beaverton-Aurora Hwys. approved. Lane County. Pacific Hwy. Eugene-Springfield. No Parking zone approved. See EXHIBIT "K-1".

Page	Date 1952	Subject
19674	Apr.21	Portland. Barbur Blvd. Improvement at intersection with Slavin Road discussed.
		Jackson County. Pacific Hwy. Medford. No Parking zone approved. See EXHIBIT "K-2".
		Curry County. Oregon Coast Hwy. Brookings. City's refusal to pass parallel parking ordinance discussed.
19675		Douglas County. Pacific Hwy. Oakland Jct.-Shady Point Section. Old route to be designated as FAS Hwy.
		Snow removal. Mt. Hood Hwy. and McKenzie Hwy. to be opened.
		Coos County. Cape Arago Secdy. Hwy. North Bend. Section of old road abandoned to the City. See EXHIBIT "M-1".
19676		Jackson County. Sams Valley Secdy. Hwy. Sams Creek-Snider Creek. Abandonment approved. See EXHIBIT "M-2".
		Wallowa County. Enterprise-Lewiston Hwy. Abandonment of old section approved. See EXHIBIT "M-3".
		Douglas County. Pacific Hwy. Chenoweth Park-Oakland Jct. Agreement with County re old section approved.
		WASHO. 8 people authorized to attend meeting in Seattle, June 5, 6, and 7.
		W. C. Williams authorized to go to Ogden, Utah, June 15.
19677		Douglas County. Agreement approved re access roads to Pacific Hwy. from Roseburg Airport.
		Malheur County. Harper. Transfer of maintenance hdqtrs. from Harper to Vale.
		Marion County. Pacific Hwy. East. Reduced speed zone south of Salem approved. See EXHIBIT "N".
19678		Columbia River Hwy. Hood River-Mosier. Erection of sign explaining construction approved.
		Secretary's report on papers signed approved.
		Unfinished business matters considered.
19679		Paulina Secdy. Hwy. oiling project approved.
		Bald Peak State Park. Negotiation for additional land to be discontinued.
		Economic analysis on hwys. to John Day.
		Access to freeways. Divide-Anlauf Section.
		Cove State Park. Proposed sale of land.
		Pendleton-John Day Hwy. south of Ukiah. No land to be sold.
19680		Columbia River Hwy. Settlement with George E. Shane re access approved.
		Starkey Secdy. Hwy. Status of survey discussed.
		Oswego hwy. Sucker Creek Bridge improvement.
		Commission meeting date set for May 26 and 27, 1952.
		Douglas County. Umpqua Hwy. Settlement with T. E. Davis approved.
19681		Tillamook County. Nehalem Sand Spit. Settlement with S.E. Combs approved.
		Warm Springs Hwy. Damage settlement against G. W. Thornton approved.
		Award of contracts publicly announced.
19684		Portland. Swift Boulevard-US99W. Frank Kernan fill proposal denied.

Page	Date 1952	Subject
19684	Apr.21	Portland. Swift Boulevard. US99W. Survey adopted. See EXHIBIT "O".
		Crook County. Ochoco Hwy. near Prineville. Request for landscaping work denied.
19685		Baker County. City of Baker. Completion of traffic survey ordered.
		Tillamook County. Town of Hebo. Traffic channelization approved.
		Hood River County. Columbia River Hwy. Mosier-Hood River. Abandonment agreement with County approved.
		Truck tax bill. Commission endorses principles embodied in House Bill No. 465.
19686		Marion County. Pacific Hwy. East. Salem By-pass. Agreements with Southern Pacific Company approved.
		Log hauling. Columbia River Hwy. Crown Point-Dodson. No further permits to be issued.
		Union County. La Grande. Status of traffic survey in city reported.
19687	Apr.22	Bids for hwy. construction opened.
19690		Crook County. Paulina Secdy. Hwy. O'Neil Secdy. Hwy. Delegation requests improvements. Oiling approved. Present plans to be followed re O'Neil Hwy.
19691		Clackamas County. Mt. Hood Hwy. Govt. Camp. Delegation asks to purchase old maintenance site. Property to be advertised for sale.
19692		Log hauling. Delegation requests permission to haul 24 hours daily. Action deferred.
		Coos County. Oregon Coast Hwy. Hauser-Coos Bay. Flaxell's request for commercial access denied. Lease of state land to be considered.
19693		Grant County. John Day Hwy. John Day-Mt.Vernon. Authority granted to make location survey.
		Grant County. John Day Hwy. Mt. Vernon-John Day. Transfer of funds approved.
		Gilliam County. Columbia River Hwy. Willow Creek-Arlington. Additional funds authorized.
19694		Salaries and wages. New pay plan considered. Protest to be made re some classifications.
		Clatsop County. Astoria-Megler Ferry. Insurance to be renewed for one year.
		F. D. Eason. Commission expresses appreciation for services upon his retirement.
19695		Meeting recessed at 12:00 noon to reconvene at 2:00 p.m.
		Morrow County. Paterson Ferry Road. Delegation requests State assume maintenance. Action deferred.
		Yamhill County. Three-Mile Lane and Amity-Dayton Secdy. Hwys. Improvements requested. Action deferred.
19696		West Portland-Hubbard Hwy. Farmers' request for direct access at Norwood denied.
19697		Clatsop County. Oregon Coast Hwy. Delegation urges construction of Youngs Bay Route. Action deferred.

Page	Date 1952	Subject
19698	Apr.22	Portland. Swift Boulevard-US99W. Controversy with Kernan and Wilcox. Action deferred.
		Bids for project to be received in May. Condemnation authorized.
19699		Harney County. Central Oregon Hwy. Sage Hen Hill-Burns. Improvement requested.
		Award of contracts publicly announced.
19702		Real property. Status of r/w acquisitions discussed.
		Surveys. Status re future construction discussed.
		Wasco County. The Dalles. Exchange of properties with Union Pacific Railroad approved.
		Union County. City of Union. City requests assistance in maintenance of streets. Action deferred.
		Agreements and other papers signed.
19704		Meeting adjourned at 5:00 p.m.
	Apr.21	
19705	&22	EXHIBIT "A". Options to acquire r/w approved.
19769		EXHIBIT "B". Authority to acquire r/w.
19771		EXHIBIT "C". Sale of land near Monmouth.
19772		EXHIBIT "D". Sale of timber, etc. by private sale.
19774		EXHIBIT "E-1" thru "E-4". State Tax Street Funds.
19778		EXHIBIT "F-1". Arlington-Heppner Jct. Survey. Hauser-North Bend Survey.
19780		EXHIBIT "F-2". Gnat Creek-Wauna, Lena-Nye, and Calapooya Creek-Sutherlin Surveys.
19782		EXHIBIT "G". Contracts completed.
19783		EXHIBIT "H". Reduced load limits.
19785		EXHIBIT "I". Load Limits removed.
19787		EXHIBIT "J". Hillsboro-Silverton. Stop signs in Woodburn.
19788		EXHIBIT "K-1". No parking on Hwy. 99 south of Eugene.
19789		EXHIBIT "K-2". No parking at Crater Lake Hwy. jct. with US99.
19791		EXHIBIT "L". Oakland to Shady Point. FAS Hwy.
19793		EXHIBIT "M-1". Cape Arago Hwy. abandonment.
19796		EXHIBIT "M-2". Sams Valley Hwy. abandonment.
19799		EXHIBIT "M-3". Enterprise-Lewiston Hwy. abandonment.
19802		EXHIBIT "N". Speed zone south of Salem.
19804		EXHIBIT "O". Union Avenue-Swift Road survey.
19806		EXHIBIT "P-1" thru "P-27". Condemnation Resolutions
19914		EXHIBIT Q. Sale of land at Gov't Camp.
19915	May 26	Bids received on construction projects.
19919		Minutes for previous meetings approved.
		Parks Supt. reports on following matters:
		Salmon River Hwy. Van Duzer Corridor. Permission granted Birchell to use roadway.
		Denney Logging Company granted use of roadway.
		Cove-Palisades Park. Sale of land by bids approved. See EXHIBIT "L".
19920		Ecola State Park. Acquisition of additional area abandoned.
		Park rules and regulations adopted. See EXHIBIT "C".
		Humbug Mountain Park. Moore Mill and Lumber allowed to construct roadway.
		Rocky Creek Park. Use of roadway by Allen and Brighton approved.

Page	Date 1952	Subject
19921	May 26	Salmon River. VanDuzer Corridor. Munson and Paterson granted extension of time to complete logging.
		Salmon River Hwy. VanDuzer Corridor. Branton & Lash granted extension of time to complete logging.
		Wallowa Lake Park. Boat launching ramp approved.
19922		Casey State Park. Overnight camping facilities. Installation approved.
		Silver Falls Park. Agreement with National Park Service approved re use of land.
		Simpson Park. Al Pierce Company granted road crossing.
		Mackin Gulch Park. Snider granted permit for logging road.
19923		Curry County near Ophir. Proposed state park. Wayside area favored.
		Josephine County. Pacific Hwy. north of Grants Pass. V. L. Strong allowed to use State Forestry road.
		Sunset Hwy. Crown-Zellerbach. Payment for timber cut on r/w.
		Lane County. Dorena Dam. Development as park area requested. Action deferred.
		Douglas County. Umpqua Hwy. "Save the Myrtle Woods". Acquisition of two properties to be attempted.
19924		Coos County. Bandon. Proposed state park. Action deferred.
		Harris Beach Park. Application of Lester Orton for boat landing privilege denied.
		Multnomah County. "Save the Gorge" Committee. Policy to be determined on purchase of land for parks.
19925		Clackamas County. Wilhoit Springs. Proposed Park. Action deferred.
		Saddle Mountain Park. Truck hauling logs through park considered. Action deferred.
		Meeting recessed at noon.
19926		Clatsop County. Columbia River Hwy. Westport. Blinker light requested. Action deferred.
		Real property. Acquisition authorized. See EXHIBIT "A".
		Real property. Authority to negotiate for acquisition granted. See EXHIBIT "B".
		Sale of miscellaneous properties confirmed.
		Josephine County. Redwood Hwy. Payment of COPCO claim for relocating line approved.
19927		Yamhill County. Pacific Hwy. West. Newberg-Dundee. Construction of service road by Mr. Pratt approved.
		Klamath County. The Dalles-California Hwy. Crescent. Change in access point for A. R. Pinney approved.
		Portland. Banfield Expressway. Bids accepted for moving fence and antenna.
		Lane County. Eugene. Lease of land to Valley Land and Warehouse Company approved.
19928		Portland. Banfield Expressway. R/w settlement with Fred Meyer, Lloyd Corporation, and General Paint Company approved.
		Portland. Banfield Expressway. Status of settlement with Howard-Cooper Corporation discussed.
		Condemnation on various properties authorized.

Page	Date 1952	Subject
19938		Portland. Swift Boulevard-US99W. Bids for construction to be returned unopened. Relocation of hwy. to be studied.
		Court cases. Counsel presents reports on Ford H. Converse, R. A. Hoffman, Anna Thomas, Strasbaugh and D. Phillips.
19939		Court cases. Proposed settlements approved. Clay C. Miller, E. Berglund, Ross E. Glass, A. J. Paris.
19940		Condemnations. Amounts of offers for r/w confirmed.
19944		Union County. Old Oregon Trail. Ladd Canyon. Claim of Eva M. Beale denied.
19945		Douglas County. Pacific Hwy. Divide-Anlauf. Payment of contractors' claim for insurance approved.
		Marion County. North Santiam Hwy. Niagara. Payment of S. P. Company claim in behalf of B.P.R. approved.
		West Portland-Hubbard Hwy. Two agreements with Southern Pacific Company approved.
		Personnel. Employment of Owen E. McAdams, Jr. as attorney approved.
		Personnel. Salary increase for Charles Peterson approved.
		Polk County. Salem-Dallas Hwy. West Salem. Payment of attorney's fees in Burke case approved.
19946		Klamath County. Klamath Falls-Malin, Klamath Falls-Lakeview Hwy. intersection. Parking prohibited. See EXHIBIT "G-1".
		Portland. Columbia River Hwy. One-way traffic plan approved. Cooperation with City approved.
19947		Union County. La Grande. City requests various improvements. Additional signal approved.
19948		Douglas County. Pacific Hwy. Divide-Anlauf. Restriction of access discussed. Engineer's plans approved. Flat areas to be acquired.
		Hwy. funds. Engineer's report discussed.
19949		Crook County. O'Neil Secdy. Hwy. County agrees to improvement on western end.
		Douglas County. Umpqua Hwy. Reedsport-Koepke Slough. "Hill Route" approved. Bids to be received in July.
		Unpaid accounts owed by cities, counties and individuals. Disposition approved.
		Loans. Assignment of funds by cities and counties not to be accepted. No materials to be furnished unless paid for.
19950		Wasco County. Columbia River Hwy. The Dalles. Objections made. Location south of railroad confirmed.
		Salaries and wages. Status of increases discussed.
19951		Grant County. John Day. Economic survey presented. Action deferred.
		Columbia River Hwy. Moffet Creek. Slide on Union Pacific Railroad. Settlement approved.
		Wasco County. Columbia River Hwy. The Dalles-Rowena. Permit granted to haul logs.
19952		Morrow County. Columbia River Hwy. Paterson Ferry Road. Improvement approved. Addition to hwy. system denied
		Umatilla County. Pendleton-John Day Hwy. Camas Valley. Revetment work authorized.

Page	Date 1952	Subject
19952	May 26	Marion County. North Santiam Hwy. Detroit. Agreement with B.P.R. for maintenance approved.
		Deschutes County. Redmond. Improvements to eliminate traffic hazards approved.
		Contracts. Public announcement made re award.
19955		Washington County. Tualatin Valley Hwy. Hillsboro. Widening of 10th Avenue considered. Action deferred.
		Wasco County. Columbia River Hwy. Mosier Spur. Overpass in Hood River. Authorization approved.
19956		Coos County. Cape Arago Hwy. Improvement of hwy. requested. Action deferred.
		Multnomah County. Columbia River Hwy. M.P. 15 to 30. Oiling of shoulders approved.
		Polk County. Kings Valley Hwy. Improvement of section authorized.
		Polk County. Dolph Corner-Rickreall project. Funds withdrawn from this project.
19957		Multnomah County. Columbia River Hwy. at Sauvie Island. Greiner stairway permit to be revised and repairs made.
		Clackamas County. Milwaukie-Estacada Secdy. Hwy. Clackamas. Construction of overpass requested. Action deferred.
		Hood River County. Columbia River Hwy. Cascade Locks. Herman Creek. Increase in project authorization approved.
19958		Marion County. Salem. Capitol Mall. Construction to be contracted by Highway Department.
		Forest Hwy. System. Starkey-Ukiah and Belknap Springs-Clear Lake roads. Addition to system approved.
		State Tax Street Funds. Plans approved. See EXHIBIT "D-1".
19959		State Tax Street Funds. City of Rogue River. Plans approved. See EXHIBIT "D-2".
		Lane County. Willamette Hwy. Improvement of county road intersections at Coast Fork of Willamette River approved.
		Douglas County. Oregon Coast Hwy. Reedsport. Construction of curb and fence at Clear Lake authorized. Increase in project authorization approved.
19960		Josephine-Jackson counties. Various improvements discussed. Action deferred.
		Morrow County. Old Oregon Trail. Boardman. Installation of luminaire units approved.
		Marion County. Pacific Hwy. East. Salem. Improvement at Lancaster Drive intersection approved.
		Washington County. Hillsboro-Silverton Secdy. Hwy. Installation of luminaire units at Southern Pacific tracks approved.
19961		Multnomah County. Pacific Hwy. East in Portland. Request to install signal at Ochoco Street denied.
		Douglas County. Pacific Hwy. Canyonville. Installation of lights for Alpine Lodge approved at their expense.
		Yamhill County. Three-Mile Lane Secdy. Hwy. Dayton. Request for railroad crossing signal denied.
19962		Tillamook County. Oregon Coast Hwy. City of Tillamook. Request for traffic light at 10th Street denied.
		Contracts. Engineer reports conditions of award satisfied.
		Portland. Sandy Boulevard. Traffic signal at 102nd Avenue approved; also painting of parking stalls.

Page	Date 1952	Subject
19963	May 26	Lane County. Siuslaw Hwy. Low Pass Section. Survey adopted. See EXHIBIT "E".
		Portland. S. E. 3rd and Ankeny streets. Cooperation with City in rounding corner approved.
		Deschutes County. O'Neil Secdy. Hwy. Request for new alignment at west end denied.
19964		Clatsop County. Oregon Coast Hwy. Seaside. Request to widen Holladay Street denied.
		West Portland-Hubbard Hwy. Heintz Construction Company to build approaches to structures.
		Clatsop County. Oregon Coast Hwy. Request for revised route via Youngs Bay. Action deferred.
		Extensions of time approved.
19967		Contracts completed and accepted. See EXHIBIT "F".
		Douglas County. Pacific Hwy. Roseburg. "No parking" zone established. See EXHIBIT "G".
19968		Marion County. Pacific Hwy. East. Salem By-pass. Agreement re closure of county roads approved.
		Douglas County. Pacific Hwy. Oakland-Deady. Agreement with County re closure of roads approved.
		Coos County. Empire-Coos Bay Secdy. Hwy. City of Coos Bay. Extension of hwy. approved. See EXHIBIT "H".
		Load limits removed. See EXHIBIT "I-1".
19969		Load limits. Reduced limit on Owyhee River Bridge. See EXHIBIT "I-2".
		Insurance deductions for Lincoln Insurance Company for hospital and sickness approved.
		F. B. Crandall. Trip to Chicago June 9, and to Seattle June 5, approved.
		J. Al Head. Trip to Berkeley June 27 approved.
		Frank I. Towle. Trip to Aberdeen and Seattle approved.
19970		Benton County. Kings Valley Secdy. Hwy. Abandonment approved. See EXHIBIT "J-1".
		Portland. Barbur Boulevard. US99W. Reduced speed zone near 55th Avenue approved. See EXHIBIT "K-1".
		Beaverton-Aurora Hwy. Oversize signs to be installed between Upper and Lower Boones Ferry Road.
		Washington County. Beaverton. Request that state take over abandoned section of hwy. in city denied.
		Umatilla County. Old Oregon Trail. Kamela. Installation of tree farm sign approved.
19971		Tillamook County. Wilson River near Tillamook. Agreement re flood control approved.
		West Portland-Hubbard Hwy. Willamette River Bridge. Bridge to be named "Boones Bridge".
		Marion County. Salem. C. W. Parker to assist Board of Control in r/w dealings for Capitol Mall.
		Douglas County. Pacific Hwy. Divide-Comstock. Easement agreement with Southern Pacific Company approved.
		Commission trip through Western Oregon. Action deferred.

Page	Date 1952	Subject
19972	May 26	Clatsop County. Astoria Ferry. Request to operate on Daylight Time. Schedule to be advanced one hour.
		Jackson County. Pacific Hwy. Siskiyou-California line. Abandonment approved. See EXHIBIT "J-2".
		Klamath County. The Dalles-California Hwy. Modoc Point-Barkley Springs. Agreement with COPCO approved.
		Clatsop County. Astoria Ferry. Permit from State of Washington for facilities on Washington side approved.
		Equipment insurance. Revision in amounts approved.
19973		Unfinished business items.
		Economic analysis of hwys. to John Day.
		Rights of access to freeways.
		Sale of land from Cove State Park.
		Development of Eel Lake.
		Proposed addition to Ecola State Park.
		Roadway across Simpson Park.
		Insurance covering Steel Bridge in Portland.
		Accidents at railroad crossing near Island City.
19974		Survey of US30 between Ontman and Durkee.
		Hauling logs 24 hours daily.
		Proposed hwy. from Barbur Boulevard to Hillsdale.
		Crook County. Work on east end of O'Neil Secdy. Hwy.
		Howard request for access to Oregon Coast Hwy. near Hauser.
		Improvement of Morrow County Paterson Ferry Road.
19975		Amity-Dayton and Three-Mile Lane Secdy. Hwy. improvements.
		Commission meeting date set for July 10 and 11, 1952.
		Douglas County. Pacific Hwy. Canyonville-Johns. Approach to Mexia Pie Shop approved.
		Lincoln County. Oregon Coast Hwy. Depoe Bay. Agreement with Beulah Moore approved re access through rock wall.
		Portland. East end of Broadway Bridge. Agreement re collapse of sewer tunnel approved.
		Legislation. Counsel presents number of bills. Action deferred.
19976		Portland. Pacific Hwy. East north of Columbia Boulevard. Request to cut divider strip denied.
		Survey. Engineer presents status report.
		Curry County. Oregon Coast Hwy. Payment of Coos-Curry Electric Company claim approved.
		Jackson County. City of Phoenix. Increase in State's share of improvement approved.
		Pendleton Woolen Mills. Disposition of proposed advertising folder. Action deferred.
19977		George Hester. Trip to Cheyenne, Wyoming, June 12 approved.
		Secretary's report re papers he has signed approved.
		Lake County. Warner Secdy. Hwy. Encroachment agreement with Charles Crump approved.
		Tillamook County. City of Nehalem. Request to maintain signs. Action deferred.
		Meeting adjourned at 5:00 p.m.
19978	May 27	Portland. Pacific Hwy. West. Union Avenue-Swift Road project. Chairman announces that bids will be returned unopened.
		Bids for hwy. construction received.

Page	Date 1952	Subject
19981	May 27	Coos County. Oregon Coast Hwy. Hauser-Coos Bay. Award of contract to C. R. O'Neil confirmed.
		Gilliam County. Wasco-Heppner Hwy. Request for oiling denied. Filler material to be placed.
		Portland. Pacific Hwy. East near Columbia Boulevard. Request to cut median strip to allow left turns denied.
19982		Wheeler County. John Day Hwy. Delegation urges improvement.
		Weston-Elgin Secdy. Hwy. Delegation urges improvement.
19983		Union County. City of La Grande. Delegation requests truck route and other improvements. Signals approved.
		Lane County. Dorena Dam. Delegation urges development of shore area. Action deferred.
		Douglas County. Umpqua Hwy. Negotiations to buy Myrtle Wood tracts authorized.
19984		Extension of time for Contract 3399 approved.
		Coos County. Oregon Coast Hwy. near Eel Creek. Authority granted to condemn Snook property.
19985		Minutes of Commission meetings. Request for copies of minutes denied. Excerpts to be provided if requested.
		Meeting recessed at 12:00 noon.
		Jackson - Josephine counties. Delegation requests numerous improvements. No action.
19986		Coos County. Oregon Coast Hwy. Bandon Beach. Delegation requests establishment of state park. Action deferred.
		Curry County. Oregon Coast Hwy. Harris Beach Park. Request to operate boat landing denied.
		Columbia River Hwy. Preservation of scenic beauty. Delegation presents 7-point program. Policy to be formulated.
19988		Morrow County. Rhea Creek and Paterson Ferry County Roads. Delegation requests improvement.
		Portland. Pacific Hwy.West. Swift Secdy. Hwy. Jct. Acquisition of r/w from Livestock Association.
19989		Clackamas County. Wilhoit Mineral Springs. Delegation urges acquisition as state park. Action deferred.
		Contracts. Public announcement made re award.
19992		Malheur County. ION Hwy. Availability of federal funds discussed.
		Association of Oregon Counties. Amount of match money to be put up by counties for road improvements discussed.
19993		Benton County. Corvallis-Newport Hwy. Corvallis-Philomath. Authority granted to conduct 4-lane survey.
		Benton County. Corvallis-Newport Hwy. Corvallis-Philomath. Reduced speed zone approved. See EXHIBIT "K-2".
		Clatsop County. Astoria Ferry. Changes in hull of "Tourist 3" ferry approved.
19994		Marion County. Silver Creek Falls Secdy. Hwy. Reduced speed zone at Four Corners approved. See EXHIBIT "K-3".
		Marion County. Pacific Hwy. West. Salem By-pass Section. Condemnation of Hager and LaFollett properties authorized.
		Clatsop County. Astoria Ferry. Agreement with Astoria Navigation Company approved.

Page	Date 1952	Subject
19994	May 27	Clackamas County. Mt. Hood Hwy. near Zigzag. Authority granted to sell house by sealed bids.
		Portland. Banfield Expressway. Carlson protests r/w settlement with Fred Meyer.
19995		Agreements and other papers signed.
19997		Meeting adjourned at 5:00 p.m.
19998		EXHIBIT "A". Options to acquire right of way
20056		EXHIBIT "B". Authority to acquire right of way
20058		EXHIBIT "C". Park regulations
20060		EXHIBIT "D-1 & 2". State Tax Street Funds
20063		EXHIBIT "E". Survey adopted, Siuslaw Hwy.
20064		EXHIBIT "F". Contracts completed and accepted
20065		EXHIBIT "G-1". No Parking east of Klamath Falls
20067		EXHIBIT "G-2". No Parking near Wilbur on 99
20069		EXHIBIT "H". Extension of Empire-Coos Bay Hwy.
20070		EXHIBIT "I-1". Lifting reduced load limit
20072		EXHIBIT "I-2". Placing reduced load limit on Owyhee River Bridge
20074		EXHIBIT "J-1". Abandonment of part of Kings Valley Hwy.
20076		EXHIBIT "J-2". Abandonment of part of Hwy. 99 in Jackson County
20080		EXHIBIT "K-1". Speed zone on 99W near Portland
20082		EXHIBIT "K-2". Speed zone on Corvallis-Newport Hwy.
20084		EXHIBIT "K-3". Speed zone on Silver Creek Falls Hwy.
20086		EXHIBIT "L". Sale of land - Cove Park
20088		EXHIBIT "M-1 to 20". Condemnation resolutions

Portland, Oregon
April 21, 1952

The State Highway Commission met in regular session at 9:00 a. m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Consideration was given by the Commission to the following routine matters appearing on the agenda:

Report of the State Parks Superintendent:

1. Report on acquisition of land in the Columbia Gorge as requested by the "Save the Gorge" Committee of the Portland Women's Forum: The Parks Superintendent advised that he has inspected a number of the sites that have been suggested by the Committee as desirable in the preservation of the scenic beauties of this Gorge including the following: (a) B. B. Bennett property consisting of 28 acres adjacent to Talbot State Park at Latourell Falls: The area to the south of this highway, he said, is being logged and inquiry of the owner reveals that the property is not for sale. However, the owner plans to reforest the area and to leave the present forest area in a very good condition. He recommended that nothing further be done relative to the acquisition of this tract. (b) George Sheppard property situate one-half mile east of Latourell Falls adjacent to the Shepherds Dell State Park: Inquiry of the owner reveals, he said, that the property is for sale but a price has not yet been established. He anticipated that the price will not be within a price range satisfactory to the Commission and would include cost of buildings and other improvements which will be of no value whatsoever for State Park purposes. He inquired whether or not he should investigate the matter further. (c) C. R. Helfrich property located approximately one mile east of Bridal Veil and south of the old Columbia River Highway: He stated that the area contains about 600 acres which was purchased from Multnomah County a few years ago at from $8 to $10 per acre, but Mr. Helfrich does not wish to sell more than 400 acres. The portion next to the highway, he said, extending back to the cliff and which is now being logged of all merchantable timber, is suitable for homesite purposes, and he estimated a total value of such area at not to exceed $11,000. He estimated the value of the remaining property at not to exceed $4,000, or

a total of $15,000, whereas Mr. Helfrich is demanding a price of $75 per acre for the entire 400-acre tract. He gave as his feeling that the price is entirely too high, and he requested instructions whether or not to investigate the matter further and obtain options. (d) Joseph A. Bruscher property on the east side of Ainsworth State Park: He advised that the area south of the highway has been logged but the area between the old highway and the railroad contains a heavy stand of timber consisting of Douglas Fir and White Fir. He estimated the quantity of timber at 500,000 FBM, and he advised that the owner is demanding $150 per acre for a sixty-acre tract which extends a considerable distance back from the highway with approximately 1,600 feet frontage on the old highway. He gave as his feeling that the timber on the area between the old highway and the railroad is worth approximately $12,000 and that this price, plus $9,000 for the land, is reasonable from the standpoint of purchase. He further stated that the area would be an asset to the State Parks System and requested instructions whether or not to investigate any further. The feeling was expressed by the Commission that whereas the timber on the tracts under discussion may be worth a considerable amount to the present owners, it is not worth much to the State. The question arose also as to where the money is to come from to pay for the properties and whether or not the Commission has legal authority to purchase them. The matter was discussed at some length but no action was taken except to authorize the State Parks Superintendent to attend a meeting of the "Save the Gorge" Committee which was to be held in the Board of Directors' room of The U. S. National Bank, Portland, this day at 1:45 p.m. The Parks Superintendent was instructed to report the results of the meeting to the Commission later in the session. (The Parks Superintendent reported personally to Chairman Chandler the following day, but no action was taken.

2. Request of the Ophir Women's Club, Ophir, Oregon, for development of a park area on the west side of the Oregon Coast Highway in Curry County, south of the town of Ophir: The Parks Superintendent advised that the property is located about twelve miles north of the town of Gold Beach and is an area which has been owned by the State for a considerable length of time. A portion of the property, he said, is covered with a dense growth of spruce and willows but there is a low piece of ground west of the timber tract beyond which the area consists of sand dune slopes which extend to the ocean. He estimated the cost to develop a small parking and picnic area at approximately $5,000 which he considered excessive, considering that the area would not be greatly used. He recommended against the development of the tract at this time. The Commission approved the recommendation.

3. Request of Coos Head Timber Company, Coos Bay, for permission to use two existing roadways across Humbug Mountain State Park, Curry County in connection with logging operations: The Parks Superintendent advised that one of the roadways was constructed by a Mr. J. W. Long under permit from the State Highway Commission and that the other was constructed by logging operators Abston and Johnston also under permit from the Commission. He recommended approval of the request because, in his estimation, such use would have no particular damaging effect to the park. The Commission ap-

proved the recommendation and ordered the matter covered by written agreement containing the usual provisions to protect the State's interests.

4. Application of T. J. Funari, Brookings, Oregon, for permission to construct and operate a logging roadway across State Park property located approximately four miles north of Brookings, Curry County: The Parks Superintendent advised that the roadway which Mr. Funari wishes to use was constructed some years ago for logging purposes, but needs some improvement which will necessitate the cutting of two trees. He recommended approval of Mr. Funari's request on the condition that he will pay for the two trees at the rate of $25 per MFBM. The Commission approved the recommendation unanimously. (An agreement covering the matter was signed by the Commission later in the session.)

5. Proposed development in the following State parks:

Spencer Creek Park, Lincoln County
Humbug Mountain Park, Curry County
Hilgard Junction Park, Union County

The Parks Superintendent advised that in the 1952 Park Budget, which was approved by the Commission in principle, provision is made for development of overnight camping areas in these parks, and he requested authority to start the work immediately so that it will be completed this year. The work in Spencer Creek Park and Humbug Mountain Park, he said, will be done by contract and that in the Hilgard Junction Park will be done with State forces. The Commission approved the request unanimously, however cautioned the Parks Superintendent to keep the expenditures within the budgeted amounts.

6. Request of Mr. F. L. Touvelle, former State Highway Commissioner, for permission to use a portion of Touvelle State Park, Jackson County, for grazing purposes: The Parks Superintendent explained that Judge Touvelle owns a tract of land bordering the State Park and that this property is suitable for grazing purposes only but has no connection with the Rogue River, which is essential, and Judge Touvelle is asking the State to give him a long term permit for use of a strip of land 100 feet wide at the extreme easterly end of the park so that his stock can have access to water. He pointed out that Judge Touvelle presented the park to the State as a gift, and he recommended that the Commission grant him a ten-year permit covering the use of the 100-foot strip that he desires, because that small area is not presently needed on connection with the park's development. The Commission approved the recommendation unanimously.

7. Suggestion of Hon. James W. Harrison, County Judge, Coos County, for development of a recreational area at Eel Lake: The Parks Superintendent advised that in a communication he has received from Judge Harrison, he points out the possibility of developing a recreational area at this lake and suggests that the State assume the responsibility of such area as a State park because the lake lies within both Coos and Douglas Counties and neither County has legal authority to expend funds in the other. The Parks Superintendent also mentioned receipt of a letter from the Douglas County Court recommending approval of the project, and a communication from the

State Game Commission endorsing it. He also said that there is a 15-acre tract at the south end of the lake which is admirably suited for overnight camping purposes, and he requested authority to make a further study of the entire situation with the view in mind that the Commission might wish to do something about it. The Commission unanimously approved the request and instructed the Parks Superintendent to make a very thorough investigation including the fishing possibilities in the lake and the removal of logs from the lake, which, it seems, are largely responsible for the present bad fishing conditions. The Parks Superintendent was also instructed to render a detailed report on the possibilities of developing an overnight camping area on a site near Winchester Bay.

8. Report on condemnation suit to acquire property needed in connection with development of an overnight camping area at Sunset Bay State Park, Coos County: The Parks Superintendent advised that this case was tried and that the jury established a price of $25,000 for the area that the Commission wanted. He gave as his feeling that the price is entirely too high, and he recommended that it be rejected and the property be not acquired. The Commission approved the recommendation unanimously.

9. Suggestion of State Senator Robert D. Holmes, Gearhart, for enlargement of Ecola State Park, Clatsop County: The Parks Superintendent advised that Senator Holmes wants the State to acquire two tracts at the northeast corner of the park in order to prevent the cutting of the timber standing thereon and to preserve the scenic aspects of Tillamook Head. One of the tracts contains about 70 acres of land of which 15 acres is in timber. It is owned by a Mr. Jack Carpenter of Seaside who, it seems, is about ready to cut the timber; the other, containing 40 acres, is owned by the Angora Club of Seaside, a hiking organization. It appears that Mr. Carpenter does not wish to sell his property although he might be interested in an exchange, but there is a possibility the Angora Club may donate its property to the State if it can be incorporated into the present State Park. He requested instructions from the Commission whether or not to give the matter further study. It was the feeling of the Commission that the matter should be thoroughly investigated, and accordingly the Parks Superintendent was instructed to look into the matter further and render a full report on the subject.

10. Request of Al Pierce Company of Coos Bay for permission to construct a roadway across Simpson State Park at North Bend: The Parks Superintendent advised that this company is developing an area on the tide flats on the south side of Coos Bay, between the highway bridge and the Southern Pacific Railroad tracks, but the area has no road entrance at the present time, and the Company is requesting permission to construct a roadway across the State Park. He expressed objections to construction of a roadway across the park, and he suggested an alternate location on an extension of Monroe Street in North Bend following along the edge of the Bay and the westerly edge of the Park. Such a route, he said, is estimated to cost about $30,000 more than any of the alternate routes discussed by the company, but would be a safer route and would not adversely affect the park. The matter was discussed at some length during which Chairman Chandler expressed his feeling that it might be alright to let the company use the old ferry road

through the Park down to a point where the State maintains a stock pile, thence westerly along the edge of the Weyerhaeuser Timber Company property and under the highway bridge to the area being developed by the Al Pierce Company. The Commission deferred action on the matter pending further investigation.

11. Report on request of Forrest L. Meuret to purchase 23.8 acres in The Cove State Park: The Parks Superintendent advised that pursuant to instructions given him at the previous meeting, he has further examined the land that Mr. Meuret wishes to purchase and finds that it is entirely covered with sage brush, slopes gently toward the west and north and is good agricultural land; also that while the State has no immediate use for it, it does make a valuable addition to Mr. Meuret's property in that he needs it in order to properly farm his adjoining land. He also said that Mr. Meuret has offered to pay $270 for a deed to the property, explaining that it would be decidedly inconvenient and impractical to level it and construct ditches under a lease agreement as was proposed by the Commission at the previous meeting. The Parks Superintendent went on to say that the appraised value of the property as established by the U. S. Reclamation Service is 3.4 acres at $20 per acre and 20 acres at $5 per acre, making a total of $168, whereas the value as appraised by the Right of Way Department is $25 per acre. He recommended that Mr. Meuret's offer to pay $270 for the land be accepted. The Right of Way Engineer mentioned the possibility of getting considerably more for the property than has been offered by Mr. Meuret, based on the sale price of other property in the vicinity. The Commission deferred its decision in the matter pending an additional appraisal by a competent local appraiser and a detailed report of the findings.

12. Request of Nehalem Development Club for reconsideration of its suggestion concerning construction of a roadway to the top of Neah-Kah-Nie Mountain: The Parks Superintendent advised that the Club still feels that a suitable roadway can be constructed at small cost, whereas, because of the nature of the terrain, it probably will cost $50,000 or more according to an estimate that was based on a survey made several years ago. He recommended that the Commission adhere to its previous decision not to construct the roadway at the present time. The Commission approved the recommendation.

13. Status report on acquisition of a 50-acre tract of Government land on Tillamook Head, Clatsop County: The Parks Superintendent advised receipt of a letter from the General Service Administration, Seattle, a Federal Agency, which handles matters of this kind, relative to the transfer of this 50-acre tract to the State of Oregon as an addition to Ecola State Park, application for which was filed some time ago by the Commission under the provisions of the Federal Recreational Act. The General Service Administration, he said, has placed a value of $4,390 on the property and has indicated that the property would be deeded to the State for one-half of that value or $2,195 if the State wants it at that price and will agree to utilize the area exclusively for park purposes for a period of 20 years. He also mentioned a number of other conditions, one of which requests the rendition of

a biennial report covering the property. He recommended purchase of the property at the price quoted. The Commission approved the recommendation unanimously.

At 10:00 a.m. bids as follows for highway construction were opened and read aloud by the Secretary pursuant to previously published notice at the conclusion of which it was announced that the awards of contracts would be made at 4:45 p.m:

OREGON COAST HIGHWAY IN COOS COUNTY
GRADING AND PAVING HAUSER-COOS BAY SECTION

C. R. O'Neil, *	$697,645.50
Peter Kiewit Sons' Company	728,606.90
Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co.	738,179.50
Coos Bay Dredging Company	757,397.00
McNutt Bros.	849,464.50

COOS AND CURRY COUNTIES
DIVISION NO. 3-B REOILING PROJECT

J. C. Compton Company	$ 47,761.50
O. C. Yocum Company	50,689.95
Oregon Asphaltic Paving Company	51,116.50
Harr and Horton	53,497.85
Babler Brothers, Inc.	53,843.00
Parker & Fuhrman	56,083.00
Acme Construction Company	58,613.00

DOUGLAS COUNTY
OAKLAND (OAK STREET) GRADING AND PAVING PROJECT

Roseburg Paving Company	$ 9,242.00
J. C. Compton Company	11,545.00

GILLIAM AND WHEELER COUNTIES
ARLINGTON-SERVICE CREEK ROCK PRODUCTION PROJECT

NO BIDS RECEIVED

HARNEY AND MALHEUR COUNTIES
BUCHANAN-JUNTURA REOILING PROJECT

J. C. Compton Company	$ 33,394.95
Russell Olson Construction Co., Inc.	33,564.50
Babler Bros., Inc.	35,667.50
O. C. Yocom Company	38,255.55
Harr and Horton	39,373.25
Central Heating Company Oreg. Ltd.	50,414.20

* Bidder will accept award of only one project

LANE COUNTY
JUDKINS OVERCROSSING REVISION

Hamilton and Thoms	$ 13,960.00
United Builders, Inc.	14,030.00

ONTARIO-LINCOLN SCHOOL COUNTY ROAD IN MALHEUR COUNTY
ONTARIO-EVANS CORNER SECTION

Babler and Rogers	$135,576.00
C. E. Leseberg and H. J. & H. W. Miller	143,268.50
J. C. Compton Co.	147,485.00
Pacific Asphalt Paving Co.	151,316.00

MARION COUNTY
MARION AND SUMMER STREETS (SALEM) PAVING PROJECT

Warren Northwest, Inc.	$ 25,675.00
Central Paving Co.	32,550.00

SALEM BY-PASS IN MARION COUNTY
TURNER ROAD and SOUTHERN PACIFIC MAINLINE OVERCROSSINGS

Hamilton and Thoms	$ 67,390.00
Tom Lillebo	68,732.00
Wayne Barham	77,150.00
General Construction Co.	83,660.00

MARION COUNTY
WOODBURN TRAFFIC SIGNALS

Electric Corp.	$ 3,870.00
Mill Electric Co.	4,040.50

HEPPNER HIGHWAY IN MORROW AND UMATILLA COUNTIES
LENA-NYE SECTION

O. C. Yocom Co.	$429,005.00
E. C. Hall Co.	466,275.50
Newport Construction Co.	478,874.00
Rogers Construction Co.	488,639.00
C. R. O'Neil *	515,163.00
Peter Kiewit Sons' Co.	522,548.80
J. N. Conley	522,651.80
McNutt Bros.	630,202.50

* Bidder will accept award of only one project

April 21, 1952

MULTNOMAH COUNTY
OREGON SLOUGH BRIDGE EXPANSION PLATES

West Coast Steel Works	$ 14,900.00
General Construction Co.	23,228.00
James & Yost, Inc.	39,885.00

SHERMAN COUNTY
WASCO-GRASS VALLEY ROCK PRODUCTION PROJECT

Barney B. Helser	$ 29,650.00

TILLAMOOK COUNTY
CAPE LOOKOUT PARK ACCESS ROAD PROJECT

E. L. Kennard, Enumclaw, Washington	$ 57,626.00
Anliker and Robinson	61,655.40
Stevenson Construction Company	78,598.00
Fred H. Slate Co. Oreg. Ltd.	100,294.00
Darby and Foster	101,198.00
Stoen Construction Co., Seattle	102.121.00

TILLAMOOK COUNTY
TILLAMOOK MAINTENANCE BUILDING

United Builders, Inc.	$ 10,382.00
Lorentz Brunn	10,481.00
John Helstrom	10,486.00
Wm. E. Leckington	10,822.00

UNION COUNTY
ELGIN ROCK PRODUCTION PROJECT

H. J. & H. W. Miller	$ 29,904.00
C. E. Leseberg	34,860.00

UNION COUNTY
ELGIN (BALTIMORE STREET and 15th AVENUE) PAVING PROJECT

H. J. & H. W. Miller	$ 15,330.00

YAMHILL COUNTY
YAMHILL-CARLTON-LAFAYETTE PAVING PROJECT

O. C. Yocom Company	$ 43,451.60
Warren Northwest, Inc.	45,705.00

The Right of Way Engineer presented for the Commission's consideration options obtained for acquisition of real property that is needed for various

highway purposes. As a result of careful consideration, the Commission unanimously approved the options and authorized the Right of Way Engineer to close them at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously. (See FOOTNOTES)

The following footnotes refer to items appearing in EXHIBIT "A" mentioned in the above paragraph:

FOOTNOTE 1: Re File No. 18978 - Purchase of land from State Board of Control: The Engineer reported that in conformity with authority previously granted him by the Commission, he has obtained an option from the State Board of Control for the purchase of 12.312 acres of land adjoining the State Highway Shops in Salem. The appraised value of the property, he said, is $5,207.98, which is the amount of the purchase price stated in the option. This tract of land, he said, will be of great benefit to the State Highway Department in years to come, and he recommended approval of the purchase at this time. The Commission approved the recommendation unanimously and ordered the item included in the Real Property resolution adopted at this meeting, Exhibit "A".

FOOTNOTE 2: File No. 18489 and those following re Newport-Toledo Project: The Right of Way Engineer advised that right of way matters in connection with this job have all been clarified and from that standpoint the Commission can, if it wishes, proceed with the awarding of a contract for the work involved. In view of this report, the Commission authorized the Engineer to advertise the project for bids to be received at the May meeting of the Commission.

FOOTNOTE 3: Re File No. 18857, T. H. Banfield Expressway: Commissioner McIver inquired as to the status of negotiations for acquisition of right of way needed from the Lloyd Corporation and was informed by the Right of Way Engineer that fair progress is being made and that he believed he would be able to render a definite report at the next meeting of the Commission.

The Right of Way Engineer requested authority to negotiate acquisition of right of way needed for the following highway sections for which no specific authority heretofore has been granted:

County and Section	Highway
DOUGLAS	
Calapooya Creek-Sutherlin	Elkton-Sutherlin
Oakland Jct. - Deady	Pacific
Gravel Pit, Lot 4, Sec. 2, Twn 29S R 6W near M. P. 213.47	

GILLIAM	
Arlington-Rock Creek (Maint. Materials)	John Day
MALHEUR	
Ontario-Snake River Bridge	Old Oregon Trail
MARION	
Salem Shops Expansion	Airport Highway
MULTNOMAH	
Denver Avenue-Union Avenue Intersection	Pacific
SHERMAN	
Wasco-Grass Valley (Maint. Materials)	Sherman #28
TILLAMOOK	
Necanicum (Maint. Materials)	Oregon Coast & Necanicum
Wheeler-Rockaway (Maint. Materials)	Oregon Coast
Scovill Jct. (Maint. Materials)	Necanicum
Jetty Creek Slide correction	Oregon Coast

The Commission approved the request unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission unanimously confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For list of the properties sold, see copy of report prepared by C. W. Parker, Property Manager, dated April 21, and 22, 1952, filed in the Secretary's office under the heading "Miscellaneous Sales".)

The Commission discussed and upon recommendation of the Right of Way Engineer approved payment of $163.70 to Mr. Milo Elliott for installation of a culvert in connection with his contract with the Commission for house moving on the Sheridan-Deer Creek Section of the Salmon River Highway.

The meeting recessed at 12:00 noon for luncheon and reconvened at 2:00 p.m. with the same persons present and participating.

The Commission discussed the sale of an abandoned maintenance site at Remote in Coos County, to Coos County for the sum of $2,000. It appears that the station is no longer of value for State Highway purposes but can be used to advantage by Coos County which has offered to pay $2,000 for the property and will allow the State Highway Department to retain the continued use of a certain concrete powder house located on the property. The Right of Way Engineer recommended acceptance of the offer. The Engineer concurred. The Commission approved the recommendation unanimously.

The Right of Way Engineer brought up for discussion the sale to Mr. Charles L. Beardsley of 0.17 acre of excess property situate between Highway Engineer's Station 1056+00 and 1060+00 on the upper Columbia River Highway between Viento and Hood River. He advised that investigation reveals that Mr. Beardsley's garage encroaches upon the State's land and rather than move the garage, Mr. Beardsley has offered to pay $100 for a sufficient portion of the State's property in order to maintain the building in its present location. Investigation also reveals, he said, that the small area that Mr. Beardsley wants is of no particular use for State Highway purposes and in view thereof, he recommended sale of the property to Mr. Beardsley for the amount of his offer. The Commission approved the recommendation unanimously. (A Bargain and Sale Deed conveying this property to Mr. Beardsley was signed by the Commission later in the session.)

The Right of Way Engineer requested authority to advertise the sale of a 5.26-acre tract of excess right of way that was acquired by the Commission in connection with the construction of US 99W near the south city limits of Monmouth. He advised that the property lies on the east side of the highway and is a portion of a tract that the Commission was forced to purchase in order to get the right of way. He also said that it is of no value whatsoever for highway purposes. He further stated that competent and experienced appraisers have determined that $2,000 is a reasonable market value of the property. He recommended sale of the property at not less than that figure with complete restriction of access to the highway. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "C", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission unanimously confirmed the settlement made by the Right of Way Engineer with Frederick R. Behm concerning condemnation of a quarry site adjacent to the McKenzie Highway at a place known as Blue River in Lane County. The settlement provides for the lease of the quarry site from Mr. Behm for use in connection with a single State highway contract in this vicinity as reported to the Commission at its previous meeting. (The Lease Agreement with Mr. Behm was signed by the Commission later in the session.)

The Commission discussed, and upon recommendation of the Right of Way Engineer, approved a Bargain and Sale Deed conveying to Hayward C. and Catherine Stacey certain property located adjacent to the Oregon Coast Highway at Winchester Bay. The Right of Way Engineer explained that this is a deed to correct an error in the description contained in the deed previously given to the Staceys covering the same property. (The Deed was signed by the Commission later in the session.)

The Right of Way Engineer brought up for discussion the granting of unrestricted access to property owners along the Cedar Point-Coquille Section of the Oregon Coast Highway in Coos County. He explained that

in the acquisition of right of way along this section of highway, access rights were purchased from some of the property owners but not others, which has caused considerable complaint from people who enjoy only private access privileges and who now want unrestricted access as have others along this section which is close to the city limits of Coquille. It was the feeling of the Commission that access privileges once purchased should not be relinquished. Accordingly the requests for unrestricted access were denied.

The Commission discussed and upon recommendation of the Right of Way Engineer, unanimously approved a change in the heretofore authorized point of access from the R. B. Harris property to North Union Avenue, Portland (US 99E). (An Indenture of Access agreement with Mr. and Mrs. Harris was signed by the Commission later in the session.)

The Right of Way Engineer requested authority for an expenditure of $20 to pay for installing a telephone in a house belonging to the State Fish Commission just east of Cascade Locks. He recalled that at the previous meeting of the Commission he reported that Mr. C. H. Williams, U. S. Forest Ranger, was forced, because of a slide, to vacate the residence building he was occupying on this section of highway and to move into other quarters, and that the Commission at that time authorized payment of certain expense incurred by Mr. Williams in connection therewith, but it now appears that before Mr. Williams moved into his new quarters the place was sold so he had to find another place and because there was no telephone connection, he was obliged to spend $20 to have the telephone installed. He recommended payment of the claim. The Commission approved the recommendation.

The Right of Way Engineer presented for the Commission's approval an offer from Mr. Frank Wilkinson of Heppner, Oregon, to pay the sum of $1,250 for all of the land embraced in the Castle Rock Wayside oasis situate on the Old Oregon Trail near Castle Rock, in Morrow County. He said that the oasis is no longer of value for State highway purposes because the highway at this location has been revised, but the property is of value to Mr. Wilkinson, who is the owner of the surrounding area and who has offered the sum of $1,250 for the land including a small engine and pump located on the premises. He recommended acceptance of the offer. The Commission approved the recommendation.

The Engineer asked the Commission to authorize the making of necessary surveys and the taking of options as may be necessary to provide a four-land highway on US 99E from its junction with the Salem By-Pass, about five miles south of Salem, to a junction with Jefferson Secondary Highway. He explained that the present highway between Salem and Jefferson Junction was reconstructed before the last war, at which time no provision was made for access control, but along the section from Jefferson Junction south to Albany, which was constructed after the war, access is controlled. Likewise, provision has been made for control of access along the Salem By-Pass, which leaves the remaining section between the By-Pass and Jefferson Junction with uncontrolled access. Moreover, the right of way along that section is

only wide enough for a two-lane road. He gave as his opinion, because of undoubted development, purchase of the additional right of way for a four-lane highway, together with access control, should be acquired at this time, and he so recommended. The Commission unanimously authorized the making of necessary surveys and negotiations for the purchase of needed right of way as recommended by the Engineer.

The Engineer reported that, in connection with the new Portland-Salem Expressway, studies are being made of an ultimate route to connect this Expressway with Harbor Drive in downtown Portland, avoiding the congestion on Barbur Boulevard. He advised that the route as planned, utilizes, for a portion of the distance, the right of way of the old Oregon Electric Railway which, at the present time, is nearly devoid of building development although investigations disclose that such developments are contemplated, and, in one particular instance, plans are under way for immediate construction of expensive residential buildings, which, if constructed, would preclude construction of the Expressway on the proposed route without large expense to remove them. He went on to say that the studies reveal excellent possibilities for a six-lane divided highway leading into Portland which could be made an absolute freeway, and, if constructed, would greatly relieve the traffic congestion on Barbur Boulevard and would eliminate the need to widen that thoroughfare which would be an expensive undertaking. He gave as his considered opinion that it is vital that the Oregon Electric right of way be protected against building encroachments which, he said, can only be done by purchasing the areas on which building construction is planned in the near future. He recommended, therefore, that the Commission authorize him to prepare descriptions of the properties that should be acquired at once in order to protect against expensive building development. He also requested authority for the Right of Way Department to negotiate immediate acquisition of such properties. He also said that he has personally inspected the route and there is no alternate location so there is no question that the property will be utilized for right of way for this expressway if it is constructed; however in the event the route is not utilized for the highway, then, in his estimation, the property could be disposed of without any material loss. Commissioner McIver explained that the proposed route is in a gulch which affords the only remaining location for a freeway entering Portland from the southwest. He confirmed the Engineer's statement that there is no building construction on the route at the present time, and he added that he believed that right of way along the route can be acquired at comparatively low cost. As a result of further discussion, the Commission unanimously authorized the Engineer to prepare descriptions of the properties that must be purchased immediately to avoid the building construction, and the Right of Way Engineer was authorized to proceed immediately with negotiations for the purchase of such properties as soon as the descriptions have been furnished him. The Engineer was also authorized by the Commission by unanimous vote to make a definite location survey for this Expressway throughout its entire length from a connection with the West Portland-Hubbard Highway near the Multnomah-Washington County line to a connection with Harbor Drive in Portland. The Right of Way Engineer was authorized to negotiate for purchase of right of way along the entire route when the

survey has been completed and descriptions of the properties have been turned over to him by the Engineer.

The Commission had under discussion a letter from the trustees of Charity Lodge No. 75, I. O. O. F., Tigard, Oregon, in which certain conditions are stated as a basis for sale of right of way that the State needs in connection with the improvement of US 99W between Tigard and the Tualatin River. The Engineer declared that the demands of the lodge are exhorbitant and not in line with other right of way settlements that have been effected in this vicinity. The State, he said, is taking only a very small portion of the lodge property, being about 13 feet wide across the front of the lot which is about 150 feet wide. The lodge, he said, is demanding a price of $20 per front foot which would result in a total of $3,000 for this right of way, and in addition thereto the lodge is asking for paving of driveways surrounding the building and construction of a paved parking area in the rear. The Engineer also advised that according to the Right of Way Department appraisers, the land has a value of only about thirty cents per square foot, or a total of about $585.00. He recommended that the demands of the lodge be denied and that the Chief Counsel be authorized to condemn the right of way in the event that further negotiations reveal that a reasonable settlement cannot be reached otherwise. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion the need to provide a standard maintenance headquarters building at Richland, Oregon. The building presently being occupied, he said, is a rented structure entirely unsuited to present day requirements, but it can be purchased with the land upon which it stands for the sum of $2,000. He recommended purchase of the property for such sum in order to avoid payment of the present rental which is $25 per month, a standard building to be erected later on. The Commission approved the recommendation unanimously.

A letter was presented from the City Council of the City of Pendleton suggesting that the land that the Commission acquired from the City several years ago at the Umatilla River crossing of US 30, Pendleton, be retained by the State for possible future need in connection with the replacement of the existing Umatilla River Bridge. The Secretary was instructed to inform the City that the Commission has no intention to dispose of this land at the present time.

The Commission also discussed a letter from the City of Medford requesting that the title to two small parcels of land that the State acquired some years ago to round off corners at the intersection of East Main Street and Crater Lake Avenue in Medford, be transferred to the City so that the City can proceed with the proposed improvement at this location. The Engineer advised that the property referred to consists of two small tracts that were purchased to facilitate traffic movements on the Crater Lake Highway but before the work was done, the Crater Lake Highway was relocated and the old route no longer is on the State Highway System so the land is of no value to the State. The City, he said, now wants to improve the intersection at its own cost and expense and is requesting that title to the small parcels

be transferred to the City for the intended purposes. He recommended that the property be deeded to the City without charge. The Commission approved the recommendation.

The Chief Counsel requested authority to acquire by condemnation, if necessary, the following properties that are needed as right of way and for other purposes in connection with various highway improvements, and to tender offers for the same in conformity with instructions contained in the resolution that was adopted by the Commission on December 20, 1951:

State Street South Unit of the Salem By-Pass Section of the Pacific Highway East

R 18284 -	Helen M. Grabenhorst Right of Way (Marion) 3.672 acres	*	
R 17361 -	Lindley F. Edmundson Right of Way (Marion) 3.876 acres	*	
R 18273 -	Ernest G. Clark, et ux. Right of Way (Marion) Parcel No. 1: 0.154 acre Parcel No. 2: 2.975 acre Parcel No. 3: 0.138 acre	*	
R 18274 -	W. J. Meier Right of Way (Marion) 4.44 acres	*	

Wasco-Grass Valley Section of the Sherman Highway

R 19041 -	Etta Moore Quarry Site (Sherman) 8.29 acres	$	275.00

Forest Boundary-Hauser Section of the Oregon Coast Highway

R 18203 -	Hubert Nordstrom, et ux. Right of Way (Coos) Parcel No. 1: 4.9 acres Parcel No. 2: 0.69 acre	*	
R 18204 -	H. W. and I. E. Senter Right of Way (Coos) 2.55 acres	*	
R 18205 -	Larry Nunnenkamp, et ux. Right of Way (Coos) 0.80 acre	*	

Forest Boundary-Hauser Section of the Oregon Coast Highway (cont.)

R 18208 - R. M. and C. V. M. McKeown
Right of Way (Coos)
7.33 acres *

R 18209 - R. M. and G. M. Falk
Right of Way (Coos)
21.73 acres *

R 18213 - Earland Westberg, et ux.
Right of Way (Coos)
0.75 acre *

R 18219 - Edmund Fuller, et ux.
Right of Way (Coos)
0.45 acre *

R 18221 - Howard Lentz, et ux.
Right of Way (Coos)
0.83 acre *

R 18222 - Howard A. Viall
Right of Way (Coos)
2.64 acres *

R 18224 - Clayton Hutchings, et ux.
Right of Way (Coos)
1.10 acres *

R 18225 - Howard Harris, et ux.
Right of Way (Coos)
1.34 acres *

R 18226 - L. G. Lytle
Right of Way (Coos)
4.0 acres *

R 18229 - Jack Dykman
Right of Way (Coos)
3.02 acres *

R 18230 - Wm. Ruder, et ux.
Right of Way (Coos)
3.0 acre *

R 18233 - M. E. Post
Right of Way (Coos)
1.51 acres *

Forest Boundary-Hauser Section of the Oregon Coast Highway (cont.)

R 18239 - Wm. McDonald, et ux.
Right of Way (Coos)
14.9 acres *

R 18242 - Mary M. Holmberg
Right of Way (Coos)
0.78 acre *

R 18243 - W. G. Wood
Right of Way (Coos)
0.73 acre *

R 18244 - Alvin Johnston
Right of Way (Coos)
6.69 acres *

R 18245 - J. M. O'Day
Right of Way (Coos)
2.68 acres *

R 18247 - George C. Lesher
Right of Way (Coos)
0.10 acre *

R 18249 - Charles Prescott, et ux.
Right of Way (Coos)
4.67 acres *

Hauser-North Bend Section of the Oregon Coast Highway

R 10309 - Jack Abrams, et ux.
Right of Way (Coos)
0.90 acre *

R 18805 - J. Kayes and Dora Howard
(Coos)
Parcel No. 1: 0.48 acre (Right of Way)
Parcel No. 2: 7.3 acres (Right of Way)
Parcel No. 3: 3.0 acres (Right of Way and Channel Change) *

R 18806 - Neil Ferre
Right of Way (Coos)
0.63 acre *

R 18808 - Darriell Gates, et ux.
Right of Way (Coos)
0.49 acre *

Hauser-North Bend Section of the Oregon Coast Highway (cont.)

R 18809 - Melvin Thomas, et ux.
Right of Way and Connecting Road (Coos)
7.4 acres *

R 18810 - Merton W. Saling
Right of Way (Coos)
10.2 acres *

R 18811 - Edwin Bolt, et ux.
Right of Way (Coos)
7.5 acres *

R 18814 - Al Peirce, et ux.
Right of Way (Coos)
70.00 acres *

R 18815 - R. W. Joslin, et ux.
Right of Way (Coos)
0.34 acre
Oyster bid property *

R 18816 - Cornelius Buhler, et ux.
Right of Way (Coos)
Parcel No. 1: 0.07 acre
Parcel No. 2: 0.18 acre
Oyster bed property *

R 18817 - Bertha and Norman Stoll
Right of Way (Coos)
0.06 acre
Oyster bed property *

R 18818 - Tideland Development Co.
Right of Way (Coos)
Parcel No. 1: 1.70 acres
Parcel No. 2: 1.90 acres
Parcel No. 3: 2.23 acres
Parcel No. 4: 0.15 acre
Parcel No. 5: 0.08 acre
Oyster bed property *

R 18819 - L. V. and M. A. Davidson
Right of Way (Coos)
0.25 acre
Oyster bed property *

Hauser-North Bend Section of the Oregon Coast Highway (cont.)

R 18820 - Associated Coos Bay Land Owners
Right of Way (Coos)
Parcel No. 1: 0.25 acre
Parcel No. 2: 0.26 acre
Oyster bed property *

R 18821 - John D. and Callie Burt
Right of Way (Coos)
0.13 acre
Oyster bed property *

R 18822 - Theodore Toews
Right of Way
0.34 acre
Oyster bed property *

R 18823 - J. P. Sears
Right of Way (Coos)
0.05 acre
Oyster bed property *

R 18824 - Davenport Corporation
Right of Way (Coos)
0.25 acre
Oyster bed property *

R 18825 - Pioneer Trust Company
Right of Way (Coos)
Parcel No. 1: 0.36 acre
Parcel No. 2: 2.29 acres
Parcel No. 3: 0.13 acre
Oyster bed property *

R 18826 - M. A. and O. M. Beyer
Right of Way (Coos)
0.03 acre
Oyster bed property *

R 18827 - Walter O. Hickey
Right of Way (Coos)
0.30 acre
Oyster bed property *

R 18828 - John Sigloh
Right of Way (Coos)
1.91 acres
Oyster bed property *

Hauser-North Bend Section of the Oregon Coast Highway (cont.)

R 18829 - Louise Monahan
Right of Way (Coos)
0.25 acre
Oyster bed property *

R 18830 - Glen DeHaven, et ux.
Right of Way (Coos)
0.50 acre
Oyster bed property *

R 18831 - Edward Novvak
Right of Way (Coos)
Parcel No. 1: 0.45 acre
Parcel No. 2: 0.64 acre
Oyster bed property *

R 18832 - H. H. Judd
Right of Way (Coos)
0.13 acre
Oyster bed property *

R 18833 - Coos Bay Farmers Coop.
Right of Way (Coos)
60 square feet
Oyster bed property *

R 18834 - W. C. Dennis, et ux.
Right of Way (Coos)
Parcel No. 1: 0.12 acre
Parcel No. 2: 2.0 acres
Oyster bed property *

R 18835 - Merle C. Buchner
Right of Way (Coos)
0.40 acre
Oyster bed property *

R 18836 - George Koines, et ux.
Right of Way (Coos)
0.37 acre *

R 18901 - Bertha M. and Norman Stoll
Right of Way (Coos)
0.012 acre *

R 18902 - Oliver Jewett, et ux.
Right of Way (Coos)
0.14 acre *

April 21, 1952

Tigard-Onion Flat Unit of Tigard-Newberg Section of the Pacific Highway West

R 1378 -	Erva G. Litton Estate Right of Way (Washington) 1,715 square feet	*
R 1370 -	Charity Lodge No. 75, IOOF Right of Way and Easement (Washington) 1,550 square feet for right of way 465 square feet for slope easement	$ 500.00
R 1372 -	Butte Grange No. 148 Right of Way and Easement (Washington) 3,161 square feet for right of way 930 square feet for slope easement	$ 1,675.00
R 18642 -	Leonard Woods, et ux. Right of Way (Washington) 0.713 acre	*
R 18638 -	Susie H. Walls Right of Way (Washington) 0.185 acre	*
R 18659 -	Samuel Brandon, et ux. Right of Way (Washington) 350 square feet	*

Salem-Hayesville Section of the Pacific Highway East

L 1764 -	Elmer F. Gaska, et al New resolution to be prepared	*

Divide-Anlauf Unit of Divide-Rice Hill Section of the Pacific Highway

L 1817 -	James Baxter Davis, et al New resolution to be prepared	$ 2,970.50

Spencer Creek-Agate Beach Section of the Oregon Coast Highway

L 1410 -	Pacific Shore Land Company, et al. Supplemental resolution to be prepared	*

Union Avenue-Swift Road Junction Section of the Pacific Highway West

R 15196 -	Kernan Livestock Farms, Inc. Right of Way (Multnomah) Parcel No. 1: 3.29 acres Parcel No. 2: 3.33 acres	*

Unit #5 - T. H. Banfield Expressway

R 18838 -	John P. Celoria Right of Way (Multnomah) 0.17 acre	$ 325.00

FOOTNOTE * Offer to be made in conformity with provisions of resolution adopted by the Commission at its meeting on December 20, 1951.

The Commission approved the request unanimously by adoption of the attached resolutions relative thereto, marked EXHIBITS "P-1" through "P 27", inclusive, which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Commission discussed at considerable length the matter of acquiring right of way by condemnation action. The members of the Commission expressed themselves opposed to such method of acquiring right of way as a matter of principle because of general public disfavor, and because it would result in the deferment for possibly one or two years construction of certain projects involving large numbers of condemnation actions. It was the feeling of the Commission that a condemnation action should not be started to acquire any parcel of right of way until negotiations had been carried on with the owner of the property, and it definitely has been determined that the right of way cannot be acquired by any other means.

The Chief Counsel explained that authorization by the Commission of a condemnation action does not necessarily mean that suit will be filed before negotiations have been carried on with the owner, but it simply means that condemnation of the property has been authorized if a satisfactory settlement for the property cannot be reached by negotiation, and he gave as his understanding that that was the intention of the Commission when it adopted its resolution on December 20, 1951 in an endeavor to expedite the awarding of contracts. Particular reference was made by the Commission to the number of condemnations listed for the Hauser-North Bend Section of the Oregon Coast Highway, bids for which are to be received by the Commission at this meeting. The Right of Way Engineer was instructed to assign a sufficient number of right of way agents to this particular project so the award of the contract can be made at the May meeting of the Commission. In the meantime, the contract for this project is to be held pending the May meeting of the Commission and the two low bids for this project are to be retained until the Commission reaches a decision with regard to the award of the contract.

The Chief Counsel reported as follows concerning pending condemnation cases and offers in connection therewith:

1. State vs C. A. Van Winkle, File No. R-17621. This case involves acquisition of 0.1 acre of land to be used as right of way for the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County. The Chief Counsel advised that the offer made in connection with this case was in the amount of $50, however settlement has been reached with the owner without cash consideration on the basis that the State will do certain riprap work on the creek on Mr. Van Winkle's land and will also do a certain amount of back-filling and will convey to Mr. Van Winkle a small parcel of State-owned land. The Commission approved the settlement.

2. State vs Arthur N. Muller et al, File No. R-17426. Involves the taking of 3 500 square feet of land for the Third Street (The Dalles) Section of the Columbia River Highway in Wasco County. Offer of

$10,050, authorized by Mr. McIver on April 3, 1952, based on appraisals by Woodward and Draper in amount of $9,000 and by H. A. Drier Company in amount of $10,046. The Commission approved the offer.

3. State vs Otto R. Nation et al, File No. R-17436. Involves acquisition of 0.927 acre of right of way for the Salem By-pass Section of the Pacific Highway East in Marion County. Offer of $450 authorized by Commissioner McIver on April 3, 1952, on basis of appraisals made by R. W. Coppock in amount $417.15 and Claude M. Kilgore in the amount of $370.80. The Commission approved the offer.

4. State vs Jacob J. Bartosz et al, File No. R-18267. Involves 2.942 acres of land needed for the Salem By-pass Section of the Pacific Highway East in Marion County. Offer of $800 authorized by Commissioner Reynolds on April 19, 1952, based on appraisals made by Mr. R. W. Coppock in the amount of $639 and by Mr. Claude M. Kilgore in the amount of $773.80. The Commission approved the offer.

5. State vs Sybil C. Catlin et al, File No. R-18618. Involves 12.121 acres of land needed as right of way for the Salem By-pass Section of the Pacific Highway East in Marion County. Offer of $13,850 authorized by Commissioner Reynolds on April 11, 1952, based on appraisals made by Mr. R. W. Coppock in amount of $13,847.50 and by Mr. Jeffrey Holbrock in amount of $13,500. The Commission approved the offer.

6. State vs E. A. Berglund et al, File No. R-18275. Involves 13.55 acres of land needed as right of way for the Salem By-pass Section of the Pacific Highway East in Marion County. Offer of $6,000 exclusive of timber, authorized by Commissioner Reynolds on April 11, 1952, based on appraisals made by Mr. R. W. Coppock in amount of $6,310 and Mr. Claude M. Kilgore in amount $8,050, both appraisals including timber. The Commission approved the offer.

7. State vs. M. T. Harmon et al, File No. 18268. Involves acquisition of 5.313 acres needed as right of way for the Salem By-pass Section of the Pacific Highway East in Marion County. Offer of $5,000 authorized by Commissioner Reynolds on April 11, 1952, based on appraisals submitted by Mr. R. W. Coppock in amount $4,962.60 and by Mr. Claude M. Kilgore in amount of $1,869.65 and by Mr. Lee Ohmart in amount of $4,575. The Commission approved the offer.

8. State vs A. M. Alspaugh et al, File No. R-18596. Involves acquisition of land needed as right of way for the Eagle Creek Section of the Clackamas Secondary Highway in Claskamas County. Offer of $4,600 authorized by Commissioner McIver on March 28, 1952. Subsequently increased to $4,750. This offer includes an amount of $3,000

for development of three wells on Mr. Alspaugh's land and is in the nature of satisfying a damage claim for the taking of a spring that furnished him his water supply. The Chief Counsel advised that subsequent to making the offer, negotiations were continued with Mr. Alspaugh, particularly with reference to the water supply, and, according to Mr. Alspaugh's attorney, Mr. Alspaugh will accept the sum of $3,915 as settlement in full for the water supply feature, and if given such sum, he will then release the State from all damages incident to the taking of his spring; however a settlement is yet to be reached with respect to the taking of his land. He recommended approval of the settlement with respect to the water supply matter. The Commission approved the recommendation.

9. State vs Carol M. Robinson et ux, File No. R-18263. Involves acquisition of 0.24 acre of land and dismantling and moving a power wheel and shed that are presently located upon the property. The land is to be used as right of way for the Salem By-pass Section of the Pacific Highway East in Marion County. Offer of $750 authorized by Commissioner McIver on April 18, 1952, based on appraisals by Mr. Jeffrey Holbrock in amount of $400 and Mr. Claude Murphy in amount of $750. The Commission approved the offer.

In this connection the Chief Counsel advised that in addition to the above, ten cases have been set for trial on June 12, 1952, and there are nineteen additional cases for which the trial date has not yet been set.

The Chief Counsel reported the following proposed settlements of pending law cases:

1. State vs Margaret May DeRoss et al. Involves acquisition of 1.95 acres of land needed as right of way for the Suicide Creek-Pacific Highway Section of the Coos Bay-Roseburg Highway. The Chief Counsel advised that a formal offer of $400 was made for this property which was refused by the owners who demanded the sum of $1,000 plus an additional sum of $4 per rod for 27 rods of fence; however as a result of negotiations, settlement of the case has been effected for the sum of $500. He recommended approval of the settlement. The Commission approved the recommendation.

2. State vs. George Teufel et ux. Involves acquisition of 0.14 acre of land needed as right of way for the Barbur Boulevard-Marion County Line Section of the West Portland-Hubbard Highway. The formal offer tendered in this case was $575 which was refused. Mr. Teufel originally demanded $4,000 for his property, but later reduced it to $1,000, the principal difference in values being the value of certain holly trees growing on the property. As a result of three appraisals by the State raising the value of the property, including both land and trees, to $850, a settlement was reached with Mr. Teufel on the basis of payment of such sum. He recommended approval of the settlement. The Commission approved the recommendation.

3. State vs. Pass Creek Development Company. Involves acquisition

of approximately 2½ acres of land needed as right of way for the Divide-Anlauf Section of the Pacific Highway in Douglas County. The formal offer made in connection with this case was the sum of $2,500, compared with the Company's demand for $3,500. The Chief Counsel advised that a compromise settlement has been reached whereby the State will pay the Company the sum of $2,750. He recommended approval of such settlement. The Commission approved the recommendation.

4. Proposed settlement of a controversy involving the General Construction Company, C. J. Montag & Sons, City of Portland, and the State Highway Commission arising out of construction work at the east end of the Broadway bridge in Portland. The Chief Counsel advised that in the fall of 1949, the Highway Commission awarded a contract to C. J. Montag & Sons for construction of the Tillamook Street-Broadway Bridge Section and that a short time prior thereto, the City of Portland awarded a contract to the General Construction Company to construct a trunk sewer, a portion of which passed through the area to be occupied by the State in connection with its contract with C. J. Montag & Sons. The operations of these two contractors in the same area, he said, resulted in considerable interference and the State's contractor contends that he was considerably delayed in his operations and suffered additional costs by reason of the work of the sewer contractor; and the General Construction Company, the City's contractor, contends that the State's contractor caused the collapse of the sewer tunnel necessitating repairs that cost $9,200.24, and a claim for reimbursement in such sum has been made jointly against C. J. Montag & Sons, the City of Portland, and the State Highway Commission. The Chief Counsel advised that this matter has been under discussion for a considerable time among the parties concerned, and as a result of a recent conference, it has been tentatively agreed that the General Construction Company will reduce its claim by one-third and that C. J. Montag & Sons will pay to General Construction Company one-third the amount of the original claim and that the City of Portland and the State Highway Commission each will pay to the General Construction Company one-sixth of the amount of the original claim. It was also agreed, he said, that upon the making of these payments, the four parties will enter into mutual releases whereby each of the four participants will release each of the other three from further liability. He recommended approval of this settlement which would require payment by the State to General Construction Company of the sum of $1,533.37. The Commission approved the recommendation unanimously on the condition that a release will be obtained from the other three participants upon payment of the State's share.

The Commission had under discussion a request from Mrs. Beulah P. Moore, presented through her attorney, Mr. David Spiegal, Portland, for pedestrian access rights from her property located on the west side of the Oregon Coast Highway at the north end of the Depot Bay Bridge, to the highway, involving the opening of the rock wall which extends along the highway at this point. The Chief Counsel advised that Mrs. Moore owns the

property on which once stood a restaurant building, which building was destroyed by fire some time ago, and that because of the fact that the Highway Commission heretofore has been unwilling to let pedestrians through the rock wall, Mrs. Moore has been unable to use or develop her property. Mrs. Moore, he said, has advised through her attorney that she is not asking the Commission to commit itself at this time as to the specific mode and location of the access but simply wants the Commission to indicate whether or not it is willing to permit such access to serve her property in connection with its development for some commercial use that will be in harmony with the surrounding area, such information being necessary for her to work out her plans with possible tenants. The Chief Counsel gave as his opinion that the Commission is obliged legally to grant such access and that Mrs. Moore can force the Commission to grant her such access if the Commission refuses. In addition to the granting of pedestrian access, he said, Mrs. Moore is also requesting a larger opening as a temporary proposition so that materials may be delivered to her premises during construction. He recommended approval of Mrs. Moore's request. The Engineer concurred in the recommendation. As a result of the discussion the Commission unanimously approved the recommendation subject to the condition that the access discussed shall not be granted until Mrs. Moore commences actual construction of a building on her property.

The Chief Counsel brought up for discussion the desirability of combining in one single resolution a number of resolutions heretofore adopted by the Commission authorizing the sale of personal property, and several minute entries covering the same subject, so as to establish a single procedure for effecting such matters. He presented for the Commission's consideration, a form of resolution unifying in one resolution the several authorities for disposition of properties, and he recommended adoption of the same by the Commission. As a result of discussion, the Commission unanimously adopted the resolution as presented, a copy of which is attached hereto, marked EXHIBIT "D", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Chief Counsel brought up for discussion the matter of renewing the insurance policy covering use by the State of the Steel Bridge in Portland, pursuant to the provisions of the contract entered into in 1941 by the State, the O. W. R. & N. Company, the Union Pacific Company, the Southern Pacific Company, and Multnomah County. He explained that the present policy expires on June 6, 1952 and that Mr. Harry Dorman, Director of the Finance and Administration Department, indicated that it would be satisfactory for the Highway Commission to extend the present policy if it so desires. He pointed out that the premium on the present policy is slightly over $1,200, but advice has been received from the Maryland Casualty Company, which wrote the insurance, that the premium on the new policy will be $1,468.12 for a three-year period. He recommended that the present policy be extended. The Commission referred the matter to Commissioner Reynolds with full power to act.

The Commission unanimously approved payment to Mr. John W. Schuler, Attorney, Portland, of the sum of $5,000 for services and opinion rendered in connection with the sale of Series 1952, Oregon Highway Bonds.

The Chief Counsel requested instructions whether or not to undertake the defense of Mr. Roy Sellars, a highway department employee, in the case of Otis G. Whipple vs Roy Sellars et al. He explained that this case arose out of an accident that occurred on the Mt. Hood Highway about two miles west of Gresham on April 30, 1951, Mr. Sellars being employed as foreman of a maintenance crew which was oiling the highway at that time. It appears that the plaintiffs in the case drove their car into some wet oil where it became uncontrollable and struck a tree by the side of the road, causing damage to the car in the amount of $554.15, payment of which they are demanding. The Chief Counsel advised that according to reports the highway was properly and adequately signed for a considerable distance in each direction from where the work was in progress, notwithstanding which the Whipples drove their car onto the wet oil where it became unmanageable. The Engineer recommended that the Commission authorize the Chief Counsel to represent Mr. Sellars in this action because Mr. Sellars was merely performing his duties and in his opinion is entitled to the support of the State administration in this legal action against him. The Commission unanimously approved the recommendation. The Commission also unanimously approved payment of the claim should the verdict be against Mr. Sellars, provided the amount of the verdict, including costs, does not exceed the sum of $500. In the event the verdict is against Mr. Sellars in an amount in excess of $500, then the Commission will sponser a bill in the next session of the legislature for authority to pay the required amount.

The Chief Counsel requested authority to purchase from Mr. J. W. DeSouza, Assistant Counsel, for the sum of $100, one set of Corpus Juris, consisting of 105 volumes. The Commission approved the request unanimously.

The Chief Counsel requested authority to reinstate Mr. Robert May, a former attorney employed in his office, but more recently with the U. S. Air Force, at a beginning salary of $425 per month. He advised that Mr. May would be receiving a salary in such amount now had there been no interruption in his services with the State; also that the salary has been approved by the Attorney General. The Commission approved the request unanimously.

The Commission had under discussion a request from the Hood River Chamber of Commerce, Mr. Roy Webster, Chairman of the Highway Committee, in which the Commission was requested to construct a tourist information building at some point on US 30 (new route) just across the tracks in Hood River, to be used as a tourist information center, with rest rooms and perhaps some concessions for advertising the tourist possibilities of Oregon and of the Hood River Valley in particular. The Engineer gave as his opinion that the placement of such a building adjacent to the highway

would only cause confusion and hazard on a highway that is designed as a freeway. Moreover the construction of such a facility would establish a dangerous precedent which eventually would prove to be a very costly one. He questioned the justification for the expenditure of highway funds for such purposes inasmuch as they are provided primarily to finance highway construction and maintenance. He suggested that the City of Hood River, through its Chamber of Commerce, might provide its own tourist information building at some convenient location in the town, similar to facilities that are in operation in the City of Portland. He also suggested that if the City of Hood River reacts favorable to the suggestion and constructs its tourist building that the Highway Department erect appropriate signs along the highway directing the traveling public how to get to the building. As a result of the discussion, the Commission unanimously approved the Engineer's suggestions and ordered that the Hood River Chamber of Commerce be informed accordingly.

A letter was presented from the Milwaukie Historical Society, Milwaukie, Oregon, by Mr. M. S. Schrock, requesting permission to erect a building on State Highway property situate on the east side of US 99E near the Southern Pacific undercrossing at the south city limits of Milwaukie. The Society wishes to use the building to house historical relics. The Engineer advised that the area desired by the Society is about 100' x 200' in dimension, and lies between the present highway and the old county road. He also said that the property is of no particular value for State highway purposes, but, in his estimation, its use for any type of activity that would attract the traveling public could be extremely hazardous. He explained that the sight-distance at this point is restricted by the railroad underpass and that the hazard would be emphasized by reason of heavy traffic that enters the highway from an intersecting road immediately south of the underpass. Accidents, he said, undoubtedly would occur by reason of vehicles making a left turn from the highway onto the area, and pedestrians would be subjected to extreme danger in crossing the highway. He recommended that the request be denied. The Commission approved the recommendation.

The Commission discussed a resolution from The Government Camp Community Club, Government Camp, Oregon, requesting that the Highway Commission deed to the club the old highway maintenance property, including land and buildings, situate at Government Camp, or if the Commission cannot deed the property to the club, that arrangements be made for the club to purchase the property on a long-term basis. In the discussion it was recalled that this property was advertised for sale some time ago at a minimum price of $4,000 but the sale was not consumated. It was the opinion of the Commission that it does not have legal authority to deed the property to the club as a gift and that if it is to be disposed of, prescribed legal procedure which requires that the property must be advertised for competitive bids should be followed. Accordingly the Commission ordered that the property be advertised for sale later in the spring when the property can be inspected. (This matter was discussed further with a delegation which appeared before the Commission on the following day at which time the Commission instructed the Right of Way Engineer to have the property appraised by a competent appraiser and advertised for sale immediately thereafter at the minimum price based upon

the appraisers report.) (See ahead for additional entry.)

The Engineer brought up for discussion the question whether or not to require counties to contribute county funds in connection with the improvements of county roads that are designated as Federal Aid Secondary Highways. He recalled a memorandum issued by Mr. T. H. McDonald, Commissioner of Public Roads, to the effect that it will be necessary in the allocation of the 1952 road funds to allocate at least 50 percent of the funds to county roads and to have written agreements with the counties with respect to the expenditure of the funds. He also stated that the Association of Oregon Counties is cognizant of the present requirement that 50 percent of the funds be expended on county roads and are awaiting information from the Highway Commission as to the manner in which this is to be handled. The Association, he said, each year conducts a series of meetings covering the entire State, the first of which this year will be held during the latter part of April when it is anticipated that the question of handling the Federal funds will be discussed. He suggested that the counties be required to contribute county funds to the extend of 50 percent of the funds that are required to match the Federal funds, which would mean that the Federal Government would contribute 60 percent of the costs, the State 20 percent, and the counties 20 percent, and would give the State more control than if the counties contribute the entire 40 percent and would still provide a saving to the State of about $500,000 annually. The Commission deferred a decision in the matter for study. The Engineer was instructed to inform the Association that the Commission is now studying the matter and will advise it later when a decision is reached.

The Engineer reported that in the past several years numerous complaints have been received as to traffic hazards existing at the intersection of the Longview Bridge approach with the Columbia River Highway at Rainier, most of which urged the installation of flashing beacons or traffic signals. A recent investigation of the situation, he said, reveals that the conditions prevailing at this point do not warrant signalization of any kind; however there does appear to be justification for channelization in order to better control the direction of traffic that enters this unusually wide intersection. He recommended that the request for signals be denied but that he be authorized to install channelizing islands which, he estimated, would cost about $350. The Commission approved the recommendation.

The Engineer submitted a status report giving the name, classification, age, and other information concerning sixteen highway department employees who will reach the age of retirement during the third quarter of the year 1952. Of the total number of employees listed, the Engineer recommended that eleven of them be retained in highway service for an additonal year from the effective date of their retirement, or upon the effective date of extensions heretofore granted, and that the five remaining employees be retired on their respective retirement dates. As to the eleven employees to be continued in service, he said that his recommendation is based on the fact that all of them are physically and mentally capable of filling their respective positions and that their retention in service is in the best interests of the State. The Commission approved the recommendation

unanimously. (For list of employees affected by this order see list attached to copy of the Engineer's report to the Commission dated March 26 and April 14, 1952, in General Files.)

The Engineer reported the results of receiving of bids in Salem on April 1, 1952 for the purchase of an assortment of used equipment and scrap materials located at the highway shops at Salem, Coquille, Klamath Falls, and La Grande. He presented the list of the high bids received for the materials offered for sale and pointed out that the total amount thereof exceeds the estimated value of the material by $6,232.85. He recommended acceptance of the high bids in each instance except that all bids for items Nos. 6, 42, 86, 88, 89, and 92 be rejected as being too low. The Commission approved the recommendation unanimously. (See General Files for copies of tabulation of bids received.)

The Commission discussed a written report from the Engineer dated April 11, 1952, covering the operations of Highway Department Weighmasters during the calendar year, 1951. The report consists of two parts, one covering the first 7 months of 1951 when operations were conducted under the old motor vehicle law, and the second covering operations during the last 5 months of 1951 when operations were carried on under the new truck bill, Chapter 405, Oregon Laws 1951 which became effective on August 2, 1951. The Engineer pointed out that weight violations during the last 5 months of 1951 were only 1.88 percent of the number of loads weighed which is less than one-third of the 1950 figure of 5.9 percent. He also stated that the drastic reduction in the percentage of violations is primarily the result of two factors: (1) Increased penalties provided for by Chapter 405 and (2) The additional authority granted to weighmasters to require the removal of that portion of a load in excess of the weight allowed by statute or by permit. The Commission approved the report unanimously and authorized the Engineer to transmit copies of the same to various organizations including the Public Utilities Commissioner, State Industrial Accident Commission, Associated Forest Industries of Oregon, Southern Oregon Truckers League, and Oregon Motor Transport Association. It was the feeling of the Commission that this matter should be given considerable publicity through the press and accordingly instructions to that end were thereupon given to Mr. Ralph Watson, Public Relations Consultant of the State Highway Department.

The Engineer reported the results of an investigation of the request of the Oswego Chamber of Commerce for improvement of conditions at the south end of the Sucker Creek Bridge on the Oswego Highway just south of Oswego, to eliminate the cause of accidents which, it is alleged, frequently occur at such place. He advised that the present approach to the bridge is somewhat hazardous inasmuch as the highway alignment contains a 56-degree curve leading onto the bridge. A safe entrance onto this structure could be provided, he said, by widening two concrete approach spans which would reduce the curvature from 56 degrees to 19 degrees. He estimated the cost of such work at about $10,500 and he recommended approval of the expenditure. The Commission approved the recommendation.

The Engineer also reported on a request received from Mr. Howard

Elman and other residents of Sherwood, Oregon, and vicinity, for construction of a traffic interchange with the new four-lane expressway that is now being constructed between Boones Ferry Road and the Willamette River on the West Portland-Hubbard Highway. He pointed out that this highway is being constructed as a freeway with interchange facilities provided at only strategic points and the providing of such interchanges at innumerable county roads could not be considered without defeating the freeway characteristic, although provision has been made for separation of highway traffic from crossroad traffic at such points by means of either overpasses or underpasses so there will be no change in the manner of handling traffic after the new highway is constructed from that now existing; in fact all of the property owners in the area will enjoy the same road privileges they now have. Mr. Elman's group, he said, will not have access to the expressway at the point desired, but they will have access to it at another point by traveling some extra distance. The Engineer advised that all of this information was given to the group upon its visitation to Salem some time ago, but they were quite vociferous in demanding a conference with higher authority and accordingly arrangements were made for them to appear before the Commission at this meeting. It was the feeling of the Commission, as expressed by Chairman Chandler, that the granting of traffic interchanges as requested would defeat the purpose and object of the new freeway. Accordingly the Commission voted unanimously to deny the request. (See additional entry on following day when delegation appeared.)

The Commission discussed a request from Mr. Charles DeGuire, Waldport, Oregon, presented by his attorney, Mr. Jos. M. Devers, Jr., for permission to truck-haul logs over a portion of the Alsea-Deadwood Secondary Highway in Lane County. In this connection, the Commission also discussed a written report from the Engineer on the same subject, dated April 14, 1952. In his report, the Engineer pointed out that this highway was originally constructed by the U. S. Forest Service with a road bed only 12 feet wide although subsequent maintenance work by the State has increased the width to an average of about 13 feet, which width is still insufficient for the depth of surface that is required to support legal weight loads during the rainy season. He also points out that this matter has been before the highway Commission on several occasions in the past and that in the early part of 1950, the Commission authorized an expenditure of $30,000 for surfacing the ten-mile section over the mountain. A recent inspection reveals that six saw mills are now operating adjacent to the highway over the mountain section between M. P. 10 and M. P. 20, and the green lumber is transported over this section by single unit trucks as authorized by the legislature, whereas if the material being hauled consists of logs, the authority to permit the hauling is the responsibility of the State Highway Commission. He gave as his opinion that the mountain section between M. P. 10 and M. P. 20 is entirely too narrow and unsafe to permit the hauling of logs. He estimated the cost to widen and surface the road bed sufficiently to withstand the log hauling traffic and to make the road bed safe at approximately $300,000. The only alternative, he said, would be to construct turnouts for the safe passage of trucks which construction, together with the surfacing, will cost about $100,000. He recommended that the Commission give consideration in the formulation of its 1953 budget

to an appropriation of $300,000 for the major improvement, and that the present application of Mr. DeGuire be denied. The Commission deferred a decision on the matter pending additional information from the Engineer who was thereupon authorized and instructed to conduct an economic survey of the area and to report the results thereof to the Commission. (Mr. Jos. M. Devers, Jr., who was scheduled to appear before the Commission on the following day concerning this subject cancelled his appointment.)

The Engineer reported that pursuant to authority previously granted him by the Commission by resolution, he approved on April 14, 1952 the reclassification of the Dairy-Bonanza Highway, No. 23, from a Group II classification to a Group I classification, such reclassification being based on test runs conducted by the Permit Division which reveal that the road meets all of the requirements of Chapter 405, Oregon Laws 1951. The Commission unanimously confirmed the Engineer's action in this matter.

The Engineer requested instructions concerning the unwillingness of Coos County to assume jurisdiction over the old route of US 101 between Douglas County Line and Coos Bay upon completion of construction of the new highway between these points. He pointed out that the new highway through this section departs almost entirely from the existing road, many portions of which will have to be maintained for the benefit of the people residing thereon, and if the County cannot be induced to assume the maintenance responsibility, the old road will have to be maintained by the State. The Commission referred the matter to Chairman Chandler to discuss with the Coos County Court.

The Engineer reported that the Coos Bay Lumber Company, in cooperation with the Federal Housing Administration, has plans to construct about twenty homes in the Mingus Park Heights subdivision of the City of Coos Bay and that the homes, when constructed, will front on the Empire-Coos Bay Secondary Highway. He pointed out that according to law, each residence has right to an entrance to the highway. However, he said, the company has suggested that if the State will pay the cost to construct a service road along the front of the buildings, the Company will deed a fifteen-foot strip off the lots for such purpose. He recommended that the suggestion be refused for the following reasons: (1) the entire area is within the corporate limits of the City of Coos Bay and the construction of the frontage road would, in effect, be constructing a city street which should be the obligation of the property owners; (2) while affording some relief in this particular location, it would have no overall beneficial effects since in any residential district of any city all homes have direct access to the city street on which it fronts even though the street be a State highway route; (3) the fifteen-foot strip which the company offers to deed for this purpose is not sufficient, a minimum of twenty-six feet being required. It was the Engineer's opinion that the proper solution of the problem would have been for the planners of the subdivision to so lay out the residential area that an adequate frontage road could be constructed entirely outside of the highway right of way, and that the construction costs should be paid by the developers of the project. He recommended refusal of the company's proposal. The Commission approved the recommendation unanimously and

instructed the Engineer to inform the Coos Bay Lumber Company in detail why the Commission could not approve its request.

The Commission had under discussion log hauling violations committed by Mr. Mercedes M. Jaklewicz on the Oregon Coast Highway between Brookings and Pistol River, particularly a violation which occurred on April 4, 1952 when Mr. Jaklewicz was caught with a load of fifteen logs having an overall height of 14' 8", being 2' 2" over the legal height, and an overall length of 70 feet, which is fifteen feet longer than the overall length provided by his permit, and a gross weight of 96,560 pounds, being 22,160 pounds in excess of the weight allowed by statute. It appeared from the discussion that Mr. Jaklewicz is a consistent and deliberate violator of the rules and regulations and that he conducts his operations in such a manner that it is difficult to apprehend him. As a result of the discussion, the Secretary was instructed to send a registered letter to Mr. Jaklewicz informing him that unless he keeps his loads within the weight and dimensional limits specified in his log hauling permit, it will be necessary for the Commission to cancel his permit. In fact, his existing permit will be immediately cancelled for the next violation.

In this connection, the Engineer advised that trouble has been experienced with log haulers in the Brookings area due to the fact that considerable hauling is done during hours of darkness when the weighmasters assigned to this district are off duty. He requested authority to employ two additional weighmasters for assignment to this district for such length of time as is necessary to bring the operations in that district under better control. The Commission approved the request.

The Engineer rendered a status report on removal of timber that fell on highway right of way as a result of severe storms in 1951. He advised that acting upon instructions from the Commission, registered letters were sent to the owners of all of the "blowdown" timber originating on private property and on forest lands requesting that they remove the timber from the highway and, as a result, the larger owners have either cleaned up their timber or are in the process of doing so. However, there remains unarranged for a total of about 161,310 FBM. He recommended that he be given authority to advertise for bids for the purchase of this timber and to sell it to the highest bidder. The Commission approved the recommendation unanimously.

The Engineer brought up for discussion complaints from the residents of Rickreall concerning the signalization of the intersection of the Salem-Dallas Highway with US 99W in this town. These people, he said, have been protesting about the danger at this intersection and the accidents which have happened there, and they ask that something be done to alleviate the conditions. The Engineer further stated that he made a special personal investigation of the intersection in company with the Traffic Engineer and a number of the local people, and as a result of the inspection a proposal was made for installation of some temporary wooden islands in order to channelize the intersection, and to install "STOP" and "GO" lights. He explained that the plan calls for temporary islands because when

US 99W is rebuilt, the alignment of the highway will be revised slightly to straighten out the curve at the Rickreall Creek Bridge immediately south of the town. He estimated the cost of the installation at about $5,000 and he recommended approval of the expenditure. The Commission approved the recommendation.

Commissioner Reynolds reported an unusual number of accidents at the railroad crossing on the Island City-Lone Tree County Road near its intersection with US 30 southeast of La Grande. He suggested that it might be advisable to install a "blinker" light at this intersection. The matter was referred to the Engineer for investigation and report.

Consideration was given by the Commission to the cancellation of an allotment of $14,800 of 1952 special State Tax Street Funds to the City of Madras. The Engineer explained that the Commission heretofore agreed to do certain work in this city on the condition that the city would pay all costs in excess of $15,000; however, the city now finds that it will be unable to fulfill its part of the agreement this year and asks that the project be withdrawn from the 1952 program and placed in some future program when it is able to finance its share of the expense. He recommended approval of the City's request. The Commission approved the recommendation and so ordered.

The Commission confirmed payment of $500 to the U. S. Bureau of Mines in conformity with its agreement with that agency covering planned research on heat treatment of sandstone. The Commission also confirmed oral authority heretofore given the Engineer to sign such agreement.

The Commission discussed and denied a request from the City of Stanfield that the State repair, at State expense, certain city streets that were opened up in connection with construction of the city's sewer system, it being the feeling of the Commission that this is a city obligation and that were the State to pay the expense in this instance, it would establish a very bad precedent; moreover, it would be a diversion of road user funds for non-road purposes.

A resolution was presented from the City of McMinnville in which the City Council designates Adams Street as a part of the State Highway System through the City of McMinnville, and requests the State Highway Commission to proceed with immediate improvement of this street to carry southbound highway traffic. By its resolution the City Council also resolves to grant no building permits hereafter which will in any way interfere with the right of way on proposed extensions of Adams Street north and south of the present termini of this street, as disclosed by survey heretofore made by the State Highway Department. The Engineer estimated the cost to construct the Adams Street route at approximately $400,000 and he advised that there are no funds available for the purpose at this time. He suggested that the city be so informed; also, that the City Council be thanked for the action taken to prevent building construction on the proposed Adams Street line. The Commission approved the recommendation and so ordered.

The Commission discussed and denied a request from Mr. Robert

Grubbe, Reedsport, for an investigation to determine the advisability of constructing a new highway on the north side of the Umpqua River easterly from Reedsport to Scottsburg in lieu of the proposed improvement of the present highway between these points.

A letter was presented from the Astoria Chamber of Commerce in which the Commission was urged to take immediate action to transfer the Astoria landing of the Astoria-Megler Ferry from its present location at the foot of 14th Street in Astoria to the proposed location, the foot of 17th Street. The Engineer stated summer vacation traffic handled by the ferries results in considerable congestion and interferes with the normal flow of traffic in the City of Astoria. He estimated the cost of constructing the new ferry terminal at $200,000 and recommended that provision be made in the 1953 budget so the contracting of the project can be started as early as possible after the first of the year. The Commission took no definite action in the matter but instructed the Engineer to bring it to the Commission's attention when the 1953 budget is discussed.

The Engineer requested authority for an expenditure of $10,000 to widen a portion of the lower Columbia Highway between Clatskanie and Wauna so as to permit safe passage of school busses and trucks at all points. He advised that some thirty semi-trailer trucks operate over this section from the mills at Wauna and Westport to Longview, Washington, and there also are a good many school buses that operate over this section transporting high school students from Wauna, Westport, and other places to Clatskanie. Some sections of the existing highway, he said, have only an 18-foot clearance between the rock slope on one side and the guard fence on the other which does not provide for a safe passing width. He recommended approval of the project. The Commission approved the recommendation.

The Commission discussed a request from the Engineer for Authority to increase the project authorization for construction of the Fairview-Sundial Section of the T. H. Banfield Expressway, Contract No. 3582, awarded to K. F. Jacobson & J. M. Arenz, Portland, Contractors, in the amount of $48,600. The Engineer explained that the additional amount is required to pay for importing gravel base materials, for disposing of unnecessary materials, and for additional excavation. When the project was first contracted, he said, test borings indicated that sufficient sub-base materials could be acquired in the excavation of a deep cut but actual construction revealed such material to be unsatisfactory so it was necessary to obtain materials from other sources. In view of the Engineer's explanation, the Commission approved the increase of the project authorization as requested.

The Commission considered and, upon recommendation of the Engineer, approved an expenditure of $2,800 for illumination of the following highway intersections:

1. US 99E at East Albany Junction; estimated cost $800
2. US 99E at Chemawa Junction; estimated cost $900

3. US 99E at Gervais Junction; estimated cost $600
4. US 30 at Biggs Junction; estimated cost $500

A letter was presented from Mr. L. R. Hopkins, Superintendent of the Southern Pacific Company requesting 50 percent State cooperation in the cost of replacing an existing "wigwag" signal at the crossing of the Southern Pacific Company's main line tracks with the Cascade Secondary Highway between Oregon City and Park Place. The Engineer advised that the railroad company operates 26 trains daily at this grade crossing including its fast passenger trains, and that the highway vehicular traffic at the present time is approximately 6,000 cars daily. The estimated cost of the installation, he said, is $4,770 of which amount the State's portion would be $2,385. He recommended approval of the request. The Commission approved the recommendation.

The Commission discussed and approved an agreement with Morrow County providing for County maintenance of the Irrigon Ordnance Depot Access Road after construction of this road by the State at Federal Government expense. (The agreement was signed by the Commission later in the session.)

The Engineer reported that the following cities and towns have satisfied the legal requirements with respect to the expenditure of State Tax Street Funds that accrued to them during the second six-months period of 1951, and that the plans for the projects proposed to be financed with such funds have been examined and found satisfactory:

Adams
Bay City
Cascade Locks
Culver
Donald
Dufur
Elkton
Gearhart
Juntura
Lonerock
Malin
Metolius
Shaniko
Taft
Turner
Waldport
Waterloo
Yamhill

He recommended approval of the plans by the Commission. The Commission approved the recommendation by adoption of the attached resolution relative thereto marked EXHIBIT "E-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also, upon recommendation of the Engineer, approved the plans of the cities of Arlington, Dundee, Lostine, Shaniko, and Umatilla for improvements proposed to be financed with State Tax Street Funds accruing to them during the first six-month period of 1951. The attached resolution relative thereto marked EXHIBIT "E-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission.

The Engineer advised that the City of Shaniko has complied with the legal requirements with respect to expenditure of State Tax Street Funds that

accrued to the city during the last half of 1950 and that the plans of the projects proposed to be financed with such funds have been examined and found satisfactory. He recommended spproval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "E-3" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The matter of approving the plans of the cities of Moro and Mt. Vernon for construction of projects to be financed with State Tax Street Funds accruing to them during the first half of 1950 had the attention of the Commission. The Engineer advised that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory and he recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "E-4", which resolution by this reference is made a part hereof with like effect as though extended herein.

The Engineer reported that the conditions governing the award of the following contracts have been satisfied and that pursuant to authority given him by the Commission, he has prepared the contract forms and forwarded them to the respective contractors for execution.

1. Grading and paving the Eagle Creek Section of the Clackamas Highway in Clackamas County. Bids received March 14. Conditions satisfied April 14, 1952. Inland Construction Company, low bidder.

2. Construction of viaduct to carry Southern Pacific Company's west branch track over the West Portland-Hubbard Highway in Washington County. Bids received March 14. Conditions satisfied March 28, 1952. Donald M. Drake Company, low bidder.

3. Grading and surfacing of the West Cottonwood Grade Section of the Wasco-Heppner Secondary Highway, Sherman County. Bids received March 13. Conditions satisfied April 4. E. H. Itschner Company, low bidder.

4. Construction of Hayesville School-State Street Unit, Salem By-pass Section of the Pacific Highway East, Marion County. Bids received March 14. Conditions satisfied April 4, 1952. Roy L. Houck and Son, low bidder.

5. Construction of Pacific Highway East overcrossing of the Southern Pacific Railroad Company's Silverton branch tracks on the Salem By-pass Unit, Marion County. Bids received March 13. Conditions satisfied March 24, 1952. Glenn Snook, low bidder.

6. Pacific Highway East undercrossings of D Street and Center Street on the Salem By-pass Section, Marion County. Bids received March 13, 1952. Conditions satisfied March 24, 1952. Glenn Snook, low bidder.

7. Construction of bridges over the Tualatin River on the West Portland-Hubbard Highway, Washington County. Bids received March 14. Conditions satisfied March 20, 1952. Donald M. Drake Company, low bidder.

The Commission approved the Engineer's action in this matter by unanimous vote.

The Engineer reported that location surveys for the following highway sections have been completed and he asked the Commission to approve and adopt such surveys for the permanent location of the highway sections covered by them:

(1) Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Secondary Highway in Douglas County.

(2) US 101 between Hauser and Coos Bay Bridge, Coos County

(3) Lower Columbia River Highway between Gnat Creek and Wauna, Clatsop County.

(4) Lena-Nye Section of the Heppner Highway, Morrow and Umatilla Counties.

(5) Arlington-Heppner Junction Section of US 30 in Gilliam County.

As a result of careful consideration and study of the surveys as reported, the Commission unanimously approved them by adoption of the attached resolutions relative thereto marked EXHIBITS "F-1" and "F-2", which resolutions by this reference are made a part hereof with like effect as though extended in full herein.

The Engineer requested authority to conduct location surveys for permanent revisions of the following highway sections:

(1) US 30 between Oxman and a point near Durkee Undercrossing in Baker County.

(2) John Day-Burns Highway for a distance of about one mile immediately south of the City of John Day.

The Commission approved the request unanimously insofar as it pertains to the John Day-Burns Highway but deferred action on the other pending information from the Union Pacific Railroad Company as to its plans for improvement of its track facilities along this section. It was left with Commissioner Reynolds to secure the information from the railroad company.

The Commission discussed and approved an agreement with the California-Oregon Power Company covering the reestablishment of eleven of the company's power poles located on private right of way along the Modoc Point-Barkley Springs Section of The Dalles-California Highway. According

to the agreement the estimated cost to move the poles is $3,300 and it was explained by the Engineer that it is the State's obligation to pay this expense because the poles were originally installed on the power company's private right of way and had to be moved to accomodate the highway improvement. (The agreement was signed by the Commission later in the session.)

The Commission also discussed and approved an agreement with the Southern Pacific Company covering the cost of furnishing inspection service in connection with the construction of the Modoc Point - Barkley Springs Section of The Dalles-California Highway by the State. The Engineer advised that whereas the railroad company estimates the cost of such service at $35,670, he did not believe that the expense would total more than $10,000. The approval of the Commission in this matter was given, subject to the condition that the railroad company's books are to be audited before State funds are to be paid out on the account. (The agreement was signed later in the session.)

A letter was presented from the Lane County Planning Commission, Howard W. Buford, Secretary, in which the Highway Commission was requested to give consideration to the location of a proposed highway extending northerly from the City of Eugene through the Willakenzie area to a connection with the existing highway north of Harrisburg. The Planning Commission advises that the Willakenzie area just northeast of Eugene is developing rapidly, and suggests that the proposed highway location be definitely determined and right of way acquired now so as to avoid excessive expense for such purpose in the future, at least that the location of the highway be determined so developments that are made can be harmonized with it. The Engineer advised that a by-pass of US 99 is contemplated which will pass through the area mentioned by the Planning Board but no provision has been made for it in the present five-year program although it probably will be considered by the Commission in discussing the following five-year program. He gave as his belief that it would be advisable to stake the line as it has been determined by means of an aerial survey and to prepare descriptions of key properties. The work, he said, probably could not be done until next year. As a result of discussion, the Commission unanimously authorized the Engineer to stake the line in conformity with his expressed ideas.

The Engineer reported that in the reconstruction of the Upper Columbia Highway between Gorton Creek and Warren Creek it is necessary to install a 48-inch culvert pipe beneath the tracks of the Union Pacific Railroad Company in order to drain a slide area on the highway at this point. He presented a form of agreement prepared by the railroad company covering the matter and recommended approval of the same. The Commission approved the recommendation. (The agreement was signed by the Commission later in the session.)

The Commission discussed a request from the City of Hood River for installation of a traffic signal at the intersection of 12th Street and Belmont Road in Hood River. The Engineer advised that 12th Street

is the route of the Hood River Secondary Highway and that a traffic engineering investigation reveals no warrant for the signalization of the intersection. He recommended that the request be denied but in lieu thereof, a sign be erected south of the intersection reading "SLOW - CONGESTED ZONE AHEAD". The Commission approved the recommendation.

The Engineer requested authority to make certain changes on the first floor and on the fifth floor of the State Highway Building in Salem to accommodate personnel of the Right of Way Department, Legal Department and the Secretary's office. He exhibited a drawing showing the proposed changes which he estimated would cost about $3,700. The Commission unanimously approved the expenditure.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway contracts:

1. C. M. Corkum Company, Contract No. 3598 for construction of a maintenance building at Sylvan on the Sunset Highway, requested an extension of time of ninety days from April 30 to July 30, 1952 in which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions. The Engineer advised that this building is being constructed on a site which required leveling and filling by the grading contractor in connection with an adjacent contract, but adverse weather conditions interfered with the grading work and there was a corresponding delay in the building contractor's operations. He recommended, in view of the circumstances, that the extension of time as requested be granted with out penalty. The Commission approved the recommendation. (SEE FOOTNOTE)

2. Rich & Sons Nursery, Contract No. 3549 for landscaping the State Highway Building grounds in Salem. requested an extension of time of 39 days from January 1 to February 8, 1952 within which to complete this job. In support of their request they stated that completion was delayed because of their inability to procure certain sleeve caps needed in connection with pipe line construction. The Engineer advised that all items of the contract, with the exception of some sleeve caps, were completed within the time limit specified in the contract and that the reason given by the contractor to complete the job on time is correct. He added that the State has suffered no inconvenience by the delay, neither has it cost the State any additional expense for supervision. He recommended, in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation. (SEE FOOTNOTE)

3. Oscar E. Joelson, Contract No. 3461 for the Weston Rock Production Project on Five State Highways in Umatilla County, requested an extension of time of 122 days, from August 1 to November 30, 1951, within which to complete this job. Mr. Joelson attributed his failure to complete the project within the specified time limit to adverse weather conditions which delayed completion of his contract with the Bureau of Public Roads for production of rock at Mt. Vernon, in Grant County, and to difficulties

experienced in securing labor at Weston which prevented him from operating at full capacity. The Engineer advised that the contractor was very dilatory in starting work in the State's project notwithstanding that he was repeatedly requested to get the work under way. The contract, he said, was awarded on January 25, 1951 but Mr. Joelson did not start crushing rock until July 1951, only a short time before the specified time limit expired. The crushing operations, he added, were completed on November 30, 1951 and the engineering costs incurred during the period of the overrun was $1 255.34. Mr. Joelson's failure to complete the project within the specified time limit he said, made it necessary to make certain changes in the highway department's maintenance schedule, because it was originally planned to use the rock produced by him earlier in the summer. As a result of the delay the State was put to extra costs. He recommended in view of the circumstances, that the extension of time as requested be granted but that Mr. Joelson be assessed 50 percent of the engineering costs that the State incurred during the period of overrun, amounting to $627.67. The Commission approved the recommendation. (SEE FOOTNOTE)

4. Barney B. Helser, Contract No. 3467 for the Myrtle Point Rock Production Project on the Coos Bay-Roseburg and Powers Secondary Highway in Coos County, requested an extension of time of 82 days, from September 30, 1951 to December 22 1951 within which to complete this job. He attributed his failure to complete the project within the specified time limit to plant difficulties which delayed the starting of the work. The Engineer advised that this contract involved the production of crushed rock from a bar in the Coquille River and that high water in the spring of the year, together with an excessive amount of fine materials which developed and necessitated re-washing of the finished product, was the cause of Mr. Helser's failure to complete the project on time. The traveling public, he said, has not been inconvenienced by the delay, neither has the State incurred any excess engineering expense. He recommended, in view thereof, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

FOOTNOTE. The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above was based upon the recommendations of the State Highway Engineer and his reports, which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract Nos. 3461, 3467, 3530, 3549, and 3569 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration the Commission , by unanimous vote, accepted said contracts by adoption

of the attached resolution relative thereto marked EXHIBIT "G", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion a letter from Mr. Thomas T. Clark, Manager Timber Department, Roseburg Lumber Company, Roseburg, Oregon, requesting permission to truck-haul logs over State Highways twenty-four hours daily in order to stockpile a supply of logs for continuous operation at the company's mill during periods when operations in the woods have to be closed down because of low humidity and dangerous fire conditions. The Engineer advised that the truck-hauling of logs is now authorized on a sixteen-hour daily basis under regulations issued by the Public Utilities Commissioner, and to extend the hauling hours would materially increase the cost of weighing loads. He also said that the matter has been discussed with Mr. Charles E. Ogle, Secretary and Manager of ths Associated Forest Industries, Salem, who stated that his office has received no requests from any member of the Association for a change in the present hours of hauling and who gives as his opinion that it is doubtful that the directors of his Associatior would approve or recommend additional hours of hauling during the period of darkness due to the additional hazards which would be introduced should the operators fail to properly equip and maintain suitable lights on their log hauling equipment. He recommended that the request be denied. The Commission approved the recommendation. (Mr. Clark and his Attorney, Mr. George Neuner, Jr., Roseburg, appeared before the Commission on the following day and presented their request in person. The request was denied. See additional paragraph ahead.)

The Commission discussed and, upon recommendation of the Engineer, approved an agreement with O. C. Yocum Company, McMinnville, regarding the company's request for permission to operate a crushing plant in a State-owned quarry situate adjacent to the Pacific Highway West at Rex Hill, about three miles north of Newberg, in Yamhill County. (The agreement was signed by the Commission later in the session.)

The Commission discussed and, upon recommendation of the Engineer and the Chief Counsel, approved an agreement with the U. S. Forest Service covering the cutting, hauling and disposition of "danger" trees located adjacent to the Wapinitia and Warm Springs Highways in the Mt. Hood National Forest. The agreement provides that the U. S. Forest Service will dispose of the trees by means of a timber sale and that the State's cooperation will consist of issuing permits for the logs to be transported over the State highway and reimbursement to the Forest Service for administrative expense estimated at $500. (The agreement was signed by the Commission later in the session.)

The Engineer reported that in conformity with authority heretofore given him by the Commission, he has ordered the posting of the following highways for reduced weight loads:

(1) Lakeview-Burns Highway, entire length.
(2) Fremont Highway from M. P. 0.0 to M. P. 141
(3) Rome-Princeton Secondary Highway, entire length
(4) Frenchglen Secondary Highway from M. P. 0.0 to M. P. 10.0
(5) John Day-Burns Highway from M. P. 10.2 to M. P. 68.11
(6) John Day Highway from Prairie City to Unity Junction

He asked the Commission to confirm his action. The Commission unanimously approved the postings as reported by adoption of the attached resolution relative thereto marked EXHIBIT "H", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that because of improved conditions, it no longer is necessary to maintain the reduced load limits heretofore in effect on the following highways, and he asked the Commission to confirm his orders that the postings be lifted:

(1) John Day Primary Highway from M. P. 176 to M. P. 178
(2) Fremont Primary Highway from M. P. 0.00 to M. P. 141
(3) Ochoco Primary Highway from M. P. 34.80 to M. P. 56.79
(4) John Day-Burns Highway from M. P. 10.20 to M. P. 68.11
(5) Monmouth Secondary Highway, entire length
(6) Lower Klamath Secondary Highway, entire length

The Commission approved the Engineer's action unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "I", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A letter was presented from Mr. F. R. Garrabrant, Mayor of the City of Hood River, requesting immediate removal of a sawdust pile located on State highway property adjacent to the Jaymar Mill in the City of Hood River, so as to eliminate any possibility of fire appearing in the pile this year as occurred last year which created a real problem of fire protection for the city and also created a smoke problem which did considerable damage to private property. The Engineer advised that he has already given orders for removal of this pile because it appears to be the State's obligation. The Commission approved the Engineer's action.

The Commission had under consideration requests as follows for the placement of markers on State Highway right of way, together with the recommendation of the Memorials Committee of the Oregon Historical Society with respect to each:

1. Request of the Royal Arch Masons of Oregon for permission to erect a monument on the highway near Troutdale commemorating Meriwether Lewis as the first Royal Arch Mason to traverse the soil of Oregon.

2. Request for the erection of a textboard on the State Highway in the vicinity of Vernonia, memorializing the first settler in the upper Nehalem Valley.

3. Request of the Old Oregon Trail Association for State cooperation in the erection of a monument to pioneers on Laurel Hill where, in the early days, emigrants let their wagons down to the trail rather than make the hazardous mountain trip.

4. Request of the U. S. Geological Survey that a textboard be erected at an established point on the Central Oregon Highway marking the northern limit of the "Great Basin", which lies between the Rocky Mountains and the Coast Range, and the divides of the Columbia and Snake Rivers and the Colorado River.

The Engineer advised that these requests were referred to the Memorials Committee of the Oregon Historical Society which recently acted on them as follows:

"RE: Lewis & Clark" (1) Approval recommended subject to the following conditions:

"It is the opinion of this committee that the character of Merriwether Lewis, as a national explorer, is the paramount consideration, and that reference to him as a Royal Arch Mason is incidental, and in giving historical recognition this committee is of the opinion that that paramount quality of Merriwether Lewis' fame is first to be considered. If his Royal Arch membership is to be cited it should be done incidentally to his appointment by Jefferson, his association with William Clark, the importance of his explorations in the claims of the United States to the Oregon Country and the upper Mississippi, and the first exploratory transit made by him from the sources of the Columbia River to the ocean. William Clark was a partner with Merriwether Lewis in these explorations. Clark was also a Free Mason, of a later date. This committee is of the opinion that the fame of Merriwether Lewis belongs to these explorations, and should be so recognized in a public monument erected by the State Highway Commission.

"RE: Pearl Becker" (2) Recommend request be denied for following reasons:

"Because so many requests of this purely local nature come before the committee it has been determined to recommend to the Highway Department no projects to mark sites or to commemorate persons and events not of national or state-wide significance.

"RE: Laurel Hill" (3) Approval recommended and following wording suggested:

"The pioneer road here detoured the Columbia River Rapids and Mount Hood to the Willamette Valley. The road at first followed an Indian trail. The later name was Barlow Road. Travel was difficult. Wagons were snubbed to trees by ropes, or held back by drags of cut trees. Early travelers named the hill from the resemblance of native leaves to laurel.

"RE: Great Basin" (4) Approval recommended and following wording suggested:

"This site marks the northern limit of the interior area lying between Rocky Mountains and Cascade Range-Sierra Nevada, and divides of Columbia and Snake rivers and Colorado River. This area has no drainage to the sea."

The Commission unanimously approved the Memorials Committee's recom-

mendation in each case. As to the marker commemorating Meriwether Lewis, the Commission's approval was given subject to the condition that the wording for the marker shall be prepared by the Memorials Committee of the Historical Society and that the cost to construct and erect the marker shall be borne by the sponsers of the project, the Royal Arch Masons of Oregon. As to the monument to be placed on Laurel Hill, the Commission authorized an expenditure of approximately $300 of highway funds for this purpose. The Commission likewise authorized an expenditure of approximately $300 for the textboard marking the "Great Basin".

The Engineer reported that the City of Woodburn has placed stop signs on Front Street in Woodburn at its intersection with Lincoln Street, requiring Front Street traffic to stop before entering the intersection. Front Street, he said, is the route of the Hillsboro-Silverton State Secondary Highway and Lincoln Street is one of the City's main east and west streets over which school buses are routed. He pointed out that Front Street closely parallels the main line of the Southern Pacific Company and that a very hazardous situation exists for the school buses because there is not sufficient room for the buses to stop between the tracks and Front Street. Until the stop signs were changed, he said, westbound buses actually had to stop on the railroad tracks. He further explained that the City, in order to rectify this condition, changed the signs so as to require Front Street traffic to stop before crossing Lincoln Street and to allow Lincoln Street to proceed through the intersection without stopping. He stated his approval of the change and he recommended, in order to give the change legal status, that the Commission adopt a resolution confirming the action taken by the City. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "J", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed a request from the City of Beaverton for the reversal of the stop indications at the intersection of Broadway and Watson Streets in Beaverton. The Engineer advised that this is the intersection of the Beaverton-Hillsboro State Secondary Highway with the Beaverton-Aurora State Secondary Highway and that the Beaverton-Hillsboro Highway parallels the Southern Pacific Company's tracks while the Beaverton-Aurora Highway crosses the tracks at right angles. Stop signs now in place, he said, require traffic on the Beaverton-Aurora Highway to stop which results in cars frequently being compelled to stop on the railroad tracks. A study of the situation, he said, indicates that the signs should be reversed allowing Beaverton-Aurora Highway traffic to flow freely through the intersection in order to avoid stopping on the railroad tracks, and requiring traffic on the Beaverton-Hillsboro Highway to stop before entering the intersection. He exhibited a map of the proposed plan and recommended approval of the same. The Commission approved the recommendation.

The Engineer reported receipt of information from the State Police Department that a traffic hazard exists on the Pacific Highway at

Henderson Avenue between Eugene and Springfield where cars park on the south side of the highway in front of a place known as Clingman's Tavern and obstruct the view of traffic coming from the side road. He said that the matter has been investigated by the Traffic Engineer who points out that the sight-distance for traffic entering from the side road is only 60 feet and who recommends that the parking of vehicles on the south side of the highway for a distance of 64 feet west of Henderson Avenue be prohibited. He stated his concurrence in the recommendation. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "K-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

Commissioner McIver brought up for discussion a possible improvement of the Slavin Road connection to Barbur Boulevard in Portland where, he said, accidents frequently occur by reason of left turn movements by Portland-bound traffic from Slavin Road. He pointed out that this connection presently is at grade, and he suggested possibilities of rerouting such traffic under the bridge located just south of the intersection so as to avoid entirely cross highway movements at grade. The Engineer was instructed to investigate the matter.

The Engineer reported that on the Pacific Highway immediately north of the City limits of Medford a hazardous condition exists by reason of the shoulder parking of vehicles in front of a service station which caters largely to truck traffic, the vehicles being parked in such a manner that they frequently encroach upon the traveled portion of the highway. In order to remedy the situation, he recommended adoption of an order by the Highway Commission prohibiting the parking of vehicles on the shoulders on both sides of this highway at all times between M. P. 308.6 and and M. P 309.0. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "K-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed the refusal of the City of Brookings, Curry County to join with the State Highway Department in establishing and enforcing a regulation providing for the parallel parking of vehicles on the Oregon Coast Highway throughout the main business district of this town. In the discussion it was pointed out that the City of Brookings was incorporated in July, 1951, and that before such incorporation the Highway Commission established parallel parking on the highway through this place, but the incorporation of the city makes the regulation ineffective unless the City will pass an ordinance concurring in the Commission's action. It appears that the City Council was requested to adopt such an ordinance, but according to Mr. Warren T. Smith, City Councilman, "the City Council has carefully studied this matter and sees no alternative but to provide for angle parking on one side of the street, the post office side, between the Pine Cone Theatre and Oak Street; all the rest of the highway through Brookings to be parallel parking". The Engineer pointed out that diagonal parking requires about 25 feet during parking and unparking maneuvers, so,

inasmuch as half of this street width is only 30 feet, the highway will be blocked to traffic when such maneuvers are made. He suggested that a letter be directed to the City Council stating that the State Highway Commission feels that in the interests of safety and free flow of traffic on this important highway, the matter should be reconsidered by the City Council and the necessary ordinance adopted providing for parallel parking of vehicles on the highway through the city. The Commission approved the suggestion and instructed the Secretary to write the City Council accordingly.

The Commission had under discussion the disposition to be made of the existing route of the Pacific Highway between Oakland Junction and Shady Point at such time as the new route between these points has been completed and opened to traffic. The attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein, designating as a Federal Aid Secondary Highway the existing route of the Pacific Highway between Oakland Junction and Shady Point when the new highway has been completed and open to traffic, was adopted by the Commission by unanimous vote.

The Commission discussed communications from the Visitor's Service Committee and the Recreational and Natural Resources Committee, both of the Portland Chamber of Commerce, urging snow removal operations on the Mt. Hood Highway so as to open up this highway to travel throughout its entire length at the earliest possible time. The Engineer estimated the cost to open up the closed section of this highway between Wapanitia Junction and Cooper Spur, a distance of about 21 miles, by May 29, at about $6,000, the operation to be started on May 1. He recommended approval of the expenditure. In this connection the Engineer suggested that the McKenzie Highway also should be opened up for travel across the summit. He estimated the cost to open up this highway by June 10 at $8,000 and by June 16 at $4,500, the respective starting dates being May 1 and May 15. He recommended approval of the $4,500 project. The Commission approved both recommendations unanimously.

The Commission had under discussion the disposition to be made of a section of the Cape Arago Secondary Highway in the City of North Bend which had been rendered valueless for State Highway purposes since the highway has been improved at this point, the section referred to being a portion of Broadway Avenue between Commercial Street and Newmark Street, and Newmark St reet between Broadway Avenue and Madrona Street where a right angle turn in the highway has been eliminated. The Engineer advised that the improvement was completed quite some time ago but the matter of disposing of the old section was overlooked; however the City of North Bend has executed an agreement hereafter to be responsible for the maintenance of the section as a City street for the benefit and service of persons residing thereon. He recommended approval of the agreement. The Commission approved the agreement as prepared and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "M-1", which resolution by this reference is

made a part hereof with like effect as though extended in full herein. (The agreement was signed by the Commission later in the session.)

The Commission discussed the disposition to be made of the old route of the Sams Creek-Snyder Creek Section of the Sams Valley Secondary Highway in Jackson County. The attached resolution relative thereto, marked EXHIBIT "M-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission unanimously.

The Commission by unanimous vote also adopted the attached resolution, marked EXHIBIT "M-3", disposing of portions of the old right of way of the North Unit of the Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County. Such resolution by this reference is made a part hereof with like effect as though extended in full herein

Disposition to be made of the old route of the Chenoweth Park-Oakland Junction Section of the Pacific Highway, Douglas County, had the attention of the Commission. It was the feeling of the Commission that when the new highway has been completed and opened for general public use, portions of the old route will have to be maintained for the service of persons residing thereon and for communities served by it, but certain portions of the old route will no longer be of value for highway purposes and may be allowed to revert to the owners of the abutting property. In this connection the Commission discussed and unanimously approved a form of agreement with Douglas County providing for such disposition of the old road. (The agreement was signed by the Commission later in the session.)

The Commission had under discussion the selection of persons to represent the Oregon State Highway Department at the annual meeting of the Western Association of State Highway Officials which is to be held in Seattle, Washington, during June 5, 6, and 7, 1952. As a result of the discussion, the Commission authorized the following persons to attend such meeting at State expense, subject to approval by Governor McKay:

W. C. Williams - First Assistant State Highway Engineer
W. W. Stiffler - Second Assistant State Highway Engineer
H. G. Smith - Construction Engineer
E. A. Collier - Maintenance Engineer
G. S. Paxson - Bridge Engineer
Forrest Cooper - Right of Way Engineer
F. B. Crandall - Traffic Engineer
H. B. Glaisyer - Secretary

It was estimated that the total expense involved would not exceed $60 each.

The Commission also authorized Mr. W. C. Williams, Assistant State Highway Engineer and member of the Advisory Committee of the Western Association of State Highway Officials in connection with a test road that is being constructed under the sponsorship of the Highway Research

Board in South Idaho, to attend at State expense a meeting of the Advisory Committee which is to be held in Ogden, Utah, on June 15, 1952. The estimated cost of out of State travel is $100.00.

The Commission discussed and unanimously approved an agreement with Douglas County providing for construction of access roads to the new Pacific Highway from the Roseburg Airport. (The agreement was signed by the Commission later in the session.)

A petition was presented from residents of the towns of Harper and Westfall, Oregon, protesting against the transfer of the Highway Maintenance Station now located at Harper, from Harper to the City of Vale on the grounds that the station has been located in Harper for the past 20 years and is the geographic center of the maintenance district as now set up. The Engineer advised that the present station which is located about one-half mile from the highway, was established in 1932 and because of its location, it has been necessary for the maintenance crew to travel at least one mile daily going to and from the highway, and the time consumed is a total loss from the productive standpoint. Several attempts have been made in the past, he said, to secure a suitable building site adjacent to the highway in Harper, but the owners were unwilling to sell. He pointed out that in the selection of a maintenance headquarters, it is necessary to take into consideration the density of the population and the number of people served within an area, and it appears from studies that it would be desirable to move the headquarters to Vale where recently there has been considerable growth and development, whereas no such growth or development has occurred in Harper during the past 20 years. The Engineer further explained that in the transfer of headquarters to Vale, he plans to eliminate the headquarters not only at Harper but also a similar headquarters in the town of Nyssa so the work that is now being performed from five headquarters will be performed by only four, thus resulting in decreased cost of maintenance operations in that particular area. The Engineer also said that the site for the maintenance station in the town of Vale is being donated by the county so the State will be put to no expense on that account. He recommended that the petition be denied. The Commission approved the recommendation unanimously.

The Commission had under discussion a resolution from the Traffic Safety Committee of the Liberty-Salem Heights Commercial Club, Salem, requesting the designation of a 35-mile per hour speed zone on US 99E from the south city limits of Salem to the intersection of Fabry Road, a distance of about three miles. Also requested was the installation of a traffic control signal on US 99E at its intersection with Lansford Drive immediately south of Twelfth Street junction where fire trucks enter the highway, and the improvement of the traffic control system at the junction of US 99E and Twelfth Street. The Engineer advised that the Traffic Engineer has investigated the request for the reduced speed zone and from the information obtained, it appears there is justification for the designation of a 30-mile per hour zone from the city limits to Ratcliffe Drive, a distance of about one-quarter mile, and for a 45-mile per hour speed zone from that point south to Boone Road,

which is about three-quarters of a mile south of Twelfth Street junction. He recommended the designation of a speed zone in accordance with the findings. He also said that the investigations are not yet completed with regards to the other two requests, but his report on those will be forthcoming later. As a result of the discussion, the Commission unanimously approved the Engineer's recommendation with respect to the reduced speed zone by adoption of the attached resolution relative thereto, marked EXHIBIT "N", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought up for discussion the advisability of maintaining a special sign on the Upper Columbia River Highway giving pertinent information to the traveling public concerning highway construction that is now under way between Hood River and Mosier. He said that numerous spectators have been observed stopping at the overlooks on the present highway to inspect operations on the water grade highway between these points, and it is apparent that they do not realize what the construction is for. It was his feeling that a special sign bearing information concerning the project would be appreciated by the public and would react favorably to the State Highway Department. He presented a suggested wording for the sign and requested authority from the Commission to erect a sign with such wording. The Commission approved his request unanimously.

The Commission considered and unanimously approved the Secretary's report on papers that he has signed in behalf of the Commission during the preceding month.

The Commission discussed matters of Unfinished Business appearing on the Secretary's summary of such matters dated March 14, 1952 as follows:

(1) Maintenance of the Paulina State Secondary Highway, Crook County: The Engineer rendered a written report on the subject dated April 16, 1952, disclosing the results of an economic survey of the highway. He explained that he has endeavored to determine the possible future traffic so as to compute the monetary benefits that would accrue by the modernization of the present road, and in so doing, he has broken down the traffic into three groups: (1) logging and lumbering (2) produce and live stock, and (3) recreation. The distance between Prineville and Paulina, he said, is 56 miles and the building of a modern highway will save only one mile in distance. He estimated the cost of a modern highway at $3,000,000 and on such a basis he stated that the annual benefits would be about 75 cents on the dollar which indicates that it would be a poor investment to build high type road. He estimated the cost to improve the present road by widening the grade and constructing a 20-foot oil surface thereon at approximately $1,000,000, and he said that the annual benefits by such an improvement would be slightly less than twice the annual cost, and the investment would be a feasible one. He recommended the following procedure:

(1) That the entire highway be reconstructed within the next five years with State and/or Federal funds.

(2) That $35,000 be allocated this year to the preliminary oiling of the Combs Flat Section, a distance of 16 miles.

(3) That a contract be let this fall for the production of rock for oiling next year. Estimated cost is $100,000.

(4) That during the following four years beginning with 1954 approximately ten miles per year be improved at a cost of approximately $220,000 each year.

This matter was discussed at some length by the Commission and as a result thereof the Commission unanimously approved an expenditure this year of $35,000 for a preliminary oiling project on the Combs Flat Section. This item is to be deleted from the list of unfinished business.

(2) Proposed addition to Bald Peak State Park: The Right of Way Engineer advised that recent negotiations with the owners of the proposed addition indicate that they are unwilling to sell their land for the sum of $6,000 which the Commission previously authorized, and that they will accept nothing less than $13,500 which they originally demanded. He gave his considered opinion that $13,500 is entirely too much to pay for the property, and he recommended that the negotiations be discontinued and the item removed from the list of unfinished business. The Commission approved the recommendation.

(3) Economic analysis of highways serving the city of John Day: The Engineer advised that his studies are still in process so he has nothing to report at this time. This item is to be retained on the list of unfinished business.

(4) Question of granting rights of access to freeways, particularly US 99 and US 30: The Engineer recalled that his report on US 30 was rendered to the Committee at its meeting on March 13. Studies with respect to the Divide-Anlauf Section of US 99, he said, are still in process, but he expects to be able to report the results thereof at the May meeting of the Commission. This item is to be retained on the list.

(5) Request of Forrest L. Meuret to purchase land in The Cove State Park: This matter was reported on by the Park Superintendent earlier in the session, but action was deferred by the Commission pending additional information. The Right of Way Engineer was instructed to have the property appraised by a competent local appraiser and to report the results thereof to the Commission at its next meeting. This item is to be retained on the list of unfinished business.

(6) Request of Pilot Rock Lumber Company to purchase a portion of the forest wayside on the Pendleton-John Day Highway south of Ukiah: In the discussion of this matter the Commission expressed a desire to cooperate with the company in its plans for the development of its properties at this location, but not to the extent of selling the company any land at the

present time. This item is to be deleted from the list.

(7) Request of George E. Shane for access to the new Columbia River Highway from his property east of Arlington: The Engineer and the Right of Way Engineer joined in recommending to the Commission settlement with Mr. Shane for right of way across his property on the following basis:

Payment for land	$ 232.50
Payment for fencing	3,000.00
Construction of an underpass	4,500.00

They also recommended granting to Mr. Shane one agricultural access on the north side of the highway. The Commission approved the recommendation unanimously. The matter is to be deleted from the list of unfinished business.

(8) Status of survey for an extension of the Starkey State Secondary Highway from its present terminus at Starkey in Union County to a connection with the Pendleton-John Day Highway near Ukiah in Umatilla County: The Engineer advised that the field work in connection with the survey has been completed by the Bureau of Public Roads and that the office work, including plans and designs, is approximately 15 percent complete. He further stated that before this project can be considered for construction, it will be necessary to include it in the Forest Highway System which requires joint action by the State, the Bureau of Public Roads, and the U. S. Forest Service. As a result of discussion, the Commission instructed the Engineer to write the Bureau of Public Roads and the U. S. Forest Service requesting that the road be placed on the Forest Highway System. Motion to that effect was made by Commissioner Reynolds, seconded by Commissioner McIver, and received the unanimous vote of the Commission. This item is to be deleted from the list.

(9) Request of the Oswego Chamber of Commerce for improvement to eliminate the cause of accidents at the Sucker Creek Bridge on the Oswego Highway near Oswego: The Commission ordered this item deleted from the list of unfinished business in view of the Engineer's report on the subject earlier in the session.

The Commission had under discussion the setting of the date for its next regular meeting, and decided to hold such meeting in Portland on Monday and Tuesday, May 26 and 27, 1952. The Secretary was instructed to make the usual arrangements to hold this meeting in the Green Room of the Imperial Hotel.

The Chief Counsel brought to the Commission's attention proposed settlements of three additional court actions as follows:

(1) State vs T. E. Davis et al. The Chief Counsel advised that this is a proposed settlement of an appeal to the Supreme Court and involves acquisition of an additional 3.15 acres of land needed as right of way for future construction of the Umpqua in Douglas County.

Settlement of the case, he said, has been negotiated with Mr. Davis' attorney, Mr. Spencer Yates, and compromise reached whereby the State acquires for the sum of $2,000 the additional acreage together with rights of access to the highway except that the owners are allowed three points of access on the southerly side of the highway. It will also be the additional obligation of the State to place a fill at the west end of Yates Cafe building which fill is to be large enough to provide parking space for six automobiles. He recommended approval of the settlement. The Commission approved the recommendation.

(2) State vs S. E. Combs et al. The Chief Counsel advised that this case involves acquisition of $1\frac{1}{2}$ lots on the Nehalem Sand Spit in Tillamook County, which property was sought to be acquired for park purposes some time ago. Complaint in the case, he said, was filed on November 23, 1940 and the offer in connection therewith was $15, whereas the owner demanded $250 for the property. Recent negotiations, he added, resulted in the owner agreeing to accept the sum of $100. He recommended payment of such sum inasmuch as the cost of trying the case would be several times such amount. The Commission approved the recommendation.

(3) State vs George W. Thornton. The Chief Counsel advised that this case involves suit to recover damages to the Mill Creek Bridge on the Warm Springs Highway resulting from a collision of Mr. Thornton's car with the bridge on December 5, 1951. The original claim, he said, was in the sum of $462.34, but Mr. Thornton denied liability claiming that the damage was actually caused by another collision prior to the one involving his car, but he has offered to pay the State the sum of $150. He recommended acceptance of such sum as payment in full of the claim because, he said, it would be very difficult to prove the State's case inasmuch as there are no witnesses who actually saw the accident occur. The Commission approved the recommendation.

The Commission discussed with the engineer the bids received during the morning session for highway construction, and at 4:45 p. m. Commissioner Reynolds announced the Commission's decision with respect to each project as follows, the action of the Commission having been by unanimous vote:

"Grading and paving the Hauser-Coos Bay Section of the Oregon Coast Highway, Coos County. C. R. O'Neil, Mitchell, Oregon, was the low bidder for this work at $697,645.50. Peter Kiewit Sons' Company, Longview, Washington, submitted the next low bid in the sum of $728,606.90. There were three higher bids. The low bid of C. R. O'Neil in the sum of $697,645.50 and the second low bid of Peter Kiewit Sons' Company in the sum of $728,606.90 will be held by the Commission for action at its May meeting.

"Division No. 3-B Reoiling Project on five state highways in Coos

and Curry Counties. The Commission received seven bids for this work, the low one being that of J. C. Compton Company, McMinnville, at $47,761.50. The contract has been awarded to the low bidder, J. C. Compton Company at its bid price.

"Grading and paving on Oak Street in the city of Oakland, Douglas County. Roseburg Paving Company, Roseburg, submitted the low bid for this work at $9,242.00. The only other bid was that submitted by J. C. Compton Company, McMinnville, at $11,545.00. The Commission has awarded the contract to the low bidder, Roseburg Paving Company, Roseburg, at its bid price.

"Arlington-Service Creek Rock Production Project on the John Day Highway in Gilliam and Wheeler Counties. The Commission received no bid for this project and has ordered it readvertised for bids to be received at the next meeting.

"Reoiling on the Central Oregon Highway between Buchanan and Juntura in Harney and Malheur Counties. J. C. Compton Company, McMinnville, submitted the low bid for this work at $33,394.95. There were five higher bids. The Commission has awarded the contract to the low bidder, J. C. Compton Company, McMinnville, at its bid price.

"Revision of the Judkins Overcrossing on the Pacific Highway at the south edge of Eugene, Lane County. Hamilton and Thoms, Eugene, was the low bidder for this work at $13,960. The only other bid was that of United Builders, Inc., Beaverton, at $14,030. The contract has been awarded to the low bidder, Hamilton and Thoms, Eugene, at their bid price.

"Grading and paving on the Ontario-Evans Corner Section of the Ontario-Lincoln School County Road in Malheur County. The Commission received four bids for this work, the low one being that of Babler and Rogers, Portland, at $135,576. The contract has been awarded to Babler and Rogers, Portland, at their bid price.

"Paving on Marion and Summer Streets in the city of Salem, Marion County. Two bids were received by the Commission for this work, the low one being that of Warren Northwest Inc., Portland, at $25,675. The Commission has awarded the contract to Warren Northwest Inc., at their bid price.

"Construction of overcrossings of Turner Road and the mainline tracks of the Southern Pacific Company on the Salem By-pass Section of the Pacific Highway in Marion County. Hamilton and Thoms, Eugene, submitted the low bid for this work at $67,390. There were three higher bids. The bid of Hamilton and Thoms in the sum of $67,390 is accepted and the Engineer is instructed to have the contract prepared and offered to said low bidder for execution as soon as right of way matters have been cleared and concurrence is received from the Bureau of Public Roads.

"Installation of traffic signals at the intersection of the Pacific Highway

East and Young Street in the city of Woodburn, Marion County. The Commission received two bids for this work, the low one being that of Electric Corporation, Salem, at $3,870. The contract has been awarded to the Electric Corporation at its bid price.

"Grading and oil mat surfacing on the Lena-Nye Section of the Heppner Highway in Morrow and Umatilla Counties. O. C. Yocom Company, McMinnville, submitted the low bid for this work at $429,005. There were seven higher bids. The contract has been awarded to O. C. Yocom Company at its bid price.

"Installation of expansion plates on the Oregon Slough Bridge on US 99E in Multnomah County. West Coast Steel Works, Portland, submitted the low bid for this work at $14,900. There were two higher bids. The Commission has rejected all of the bids as being too high.

"Wasco-Grass Valley Rock Production Project on the Sherman Highway in Sherman County. The only bid submitted for this work was that of Barney B. Helser, Lexington, Oregon, at $29,650. The bid of Barney B. Helser in the sum of $29,650 is accepted and the Engineer is instructed to have the contract prepared and offered to said low bidder for execution as soon as right of way matters have been clarified.

"Grading and surfacing the Cape Lookout Park Access Road near Netarts in Tillamook County. E. L. Kennard, Enumclaw, Washington, submitted the low bid for this work at $57,626. There were five higher bids. The contract has been awarded to the low bidder, E. L. Kennard, at his bid price.

"Construction of a highway maintenance building in the city of Tillamook, Tillamook County. United Builders, Inc., Beaverton, was the low bidder for this work at $10,382. There were three higher bids. The Commission has awarded the contract to the low bidder, United Builders, Inc., at its bid price.

"Elgin Rock Production Project on the Wallowa Lake and Weston-Elgin Highways in Union County. Two bids were received by the Commission for this work, both of which have been rejected as being too high. The project is to be readvertised.

"Elgin (Baltimore Street and Fifteenth Avenue) Paving Project in the City of Elgin, Wallowa County. H. J. and H. W. Miller, Baker, Oregon, submitted the only bid for this work at $15,330. The bid of H. J. and H. W. Miller in the sum of $15,330 is accepted and the Engineer is instructed to have the contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Elgin and provision has been made by this City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"Yamhill-Carlton-Lafayette City Paving Project in Yamhill County.

O. C. Yocom Company, McMinnville, was the low bidder of two for this work at $43,451.60. The bid of O. C. Yocom Company, McMinnville, in the sum of $43,451.60 is accepted and the Engineer is instructed to have the contract prepared and offered to said low bidder for execution as soon as concurrence is received from the cities of Carlton and Lafayette and provision has been made by said cities of funds for the cost of the project in excess of $15,000 each, which amount will be advanced by the State.

The Engineer brought up for discussion a letter from Mr. F. J. Kernan in which Mr. Kernan proposes a method of settlement for right of way needed across his property in North Portland, for a highway connection between Swift Boulevard and US 99W. Mr. Kernan advises that he has arranged with General Construction Company to fill in the property of Kernan Livestock Farm, Inc. and he suggests the filling in of the proposed highway right of way at the same time and that the State pay 70 cents per cubic yard for dredged material placed in the highway fill, so in settling with him for the right of way, the Highway Commission would be able to buy it filled in to the elevation desired. Mr. Kernan goes on to say that the fill will be made in accordance with State specifications and the State profile. The Engineer explained the proposal and recommended that it be denied because it appears that it will be necessary to condemn the right of way, and to do what Mr. Kernan proposes would simply complicate matters; moreover, there is a question if the Highway Commission has legal authority to pay Mr. Kernan for a fill constructed in that manner, inasmuch as it is a statutory requirement that competitive bids must be taken for all projects costing over $5,000. As a result of the discussion, the Commission unanimously approved the Engineer's recommendation.

In this connection, the Engineer advised that because of certain revisions that had been made in the alignment of this proposed connecting roadway, it is necessary for the Commission to formally adopt the survey as finally determined and decided. He recommended that that be done at this time so the information will be available to the Chief Counsel in connection with the condemnation case, if necessary. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto marked EXHIBIT "O", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission had under discussion requests from the Prineville-Crook County Chamber of Commerce, and others, for the landscaping of a small area at the junction of the Ochoco Highway and the Madras-Prineville Highway near the west city limits of Prineville. The Engineer recalled that the Commission sometime ago authorized a landscaping project at this intersection which included the installation of a sprinkling system and the planting of grass on the inside of the channelized intersection, but no provision was made for improving the outside of the intersection fronting on which is a motor court owned and operated by a Mr. Marvin R. Loper, who is very insistent that such landscaping work be completed. The area in front of Mr. Loper's place, he said, contains 0.7 acre of land, and Mr. Loper has solicited the aid of the Chamber of Commerce and the Kiwanis Club and the School Superintendent and others in securing the improvement. The Engineer recommended that

the request be denied because the landscaping work would be merely for Mr. Loper's private benefit and gain, and it being contrary to the Commission's established policy to spend State highway funds that are provided by the motoring public for improvements that are the sole benefit of any particular individual. The Commission approved the recommendation.

A letter was presented from the City of Baker by its City Manager, Mr. G. S. Vergeer, requesting completion of the traffic study in the City of Baker that was started by the Highway Department sometime ago but was not finished due to a misunderstanding. In his letter Mr. Vergeer states that the City Council, representative businessmen,and members of the Roads and Highway Commission of the Baker Chamber of Commerce are now in accord with respect to the completion of the survey, in order that definite plans may be established for improvement of highway facilities in this town. The Engineer advised that the survey was nearly finished when work ceased. He requested instructions whether or not to complete it. The Commission decided unanimously to complete the survey and so ordered.

A petition was presented from citizens of Hebo, Oregon, requesting installation of a traffic signal at the intersection of the Oregon Coast Highway and Three Rivers Highway in Hebo, as a traffic safety measure. The Engineer advised that this matter has been investigated by the Traffic Engineer who reports that the traffic volume at the intersection falls far short of warrant for signal installation and who recommends that the request for the signal be denied, but in lieu thereof, that certain channelization be provided to define vehicle paths through the intersection. He stated his concurrence in the recommendation, and requested authority to do the channelization work which he estimated will cost about $450. The Commission unanimously approved the Engineer's solution of this problem and authorized the expenditure as requested.

The Commission discussed and by unanimous vote approved an agreement with Hood River County covering the disposal of the old Columbia River Highway between Mosier and Hood River upon completion of the new highway between these points. (The agreement was signed by the Commission later in the session.)

A communication was presented from Mr. Donald W. Morrison, member of a committee of the City Club of Portland which is studying House Bill 465, the Truck Tax Bill, and the referendum relating thereto. In his letter Mr. Morrison requests information as to the Highway Commission's position in this matter and its reasons therefore. This matter was given very careful consideration by the Commission, and as a result thereof, motion was made by Commissioner Reynolds that the Oregon State Highway Commission goes on record as endorsing the weight-mile principal of motor truck fees as developed by the various Interim Committees of the Oregon State Legislature, and the Commission publicly expresses itself as endorsing and favoring the principles contained in House Bill No. 465 as enacted by the 1951 Legislature and instructs the

State Highway Engineer to furnish all necessary aid and information to the people of the State in order to assist in defeating the referendum against said House Bill No. 465 which is to be voted upon at the general election in November. The motion was seconded by Commissioner McIver and was declared by Chairman Chandler to have received the unanimous vote of the Commission. The Secretary was instructed to advise Mr. Morrison of the Commission's action.

The Commission discussed and unanimously approved two agreements with the Southern Pacific Company, one being an easement agreement and the other being a construction agreement concerning the crossing of the Geer Branch of the Southern Pacific Railroad on the Salem By-pass Project. (The agreements were signed by the Commission later in the session.)

The Commission also discussed and unanimously approved two additional agreements with the Southern Pacific Company, one being an easement agreement and the other a construction agreement relative to the crossing of the Main Line tracks of the Southern Pacific Railroad on the Salem By-pass Section of US 99E. (The agreements were signed by the Commission later in the session.)

The Engineer brought up for discussion the truck-hauling of logs on the Columbia River Highway (old route) as assistance to the "Save the Gorge" Committee of the Portland Women's Forum in the preservation of the scenic beauty of this highway between Crown Point and Dodson. He said that the Chief Counsel has been unable to find any statutory provision granting to the Highway Commission authority to zone the property in the Gorge that will effect the desired results, and it appears that the only practical way to preserve the scenic beauty of the Gorge is either through acquisition of the property by the State or by some civic group or by both; or by prevailing upon the land-owners to voluntarily restrict the development of their property. The Engineer further explained that log hauling on this highway has been prohibited by Commission action for many years except along an occasional section where temporary permits were granted as an emergency proposition. He recommended, in order to cooperate with the Women's Forum in it sobjective, that no further permits be issued to truck-haul logs on this highway between Crown Point and Bridal Veil and from a point approximately two miles east of Bridal Veil to Dodson. The Commission approved the recommendation unanimously and so ordered.

The Engineer reported briefly on the status of the traffic survey that is now being carried on in the City of La Grande. He said that he anticipates that the report will be completed some time during the coming week, and that he will mail a copy of it to each member of the Commission with his recommendations so that the Commission will have time to study it and take action at its next meeting.

The meeting adjourned at 5:00 p. m. to reconvene the following morning in the same room.

Portland, Oregon
April 22, 1952

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
W. W. Stiffler, 2d Asst. State Highway Engineer
Fred A. Miller, Assistant Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, at the conclusion of which he announced that the award of contracts would be made at 4:00 p.m.:

BAKER-UNITY HIGHWAY IN BAKER COUNTY
UNITY JUNCTION-MILL GULCH REOILING PROJECT

Leslie Harris, Pendleton	$ 22,145.50
Russell Olson Construction Co., Inc. and Russell Olson Construction Co., Pendleton	22,922.00
Babler Bros., Inc., Portland	23,322.00
Central Heating Co. Oreg. Ltd., Eugene	23,811.00
J. C. Compton Co., McMinnville	24,016.00

NEHALEM SECONDARY HIGHWAY IN CLATSOP COUNTY
NEHALEM RIVER BRIDGE

Snook Cros., Corvallis	$124,746.00
Lindstrom Bros., Portland	136,851.00
C. J. Eldon, Portland	136,894.00
Palmberg Construction Co., Astoria	143,869.00
General Construction Co., Portland	145,020.00
Schrader Construction Co., Portland *	148,605.00
C. M. Corkum Co., Portland	183,822.00

* Bidder will accept award of only one project.

JEFFERSON AND DESCHUTES COUNTIES
MADRAS-TERREBONNE ROCK PRODUCTION PROJECT

Cinder Hill, Prineville	$ 23,310.00

HOOD RIVER COUNTY
BRIDGE ON COLUMBIA RIVER HIGHWAY

General Construction Co., Portland	$121,162.00
Lindstrom Bros., Portland	121,848.00
Hamilton and Thoms, Eugene	138,405.00
C. M. Corkum Co., Portland	154,784.00

LINCOLN COUNTY
YAQUINA BAY STATE PARK GARAGE

Enoch L. Maerz, Salem	$ 2,830.00
Cecil A. Lantz, Salem	3,050.00
A. T. Fox, North Bend	3,848.00
Lorentz Brunn Co., Portland	3,986.00

EDDYVILLE-BLODGETT SECONDARY HWY. IN LINCOLN COUNTY
EDDYVILLE-NASHVILLE SEC.

A. H. Saxton & Son, Corvallis	$ 30,000.00
Ramsey Construction Co., Corvallis	30,965.00
O. C. Yocom Co., McMinnville	31,700.00
Q. L. Rufener, Portland	31,900.00
Hatfield-Welding Co., Oregon City	32,910.00
C. J. Eldon, Portland	37,650.00

MARION COUNTY
MACLAREN SCHOOL (WOODBURN) ENTRANCE ROAD PAVING PROJECT

Warren Northwest Inc., Portland	$ 9,160.00
Central Heating Co. Oreg. Ltd., Eugene *	11,427.50
Central Paving Co., Dallas	11,622.50
Pacific Asphalt Paving Co., Portland *	11,800.00
J. C. Compton Co., McMinnville *	11,900.00

* Bidder will accept this project only in combination with Woodburn-Mt. Angel Project.

MARION COUNTY
SILVERTON (MCCLAINE & WEST MAIN STREETS) PAVING PROJECT

Warren Northwest Inc., Portland	$ 10,407.50
J. C. Compton Co., McMinnville *	13,150.00

* Bidder will accept award of this project only in combination with Woodburn-Mt. Angel Project.

April 22, 1952

HILLSBORO-SILVERTON SECONDARY HIGHWAY IN MARION COUNTY
GRADING AND PAVING WOODBURN -MT. ANGEL SECTION

Warren Northwest Inc., Portland	$207,386.50
J. C. Compton Co., McMinnville	219,402.00
Pacific Asphalt Paving Co., Portland	227,625.50
Central Heating Co. Oreg. Ltd. Eugene	233,513.50
K. F. Jacobsen & Co., Inc., and J. M. Arenz, Portland	238,199.00

MORROW COUNTY
GRADING AND OIL MAT SURFACING PROJECT IN IONE

Leslie Harris, Pendleton	$ 5,858.00
Russell Olson Construction Co., Inc., Pendleton	7,194.00
Babler Bros., Portland	10,350.00

MORROW COUNTY
IRRIGON-ORDNANCE DEPOT ACCESS ROAD

K. C. Dack, Milton-Freewater	$ 50,940.50
Rogers Construction Co., Portland	65,338.00
C. J. Eldon, Portland	67,148.00

TILLAMOOK COUNTY
CLATSOP COUNTY LINE-ROCKAWAY ROCK PRODUCTION PROJECT

Jed W. Wilson, Seaside	$ 33,710.00
Calkins Crushing Co., Ocean Lake	37,810.00

UMATILLA COUNTY
EMIGRANT SPRINGS PARK CAMPING AREA

Bechtel Bros., Elgin	$ 34,754.90
Schrader Construction Co., Portland *	39,320.00
Loree Building Service, La Grande	40,735.00
United Builders, Inc., Beaverton	51,875.55

* Bidder will accept award of only one project

UNION COUNTY
UNION ROCK PRODUCTION PROJECT

Barney B. Helser, Lexington	$ 23,780.00
Arthur Simonsen & George Borgen, Baker	24,928.00

WASCO COUNTY
BAKEOVEN CREEK VIADUCT

VaDare Construction Co., Portland	$ 19,443.00
Orlando C. Bennard, Portland	21,601.00
Schrader Construction Co., Portland *	22,820.00

April 22, 1952

C. J. Eldon, Portland **	$ 24,635.00

* Bidder will accept award of only one project

** Bidder will accept award of this project only in combination with Bakeoven Grade Project.

SHANIKO COUNTY ROAD IN WASCO COUNTY
GRADING AND OIL MAT SURFACING THE BAKEOVEN GRADE SECTION

C. J. Eldon, Portland	$ 96,147.00
Rogers Construction Co., Portland	99,009.00

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY
GRADING AND PAVING THE DALLES SECTION

United Contracting Co., Portland	$100,678.70
K. F. Jacobsen and Co., Inc., and J. M. Arenz, Portland	104,213.80

WASHINGTON COUNTY
FOREST GROVE AND CORNELIUS PAVING PROJECT

Warren Northwest, Inc., Portland	$ 23,474.50
Porter W. Yett, Portland	24,530.50

PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY
GRADING AND PAVING THE TIGARD-NEWBERG SECTION

E. C. Hall Co., Portland	$375,501.00
Parker-Schram Co., Portland	384,970.50
J. N. Conley, Portland	417,464.50
C. J. Montag & Sons, Portland	426,933.00

GRADE SEPARATIONS IN MARION COUNTY
STATE STREET, MILL CREEK, AND MARKET ROAD NO. 56

Tom Lillebo, Reedsport	$ 89,408.00
Hamilton & Thoms, Eugene	94,620.00
C. J. Eldon, Portland	106,444.00

The County Court of Crook County, represented by Mr. Jess Minson, Commissioner; Mr. Wm. R. McCormick, Commissioner, and Mr. Vernon Burda, District Attorney, was present regarding the Paulina State Secondary Highway. Mr. Minson headed the group. He stated that the surfacing the State put on the Combs Flat Section of this highway a couple of years ago has worn badly, and he urged the Commission to rebuild the road on a permanent basis. He also asked the Commission to improve the easterly end of the O'Neil Secondary Highway in its program

for construction this year rather than the westerly end as now planned, and for which, he understands, an appropriation of funds has been provided.

Chairman Chandler advised that the results of the economic survey of this highway heretofore ordered by the Commission have just been reported to the Commission, and that the Commission, on the previous day, authorized an expenditure of $35,000 this year for oiling the Combs Flat Section, which is all of the money that can be spared at this time. However, he added, the report indicates that additional improvements are needed so that the Commission is going to give the matter consideration when the program for next year's construction is formulated some time next fall. As to Mr. Minson's request for improvement of the O'Neil Secondary Highway, the Engineer advised that the Commission has appropriated $100,000 for improvement of a certain section, but it is not the improvement desired by the County Court. He was instructed by the Commission to look into the matter and report back to the Commission what, if anything, can be done in line with the County Court's request.

Following departure of this group, the Engineer reported further on the subject, stating that the survey of the section between M. P. 9.1 and M. P. 14.1 of the O'Neil Secondary Highway has been completed, plans and specifications have been prepared, and the project is ready to advertise for bids, but the survey is not completed for the remaining section of the highway, so if the funds are transferred as requested, it would delay construction on this highway for about a year. He suggested that the Commission proceed with the improvement as presently planned. The Commission approved the recommendation unanimously.

The following persons representing the Government Camp Community Club were present and asked the Commission to deed to the Club the old highway maintenance headquarters at Government Camp, including land and building: Mr. Al Greenwalt, Government Camp, spokesman; Mr. Leif H. Underdahl, Government Camp; Mr. James J. Ralph, Government Camp; Mrs. W. C. Lawrence, Portland, and Father Beh of the University of Portland, Portland. Mr. Greenwalt introduced the members of the group and advised they represent some twenty families who reside in the Government Camp area and who are without a meeting place in which to conduct church services and recreational activities. The Highway Department's old maintenance building at this place, he said, would serve their purposes admirably and he urged the Commission to turn over the property to them for the use intended. He suggested if the Commission can not see its way clear to deed the property to the Club without charge, that it be sold to the club on a long time payment basis. Father Beh endorsed the remarks of Mr. Greenwalt. He pointed out that the people of Government Camp are in need of a religious and recreational center in properly raising their children. He also mentioned that the community presently has no place in which to hold services and if the Commission will let the club have the old maintenance building, they will raise funds as may be necessary to renovate it, and will let the people of Protestant faith use

it as well as those of the Catholic faith.

Chairman Chandler pointed out that the Commission has discussed this matter on several occasions in the past, and has tried to find a way to be helpful, but up to now the efforts have been fruitless because of legal requirements that the property must be sold as a result of competitive bidding, and at a price not less than its appraised value. He gave as his feeling that if the Government Camp Community Club is the high bidder for the property, that some way can be arranged for the club to pay for the property on a long time basis. Mr. Greenwalt stated they appreciate the circumstances that control the Commission's action in the matter and will act accordingly when the property is advertised for sale. After further discussion, the Commission, by unanimous vote, ordered the property advertised for bids to be received at the earliest possible ti ne. The Right of Way Engineer was instructed to have the property appraised by a competent local appraiser and to include in the notice of sale the minimum amount that the Commission will accept for the property as determined by such appraisal. The attached resolution relative thereto marked EXHIBIT "Q" was thereupon dopted unanimously.

Mr. Tom Clark representing the Roseburg Lumber Company, Roseburg, Oregon, and his attorney, Mr. George Neuner, Jr., were present regarding the truck-hauling of logs over State highways twenty-four hours daily. Mr. Neuner was spokesman He advised that the Roseburg Lumber Company, operating sawmills at Roseburg and at Dillard, is fearful that it is not going to be supplied with sufficient logs to keep the mills running during the summer months when operations in the woods have to be closed down because of low humidity and fire hazards. The Company, he said, wants to stockpile a sufficient supply of logs to keep the mills running continuously which he believed can be accomplished if the Company is permitted to truck-haul logs over the highways twenty-four hours daily. Mr. Neuner mentioned that the Company has a special type of equipment to facilitate the transportation of the logs and he also said that all of the hauling equipment will be well lighted as a protection to other traffic during hours of darkness. He urged the Commission to grant the request which he said is needed because of prevailing circumstances. Mr. Clark endorsed the request of Mr. Neuner, and he gave as the feeling of his company that the operating season this year will be a short one He exhibited a sample of the lights that are to be placed on their hauling equipment

Chairman Chandler advised that the problem concerns the entire State and is one that the Commission cannot hurdle. He pointed out that were the Commission to authorize the truck-hauling of logs twenty-four hours daily, it would result in a very costly operation from the State standpoint considering that additional weighmasters would have to be employed, and other things that enter into it. The Commission, he said, is not inclined at the present time to grant any increase in the number of hours of hauling, but will have a thorough investigation made of the subject and will base its final decision on the results thereof.

Mr. Ben Flaxell, attorney, North Bend, was present in company with his clients, Mr. and Mrs. Kaye Howard of Hauser, Oregon, owners of a store

and post office at that place, who want commercial access from their property to the new highway which is being constructed between Hauser and Coos Bay. Their plea was based primarily upon providing service to the general public who patronize the store and post office, particularly from the postal service standpoint. Mr. Flaxell presented a letter from the postal transportation service, Mr. P. G. Young, Acting District Superintendent, who advises that recent developments in the transportation of U. S. mails contemplates establishment of a mail truck route between Eugene and Coos Bay with service at all intermediate offices and routes, and that it is essential to the satisfactory operation of such service that unrestricted access be allowed.

Chairman Chandler advised that the new highway has been designed as a "freeway" and access to the highway will be controlled, in fact, he said, all access to the highway will be denied except that of a private nature. He added that the granting of commercial access would defeat the purposes of the freeway. At his request, the State Highway Engineer explained details with respect to the highway design and access control. He also pointed out that the town of Hauser will still enjoy access to the highway by means of an existing county road which presently will be joined to the highway at grade but later on when traffic warrants will be separated by means of a grade separation structure.

Mr. Flaxell then asked the Commission to convey to the Howards a small area of wide right of way near the county road junction, so the Howards can develop it for vehicle turn-around purposes. It was explained to him that the extra land has been acquired for use in connection with a future underpass which will be constructed when the highway is widened for four lanes of traffic. As a result of further discussion, the Commission decided definitely not to grant the Howards commercial access to the highway. However, the Commission indicated that it might lease to the Howards the small area near the county road junction for turn-around pusposes until such time as the property is actually needed for highway purposes. The matter was referred to the Engineer for study and report.

The Engineer brought up for discussion the proposed improvement of the John Day Highway between the cities of John Day and Mt. Vernon, in Grant County. He recalled that the original plan for the improvement of this section provided for a new highway to be located on the north side of the John Day River and plans were made accordingly; however, because of objections offered by local people, it has been considered advisable to improve the existing road on the south side of the river rather than to construct the other. In view thereof, he requested authority from the Commission to make a location survey along the route of the present highway between these two towns. The Commission approved the request unanimously.

In this connection the Engineer suggested that the funds amounting to $400,000 heretofore allocated by the Commission to finance construction of the new highway on the north side of the John Day River between Mt. Vernon and John Day be transferred to finance construction of the Willow Creek-Arlington Section of the Columbia River Highway inasmuch as the Mt. Vernon-John Day Project cannot be placed under contract for a year or

more. He pointed out that the Willow Creek-Arlington Project is estimated to cost about $625,000 so an additional $220,000 will be needed from some other source. He requested authority to transfer the funds from some other project if investigation of the program reveals that that can be done without handicap. The Commission approved the request subject to the condition that the engineer must secure the telephonic approval of each member of the Commission before the transfer is actually made.

The Engineer brought to the attention of the Commission a revised compensation plan, including salary ranges and intermediate steps, for State employees in the classified service, as proposed by the State Civil Service Commission. He explained that the proposed plan has been presented to him by the Civil Service Commission for review and consideration only as to State Highway Department employees, and that it has not as yet been officially adopted by the Civil Service Commission although indications are that it will be put into effect as of May 1, 1952. He gave as his belief that with some exceptions, the proposed plan is equitable and just, and he asked the Commission to authorize payment of the salaries indicated in the plan as soon as official notice has been received from the Civil Service Commission that the plan has been adopted. The Commission deferred action in the matter pending further detailed information from the Engineer who was instructed to furnish such information and then act in conformity with instructions he will receive from Chairman Chandler. In the further discussion of this matter, the question arose whether or not the proposed plan provides for salary increases heretofore approved by the Commission for the employees of the Right of Way Division and others. Upon advice from the Engineer that the proposed increases are not sufficient in certain instances, the Commission ordered prepared a letter of protest to the Civil Service Commission pointing out the deficiencies and requesting adjustments. The letter is to be signed by the Secretary in behalf of the Commission.

The Engineer requested instructions regarding the renewal of the insurance coverage furnished in connection with the Astoria-Megler Ferry Service. He recalled that the Commission recently decided to extend its contract with the Astoria Navigation Company for the ferry operation until May 31, 1953, and the question now arises whether or not the Commission wishes to renew the existing insurance policy covering the operation. The Commission voted unanimously to renew the existing policy for a one-year period ending May 31, 1953.

Chairman Chandler brought up for discussion the retirement of Mr. F. D. Eason, Division Engineer in charge of Division 2, with headquarters in Salem, whose service with the State Highway Department will terminate on July 1, 1952 after 33 years of continuous tenure. The Commission expressed sincere regrets that Mr. Eason's services soon will no longer be available to the State Highway Department and instructed the Secretary to direct a letter to Mr. Eason expressing appreciation of the fine service he has rendered the State in helping to bring Oregon's highways up to a standard that is comparable to the best highways in the nation, and

to express to Mr. Eason the Commission's best wishes for his future success and happiness.

The meeting recessed at 12:00 noon and reconvened at 2:00 p. m. with the same persons present and participating.

County Judge Garnet Barratt, Morrow County, was present and asked the Commission to take over as a State obligation maintenance of the Paterson Ferry county road which extends from the Columbia River Highway to the Paterson Ferry landing on the Columbia River. He said that the county is not financially able to keep this road in a good state of repair, and he urged the Commission to assume responsibility for the road as an interstate connection, because of the large volume of traffic that uses it. The matter was referred by the Commission to the Engineer for investigation and report.

Honorable Carl Francis, State Representative, Dayton, Oregon, headed a group consisting of the following persons which appeared before the Commission and urged improvements to Three Mile Lane State Secondary Highway No. 152 between Dayton and Dayton Junction, and improvements to the Amity-Dayton State Secondary Highway No. 155: H. W. Torbet, Amity; Vance Taylor and M. H. Bauer, both of Corvallis; Earl Corburn, Mayor of the City of Dayton; Floyd Willard, Harry Sherman, Adolph Hraba, Ernest Budke, R. O. Lippert, and David Ellis, all of Dayton.

Mr. Francis urged the widening and elimination of excessive curvature on both highways, and he particularly urged either repair of the existing bridge over the South Yamhill River near the city limits of Dayton so as to permit free flow of traffic, or replacement of the structure with a new one. He stated that the existing bridge is entirely inadequate to handle the large volume of traffic that uses it particularly during the summer months, when it has to take care of about 2,500 additional people who are temporarily employed in the area. The narrowness of the bridge, he added, is a serious traffic hazard, and is conducive of accidents. Mr. Francis also mentioned the number of curves that should be eliminated in both highways. He presented pictures in support of his oral argument. He also asked the Commission to install a traffic signal on Three Mile Lane Secondary Highway at its crossing of the Southern Pacific Railroad tracks north of Dayton where, he said, accidents frequently occur.

Mr. Francis called on Mr. Lippert and Mr. Hraba for additional remarks because of their connections with the log hauling and the farming industries. Mr. Lippert gave statistics on log hauling traffic that crosses the bridge at Dayton, the quantity of which in 1952 he estimated would be about fifteen million FBM. Mr. Hraba spoke of the traffic to and from Alderman Farms and its treating plant. He mentioned that 300 people are employed in their plant, 200 of whom have to cross this bridge structure twice daily during the summer season, and are subject to the hazards of this narrow bridge. As a result of the discussion, the Commission re-

ferred the matter to the Engineer for investigation and report on what it would cost to do the things requested by the group.

A group of farmers from Sherwood and vicinity appeared before the Commission and urged that they be given direct access to the new "freeway" that is being constructed between Portland and Salem via West Portland-Hubbard Highway. They asked for such direct connection from Norwood County Road about one-half mile south of the town of Tualatin. Mr. James M. Howton, James Davis, William Ebert, Mr. and Mrs. G. D. Wark, I. Philan, Alfred G. Lee, Mr. and Mrs. Gene Wilhelm, Mr. and Mrs. E. A. Schneider, Floyd L. Pilger, J. S. Kelly, Mr. and Mrs. George Slawik, E. W. Richter, Dwight Phelps, and Mr. and Mrs. Howard Ellman.

Mr. Howton presented petitions signed by numerous residents and citizens of the Sherwood, Stafford, Norwood, Tualatin, and Mulloy localities, all residing in the near vicinity of the Norwood County Road crossing of the West Portland-Hubbard Highway in which petition the State Highway Commission is requested "to carry out its original plans and provide a clover leaf type of access to the new highway at the Norwood intersection". They alleged that they were given to understand that a clover leaf type of access to the new highway would be granted at the Norwood Road crossing, and that it was on that basis that the land owners agreed to grant rights of way across their holdings. Subsequently, they alleged, the plans were changed without good and substantial reasons, after the necessary rights of way were acquired by the State. The petitioners also stated the Norwood community has a population of 372 people, all of whom would use the Norwood Road clover leaf structure were it provided, and they also said that in their estimation the cost to construct it would be negligible because of the natural slope on each side of the new highway. Other speakers in behalf of the project were Mr. Ebert and Mr. Ellman.

At the request of Chairman Chandler, the Engineer exhibited a map showing the plan for the project, and he explained details. In his remarks the Engineer mentioned that the purpose of the new highway is not to serve local communities, but its main function is to serve as a "freeway" to speed up travel through the Willamette Valley and that local people will be served by the same roads that they now travel with connections to the new highway at points a short distance north and south of the Norwood Road.

Chairman Chandler advised that the Commission is endeavoring to construct a modern "freeway" that will safely handle fast through traffic, and should the Commission construct too may clover leaf connections to this "freeway", it would defeat the purpose intended. The theory, he said, is not to provide a new highway for local traffic, but it is to relieve congestion on the local roads. Mr. Howton declared that the plan is going to result in bad traffic congestion in the town of Tualatin, which is the nearest point of connection for the people of his community. After considerably more discussion, Chairman Chandler advised that the Commission will give the matter further study but cannot hold much hope for any change as has been requested. Mr. Ellman requested notification of the Commission's final decision, and he was told to return to the meeting in about twenty minutes.

Following departure of the group, the Commission resumed discussion of the matter during which the Engineer gave further details with respect to the plans for traffic in the town of Tualatin. He advised that present plans do not provide for a clover leaf structure at this place, but such a structure will be constructed later if and when traffic justifies it. Upon Mr. Ellman's return Chairman Chandler advised that the Commission has decided to adhere to the present plan for this highway; however, he said, if in the future, traffic demands require a clover leaf connection, it will be provided. Mr. Ellman reiterated that they were given to understand that when the right of way was purchased, they were told by a Mr. Smith, Right of Way Agent, that they would be given access to the highway at Norwood Road, and that they found out only a short while ago that no such access was to be provided. The discussion was concluded by Chairman Chandler who advised that the Commission has decided definitely to adhere to the present plan which, according to the Engineer, is the best plan that can be provided. He also said that should the group desire to come again to the Commission in the matter, the Commission will be glad to hear what they have to say. This concluded the conference.

The following persons comprised a delegation from Astoria, Warrenton, Seaside, Gearhart, and Tillamook which was present regarding improvement of the Oregon Coast Highway, south of Astoria: E. R. Baldwin City Manager of Warrenton; D. J Craven, Member of Warrenton Chamber of Commerce; Joe Flynn, Member of Astoria Chamber of Commerce, Herb Hacker C E Short, K. T. Anderson, Wayne Oja, E. T. Christianson, E. D Nemia, Ragnor Johnson, Guyon Blissett, and Harvey K. Lopp, all members of the Astoria Chamber of Commerce; Elmer J. Palo, Astoria, representing the West End Development League; L. E. Parsons representing Radio Station KVAS, Astoria; Dean Ruth, City Councilman, Seaside; Don McNeil Member of Seaside Chamber of Commerce; Lester Raw Mayor of Seaside; Arthur W. Ensor, Member Seaside Planning Commission; William R Manion, Port Commissioner, City of Astoria, John E Phillips, Seaside Chamber of Commerce; Senator R B Holmes, Gearhart, member of the Oregon Coast Association; and Vein Tinnerstett, Tillamook, Manager, Oregon Coast Association.

Mr. Baldwin headed the group. He particularly asked the Commission to construct a proposed highway parallel to the tracks of the Southern Pacific Railroad across Youngs Bay as the permanent route for the Oregon Coast Highway between Astoria and Warrenton He repeated arguments heretofore presented to the Commission in support of this location, pointing out that the route will provide a savings in distance of about three and one-half miles between common points whereas, it is not possible to shorten appreciably the existing route. He mentioned that when their project was first presented to the Highway Commission some years ago, a representative group of their district was not in accord, but, he said, such is not the case at the present time, in fact, all groups have endorsed the project and want it to go forward He pointed out that there are only three businessmen along the present highway who are not in

favor of the change. Others speaking in behalf of the project were Mayor Raw of Seaside who stated that they favor the change; Mr. Palo, who stated that the West End Development League favors the change, and is backing up the movement to secure it; Mr. Manion, who stated that the port of Astoria wants the highway straightened between Astoria and Seaside. He alleged that it is now more difficult for the people of Seaside to travel to Astoria than it is to travel to Portland; Mr. Hacker, who endorsed the project from the safety standpoint; Mr. Johnson, who also spoke for the project on the safety angle and who mentioned the importance of the improvement from the standpoint of heavy weekend travel He also mentioned that in the past considerable time has been lost by travel when the Lewis & Clark Bridge and the Young's Bay Bridge are under repairs; Senator Holmes advised that the Oregon Coast Association unanimously adopted a resolution at its last meeting favoring the project. He urged favorable consideration by the Commission because of the large increase in traffic between Gearhart and Astoria, and because of time lost under present conditions; Mr. Short endorsed the remarks of Mr. Baldwin. Mr. Baldwin concluded the presentation by repeating that all of the groups in their entire district are now in accord and are asking the Highway Commission to approve the project for early construction.

Chairman Chandler advised that the Highway Commission is glad to know that the groups represented by the delegation are in accord concerning this project. An economic survey of the highway, he said, reveals that the project is a much needed improvement and the Commission favors that the permanent highway should be constructed across Youngs Bay as suggested, rather than along the present route. He pointed out that the Commission previously (on August 21, 1951) authorized the Engineer to conduct a location survey of the project but, he added the Commission is not in a position today to state just when construction can go forward. This concluded the conference.

Mr. F. J. Kernan, Portland, was present regarding a right of way across the Kernan Livestock Company's property for a proposed connection between Swift Boulevard and US 99W in North Portland He was accompanied by Mr. T. B Wilcox Chairman of the Board of the Pacific International Livestock Association, and Mr. Walter Holt, Manager of the Association.

Mr Kernan advised his willingness to deed the right of way to the State provided he is given access from his property to the highway and provided the State will pay him for filling in the property to the desired elevation when he fills in his adjoining property, arrangements for which, he said, have already been made He pointed out that by such procedure the Commission would buy the land with the fill already constructed rather than just the land alone. Concerning access to the highway, Mr. Kernan said that according to the Engineer's present plans, no access has been provided on land from which he received a yearly income of between $25,000 and $30,000, which income he will lose unless access to the highway is granted In the discussion that followed, Mr. Kernan was informed that his problem is strictly an engineering one which he should discuss with the Engineers, and that all the Highway Commission wants is the right of way across his property, payment for which has already been provided for, so that the project can go forward

Mr. Wilcox stated that the concern of the Pacific International Livestock Association is regarding space for the parking of automobiles. The requirements for the highway improvement, he said, takes an area of about an acre of the Association's best parking area and it was their hope that in deeding this acre to the State, the State would provide an additional area to take its place. The Association, he said, is not interested in dollars and cents for the land, but does want adequate parking area. The Engineer suggested that in order to avoid confusion and misunderstanding that it would be well to keep the two matters entirely separate, that the State pay cash for the right of way and let the Livestock Association and Mr. Kernan deal with the State contractors direct for materials that they need for their specific purposes. He gave as his belief from available information that the State Highway Department and the Livestock Association are in close agreement and that a satisfactory arrangement will be consummated in the not too near distant future. Mr. Wilcox stated his willingness to discuss the matter further with the Highway Commission's Engineer. The Engineer was instructed to render a complete report on the subject at the next meeting of the Commission.

Following the departure of the group, the discussion of the matter was resumed. The Right of Way Engineer advised that he anticipates no difficulty in reaching a satisfactory settlement with the Livestock Association but, in his estimation, it is going to be necessary to condemn Mr. Kernan's land. The Engineer was instructed to prepare this project for bids to be received at the May meeting of the Commission, and the Chief Counsel was authorized and instructed to condemn the right of way, if necessary. The attached resolution relative thereto, marked EXHIBIT "P", which [illegible] resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously. For further instructions that may be necessary regarding this project, the Engineer and the Chief Council were instructed to confer with Commissioner McIver to whom the Commission referred the matter with full power to act on behalf of the Commission.

County Judge C. R. Craddock, Harney County, was present and inquired as to the Commission's plans for improvement of the Central Oregon Highway between Sage Hen Hill and Burns. He was informed that the Commission has this project in mind and has made provision for it in its tentative program for the year 1954.

The Commission discussed with the Engineer the bids received during the morning session for highway construction, and at 4.00 p. m. Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the action taken by the Commission being by unanimous vote:

"Reoiling on the Unity Junction-Mill Gulch Section of the Baker-Unity Highway, Baker County: The Commission received five bids for this project, the low one being that of Leslie Harris, Pendleton, in the amount of $22,145.50. The contract has been awarded to Leslie Harris, at his bid price.

"Construction of a bridge over the Nehalem River on the Nehalem Secondary Highway, Clatsop County: Snook Brothers, Corvallis, submitted the low bid at $124,746.00. There were six higher bids. The contract has been awarded to Snook Brothers at their bid price.

"Madras-Terrebonne Rock Production Project on The Dalles-California and Culver Highways in Jefferson and Deschutes Counties. Cinder Hill, Prineville, submitted the only bid for this work at $23,310.00. The contract has been awarded to this company at its bid price.

"Bridge over Hood River on Columbia River Highway near the City of Hood River, Hood River County. General Construction Company, Portland, was the low bidder for this work at $121,162.00. There were three higher bids. The contract has been awarded to the General Construction Company, Portland, at its bid price.

"Construction of garage at Yaquina Bay State Park, Lincoln County: Enoch I. Maerz, Salem, was the low bidder for this work at $2,830.00. There were three higher bids. The contract has been awarded to the low bidder, Enoch I. Maerz, at his bid price.

"Intermittent grade widening and rock surfacing on the Eddyville-Nashville Section of the Eddyville-Blodgett Secondary Highway in Lincoln County: The Commission received six bids for this project, the low one being that of A. H. Saxton & Son, Corvallis, at $30,000.00. The Commission has accepted this bid and has awarded the contract to A. H. Saxton & Son at their bid price.

"Grade widening and paving Entrance Road to MacLaren School about two miles north of Woodburn in Marion County. Warren Northwest Inc., Portland, was the low bidder for this work at $9,160.00. There were four higher bids. This project was advertised in behalf of the Oregon State Board of Control to whom the bids are being referred for further handling.

"Paving the Silverton (McClaine & West Main Streets) Project in Silverton, Marion County: Two bids were received by the Commission for this work, the low one being that of Warren Northwest Inc., Portland, at $10,407.50. The contract has been awarded to Warren Northwest Inc., at its bid price.

"Grading and paving the Woodburn-Mt Angel Section of the Hillsboro-Silverton Secondary Highway, Marion County: Warren Northwest Inc., Portland, was the low bidder for this work at $207,386.50. There were four higher bids. The contract has been awarded to Warren Northwest Inc., at its bid price.

"Grading and Oil Mat Surfacing on the Ione (Spring Street) Section in the City of Ione, Morrow County: Leslie Harris, Pendleton, was the low bidder for this work at $5,858.00. There were two higher bids. The contract has been awarded to the low bidder, Leslie Harris, at his bid price.

"Grading and Oil Mat Surfacing and Construction of two timber bridges on the Irrigon-Ordnance Depot Section of the Irrigon-Ordnance Depot Access Road south

from Irrigon, Morrow County: K. C. Dack, Milton-Freewater, was the low bidder for this work at $50,940.50. There were two higher bids. The low bid of K. C. Dack in the amount of $50,940.50 is accepted subject to approval by the Bureau of Public Roads. If such approval is obtained, the Engineer is instructed to have a contract prepared and offered to said low bidder for execution.

"Clatsop County Line-Rockaway Rock Production Project on the Oregon Coast and Necanicum Highways near Nehalem, Wheeler and Rockaway, Tillamook County: The Commission received two bids for this work, both of which were considered too high and accordingly have been rejected.

"Construction of Emigrant Springs Park Camping Area, Umatilla County Bechtel Brothers, Elgin, was the low bidder for this work at $34,754.90. There were three higher bids. The contract has been awarded to Bechtel Brothers at their bid price.

"Union Rock Production Project on the Old Oregon Trail and Cove Highways, Union County: Barney B. Helser, Lexington, was low bidder for this work at $23,780.00. There was one higher bid. The contract has been awarded to Barney B. Helser, at his bid price.

"Construction of a 100' reinforced concrete viaduct over Bakeoven Creek on the Shaniko County Road near Maupin, Wasco County. VaDare Construction Company, Portland, submitted the low bid of $19,443.00. There were three higher bids. The contract has been awarded to VaDare Construction Company at its bid price

"Grading and Oil Mat Surfacing on the Bakeoven Grade Section of the Shaniko County Road easterly from Maupin, Wasco County. The Commission received two bids for this work both of which were considered too high and accordingly were rejected.

"Grading and Paving on The Dalles Section of the Columbia River Highway in The Dalles, Wasco County: United Contracting Company, Portland, was the low bidder in the sum of $100,678 70 There was one higher bid. The bid of United Contracting Company in the amount of $100,678.70 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Grading and Paving in the Cities of Forest Grove and Cornelius, Washington County: Warren Northwest Inc . Portland, was the low bidder for this work at $23,474.50. There was one higher bidder. The contract has been awarded to the low bidder, Warren Northwest Inc., at its bid price.

"Grading and Paving the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, Washington County: E. C. Hall Company, Portland, was the low bidder for this work at $375,501.00. There were three higher bids. The bid of E. C. Hall Company in the amount of $375,501.00 is accepted, and the Engineer is instructed to have a contract

prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of three reinforced concrete grade separation structures on the Salem By-pass Section of the Pacific Highway East, viz: State Street, Mill Creek, and Market Road No. 56, in Marion County: Tom Lillebo, Reedsport, was the low bidder for this work at $89,408.00. There were two higher bids The bid of Tom Lillebo in the sum of $89,408.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads."

The Commission discussed the schedule of contract lettings as presented by the Engineer, particularly as to the status of the right of way acquisitions. The Right of Way Engineer reported the status of right of way matters which indicated to the Commission that the right off way will be clear insofar as the projects that are to be advertised for bids to be received at its next two meetings are concerned so no delays will be occasioned on that account.

The Commission also discussed the status of surveys required in connection with future highway contracts. The Engineer presented a list of surveys showing the status of each which was approved by the Commission.

The Right of Way Engineer brought up for discussion a proposed exchange of properties with the Union Pacific Railroad in The Dalles, in order to provide right of way for a one-way street couplet at this place, using Second Street for west-bound traffic on US 30 and Third Street for east-bound traffic. He exhibited a map showing the property that is needed by the Railroad Company on which to relocate its railroad spur track and also showing railroad property that is needed for highway purposes. He explained that the exchange of deeds will have to be effected through the city, and that no cash consideration is involved. He recommended approval of the exchange. The Commission approved the recommendation unanimously.

Commissioner Reynolds brought up for discussion a letter from the City of Union, Union County, in which request is made for assistance from the State Highway Department in the improvement of certain city streets which it is stated, are being extensively used and damaged in connection with the truck hauling of logs and in the transportation of grain. The Secretary was instructed to inform the city that the Commission has no funds available to assist the City of Union financially this year in the accomplishment of what it has in mind; but an investigation will be made to ascertain what is needed and the city's request will be given consideration in the formulation of the Commission's city street construction program for next year. The Engineer was thereupon instructed to make the investigation.

The Commission approved and signed agreements, etc., as follows:

Deed re sale to Mr. Charles L. Beardsley of 0.17 acre of excess property

situate west of City of Hood River on US 30.

Lease re settlement of Frederick R. Behm condemnation suit on McKenzie Highway at Blue River.

Correction Bargain and Sale Deed conveying to Hayward C. and Catherine Stacey certain property located at Winchester Bay.

Agreement with Morrow County providing for maintenance of the Irrigon Ordnance Depot access road after construction of same by the State at Federal Government expense.

Agreement with California-Oregon Power Company re movement of eleven power poles located on private right of way along Modoc Point-Barkley Springs Section of The Dalles-California Highway.

Agreement with Southern Pacific Company covering cost of inspection service in connection with construction of Modoc Point-Barkley Springs Section of The Dalles-California Highway.

Agreement with Union Pacific Railroad Company covering construction of a 48" culvert pipe beneath the tracks of the railroad company in connection with construction of the Upper Columbia River Highway between Gorton Creek and Warren Creek.

Agreement with O. C. Yocom Company contractor, McMinnville, concerning use of State-owned rock quarry adjacent to US 99W, 3 miles north of Newberg.

Cooperative agreement with the U S Forest Service for disposition of dangerous trees located in Mt Hood National Forest on Wapinitia and Warm Springs Highways

Agreement with Douglas County covering disposal of right of way along old route of Chenoweth Park-Oakland Junction Section of the Pacific Highway.

Agreement with Douglas County providing for construction of access roads to new Pacific Highway from the Roseburg Airport

Agreement with Hood River County covering disposal of the old portion of the Mosier-Hood River Section of the Columbia River Highway upon completion of the new highway

Agreements with cities of Carlton, Cornelius, Elgin, Forest Grove, Ione, Lafayette, Oakland, Silverton and Yamhill, covering special state tax street fund projects.

Two agreements with Malheur County covering maintenance of Federal Aid Secondary Highways No. 528 and No. 529. (Ontario-Evans Corner Section) after construction has been completed by the State.

Agreement with City of North Bend providing for disposition of the old route of the Cape Arago Secondary Highway in the City of North Bend when the new highway has been constructed.

Two agreements with Southern Pacific Company covering easement and construction in connection with the crossingof the Geer Branch of the Southern Pacific Railroad on the Salem By-pass Project.

Two agreements with Southern Pacific Company covering easement and construction in connection with the crossing of the Main Line tracks of the Southern Pacific Railroad Company on the Salem By-pass Project.

Permit agreement with T. J. Funari for roadway crossing to timber strip adjacent to US 101 north of Brookings, Curry County.

Indenture of Access with Robert B. Harris re change in point of access to property on North Union Avenue, Portland.

The meeting adjourned at 5:00 p. m.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

EXHIBITS "A" through "Q"

Minutes of

April 21 and 22, 1952

EXHIBIT "A"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED THAT the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

TALBOT PARK-COLUMBIA RIVER HIGHWAY

18927 - Multnomah County Land Dept. (Mayhew)
Park Site
No option

8.5 acres at $30- per acre $ 250.00

Amount to be paid owner - chrg to Park Site $ 250.00

Access not controlled -

SHEPPARDS DELL PARK-COLUMBIA RIVER HIGHWAY

18976 - Snedecor, Estes and Rachel K. (Mayhew)
Park Site
Letter

12 acres at $83.83+ per acre $ 1,000.00

(cont.)

EXHIBIT "A" (cont.)

SHEPPARDS DELL PARK-COLUMBIA RIVER HIGHWAY

18976 - Snedacor, Estes and Rachel K. (cont.)

Amount to be paid owner - chrg to Park Sites $ 1,000.00

Access not controlled -

BOONES FERRY ROAD-MARION COUNTY LINE UNIT - BARBUR BLVD. - WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

17537 - Salzer, Walter D. and Rose M. (Johnson)
Right of Way
Option expires September 11, 1952

4.59 acres at $350 per acre $ 1,606.50

Amount to be paid owner - chrg to Right of Way $ 1,606.50

Access controlled - no access allowed

18996 - Martinazzi, Nettie (Smith)
Right of Way
Option expires September 14, 1952

0.32 acre land, access to highway and water supply Lump Sum $ 2,000.00

Amount to be paid owner - chrg to Right of Way $ 2,000.00

Takes all

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HWY. WEST

18976 - Pearson, John and Ingeborg (Johnson)
Right of Way & Easement
Option expires September 19, 1952

1520 sq. ft. at $0.30 per sq. ft.	$	456.00
+5' slope easement		
3 walnut trees at $25 per tree		75.00
Allowance - for re-seeding and to replace steps and hand rail		75.00
Fruit stand, 10 x 10		100.00
Damages		1,332.00

Amount to be paid owner - chrg to Right of Way $ 2,038.00

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

1376 - Pearson, John and Ingeborg (cont.)

THINGS TO BE DONE BY THE STATE:

Re-slope present driveway, and re-pave to present width
Commercial accesses restricted to Station 108+45 and 109+25, east side

Access controlled -

1380 - Anderson, George and Ruth C. (Johnson)
Right of Way & Eastment
Option expires September 16, 1952

705 sq. ft. at $0.20 per sq. ft.	$ 141.00	
+ 5' slope easement		
Damages	2,400.00	
Amount to be paid owner - chrg to Right of Way		$ 2,541.00

Access controlled - no access allowed

18625 - Serres, Michael and Mary Agnes (Johnson)
Right of Way & Easement
Option expires September 12, 1952

200 sq. ft. at $0.09 per sq. ft.	$ 18.00	
+ 5' fill easement		
Amount to be paid owner - chrg to Right of Way		$ 18.00

THINGS TO BE DONE BY THE STATE:
Reestablish driveway at Station 136+84, 12' wide, and at Station 137+80, 17' wide, west side. (Commercial)
Access allowed 25' wide at Station 136+84 and 40' wide at Station 137+80. (Commercial)

Access controlled -

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18690 - Christensen, Hannah (Johnson)
Slope easement
Option expires September 12, 1952

Easement to slope driveway Gratis

THINGS TO BE DONE BY THE STATE:

Reslope driveway. Est Cost. $ 40.00
Private access granted at Station 108+80, 25' wide

Grantor will build his own retaining wall.

Amount to be charged to Construction $ 40.00

Access controlled -

18700 - Graven, Dewey S. (Johnson)
Slope Easement
Option expires September 12, 1952

5 foot slope easement Gratis

THINGS TO BE DONE BY THE STATE:

Re-establish two 25' driveway entrances, (commercial) at Station 129+80 and Station 130+30, resloping and replacing present black top, west side. Est. $ 400.00

Amount to be charged to Construction $ 400.00

Access controlled -

18691 - Heffren, Margaret B. (Johnson)
Easement
Option expires September 13, 1952

10 foot easement (slope)		Gratis
3 large cherry trees at $25 each	$	75.00
1 lilac tree at $10		10.00

Amount to be paid owner - chrg to Right of Way $ 85.00

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18691 - Heffron, Margaret B. (cont.)

THINGS TO BE DONE BY THE STATE:

Access allowed at Stations 109+40, 110+50 and 111+10, 25' wide, west side (Commercial)

Access controlled -

18123 - Hambach, H. and Elizabeth (Johnson)
Right of Way
Option expires September 9, 1952

2960 sq. ft.	Lump Sum	$ 300.00
Allowance - for removing three small signs		50.00
Amount to be paid owner - chrg to Right of Way		$ 350.00

THINGS TO BE DONE BY THE STATE:

Private access granted at Stations 153+81.1 and 155+21.1, East side of highway

Access controlled -

18636 - White, Lester T. and Gladys (Smith)
Right of Way
Option expires October 2, 1952

0.83 acre at $1400 per acre	$ 1,162.00
10 rods of fence at $3.50 per rod	35.00
Cabin	100.00
Damages	125.00
Amount to be paid owner - chrg to Right of Way	$ 1,422.00

Access controlled - no access allowed

18639 - Jenkins, Raymond V. and Eva E. (Smith)
Right of Way
Option expires October 6, 1952

0.587 acres	Lump Sum	$ 1,000.00
Amount to be paid owner - chrg to Right of Way		$ 1,000.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

6669 - Cook, Harold L. and Dorothy F. (Smith)
Right of Way
Option Expires September 5, 1952

8712 sq. ft. at $0.20+ per sq. ft. $ 1,800.00

Amount to be paid owner - chrg to Right of Way $ 1,800.00

Takes all -

18652 - Winter, E. E. and Merle W. (Smith)
Right of Way
Option expires September 10, 1952

22516 sq. ft. at $0.055- per sq. ft.	$ 1,238.40	
Allowance - for moving and re-establishing board fence	175.00	
- 90 ft. of graveled and partly oiled drive	75.00	
Amount to be paid owner - chrg to Right of Way		$ 1,488.40

THINGS TO BE DONE BY THE STATE:

Private access allowed at present access point. Station 252+70, east side.

Access controlled -

18650 -Graven, M. E. and Hazel D. (Smith)
Right of Way
Option expires September 16, 1952

0.283 acres Lump Sum $ 600.00

Amount to be paid owner - chrg to Right of Way $ 600.00

THINGS TO BE DONE BY THE STATE:

Access restricted to present point of access at Station 230+30, east side, 25' wide (Commercial)

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18701 - Swope, Harley and Laura A. (Johnson)
Easement
Option Expires September 11, 1952

5 foot easement Gratis

THINGS TO BE DONE BY THE STATE:

Reestablish present driveways at Stations 132+00 and 133+00, west side. (Commercial
Accesses allowed at Stations 131+11, 131+59 and 133+95, west side, for future development. Commercial

Access controlled -

18702 - Beyer, Charles A. and Mary D. (Johnson)
Easement
Option expires September 12, 1952

5 foot easement Gratis

THINGS TO BE DONE BY THE STATE:

Reestablish present 20 foot driveway at Station 134+63.4, west side,
Reestablish present 12 foot driveway at Station 135+70, west side,
Private access allowed 40 and 25 feet wide

Access controlled -

18364 - Gard, Arthur A. and Frankie E. (Smith)
Right of Way
Option expires September 13, 1952

0.55 acre at $1400 per acre	$ 770.00	
Damages and reduction of area	400.00	
Amount to be paid owner - chrg to Right of Way		$ 1,170.00

THINGS TO BE DONE BY THE STATE:

State to place proper markers on right of way where R/W intersects Grantor's remaining property lines.

Access controlled - no access allowed, except via frontage road

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18624 - Snyder, R. E. and Leona M. (Johnson)
Right of Way & Easement
Option expires September 24, 1952

840 sq. ft. at $0.45+ per sq. ft.	$ 382.20
+ 10' slope easement	
Allowance - to close up front porch and provide concrete steps and walk	255.00
- to move and reset 80' of picket fence at $0.50 per ft.	40.00
Damages	1,320.00

Amount to be paid owner - chrg to Right of Way $ 1,997.20

THINGS TO BE DONE BY THE STATE:

Reestablish driveway to present width and repave same at Station 115+75, east side. (private)

Access controlled -

18713 - Lexa, Joseph and Theresa (Johnson)
Easement & Restriction of access
Option expires September 26, 1952

5' slope easement Gratis

THINGS TO BE DONE BY THE STATE:

reslope present driveway at Station 150+25 east side. (commercial)

Access controlled -

18705 - Schultz, Walter A. and Amy (Johnson)
Easement
Option expires September 26, 1952

5' slope easement	Gratis
Allowance - to remove laurel hedge, trim cedar tree, & replace sidewalk	$ 75.00

Amount to be paid owner - chrg to Right of Way $ 75.00

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18705 - Schultz, Walter A. and Amy (cont.)

THINGS TO BE DONE BY THE STATE:

Reconstruct and reslope present driveway at Station 142+50 west side (private)

Access controlled -

18711 - McDonald, Mable R. (Johnson)
Easement
Option expires September 23, 1952

3 foot slope easement Gratis

THINGS TO BE DONE BY THE STATE:

Construct driveway entrance 12' wide at Station 140+80 (Commercial)
Est. Cost $ 20.00

Amount to be charged to Construction Est. $ 20.00

Access controlled -

18688 - Meyer, Gladys R. and Virgil H. (Johnson)
Slope Easement
Option expires September 18, 1952

5 foot slope easement Gratis
Allowance - to grantor to re-block front porch, to allow for slope and move steps $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE:

Reestablish entrance to garage and service Station at Stations 106+54 and 106+95. Est. Cost $ 60.00

Right of access also reserved at Stations 113+90 and 114+48, east side, all commercial accesses.

Amount to be charged to Construction $ 60.00

GRAND TOTAL (Estimate) $ 260.00

Access controlled -

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18651 - Graven, Dewey S. (Smith)
Right of Way
Option expires September 17, 1952

0.283 acre at $2,000 per acre	$ 566.00	
Well	500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,066.00

THINGS TO BE DONE BY THE STATE:

Access allowed on East side at Station 231+50

Access controlled -

6986 - Schwenn, Edward A. and Martha Roger L. and Dorothy Hawley (Johnson)
Right of Way
Option expires September 5, 1952

975 sq. ft. at $0.30+ per sq. ft.	$ 303.00	
Damages	1,950.00	
Allowance - to Lessee for loss of parking Area	650.00	
Amount to be paid owner - chrg to Right of Way		$ 2,903.00

THINGS TO BE DONE BY THE STATE:

Unrestricted access allowed at Station 108+55, west side, 25' wide

Access controlled -

18645 - Rosefield, Reno and Rena (Smith)
Right of Way
Option expires September 20, 1952

578 sq. ft. Lump Sum	$ 50.00	
Damages	150.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

THINGS TO BE DONE BY THE STATE:

Restore driveways and accesses if disturbed during the construction or if grade is changed. Accesses reserved at Stations 209+85 and 210+45, east side, 25' wide. Commercial

Access controlled

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18687 - Meyer, Clifford H. and Evelyn J. (Johnson)
Easement & access restriction
Option expires September 16, 1952

5 foot slope easement Gratis

THINGS TO BE DONE BY THE STATE:

Reestablish present driveway to new grade at Stations 105+50 and replace present paving, west side. Commercial access.

Access controlled -

18626 - Whitson, Ravenna C. (Johnson)
Right of Way & Easement
Option expires September 16, 1952

1,490 sq. ft. more or less at $0.15 per sq. ft.	$ 223.50	
+ 5' slope easement		
Allowance - to reslope front walk	25.00	
Amount to be paid owner - chrg to Right of Way		$ 248.50

THINGS TO BE DONE BY THE STATE:

Reestablish present driveways at Station 140+00, 12 feet wide and Station 139+25, 20 feet wide, west side. (private)

Access controlled -

18627 - Tidwell, Eldon G. and Viola (Johnson)
Right of Way & Easement
Option expires September 19, 1952

1205 sq. ft. at $0.20 per sq. ft.	$ 241.00	
+ 5' slope easement		
Amount to be paid owner - chrg to Right of Way		$ 241.00

THINGS TO BE DONE BY THE STATE:

Reestablish two 25' driveway entrances and reslope same at Stations 138+10 and 138+90. (commercial)

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18555 - Vogan, Fred W. and Mabel Belle (Smith)
Right of Way
Option expires July 27, 1952

028 acres at $1500 per acre	$ 42.00	
Damage to 5 cherry trees at $15 each	75.00	
Amount to be paid owner - chrg to Right of Way		$ 117.00

THINGS TO BE DONE BY THE STATE:

Private access granted at Station 194+00, east side
Grantor reserved right to remove trees and top soil by Sept. 1'52

Access controlled -

1381 - Shuholm, Carl and Gladys Mae (Johnson)
Right of Way & Easement
Option expires September 25, 1952

680 sq. ft. and 5 foot slope easement	Lump Sum $ 294.00	
Damages	106.00	
Amount to be paid owner - chrg to Right of Way		$ 400.00

THINGS TO BE DONE BY THE STATE:

Reestablish present driveway at Station 112+06 east side (private)

Access controlled -

18722 - Lawson, T. G. and Ruth E. (Johnson)
Easement & access restriction
Option expires September 24, 1952

5' easement Gratis

THINGS TO BE DONE BY THE STATE:

Access allowed at Stations 111+10 and 109+85, east side. (commercial)

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

1379 - Larson, Irvine W. and Elsie Marie (Johnson)
Right of Way
Option expires September 10, 1952

1020 sq. ft. at $0.20 per sq. ft.	$ 204.00	
Allowance - 92 feet of rail fence at $0.50 per ft.	46.00	
Severance	1,250.00	
Amount to be paid owner - chrg to Right of Way		$ 1,500.00

THINGS TO BE DONE BY THE STATE:

Reestablish present driveway at Station 114+86.2, 30 feet wide, east side (commercial)

Access controlled -

18653 - Siege, Anna L. (Smith)
Right of Way
Option expires September 20, 1952

14810 sq. ft. at $0.055+ per sq. ft.	$ 816.00	
Amount to be paid owner - chrg to Right of Way		$ 816.00

Access controlled - no access allowed, except via frontage road

1369 - Brandhagen, R. M. and Maple (Johnson)
Right of Way and Easement
Option expires September 11, 1952

100 sq. ft. Lump Sum + 3 foot fill easement	$ 150.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00

THINGS TO BE DONE BY THE STATE:

Reestablish present driveway entrance at Station 133+94, east side, private

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT - TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

1371 - Beamish, John and Eliza and Jane (Johnson)
Right of Way and Easement
Option expires September 11, 1952

657 sq. ft. at $0.15 per sq. ft.	$ 98.55	
+ 3' easement		
Severance damages	520.00	
Amount to be paid owner - chrg to Right of Way		$ 618.55

THINGS TO BE DONE BY THE STATE:

Reestablish present driveway at Station 134+72, east side. Private

Access controlled -

NEWBERG MAINTENANCE SITE ON DESKIN ST. -NORTH OF R. R. TRACKS

18720 - Allen, W. G. and Elsie M. (Johnson)
Right of Way and Maintenance Site
Option expires September 13, 1952

30492 sq. ft. at $0.05 per sq. ft.	$ 1,524.60	
Garage - 1,500 sq. ft. at $1.00 per sq. ft.	1,500.00	
Amount to be paid owner - chrg to Maintenance Site		$ 3,024.60

Takes all -

18719 - Fox, Fred W. and Grace I. (Johnson)
Right of Way and Maintenance Site
Option expires September 17, 1952

2.3 acres at $2000 per acre	$4,600.00	
House - 720 sq. ft.	2,880.00	
Garage, Barn and small shed	470.00	
Amount to be paid owner - chrg to Maintenance Site		$ 7,950.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

EAGLE CREEK SECTION - CLACKAMAS HIGHWAY

18597 - Chandler, Scott and Verda (Smith)
Right of Way
Option expires September 17, 1952

0.9 acre at $300 per acre	$ 270.00	
80 rods of fence at $3.50 per rod	280.00	
Damages. 0.6 acres used to replace driveway	180.00	
Severance damages	500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,230.00

THINGS TO BE DONE BY THE STATE:

Construct drive about 1200 feet long, at Station 1052+00, which shall include a culvert 15' long, East side.
Construct access at Station 1054+76, east side, 15' in length.

Access not controlled -

18595 - Holman Fuel Company (Smith)
Right of Way (additional)
Option expires September 19, 1952

Feeding shed - 35 x 38	$ 350.00	
Amount to be paid owner - chrg to Right of Way		$ 350.00

WHEELER-ROCKAWAY SECTION - OREGON COAST HIGHWAY

18926 - Riley, H. Robert (Benner)
Stockpile Site
Option expires October 1, 1952

2.86 acres at $174.80+ per acre	$ 500.00	
Amount to be paid owner - chrg to Stockpile Site		$ 500.00

SCOVILL JUNCTION SECTION - NECANICUM HIGHWAY

18928 - Waldron, C. W. and Leta M. (Benner)
Stockpile Site
Option expires September 30, 1952

(cont.)

EXHIBIT "A" (cont.)

SCOVILL JUNCTION SECTION - NECANICUM HIGHWAY (cont.)

18928 - Waldron, C. W. and Leta M. (cont.)

2 acres at $500 per acre $ 1,000.00

Amount to be paid owner - chrg to Stockpile Site $ 1,000.00

WOODBURN-MT ANGEL SECTION - HILLSBORO-SILVERTON HIGHWAY

18769 - Lulay, F. A. and Laura Jean and Al and Josephine Lulay (Benner)
Right of Way
Option expires September 10, 1952

0.03 acre at $500 per acre $ 15.00
Allowance - to build concrete bulkhead or retaining wall 250.00

Amount to be paid owner - chrg to Right of Way $ 265.00

Access not controlled -

18756 - Hughes, Everett J. and Hazel E. (Benner)
Right of Way
Option expires September 19, 1952

0.01 acre Lump Sum $ 15.00

Amount to be paid owner - chrg to Right of Way $ 15.00

Access not controlled -

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18784 - DeLapp, Russel B. and Ruth G. (Benner)
Right of Way
Option expires September 12, 1952

5663 sq. ft. at $0.05 per sq. ft. $ 283.15

Amount to be paid owner - chrg to Right of Way $ 283.15

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION-PACIFIC HIGHWAY EAST (cont.)

18147 - Simons, Carl O. and Valva F. (Benson)
Right of Way
Option expires October 1, 1952

9,990 sq. ft. at $0.07 per sq. ft.	$ 699.00	
House - 1400 sq. ft. at $7.50 per sq. ft.	10,500.00	
Garage - 308 sq. ft. at $3 per sq. ft.	924.00	
Well and pump	400.00	
Lawn, septic tank, concrete walks etc.	477.00	
Amount to be paid owner - chrg to Right of Way		$13,000.00

Takes all -

13927 - George, Mary (Landon)
Right of Way
Option expires October 2, 1952

33,759 sq. ft. at $0.22+ per sq. ft.	$ 7,500.00	
Plus low bid for moving. (C. B. Burt). (2 houses, garage and appurtenances.)	11,967.00	
Amount to be paid owner - chrg to Right of Way		$19,467.00

THINGS TO BE DONE BY THE STATE:

Construct two unrestricted accesses on connecting leg, at Stations 47+92 and 48+67.

Access controlled -

Confirmation of Phone approval by Commissioner M. K. McIver 4-3-52

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18283 - Hoirup, William C. and Ruth (Witt)
Right of Way
Option expires September 23, 1952

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

18283 - Hoirup, William C. and Ruth (cont.)

0.392 acres	Lump Sum	$ 150.00	
Amount to be paid owner - chrg to Right of Way			$ 150.00

Access controlled - no access allowed

This supersedes and cancels option approved Jan. 31, 1952 for $25.00

(Witt)

18266 - Zieman, R. A. and Hulda
Right of Way
Option expires September 24, 1952

0.494 acre at $500 per acre	$ 247.00	
42 rods of fence at $4 per rod	168.00	
Amount to be paid owner - chrg to Right of Way		$ 415.00

THINGS TO BE DONE BY THE STATE:

Build driveway on new Turner road at Station 6+50
Build road from present Turner road to C. A. A. beam light.

Access controlled -

(Witt)

18265 - Morris, Rex B. and Kathleen
Right of Way
Option expires September 24, 1952

7 acres at $750 per acre	$ 5,250.00	
1½ story house - 32 x 32	5,480.00	
Garage - 20 x 24	720.00	
Machine shed - 14 x 20	420.00	
Lawn and shrubs	130.00	
Amount to be paid owner - chrg to Right of Way		$12,000.00

Takes all -

18290 - Cobb, Abner and Bessie Edith — Anthony A. & Margaret L. Blando (Witt)
Right of Way
Option expires August 12, 1952

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

18290 - Cobb, Abner and Bessie Edith (cont.)

0.251 acre at $500 per acre	$ 125.50	
13 rods of fence at $4 per rod	52.00	
Amount to be paid owner - chrg to Right of Way		$177.50

Access controlled - no access allowed

SALEM SHOP SITE ADDITION

18978 - State of Oregon (Benson)
Shop Area
Option expires October 1, 1952

12.312 acres at $423 per acre	$ 5,207.98	
Amount to be paid owner - chrg to Maintenance Site		$ 5,207.98

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

18489 - Lawrence, Gretchen (Byrum)
Right of Way
Option expires September 27, 1952

3.314 acres at $275- per acre	$ 900.00	
Damages	300.00	
Amount to be paid owner - chrg to Right of Way		$ 1,200.00

THINGS TO BE DONE BY THE STATE:

Private access granted, south side at Station 107+00.

Access controlled -

18715 - Jenkins, Gerald W. and Ruth H. (Byrum)
Right of Way
Option expires September 12, 1952

0.058 acre Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE:

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18715 - Jenkins, Gerald W. and Ruth H. (cont.)

Construct approach 12' wide at Station 257+70, south side.

Access controlled -

18541 - Potwin, Allen and Edith (Byrum)
Right of Way
Option expires August 20, 1952

1.5 acres at $450 per acre	$ 675.00
5.65 acres at $75 per acre	423.75
118 rods of fence at $4 per rod	472.00
Allowance - for timber	200.00
15 fruit trees at $15 each	225.00
Amount to be paid owner - chrg to Right of Way	$ 1,995.75

THINGS TO BE DONE BY THE STATE:

Construct two approaches 12' wide
Two private accesses granted, North side at Station 160+25, and South side at Station 160+25
If county road is constructed, North access shall be cancelled.

Access controlled -

18547 - Jenkins, Ray L. and Daisy D. Jenkins (Byrum)
Right of Way
Option expires September 10, 1952

5.39 acres at $450 - per acre	$ 2,412.00
147 rods of fence at $4 per rod	588.00
Severance damage	2,500.00
Amount to be paid owner - chrg to Right of Way	$ 5,500.00

THINGS TO BE DONE BY THE STATE:

Construct cattle pass at East end of bridge at Station 235+50 (part of construction plans.)

Access controlled - no access allowed

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18479 - Peterson, Carl H. and Helen F. (Haskin)
Right of Way
Option expires September 26, 1952

3.978 acres at $150 per acre	$ 596.70	
Allowance for timber	100.00	
Amount to be paid owner - chrg to Right of Way		$ 696.70

Access controlled - no access allowed

18467 - Mudrow, Richard D. and Jean N. (Haskin)
Right of Way
Option expires September 11, 1952

4500 sq. ft. at $0.08+ per sq. ft.	$ 375.00	
Allowance - to move garage	625.00	
Amount to be paid owner - chrg to Right of Way		$ 1,000.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 22+80, south side, 25' wide.

Access not controlled -

18929 - Mock, Edward W. and Edna E. (Haskin)
Right of Way
Option expires September 10, 1952

8756 sq. ft. at $0.03+ per sq. ft.	$ 300.00	
Amount to be paid owner - chrg to Right of Way		$ 300.00

Access controlled - no access allowed

18481 - Sawyer, Roy L. and Vera J. (Haskin)
Right of Way
Option expires September 19, 1952

1.58 acres at $100 per acre	$ 158.00	
30 rods of fence at $5 per rod	150.00	
Amount to be paid owner - chrg to Right of Way		$ 308.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18490 - Odell, James R. and Doris Robert Crouse, cont. pur. (Haskin)
Right of Way
Option expires September 5, 1952

2 acres at $200 per acre	$ 400.00	
Damage to house	400.00	
Allowance for timber	200.00	
Amount to be paid owner - chrg to Right of Way		$1,000.00

Access controlled - no access allowed

19006 - McMickle, W. L. and Geraldine F. (Haskin)
Right of Way
Quitclaim Deed

0.69 acre at $200+ per acre	$ 150.00	
Amount to be paid owner - chrg to Right of Way		$ 150.00

Takes all -

18466 - Bridges, Wilkie and Mildred F. (Haskin)
Slope Easement
Option expires September 18, 1952

25' slope easement across 2 lots	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access not controlled -

18494 - Montgomery, R. E. and Florence Vernon L. and Elizabeth L. Wheeler (Byrum)
Right of Way
Option expires August 12, 1952

3.810 acres at $240- per acre	$ 900.00	
Timber	400.00	
Damage to house and yard	500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,800.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18474 - Lincoln County (Byrum)
Right of Way
Deed Taken

5000 square feet Gratis

Takes all -

18542 - Wilson, Philip J. and Martha L. (Byrum)
Right of Way
Option expires August 5, 1952

6.32 acres at $450 per acre	$ 2,844.00
219 rods of fence at $4 per rod	876.00
Allowance - to build bridge	150.00
Severance damage	1,230.00
Amount to be paid owner - chrg to Right of Way	$ 5,100.00

THINGS TO BE DONE BY THE STATE:

Place rip rap along front of house between Stations 186+50 and 185+50. Est Cost $ 500.00
Construct bridge and approach, South side at Station 185+50. (On construction plans)
Maintain that part of approach on Right of Way

Grantor reserves temporary approach, 25' wide, South side at Station 175+20 until Sept. 1, 1954
Approach to be constructed by grantor.

Amount to be charged to Construction (Estimate)	$ 500.00
GRAND TOTAL (Estimated)	$ 5,600.00

Access controlled -

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY

17269 - Vander Waal, Lydia Gielish and Bert (Reeder)
Right of Way
Option expires September 23, 1952

1020 sq. ft. at $1.32+ per sq. ft. $ 1,350.00

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY (cont.)

17269 - Vander Waal, Lydia Gielish and Bert (cont.)

Amount to be paid owner - chrg to Right of Way $ 1,350.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 99+50, South side, 16' wide.

Access not controlled -

EUGENE-GOSHEN SECTION - PACIFIC HIGHWAY

18782 - Mounts, George and Minnie D. (Reeder)
Right of Way (slide area)
Option expires October 1, 1952

2.51 acres at $700 per acre	$ 1,757.00
56 rods of fence at $3 per rod (sheep fence)	168.00

Amount to be paid owner - chrg to Right of Way $ 1,925.00

Access controlled - no access allowed

GOSHEN-CRESWELL SECTION - PACIFIC HIGHWAY

18446 - Wimer, Fred A. and Lila O. (Reeder)
Right of Way
Option expires September 12, 1952

6 Lots at approx. $375 each	$ 2,251.00
House - 612 sq. ft.	1,224.00
Shed - 14' x 16'	25.00

Amount to be paid owner - chrg to Right of Way $ 3,500.00

Takes all -

WINCHESTER-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY

17821 - Ferguson, John M. and Hazel I. (Stuntz)
Right of Way
Option expires August 10, 1952

6.45 acres at $700 per acre	$ 4,515.00
Severance damages	6,885.00

(cont.)

EXHIBIT "A" (cont.)

WINCHESTER-GARDEN VALLEY ROAD SECTION - PACIFIC HIGHWAY (cont.)

17821 - Ferguson, John M. and Hazel I. (cont.)

Amount to be paid owner - chrg to Right of Way $11,400.00

THINGS TO BE DONE BY THE STATE:

Construct 14 rods of woven wire fence at $6 per rod. Estimated	$ 84.00	
Construct drainage ditch west side of roadway.		
Grade and gravel Broad St. lying west of and parallel to relocated highway between Stations 2412+64 and 2420+45		
Amount to be charged to Right of Way (Estimate)		$ 84.00
GRAND TOTAL (Estimated)		$11,484.00

Access controlled - no access allowed

ROCKY POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

18045 - Sheley, John B. and Nettie B. (Stuntz)
Right of Way
Option expires September 28, 1952

Lot 69 x 108 Lump Sum	$ 750.00	
Amount to be paid owner - chrg to Right of Way		$ 750.00

Takes all -

18061 - Davis, Ward E. and Mary E. (Stuntz)
Right of Way
Option expires September 12, 1952

3.8 acres at $525+ per acre	$ 2,000.00	
Cafe building - 1896 sq. ft.	9,000.00	
1 house - 752 sq. ft.	3,500.00	
1 house - 488 sq. ft.	2,500.00	
Well house and well	1,200.00	
Restroom, 2 chicken houses and outhouse	800.00	
Cafe equipment inventory	1,000.00	
Amount to be paid owner - chrg to Right of Way		$20,000.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

ROCKY POINT-BLACKWELL HILL SECTION - PACIFIC HWY. (cont.)

18046 - Nunn, Earl James and Hazel B. (Stuntz)
Right of Way
Option expires September 30, 1952

0.22 acre	Lump Sum	$ 500.00	
Amount to be paid owner - chrg to Right of Way			$ 500.00

Takes all -

18047 - Ward, Jack Z. and Miriam E. (Stuntz)
Right of Way
Option expires September 23, 1952

14800 sq. ft.	Lump Sum	$ 1,500.00	
2 story house		3,500.00	
Amount to be paid owner - chrg to Right of Way			$ 5,000.00

Takes all -

18035 - Collier, Charles W. and May George (Stuntz)
Right of Way
Option expires September 19, 1952

0.6 acre	Lump Sum	$ 1,500.00	
Small house and repair shop		2,500.00	
Amount to be paid owner - chrg to Right of Way			$ 4,000.00

Takes all -

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HIGHWAY

17734 - Berdele Mary Ann (Holt)
Right of Way
Option expires May 5, 1952

21344 sq. ft. at $0.08+ per sq. ft.		$ 1,750.00	
2 story house - 1358 sq. ft.		12,250.00	
Damages		4,000.00	
Amount to be paid owner - chrg to Right of Way			$18,000.00

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

REEDSPORT-WINCHESTER BAY SECTION - OREGON COAST HWY. (cont.)

17734 - Bendele, Mary Ann (cont.)

Reconstruct private approach at Station 162+80, North side.

Access controlled -

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18676 - Flint, Emil C. and Louise A. (Gemmell)
Right of Way
Option expires September 11, 1952

1.51 acres at $100 per acre	$ 151.00	
Amount to be paid owner - chrg to Right of Way		$ 151.00

Access controlled - no access allowed

18212 - Jacobson, Ira N. and M. Allene (Holt)
Right of Way
Option expires September 6, 1952

5.23 acres at $100 per acre	$ 523.00	
Amount to be paid owner - chrg to Right of Way		$ 523.00

THINGS TO BE DONE BY THE STATE:

Construct private approaches on west side at Stations 127+00 and 129+50

Access controlled -

18248 - Swabb, P. H. and Millie D. (Gemmell)
Right of Way
Option expires September 5, 1952

0.90 acres at $200+ per acre	$ 180.00	
Allowance - to move sign	20.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

THINGS TO BE DONE BY THE STATE:

Construct approaches at Station 421+70 and Station

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HWY. (cont.)

18248 - Swabb, F. H. and Millie D. (cont.)

423+25, 25' wide, east side.
Construct approach at Station 419+75, 20' wide, east side. Commercial approaches.

Access controlled -

18235 - Menegat, Reginald and S. A. (Holt)
Right of Way
Option expires September 21, 1952

2.69 acres at $150 per acre	$ 403.50	
House - 384 sq. ft.	1,000.00	
Amount to be paid owner - chrg to Right of Way		$ 1,403.50

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 264+00, east side

Access controlled -

18237 - Menegat, Russell S. and Louranie M. and P. J. and Freda Menegat (Holt)
Right of Way
Option expires September 19, 1952

0.74 acres Lump Sum	$ 100.00	

THINGS TO BE DONE BY THE STATE.

Construct private approach at Station 270+00, east side

Access controlled -

18234 - Menegat, Peter, Jr. and Freda (Holt)
Right of Way
Option expires September 26, 1952

3 acres at $250 per acre	$ 750.00	
1.17 acres at $100 per acre	117.00	
Timber	100.00	
Amount to be paid owner - chrg to Right of Way		$ 967.00

(cont.)

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HWY. (cont.)

18234 - Menegat, Peter, Jr. and Freda (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private approaches at Station 243+00, west side, and Station 250+20, east side.

Access controlled -

18211 - Dodds, George and Nina E. (Holt)
Right of Way
Option expires September 23, 1952

1.80 acres at $100 per acre	$ 180.00	
Amount to be paid owner - chrg to Right of Way		$ 180.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 119+00, west side.

Access controlled -

18217 - Jacobson, Don and Betty May (Holt)
Right of Way
Option expires October 2, 1952

0.67 acre Lump Sum	$ 550.00	
House - 672 sq. ft.	2,856.00	
House - 520 sq. ft.	2,315.00	
Outbuildings - 744 sq. ft.	744.00	
Allowance - to move shed	35.00	
Amount to be paid owner - chrg to Right of Way		$ 6,500.00

Access controlled - no access allowed

18231 - Newman, Edith M. (Holt)
Right of Way
Option expires September 30, 1952

1.2 acres at $100 per acre	$ 120.00	
Amount to be paid owner - chrg to Right of Way		$ 120.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HWY. (cont.)

18207 - Dumond, Frank J. and Marrietta (Holt)
Right of Way
Option expires September 12, 1952

2.13 acres at $139.70 per acre $ 297.55

Amount to be paid owner - chrg to Right of Way $ 297.55

Access controlled - no access allowed

18206 - Nabb, H. A. (Holt)
Right of Way
Option expires September 5, 1952

1.08 acres at $185+ per acre $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

Access controlled - no access allowed

18675 - Wright, Elvin R. and Evelyn L. (Gemmell)
Right of Way
Option expires September 12, 1952

1.05 acres at $100 per acre $ 105.00

Amount to be paid owner - chrg to Right of Way $ 105.00

Access controlled - no access allowed

18674 - Wright, Elvin R. and Evelyn L. (Gemmell)
Right of Way
Option expires September 12, 1952

0.32 acre at $100 per acre $ 32.00

Amount to be paid owner - chrg to Right of Way $ 32.00

Access controlled - no access allowed

18218 - Pearson, Foster, and Vina Francis P. and Dessa E. Osburn (Holt)
Right of Way
Option expires September 18, 1952

.23 acre Lump Sum $ 75.00

(cont.)

EXHIBIT "A" (cont.)

FOREST COUNDARY-HAUSER SECTION - OREGON COAST HWY. (cont.)

18218 - Pearson, Foster, and Vina (cont.)

Amount to be paid owner - chrg to Right of Way $ 75.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach at Station 137+10, west side, to existing width.

Access controlled -

18214 - Crawford, Ralph E. and Bernice H. (Gemmell)
Right of Way
Option expires September 19, 1952

0.72 acre at $430+ per acre	$ 312.00
House - 896 sq. ft.	2,688.00

Amount to be paid owner - chrg to Right of Way $ 3,000.00

THINGS TO BE DONE BY THE STATE:

Construct road approach at Station 132+35, West side. (private)

Access controlled -

18210 - Brenton, William O. and Daisy E. (Holt)
Right of Way
Option expires September 20, 1952

5.40 acres at $150 per acre	$ 810.00

Amount to be paid owner - chrg to Right of Way $ 810.00

THINGS TO BE DONE BY THE STATE:

Construct private road approach at Station 112+50 West side.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HWY. (cont.)

18232 - Brier, Lawrence D. (Holt)
Right of Way
Option expires September 25, 1952

0.46 acre at $100 per acre	$ 46.00	
Amount to be paid owner - chrg to Right of Way		$ 46.00

Access controlled - no access allowed

HAUSER-NORTH BEND SECTION - OREGON COAST HIGHWAY

18202 - Zorn, Frank O. and Gloria (Holt)
Right of Way
Option expires September 24, 1952

1.2 acres at $500 per acre	$ 600.00	
68 rods of fence at $3 per rod	204.00	
Amount to be paid owner - chrg to Right of Way		$ 804.00

THINGS TO BE DONE BY THE STATE:

Reconstruct private approach at Station 10+13, east side, to existing width.

Access controlled -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION-COLUMBIA RIVER HIGHWAY

18127 - Coghill, Harry J. (Landon)
Right of Way
Option expires August 26, 1952

3.38 acres at $125+ per acre	$ 424.00	
House - 288 sq. ft.	576.00	
Amount to be paid owner - chrg to Right of Way		$ 1,000.00

Takes all -

16223 - The Dalles Country Club (Witt)
Right of Way
Option expires August 13, 1952

0.89 acre at $56+ per acre	$ 50.00	

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

16223 - The Dalles Country Club (cont.)

Amount to be paid owner - chrg to Right of Way $ 50.00

Access controlled -

CLINE FALLS SECTION - MCKENZIE HIGHWAY

18903 - Struss, J. A. (Cozad)
Lease for stockpile Site (expires 3-30-1962)
Option expires September 30, 1952

4.37 acres Gratis
THINGS TO BE DONE BY THE STATE:

Install and maintain gate at State property line, Station 00.
Grantor to have access to property throughout period of lease

GILCHRIST-WILLAMETTE JUNCTION UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

18311 - Klamath County (Saling)
Right of Way
Deed

1625 sq. ft. Gratis

Access not controlled -

LAKE O'WOODS-ROCK CREEK UNIT-LAKE O'WOODS-WOCUS MARSH SECTION - KLAMATH LAKE SECONDARY HIGHWAY

17955 - Wampler, M. H. (Cozad)
Right of Way
Option expires September 12, 1952

1 acre at $200 per acre	$ 200.00
0.3 acres at $60+ per acre	20.00
Approximately 20 rods of fence and gate	60.00

Amount to be paid owner - chrg to Right of Way $ 280.00

(cont.)

EXHIBIT "A" (cont.)

LAKE O'WOODS-ROCK CREEK UNIT-LAKE O'WOODS-WOCUS MARSH SECTION - KLAMATH LAKE SECONDARY HIGHWAY (cont.)

17955 - Wampler, M. H. (cont.)

THINGS TO BE DONE BY THE STATE:

Provide private access Northerly side at Station 1068
State to continue irrigation ditch on Southerly side between Stations 1058 and 1067+50
Re-establish drain ditch Northerly side between Stations 1058 and 1067+50

Access not controlled -

18087 - Alexander, Donald (Cozad)
Right of Way
Option expires September 11, 1952

1.72 acres at $50 per acre	$ 86.00	
Allowance - to build 100 rods of new barb wire fence at $3 per rod	300.00	
- re-establish wings for stock guard at Station 1082+50	150.00	
Amount to be paid owner - chrg to Right of Way		$ 536.00

THINGS TO BE DONE BY THE STATE:

Provide camouflaged painted stock guard across road at Station 1082+50
Provide road approach Easterly side, private aproach at Station 1076+50

Access not controlled -

Timber reserved by Weyerhauser

17953 - Hakanson, Arvid E. and Lillie (Cozad)
Right of Way
Option expires September 11, 1952

0.3 acre and small amount to fence to be reestablished. Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way		$ 50.00

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

LAKE O'WOODS-ROCK CREEK UNIT-LAKE O'WOODS-WOCUS MARSH SECTION - KLAMATH LAKE SECONDARY HIGHWAY (cont.)

17953 - Hakanson, Arvid E. and Lillie (cont.)

Provide private access, East side at Station 876

Access not controlled -

17954 - Wampler, Albert E. (Cozad)
Right of Way
Option expires September 12, 1952

3.36 acres at $200 per acre	$ 672.00
6.34 acres at $50 per acre	317.00
Allowance - to build 252 rods of fence at $3 per rod	756.00
- to build 255 rods of fence at $2.50 per rod	637.50

Amount to be paid owner - chrg to Right of Way $ 2,382.50

THINGS TO BE DONE BY THE STATE:

Construct drainage ditch at Stations 907 to 962
Construct 18" pipe to drain spring at approximately Station 972.
Construct private road approach, Northeast side at Station 970

Access not controlled -

LEXINGTON-ECHO SECTION - LEXINGTON-ECHO HIGHWAY

18799 - Campbell, Harold G. and Roberta Watson (Brainerd)
Stockpile Site
Option expires September 21, 1952

1.8 acres Lump Sum $ 100.00

Amount to be paid owner - chrg to Stockpile Site $ 100.00

LENA-NYE JUNCTION SECTION - HEPPNER HIGHWAY

18794 - Elliott, Lillian (Landon)
Right of Way
Option expires September 24, 1952

(cont.)

EXHIBIT "A" (cont.)

LENA-NYE JUNCTION SECTION - HEPPNER HIGHWAY (cont.)

18794 - Elliott, Lillian (cont.)

1.50 acres at $100 per acre	$ 150.00	
0.67 acres at $10 per acre	6.70	
Allowance - for moving 290 rods of fence at $3- per rod	840.00	
Amount to be paid owner - chrg to Right of Way		$ 996.70

Access controlled - no access allowed

18795 - Stanton, Louise (Landon)
Right of Way
Option expires September 27, 1952

1 acre at $100 per acre	$ 100.00	
6.04 acres at $10 per acre	60.40	
600 rods of fence at $2.50 per rod	1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 1,660.40

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 1106+00 north and south side, 25' wide, Station 1014, South side, 30' wide Station 10[illegible]+50, North and South side, 50' wide Station 1040+50 and Station 1088+00, North side 25' wide, and at Station 1059+50, South side, 25' wide.

Access controlled -

18796 - Cunningham Sheep Co. (Landon)
Right of Way
Option expires September 27, 1952

1.58 acres at $200 per acre	$ 318.00	
1.50 acres at $20 per acre	30.00	
284 rods of fence at $3 per rod	852.00	
Amount to be paid owner - chrg to Right of Way		$ 1,200.00

THINGS TO BE DONE BY THE STATE.

Construct road approach, south side, at Station 1059+50

Access controlled -

EXHIBIT "A" (cont.)

LENA-NYE JUNCTION SECTION - HEPPNER HIGHWAY (cont.)

18790 - French, John P. (Landon)
Right of Way, Quarry Site and Stockpile Site
Option expires September 26, 1952

2.74 acres at $10 per acre	$ 27.40	
11.71 acres at $10 per acre	117.10	
7.54 acres at $10 per acre	75.40	
145 rods of fence at $3 per rod	435.00	
Amount to be paid owner		$ 654.90
Amount to be charged to Quarry Site	$ 117.10	
Amount to be charged to Stockpile site	75.40	
Amount to be charged to Right of Way	462.40	

THINGS TO BE DONE BY THE STATE:

Construct approach, 25' wide, south side at Station 864+00

Access controlled -

18792 - Doherty, Dan and Margaret G. Joe & Fannie Doherty (Landon)
Right of Way, Channel Change and Quarry Site
Option expires September 27, 1952

1.38 acres at $100 per acre	$ 138.00	
15.65 acres at $10 per acre	156.50	
284 rods of fence at $2 per rod	568.00	
102 rods of fence at $3 per rod	306.00	
Amount to be paid owner		$ 1,168.50
Amount to be charged to Quarry Site	$ 69.00	
Amount to be charged to Right of Way	1,099.50	

THINGS TO BE DONE BY THE STATE:

Construct private accesses at Stations 750+50
769+00, 770+00, North side, 25' wide
Construct private access at Station 761+60, 767+00 &
763+00, North side, 14' wide
Construct private accesses at Station 763+30, 25' wide,
and Station 742+00, 20' wide, South side.
Barn, granary and sheep shed encroachment to remain
of land for life of buildings

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

LENA-NYE JUNCTION SECTION - HEPPNER HIGHWAY (cont.)

18793 - Bowman, Gladys (Landon)
Right of Way & Channel Change
Option expires September 26, 1952

13.71 acres at $10 per acre	$	137.10
240 rods of fence at $2 per rod		480.00
258 rods of fence at $2.50 per rod		645.00
Amount to be paid owner - chrg to Right of Way		$ 1,262.10

THINGS TO BE DONE BY THE STATE:

Construct private access at Stations 869+00, 945+50, and 977+00, North side, 25' wide.
Construct private accesses at Station 902+00, and 973+00, South side, 25' wide.

Access controlled -

SILVIES-HARNEY COUNTY LINE SECTION -JOHN DAY-BURNS HIGHWAY

17754 - Fine, J. B. (Cozad)
Right of Way
Option expires September 28, 1952

1 acre at $50 per acre	$	50.00
Allowance - to remove and rebuild 137 rods of barb wire fence at $2.50 per rod.		342.50
Amount to be paid owner - chrg to Right of Way	$	392.50

THINGS TO BE DONE BY THE STATE:

Protect irrigation system
Private access granted East side at Station 1980+70 and 1950+40, and access granted West side at Station 1980+50

Access controlled -

UNIT # 5 - T. H. BANFIELD EXPRESSWAY

18857 - Goodman, Eugene R. and Lurene B. (Johnson)
Right of Way
Option expires May 9, 1952

17511 sq. ft. at $0.06 per sq. ft.	$	1,005.00
Garage house - 480 sq. ft.		3,360.00

EXHIBIT "A" (cont.)

UNIT #5 - T. H. BANFIELD EXPRESSWAY (cont.)

18857 - Goodman, Eugene R. and Lurene B. (cont.)

Allowance - cost of basement excavation	$ 180.00	
- 1,500 Chrysanthemum plants.	50.00	
Amount to be paid owner - chrg to Right of Way		$ 4,523.00

Takes all -

NAVAL HOSPITAL SECTION - NEHALEM SECONDARY HIGHWAY

18844 - Bay, Frank and Mary (Benner)
Right of Way
Option expires October 7, 1952

.053 Acre	Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way			$ 25.00

Access not controlled -

18843 - Bartoldus, Frederic (Benner)
Right of Way
Option expires October 7, 1952

0.067 acre	Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Right of Way			$ 25.00

Access not controlled -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18177 - Bonney, Flora G. (Landon)
Right of Way
Option expires October 9, 1952

2 acres at $350 per acre	$ 700.00	
Shack, 10' x 20'	25.00	
Amount to be paid owner - chrg to Right of Way		$ 725.00

Takes all -

EXHIBIT "A" (cont.)

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY (cont.)

18180 - Fredden, Ilah (Landon)
Right of Way
Option expires October 9, 1952

0.83 acre at $150 per acre	$ 124.50	
2.00 acre at $350 per acre	700.00	
Amount to be paid owner - chrg to Right of Way		$ 824.50

Takes all -

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

18696 - Barber, Alice M. (Johnson)
Slope easement
Option expires September 30, 1952

5' slope easement Gratis

THINGS TO BE DONE BY THE STATE:

Access granted at Station 114+54 and 114+00, west side

Access controlled -

18704 - Fahlbush, Herman E. and Laura M. (Johnson)
Easement
Option expires September 30, 1952

5' slope easement	Gratis	
Allowances - 90 feet of laurel hedge	$ 90.00	
- loss of 7 shade trees	110.00	
Amount to be paid owner - chrg to Right of Way		$ 200.00

THINGS TO BE DONE BY THE STATE:

Reslope present driveway at Station 141+55 (private)
Access allowed at Station 140+80, northwest side, for future access (private)

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18708 - Frewing, Bertram S. and Florence M. (Johnson)
Easement
Option expires October 6, 1952

5' slope easement	Gratis	
Allowance - to build new steps	$ 35.00	
Amount to be paid owner - chrg to Right of Way		$ 35.00

THINGS TO BE DONE BY THE STATE:

Reslope grantors property to conform with new highway grade. (private)
Reslope present driveways at Stations 105+88.7 and 106+52.7 to present width of 10' (private)

Access controlled -

18628 - Gaarde, Mathilda (Smith)
Right of Way
Option expires September 23, 1952

21321 sq. ft. at $0.13+ per sq. ft.	$ 2,754.00	
House - 1200 sq. ft.	6,000.00	
Utility house - 216 sq. ft.	432.00	
Barn - 640 sq. ft.	64.00	
Amount to be paid owner - chrg to Right of Way		$ 9,250.00

Access controlled - no access allowed

18692 - Hill, Clarence R. and Minnie W. (Johnson)
Easement
Option expires September 30, 1952

10' slope easement Gratis

THINGS TO BE DONE BY THE STATE:

Reslope and gravel driveway
Access North side at Station 111+56.8

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18695 - Yates, Arthur and Eva (Johnson)
Easement & Restriction of Access
Option expires October 7, 1952

5' slope easement	Gratis	
Allowance - to re-plant lawn	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

THINGS TO BE DONE BY THE STATE:

Provide commercial access at Station 113+80, west side, 12' wide. Driveway to be graveled.

Access controlled -

18654 - Hanners, Dora A. (Smith)
Right of Way
Option expires September 24, 1952

3260 sq. ft. at $0.12- per sq. ft.	$ 400.00	
Damages, due to proximity of highway	1,400.00	
Concrete fish pond, shrubs, trees lawn and private roadway	600.00	
Amount to be paid owner - chrg to Right of Way		$ 2,400.00

Access controlled - no access allowed, except via frontage road

18637 - Brokke, Carl O. and Marie I. et al (Smith)
Right of Way
Option expires October 7, 1952

10,903 sq. ft. at $0.04½ per sq. ft.	$ 451.50	
Amount to be paid owner - chrg to Right of Way		$ 451.50

Access controlled - no access allowed, except via frontage road

18646 - Peterson, Eva and Andrew (Smith)
Right of Way
Option expires October 2, 1952

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18646 - Peterson, Eva and Andrew (cont.)

11,979 sq. ft. at $0.05- per sq. ft. $ 550.00

Amount to be paid owner - chrg to Right of Way $ 550.00

THINGS TO BE DONE BY THE STATE:

Private access granted at Station 215+00, east side

Access controlled -

18710 - Heilman, Carrie (Johnson)
Easement & restriction of access
Option expires October 1, 1952

10' slope easement Gratis

THINGS TO BE DONE BY THE STATE:

Fill easement to depth of one foot, with good soil
Provide driveway entrance at Station 117+86, east side (Commercial)
Commercial access provided at Station 118+90, east side

Access controlled -

19007 - Elliott, Melvina G. (Johnson)
Slope Easement and Restriction of Access
Option expires October 2, 1952

5 foot slope easement Gratis
60 feet of hedge at $1 per foot $ 60.00
Allowance - to provide steps down to walk 40.00

Amount to be paid owner - chrg to Right of Way $100.00

THINGS TO BE DONE BY THE STATE:

Commercial accesses granted at Stations 102+12 and 102+91.2, east side

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18707 - Elliott, Melvina G. (Johnson)
Slope easement and restriction of access
Option expires October 2, 1952

10 slope easement	Gratis	
Allowance - 550 sq. ft. of lawn and 20' curb	$ 105.00	
Amount to be paid owner - chrg to Right of Way		$ 105.00

THINGS TO BE DONE BY THE STATE:

Reestablish two present accesses and pave same, at Stations 103+85 and 105+00, Commercial accesses, east side, 30' wide

Access controlled -

JEWELL-BIRKENFELD SECTION - NEHALEM SECONDARY HIGHWAY

18078 - Foster, Curtis A. and Maggie (Benner)
Right of Way
Option expires October 7, 1952

0.947 acre at $350 per acre	$ 331.45	
170 rods of fence at $4 per rod	680.00	
Allowance - to reestablish stock loading pens, chutes and shed	200.00	
Amount to be paid owner - chrg to Right of Way		$ 1,211.45

THINGS TO BE DONE BY THE STATE:

Reestablish accesses, North and South sides at Station 428+00 and on South side at Station 429+50
Grantor allowed passage of cattle under new structure

Access not controlled -

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18465 - Oregon State Board of Control (Benson)
Right of Way
Option expires October 15, 1952

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

18465 - Oregon State Board of Control (cont.)

4.79 acres at $300 per acre	$ 1,437.00	
232 rods of fence at $4 per rod	928.00	
Amount to be paid State Bd. of Con. -chrg to Right of Way		$ 1,437.00
Amount to be paid State Penitentiary - chrg to Right of Way		928.00

THINGS TO BE DONE BY THE STATE:

Build 4 approaches to Turner Road
Protect sewer line and open drainage ditch

Access controlled - Par. 1 -By-Pass
Access not controlled - Par. 2 Turner Road

18922 - Girardin, Lawrence S. (Witt)
Right of Way
Option expires October 9, 1952

5.54 acres at $440- per acre	$ 2,306.00	
256 rods of fence at $4 per rod	1,024.00	
Severance damages	1,225.00	
Amount to be paid owner - chrg to Right of Way		$ 4,555.00

THINGS TO BE DONE BY THE STATE:

Construct culvert under new Turner road at Station 30+00
Build road approaches at Station 32+00, on Turner Road

Access controlled - Par. 1 - By-Pass
Access not controlled - Par. 2 Turner Road

ROCKY POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

18064 - McKay, Reed and Nannie Mae (Stuntz)
Right of Way
Option expires October 1, 1952

1.67 acres at $750 per acre	$ 1,253.00
House - 384 sq. ft.	2,100.00
Garage - 240 sq. ft.	240.00

(cont.)

EXHIBIT "A" (cont.)

ROCKY POINT - BLACKWELL HILL SECTION - PACIFIC HIGHWAY

18064 - McKay, Reed and Nannie Mae (cont.)

Pump house, fruit room and 80' well	$ 1,000.00	
Chicken house and storage shed	912.00	
47 rods of fence at $2+ per rod	95.00	
Amount to be paid owner - chrg to Right of Way		$ 5,600.00

Access controlled - no access allowed

17793 - Bowers, James J. (Stuntz)
Right of Way
Option expires October 6, 1952

21780 sq. ft. at $0.07 per sq. ft.	$ 1,500.00	
House - 572 sq. ft.	2,300.00	
Chicken house and garage	200.00	
Amount to be paid owner - chrg to Right of Way		$ 4,000.00

Takes all -

18053 - Misner, Howard H. and Louise C. (Stuntz)
Right of Way
Option expires September 30, 1952

1.2 acres at $500 per acre	$ 600.00	
2 small frame sheds	300.00	
14 rods of fence at $4 per rod	56.00	
Damages	1,500.00	
Amount to be paid owner - chrg to Right of Way		$ 2,456.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 121+20, south side to frontage road.

Access controlled - no access allowed

NEWPORT - TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

18476 - Foss, Lester (Byrum)
Right of Way
Option expires September 19, 1952

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18476 - Foss, Lester (cont.)

.514 acre Lump Sum $ 300.00

Amount to be paid owner - chrg to Right of Way $ 300.00

Takes all -

18476 - Foss, Lester (Byrum)
Right of Way
Option expires September 19, 1952

0.451 acre Lump Sum $ 250.00
Allowance - for moving shed and front porch 1,700.00

Amount to be paid owner - chrg to Right of Way $ 1,950.00

THINGS TO BE DONE BY THE STATE:

Construct private access, North side at Station 53+50

Access controlled -

18473 - Sanford, Bertha (Byrum)
Right of Way
Option expires October 9, 1952

One lot-5,000 sq. ft. Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Takes all -

18486 - White, E. A. and Lois (Byrum)
Right of Way
Option expires October 8, 1952

0.06 acre Lump Sum $ 75.00

Amount to be paid owner - chrg to Right of Way $ 75.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18468 - Haslett, V. G. and Sallie (Byrum)
Right of Way
Option expires October 4, 1952

3,750 sq. ft. at $0.08 per sq. ft. $ 300.00

Amount to be paid owner - chrg to Right of Way $ 300.00

Access controlled - no access allowed

18469 - Chipman, Laura (Byrum)
Right of Way
Option expires October 7, 1952

13 lots at $100 per lot $ 1,300.00

Amount to be paid owner - chrg to Right of Way $ 1,300.00

THINGS TO BE DONE BY THE STATE:

Construct private access, North side at Station 25+75

Access controlled -

18493 - Goodyear, John W. and Carol H. (Byrum)
Right of Way
Option expires October 9, 1952

26 lots at $50 per lot $ 1,300.00

Amount to be paid owner - chrg to Right of Way $ 1,300.00

Access controlled - no access allowed

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY

16258 - Peterson, Daniel O. and Gertrude J. (Reeder)
Right of Way
Option expires October 8, 1952

9080 sq. ft. at $0.25 per sq. ft. $ 2,270.00
House, 1140 sq. ft. and shed 4,420.00

Amount to be paid owner - chrg to Right of Way $ 6,690.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY (cont.)

16262 - Foster, Jasper J. and Kathleen T. (Reeder)
Right of Way
Option expires October 8, 1952

6072 sq. ft. at $0.25 per sq. ft.	$ 1,518.00
Shop and 3 wood unit garages	1,650.00
Amount to be paid owner - chrg to Right of Way	$ 3,168.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 27+60, south side 30' wide
Construct approach at Station 28+07, North side, 20' wide

Access not controlled -

16269 - Duncan, Sideny and Lucille L. (Reeder)
Right of Way
Option expires October 6, 1952

504 sq. ft. at $0.25 per sq. ft.	$ 126.00
Damages	424.00
Amount to be paid owner - chrg to Right of Way	$ 550.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 49+24, north side, 20' wide

Access not controlled -

17267 - Baker, Walter and Rutha (Reeder)
Right of Way
Option expires September 24, 1952

3520 sq. ft. at $0.085 per sq. ft.	$ 2,995.00
House - 425 sq. ft.	1,700.00
Garage and wood shed	330.00
Amount to be paid owner - chrg to Right of Way	$ 5,025.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY (cont.)

17190 - Seymore, Charlie P. and Cora L. (Reeder)
Right of Way
Option expires October 7, 1952

1570 sq. ft. at $0.50 per sq. ft.	$ 785.00	
Damages	725.00	
Amount to be paid owner - chrg to Right of Way		$ 1,510.00

Access not controlled -

16270 - Duncan, Ethel (Reeder)
Right of Way
Option expires October 6, 1952

990 sq. ft. at $0.25 per sq. ft.	$ 248.50	
Damages	551.50	
Amount to be paid owner - chrg to Right of Way		$ 800.00

THINGS TO BE DONE BY THE STATE:

Construct an approach at Station 49+24, North side, 20' wide

Access not controlled -

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18228 - Hecox, Clarence and Ola (Holt)
Right of Way
Option expires September 30, 1952

1.32 acres at $100+ per acre	$ 134.00	
Amount to be paid owner - chrg to Right of Way		$ 134.00

Access controlled - no access allowed

18220 - Weeks, Thomas and Francis W. K. & Francis L. Deal (Holt)
Right of Way
Option expires September 24, 1952

0.02 acre Lump Sum	$ 50.00	
Amount to be paid owner - chrg ro Right of Way		$ 50.00

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HWY. (cont.)

18220 - Weeks, Thomas and Francis (cont.)

THINGS TO BE DONE BY THE STATE:

Build private approach at Station 138+00, east side

Access controlled -

18216 - Deal, W. K. and Ruth Charles C. and Mildred Nickel (Gemmell)
Right of Way
Option expires September 25, 1952

0.79 acre at $400 per acre	$ 316.00
House - 624 sq. ft.	1,872.00
House (unfinished) 840 sq. ft.	840.00
Well	72.00

Amount to be paid owner - chrg to Right of Way $ 3,100.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 134+70, west side, 16' wide

Access controlled -

18664 - Mullins, Henry D. and Velda D. (Gemmell)
Right of Way
Option expires September 25, 1952

5.10 acres at $470 per acre	$ 2,400.00
House - 896 sq. ft.	6,272.00
Well	178.00

Amount to be paid owner - chrg to Right of Way $ 8,850.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 170+00, west side, 16' wide.

Access controlled -

EXHIBIT "A" (cont.)

LAKE O'WOODS JUNCTION-ROCK CREEK UNIT-LAKE O'WOODS JUNCTION-WOCUS MARSH SECTION - KLAMATH LAKE SECONDARY HIGHWAY

17957 - Head, Clarence M. (Cozad)
Right of Way
Option expires October 4, 1952

5 acres at $25 per acre	$ 125.00
3 M. B. feet of timber	50.00
Amount to be paid owner - chrg to Right of Way	$ 175.00

Access not controlled -

SEASIDE-HUG POINT SECTION - OREGON COAST HIGHWAY

10335 - Carlson, Olaf and Marian Correction Report (Benson)
Right of Way

0.78 acres	$ 853.30
Low bid for moving house A. C. Baumback	6,762.50
Addition cost for moving garage	200.00
Amount to be paid owner - chrg to Right of Way	$ 7,815.80
Previously approved July 16, 1951	
0.78 acre	$ 853.30
Low bid for moving house	6,762.50
Total	$ 7,615.80

Access not controlled -

HAUSER NORTH BEND SECTION - OREGON COAST HIGHWAY

18813 - Humphreys, Francis A. and Gwendolyn (Gemmell)
Right of Way
Option expires October 7, 1952

1.7 acres	Lump Sum	$ 400.00
Amount to be paid owner - chrg to Right of Way		$ 400.00

EXHIBIT "A" (cont.)

HAUSER-NORTH BEND SECTION - OREGON COAST HIGHWAY (cont.)

18813.- Humphreys, Francis A. and Gwendolyn (cont.)

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 74+50, east side, 16' wide.

Access controlled -

ARLINGTON-SERVICE CREEK SECTION - JOHN DAY HIGHWAY

18905 - J. Rollo Wood & Sons (Brainerd)
20-year stockpile site lease
Option expires October 3, 1952

1.00 acre $ 50.00

Amount to be paid owner - chrg to Stockpile Site
Entire consideration $ 50.00

CLINE FALLS SECTION - McKENZIE HIGHWAY

18904 - Central Oregon Irrigation Co. (Cozad)
10-year Haul road Lease
Option expires October 1, 1952

0.408 acre Gratis

SERVICE CREEK-FOSSIL SECTION - JOHN DAY HIGHWAY

19073 - Keeton, Fred and Bertha (Cozad)
Right of Way (slide)
Option expires October 8, 1952

2.36 acres Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Access not controlled -

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY

16237 - Akre, Maurice (Johnson)
Wayside
Option expires July 10, 1952

EXHIBIT "A (cont.)

SUNSET CAMP-MANNING SECTION - SUNSET HIGHWAY (cont.)

16237 - Akre, Maurice (cont.)

9.69 acres more or less at $100 per acre $ 969.00

Amount to be paid owner - chrg to Park Sites $ 969.00

Takes all -

EUGENE-GOSHEN SECTION - PACIFIC HIGHWAY

18781 - Gonyea, W. H. and Lucille D. (Reeder)
Right of Way
Option expires October 2, 1952

1.47 acres at $816+ per acre $ 1,200.00
Allowance - 800 lin.ft. of fencing material 300.00

Amount to be paid owner - chrg to Right of Way $ 1,500.00

THINGS TO BE DONE BY THE STATE:

Construct 800 lin. ft. of fence, with owners material allowed above. Est. Cost $ 400.00

Amount to be charged to Right of Way Est. $ 400.00

GRAND TOTAL (Estimated) $ 1,900.00

Access controlled - no access allowed

WASCO-GRASS VALLEY SECTION - SHERMAN HIGHWAY

19042 - Moore, Roscoe E. and Patricia R. et al (Brainerd)
Quarry Site
Option expires September 27, 1952

1.19 acres Gratis

THINGS TO BE DONE BY THE STATE:

Fence Quarry site-approximately 10 rods of fence at $5 per rod $ 50.00

Amount to be charged to Quarry Site $ 50.00

EXHIBIT "A" (cont.)

DREWS GAP-LAKEVIEW SECTION - KLAMATH FALLS - LAKEVIEW HIGHWAY

16640 - Lake County (Cozad)
Stockpile Site
Option expires October 2, 1952

3,240 sq. ft.	Lump Sum	$ 25.00	
Amount to be paid owner - chrg to Stockpile Site			$ 25.00

ASHLAND-KLAMATH COUNTY LINE SECTION - GREEN SPRINGS HWY.

18617 - Henry Lumber Company (Holt)
Maintenance
Option expires October 10, 1952

0.58 acre	Lump Sum	$ 200.00	
Amount to be paid owner - chrg to Maintenance Site			$ 200.00

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

18647 - Fisher, William and Sopha (Smith)
Right of Way
Option expires October 14, 1952

32,889 sq. ft. at $0.05 per sq. ft.	$ 1,710.00	
Allowance - low bid for moving house, garage and well	5,320.00	
Damages	196.00	
Allowance - for moving private transmission line	100.00	
Amount to be paid owner - chrg to Right of Way		$ 7,326.00

THINGS TO BE DONE BY THE STATE:

Construct two private accesses at Stations 218+17.5 and 218+75, east side. And furnish culvert material. Construct commercial access at Station 226+10, east side, 60' wide.

Access controlled -

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18648 - Fisher, William, and Sopha (Smith)
Right of Way
Option expires October 14, 1952

1.19 acres at $2000 per acre	$ 2,380.00
Damages	200.00
Amount to be paid owner - chrg to Right of Way	$ 2,580.00

THINGS TO BE DONE BY THE STATE:

Construct private access at Station 221+00, east side

Access controlled -

18683 - Franciscan Fathers of Oregon (Johnson)
Easement & restriction of access
Option expires October 15, 1952

5' slope easement	Gratis
Allowances - to provide concrete steps	$ 100.00
Amount to be paid owner - chrg to Right of Way	$ 100.00

THINGS TO BE DONE BY THE STATE:

Construct and pave driveways at Stations 99+73 and 100+09, 25' wide
Construct 12' driveway at Station 101+09, west side.

Access controlled -

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

17327 - Salem Agricultural Housing, Inc. (Witt)
Right of Way
Option expires October 16, 1952

28.118 acres at $400+ per acre	$11,250.00
187.5 rods of fence at $4 per rod	750.00
Amount to be paid owner - chrg to Right of Way	$12,000.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY

16275 - Kull, Floyd L. and Minnie Mae Jasper G. & Leta V. Simons (Reeder)
Right of Way
Option expires October 8, 1952

5600 sq. ft. at $0.25 per sq. ft.	$ 1,400.00	
House - 900 sq. ft.	5,350.00	
Amount to be paid owner - chrg to Right of Way		$ 6,750.00

Takes all -

NECANICUM JUNCTION SECTION - OREGON COAST HIGHWAY

18977 - St. Helens Pulp and Paper Co. (Benson)
Quarry Site Lease
Lease expires April 30, 1953

10,000 yds. rock at $0.03 per yard	$ 300.00	
1-year easement over hauling road	300.00	
Amount to be paid owner - chrg to Quarry Site		$ 600.00

SILETZ BAY-NEWPORT SECTION - OREGON COAST HIGHWAY

4101 - Kimball, Ernest W. and Emma L. (Benner)
Right of Way
Option expires October 15, 1952

389 sq. ft. at $0.10 per sq. ft.	$ 38.90	
Amount to be paid owner - chrg to Right of Way		$ 38.90

THINGS TO BE DONE BY THE STATE:

Commercial access reserved at Station 356+30, east side

Access controlled -

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

18471 - Johnson, Allen and Lucy Fahy (Byrum)
Right of Way
Option expires October 11, 1952

2.645 acres at $700 per acre	$ 1,828.50
Allowance - for timber	100.00
Damages	571.50

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS - NEWPORT HIGHWAY (cont.)

18471 - Johnson, Allen and Lucy Fahy (cont.)

Amount to be paid owner - chrg to Right of Way $ 2,500.00

Access controlled - no access allowed

18472 - Beck, Gordon W. and Nellie R. (Byrum)
Right of Way
Option expires October 14, 1952

.77 acres at $1100+ per acre	$ 850.00
Allowance - for well	500.00
Severance damages	650.00

Amount to be paid owner - chrg to Right of Way $ 2,000.00

THINGS TO BE DONE BY THE STATE:

Convey to the grantors above that part of Lot 6, Block 4 of Abbey's Addition to Yaquina Heights, lying South of the right of way line above the highway, as an exchange part of the settlement, upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.

Construct Farm crossing at Station 45+50 and Private access at Station 45+50, South side.
State to construct 12' road approach.

Access controlled -

DEPOE BAY UNIT-SILETZ BAY-NEWPORT SECTION - OREGON COAST HWY.

4100 - Hamilton, W. F. and Viva B. et al (Benner)
Right of Way
Option expires October 15, 1952

837 sq. ft. at $0.10 per sq. ft.	$ 83.70
Moving allowance - Service Station and store building	1,800.00

Amount to be paid owner - chrg to Right of Way $ 1,883.70

THINGS TO BE DONE BY THE STATE:
Access by dedicated roadway at Station 354+50

Access controlled -

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY

18797 - Vik, Albert and Bertha (Reeder)
Right of Way
Option expires October 3, 1952

14,729 sq. ft. at $0.25 per sq. ft.	$ 3,682.25
Garage - 440 sq. ft.	1,320.00
Two sheds	100.00
House - 1525 sq. ft.	11,797.75
Amount to be paid owner - chrg to Right of Way	$16,900.00

Takes all -

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18223 - Mihulke, F. J. and Mildred L. (Haskin)
Right of Way
Option expires October 13, 1952

0.10 acre	Lump Sum	$ 50.00
Amount to be paid owner - chrg to Right of Way		$ 50.00

Access controlled - no access allowed

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18262 - Wendland, F. W. (Estate) (Witt)
Right of Way
Option expires September 30, 1952

10.523 acres at $300 per acre	$ 3,157.00
102 rods of fence at $4 per rod	408.00
Allowance - for dead ending road	100.00
Amount to be paid owner - chrg to Right of Way	$ 3,665.00

THINGS TO BE DONE BY THE STATE:

Construct culvert for irrigation line.

Access controlled - no access allowed

EXHIBIT "A" (cont.)

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION THE DALLES-CALIFORNIA HIGHWAY

18007 - Bromley, A. M. and Neva (Brainerd)
Right of Way

22,011 sq. ft. at $0.12 per sq. ft.	$2,641.00	
Service Station, garage and apartment building	18,234.00	
Barber shop - 320 sq. ft.	800.00	
25 KW Westinghouse generator with Leroy Motor	2,000.00	
4 gas pumps	1,325.00	
Amount to be paid owner - chrg to Right of Way		$25,000.00

Takes all -

UNIT #5 - T. H. BANFIELD EXPRESSWAY

18860 - Jackson, Myrtle (Johnson)
Right of Way
Option expires May 13, 1952

5,311 sq. ft. at $0.20 per sq. ft	$ 1,062.20	
Allowance - for removal of dwelling fence and shrubs	5,457.00	
Amount to be paid owner - chrg to Right of Way		$ 6,519.20

Takes all -

ROWENA-THE DALLES UNIT-MOSIER-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

18138 - Andersen, Andy (Landon)
Right of Way
Option expires October 9, 1952

1.69 acres at $150 per acre	$ 253.50	
120' drilled well	840.00	
12 rods of fence at $2 per rod	24.00	
Cesspool	12.50	
Amount to be paid owner-chrg to Right of Way		$ 1,130.00

Access controlled - no access allowed

EXHIBIT "A" (cont.)

ARLINGTON-HEPPNER JUNCTION SECTION - COLUMBIA RIVER HWY.

18658 - Shane, George and Lilian (Brainerd)
Right of Way
Option expires September 14, 1952

23.2 acres at $10 per acre	$ 232.00	
Amount to be paid owner - chrg to Right of Way		$ 232.00

THINGS TO BE DONE BY THE STATE:

Build concrete underpass, 5½' x 6½', at Station 144+00. Estimated Cost	$ 4,500.00	
Fence both side of right of way with 24" woven wire. 507 rods of fence at $6 per rod. Est.	3,042.00	
Farm access granted at Station 147+00, north side		
Amount to be charged to Construction. Est.		$ 4,500.00
Amount to be charged to Right of Way. Est.		3,042.00
GRAND TOTAL (Estimate)		$ 7,774.00

Access controlled -

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES CALIFORNIA HIGHWAY

18012 - Stearns Land Company (Brainerd)
Right of Way
Option expires September 11, 1952

5150 sq. ft. at $0.03 per sq. ft.	$ 154.50	
Amount to be paid owner - chrg to Right of Way		$ 154.50

Access controlled - no access allowed

18013 - Stearns Land Company (Brainerd)
Right of Way
Option expires September 11, 1952

4.08 acres at $200 per acre	$ 816.00
Allowance - re-establish 90 rods of fence at $2.50 per rod	225.00
- 35 rods of fence at $2 per rod	70.00

EXHIBIT "A" (cont.)

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES - CALIFORNIA HIGHWAY (cont.)

18013 - Stearns Land Company (cont.)

Amount to be paid owner - chrg to Right of Way $ 1,111.00

Access controlled - no access allowed

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

18644 - Bowen, Ralph and Mary V. (Smith)
Right of Way
Option expires October 14, 1952

53143 sq. ft. at $0.05 per sq. ft	$ 2,535.00
Allowance - for moving Service Station and appurtenances	10,980.00

Amount to be paid owner - chrg to Right of Way $13,515.00

THINGS TO BE DONE BY THE STATE:

Grantor reserves right to connect private road to frontage road at Station 213+00
Access reserved to frontage road at Station 226+25.
Construct private access at Station 219+25, west side, and provide necessary culvert material.
Construct commercial access west side at Station 225+00, 50' wide, and provide culvert material.

Access controlled -

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18662 - Deal, W. K. and Ruth Arch Bert and Georgia Lea Lindsay (Gemmell)
Right of Way
Option expires October 9, 1952

0.50 acre Lump Sum	$ 500.00
House - 1200 sq. ft.	2,400.00
Well	500.00
Outbuildings	350.00

Amount to be paid owner - chrg to Right of Way $ 3,750.00

THINGS TO BE DONE BY THE STATE:

EXHIBIT "A" (Cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY (cont.)

18662 - Deal, W. K. and Ruth (cont.)

Construct private approach at Station 140+10, west side, 16' wide.

Access controlled -

19066 - Tatum, J. C. and Mildred (Holt)
Right of Way
Option expires October 13, 1952

1.61 acres	Lump Sum	$ 1,075.00
House - 768 sq. ft.		3,456.00
Garage, chicken house and fence		219.00
Amount to be paid owner - chrg to Right of Way		$ 4,750.00

THINGS TO BE DONE BY THE STATE:

Construct one private approach Station 156+00, east side 16' wide.
Grantor reserves right of private access at Station 158+00, east side, 16' wide.

Access controlled -

18222 - Viall, Howard A. (Holt)
Right of Way
Option expires October 7, 1952

2.64 acres at $150 per acre		$ 396.00
Amount to be paid owner - chrg to Right of Way		$ 396.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 168+50, east side

Access controlled -

18240 - Olsen, Gillette Y. and Yvonne B. (Gemmell)
Right of Way
Option expires October 4, 1952

3.89 acres	Lump Sum	$ 900.00
Amount to be paid owner - chrg to Right of Way		$ 900.00

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY (cont.)

18240 - Olsen, Gillette Y. and Yvonne B. (cont.)

Private approach reserved at Station 331+50, south side, 16' wide.

Access controlled -

18241 - Olsen, Adella Y. (Gemmell)
Right of Way
Option expires October 4, 1952

4.82 acres Lump Sum $ 1,000.00

Amount to be paid owner - chrg to Right of Way $ 1,000.00

Private approach reserved at Station 347+00, north side, 16' wide.

Access controlled -

EXHIBIT "B"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's minutes or records;

AND, WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission;

AND, WHEREAS, for the purpose of supplementing such informal record and action, it is the purpose of the Commission at this time to ratify all options so taken;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with the construction, reconstruction or other improvement of the following named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

County and Section	Highway
DOUGLAS	
Calapooya Creek-Sutherlin	Elkton-Sutherlin
Oakland Jct. - Deady	Pacific
Gravel Pit, Lot 4, Sec. 2, Twn 29S R 6W near M. P. 213.47	
GILLIAM	
Arlington-Rock Creek (Maint. Materials)	John Day
MALHEUR	
Ontario-Snake River Bridge	Old Oregon Trail
MARION	
Salem Shops Expansion	Airport Highway

(cont.)

EXHIBIT "B" (cont.)

MULTNOMAH	
Denver Avenue-Union Avenue Intersection	Pacific
SHERMAN	
Wasco-Grass Valley (Maint. Materials)	Sherman #28
TILLAMOOK	
Necanicum (Maint. Materials)	Oregon Coast & Necanicum
Wheeler-Rockaway (Maint. Materials)	Oregon Coast
Scovill Jct. (Maint. Materials)	Necanicum
Jetty Creek Slide correction	Oregon Coast

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is rectified.

3. That this resolution be entered in the minutes and records of the Commission as of April 21, 1952, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed herein above.

EXHIBIT "C"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the State of Oregon, by and through its State Highway Commission, is the owner of the parcel of land along and adjacent to the Pacific Highway West described as follows:

Beginning at a point on the south line of South Street in the Town of Monmouth, said point being 50 feet distant easterly from (when measured at right angles to) the center line of the Pacific Highway West; said point also being 1112 feet north and 726 feet east of the northwest corner of the William Meyers DLC #61; thence east along the south line of South Street 203 feet to the west line of a County Road; thence south along the west line of said road 1115 feet to the north line of the William Meyers DLC #61; thence west along said north line 207 feet to a point which is 50 feet distant east from the center line of said highway; thence north 0° 25' East parallel to and 50 feet from said center line 1115 feet, to the point of beginning, containing 5.26 acres.

WHEREAS, after consideration, the Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes.

AND WHEREAS, the said property has been appraised by competent and experienced appraisers and the reasonable market value thereof found and estimated to be the sum of $2,000.00, and the Commission is desirous of selling and disposing of said property at a price not less than the appraised amount, upon the basis of complete restriction of access to Pacific Highway West.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission, be and he hereby is, authorized and instructed to advertise the said property for sale, in accordance with the terms and provisions of Chapter 437, Oregon Laws 1949.

Sealed bids for the sale of the said property shall be received by the said Secretary in the office of the Commission in Salem, Oregon, at 2.00 P.M., on the 2nd day of June, and shall be opened in the presence of the Commission's Chief Counsel or his authorized representative.

The results and tabulations of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

The published notice for the receiving of bids shall fix a minimum price of $2,000.00 for which the property shall be sold and shall further provide that the sale shall be made for cash.

April 21, 1952

14772

EXHIBIT "D"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, in the acquisition of real properties by the State of Oregon, by and through its State Highway Commission, the State also often acquires title to trees, timber, shrubs, logs, poles, buildings, structures, and other items of personal property that are not needed, required or useful for highway purposes and must be sold, removed, or otherwise disposed of; and

WHEREAS, the acquisition of property is now of such magnitude, and the instances and occasions calling for the disposal of various items of personal property have increased to such an extent as to warrant the adoption of a procedure which will make unnecessary the calling for bids for the sale or disposal of items of personal property having a value not in excess of Five Hundred and No/100 ($500.00) Dollars, and which will make unnecessary the submission to the Commission for approval of all necessary sales and property disposals; and

WHEREAS, it is the opinion of the Commission that the adoption of the practice procedure and policy herein set forth will economize time and will promote and serve public interest;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED AND ORDERED By the Commission as follows:

1. That the Chief Counsel of the Highway Department is authorized to dispose of, by private sale and without the necessity of calling for bids, any trees, timber, shrubs, logs, poles, buildings, structures, and other items of personal property acquired by the State of Oregon, by and through its State Highway Commission, in connection with the acquisition of real properties, if the appraised value of the property sold or disposed of does not exceed Five Hundred and No/100 ($500.00) Dollars.

2. That if the appraised value of the personal property exceeds Five Hundred and No/100 ($500.00) Dollars, then the same may be sold by the Chief Counsel only after calling for competitive bids, or by selling the same at public auction, as the Chief Counsel may elect, and said sale shall be made to the highest responsible bidder; provided, however, that if no bids are received, or if the highest bid is not satisfactory, then and in that event the aforesaid property may be disposed of by the Chief Counsel at a private sale.

3. That the Chief Counsel shall prepare or supervise the preparation of a monthly report to be submitted to the Highway Commission, in which there shall be set forth the description of all of the property sold, the appraised value of said property, and the price for which it was sold.

(cont.)

EXHIBIT "D" (cont.)

4. That the Chief Counsel, or his duly authorized representative, may for and on behalf of the State Highway Commission, transfer title to any and all of the aforementioned property sold or disposed of pursuant to the authority granted in this resolution by a bill of sale.

5. That that certain resolution identified as "Exhibit L", and made a part of the minutes of the Highway Commission of December 20 and 21, 1951, and those portions, only, of that certain resolution identified as "Exhibit B" and made a part of the minutes of the Highway Commission of September 20 and 21, 1949, and those portions of any other resolutions or orders of the Highway Commission in conflict with the provisions of this resolution are hereby superseded.

6. This resolution may be amended or entirely rescinded by the Commission when such action is deemed in public interest.

7. This resolution is hereby entered in the minutes and records of the Commission on this the twenty-first day of April, 1952.

EXHIBIT "E-1"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Adams	$ 483.46	Lonerock	$ 119.30
Bay City	2,389.06	Malin	1,858.51
Cascade Locks	2,301.16	Metolius	492.88
Culver	944.95	Shaniko	191.50
Donald	587.06	Taft	1,412.72
Dufur	1,324.81	Turner	1,915.01
Elkton	631.01	Waldport	2,163.02
Gearhart	1,783.16	Waterloo	565.09
Juntura	335.91	Yamhill	1,692.12

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolution filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of April, 1952.

April 21, 1952

EXHIBIT "E-2"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Arlington	$1,739.21	Dundee	$ 786.60
Lostine	454.59	Shaniko	153.23
Umatilla	2,224.45		

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the City, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of April, 1952.

April 21, 1952

EXHIBIT "E-3"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns.

Shaniko.....$ 184.31

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan, and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of April, 1952.

EXHIBIT "E-4"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1950 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Moro	$ 953.35
Mt. Vernon	1,379.12

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 21st day of April, 1952.

April 21, 1952

EXHIBIT "F-1"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of (A) the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County, and (B) the Hauser-North Bend Section of the Oregon Coast Highway in Coos County, and in connection therewith to prepare maps showing the routes and locations of said sections of highways and to file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows.

1. (A) That the survey of the Arlington-Heppner Junction Section of the Columbia River Highway, beginning at Engineer's Station 9+48.41 in Arlington and extending easterly to a junction with the newly constructed section of said highway at Engineer's Station 633+95, approximately one mile east of Heppner Junction, together with the map which for identification purposes bears map file Nos. 7B-5-14, 7B-5-15, 7B-11-11 and date of March, 1950, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon, and

(B) That the survey of the Hauser-North Bend Section of the Oregon Coast Highway beginning at Engineer's Station B. P. R. 37+50.3 = 0+00 at Hauser and extending southerly to a junction with the old route of the Oregon Coast Highway at Engineer's Station 239+66.6 = 33+93.0 opposite the town of Glasgow, together with the map which for identification purposes bears map file No. 7B-12-15 and date of March, 1952, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

(cont.)

EXHIBIT "F-1" (cont.)

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of the highways along and over said surveys. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the surveys of the sections of said Columbia River Highway and of said Oregon Coast Highway have been made within the meaning and purpose of Chapter 4, Oregon Laws, 1947, commonly known as the Throughway Law, and likewise have been made within the scope and purpose of the resolution approved and adopted by the Highway Commission on November 3, 1948. Therefore, the construction of said state highways shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 21st day of April, 1952.

EXHIBIT "F-2"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of (a) the Gnat Creek-Wauna Section of the Columbia River Highway in Clatsop County and (b) the route and location of the Lena-Nye Section of the Heppner Highway in Morrow and Gilliam counties and (c) the route and location of the Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Secondary Highway in Douglas County, and in connection therewith to prepare maps showing the routes and locations of said sections of highways and file said reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes, maps, and other engineering data, it is the judgment of the Commission that the same should be approved and filed

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows.

1. (a) That the survey of the Gnat Creek-Wauna Section of the Columbia River Highway, beginning at Engineer's Station 0+00, approximately 0.4 mile east of Gnat Creek, and extending easterly to a junction with the existing highway at Engineer's Station 613+84, where it connects with a county road leading to Wauna, together with the map, which for identification purposes bears map file No. _____ and the date of _____, field notes, and other engineering data submitted by the Engineer hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon, and

(b) That the survey of the Lena-Nye Section of the Heppner Highway, beginning at Engineer's Station 178+58.80, approximately 2 miles east of the town of Lena, and extending in an easterly and northerly direction to Engineer's Station 1106+66.39 in the town of Nye, together with the map which for identification purposes bears map file Nos. 7B-12-9, 10, 11, & 13 and the date of March, 1952, field notes, and other engineering data submitted by the Engineer, hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission in Salem, Oregon, and

(c) That the survey of the Calapooya Creek-Sutherlin section of the Elkton-Sutherlin State Secondary Highway, beginning at Engineer's Station

(cont.)

EXHIBIT "F-2" (cont.)

1078+00, about four miles north and west of Sutherlin, and extending in a southerly and easterly direction to Engineer's Station 128+00 near the west city limits of Sutherlin, together with the map, which for identification purposes bears map file No. 7B-12-4 and the date of March, 1952, field notes, and other Engineering data submitted by the Engineer hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said sections of said highways are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said surveys shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way departments all necessary descriptions and other required data of real properties needed and in connection with the construction, reconstruction, or improvement of said highways along and over said surveys said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 21st day of April, 1952.

19782

EXHIBIT "G"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts, and that said jobs are now ready for acceptance:

Contract No. 3461 with Oscar E. Joelson for furnishing crushed materials in stockpiles on the Weston Section of five State highways in Umatilla County, completed November 30, 1950.

Contract No. 3467 with Barney B. Helser for furnishing crushed materials in stockpiles on the Myrtle Point Section of the Coos Bay-Roseburg and Powers Highways in Coos County, completed December 22, 1951.

Contract No. 3530 with W. R. Grasle Co. for installing lighting in Sunset Tunnel on the Sunset Highway in Washington County, completed March 14, 1952.

Contract No. 3549 with Rich and Sons Nursery for landscaping State Highway Building grounds, completed February 8, 1952.

Contract No. 3569 with E. H. Itschner Co. for rock surfacing on the East Cottonwood Canyon Section of the Wasco-Heppner Highway in Gilliam County, completed November 30, 1951.

THEREFORE, BE IT RESOLVED that the work covered by said State Highway contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

April 21, 1952

EXHIBIT "H"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the highways hereinafter set forth or described have been duly designated and declared to be and are state highways and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit

JOHN DAY Primary Highway No. 5
FREMONT Primary Highway No. 19
JOHN DAY-BURNS Primary Highway No. 48
LAKEVIEW-BURNS Primary Highway No. 49
FRENCHGLEN Secondary Highway No. 440
ROME-PRINCETON Secondary Highway No. 442

and,

WHEREAS, said highways are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which will damage and injure the said highways during the present period of rain, freezing, and thawing, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Highway Commission finds that it will be for the best interests of said highways, that the maximum weights permitted and authorized by law be reduced during such period; and,

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon said highways during said period shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission being of the opinion that said highways were not built to sufficient standards to withstand adverse action of the elements and the maximum weights permitted and authorized by law, and the Commission having found upon due investigation that it will be for the best interests of said highways that the maximum total weight of load and vehicle which shall be permitted upon said highways during the said period, commencing on the dates hereinafter specified, shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED that the maximum weight of combined load and vehicle or combination of vehicles which shall be permitted upon the following described highways and sections of highways shall not exceed 11,000 pounds gross on any axle nor 20,000 pounds gross on any pair of tandem axles nor a maximum of 36,000 pounds gross on all axles of the

(cont.)

EXHIBIT "H" (cont.)

vehicle or combination of vehicles:

Name of Highway and No.	County	Section Restricted	Date Effective 1952
John Day Primary 5	Grant & Baker	M. P. 176.00 to M. P. 213.52 (Prairie City to Unity Jct.)	Apr. 12 8:00 a. m.
Fremont Primary 19	Klamath & Lake	M. P. 0.0 to M. P. 141.00 (Jct. The Dalles Cal. Hwy. to 2 mi. N of Lakeview	March 24 8:00 a. m.
John Day-Burns Primary 48	Grant & Harney	M. P. 10.20 to M. P. 68.11 (10.2 mi S of John Day to Jct. Central Ore. Hwy.	April 7 8:00 a. m.
Lakeview-Burns Primary 49	Harney & Lake	Entire Length	March 24 8:00 a. m.
Frenchglen Secondary 440	Harney	M. P. 0.00 to M. P. 10.00 (Jct. Burns-Crane Hwy to 10 mi. south)	April 2 8:00 a. m.
Rome-Princeton Secondary 442	Harney & Malheur	Entire Length	March 26 8:00 a. m.

IT IS FURTHER ORDERED that these rules and regulations as made and found by the State Highway Commission under the provisions of Sec. 15, Chapter 405, Oregon Laws 1951, shall be in full force and effect from the effective date hereinabove specified until modified, annulled, or voided by the order of the State Highway Commission.

AND IT IS FURTHER ORDERED that a notice be posted in a conspicuous manner and place at each end of each of the above highways and at important crossroads on said highways so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED that a certified copy of this order be furnished to the county clerk of each county affected by this order and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

Dated this 21st day of April, 1952.

EXHIBIT "I"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, on the 19th day of February, 1952; on the 13th day of March, 1952; and on the 21st day of April, 1952, the Commission passed and adopted resolutions reducing the maximum load limits on various state highways; and

WHEREAS, subsequent to the effective dates shown in said resolutions, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limits set out in said resolution.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limits as set forth in the said resolutions of February 19, 1952; March 13, 1952; and April 21, 1952, on various state highways and sections of highways to-wit:

Name of Highway and No.		County	Section restriction removed	Date Effective 1952
John Day Primary	5	Grant	M. P. 176 (at Prairie City) to M. P. 178 (E of town)	April 17 8:00 a. m.
Fremont Primary	19	Klamath & Lake	M. P. 0.00 to M. P. 141.00 (Jct. The Dalles Cal. Hwy to 2 mi. N. of Lakeview)	April 5 8:00 a. m.
Ochoco Primary	41	Crook & Wheeler	M. P. 34.80 to M. P. 56.79 (Jct. old hwy to jct. with old hwy.)	April 14 8.00 a. m.
John Day-Burns Primary	48	Grant & Harney	M. P. 10.20 to M. P. 68.11 (10.2 mi. S. of John Day to Jct. Central Ore. Hwy.)	April 21 8:00 a. m.
Monmouth Secondary	194	Polk	Entire highway	April 21 6:00 a. m.
Lower Klamath Secondary	423	Klamath	Entire Highway	April 17 8:00 a. m.

(cont.)

EXHIBIT "I" (cont.)

be and the same hereby is rescinded and cancelled insofar as it pertains to the highways and sections of highways listed hereinabove, and the maximum load limit permissible on such highways subsequent to the dates shown shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and a like copy to the Superintendent of the Department of State Police for his information.

Dated this 21st day of April, 1952.

EXHIBIT "J"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, within the city of Woodburn the Highway Commission has designated a portion of Front Street as a part of the Hillsboro-Silverton State Secondary Highway No. 140; and,

WHEREAS, the City of Woodburn in the interest of safety has seen fit to place stop signs on Front Street at its intersection with Lincoln Street, thereby causing northbound and southbound traffic on Front Street to stop at Lincoln Street before entering the intersection and allowing traffic from Lincoln Street to enter onto Front Street without stopping; and

WHEREAS, the Commission, based upon the investigation and report of its Engineer, is of the opinion that in the interest of safety to traffic said stop signs as placed by the City should be approved.

NOW, THEREFORE, the Commission, all members being present and voting affirmatively, does hereby order that the action of the City of Woodburn in placing stop signs on Front Street at its intersection with Lincoln Street in the city of Woodburn be and the same hereby is approved.

That this resolution shall be entered in the minutes and records of the Commission as of the 21st day of April, 1952; and the Secretary be and he hereby is instructed to send a certified copy of this resolution to the City Recorder for the information of the City of Woodburn.

April 21, 1952

EXHIBIT "K-1"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Pacific Highway is one of the major state primary highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and,

WHEREAS, it appears that at the intersection of Henderson Avenue with the Pacific Highway, between Eugene and Springfield in Lane County, a hazardous condition is created by the parking of vehicles on the southerly side of said Pacific Highway immediately west of the junction with Henderson Avenue in front of Clingman's Tavern; and,

WHEREAS, the parking of such vehicles on the highway right of way creates a hazard to vehicles entering said Pacific Highway from Henderson Avenue by reason of restricted sight distance and also creates a hazard to the traveling public on said Pacific Highway; and,

WHEREAS, in the opinion of this Commission, public welfare and public safety require that parking should be prohibited within said area.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles on the southerly side of the Pacific Highway for a distance of 64 feet immediately west of Henderson Avenue, between Engineer's Station 222+46 and Engineer's Station 223+10, creates a hazard not only to traffic but to persons owning and using said parked vehicles.

2. That this Commission does hereby find and declare that the parking of vehicles on the right of way of said highway within said termini should be prohibited.

3. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution and the action of the Highway Commission as herein declared, on which signs shall be printed in plain, legible letters the words "NO PARKING AT ANY TIME".

4. That a certified copy of this resolution be sent to the owner and operator of Clingman's Tavern and a like copy be mailed to the Superintendent of the Department of State Police.

5. That this resolution be entered in the minutes and records of the State Highway Commission as of the 21st day of April, 1952.

April 21, 1952

EXHIBIT "K-2"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Pacific Highway is one of the major state primary highways and is likewise a federal highway, which highway throughout its entire length carries a large volume of traffic; and

WHEREAS, it appears that beginning at a point near the junction of the Crater Lake Highway with the Pacific Highway in Jackson County and extending in a northerly and westerly direction therefrom for a distance of approximately 0.4 mile vehicles are parked for extended periods of time on the shoulders of said highway; and,

WHEREAS, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that, in the opinion of the Highway Commission, a hazard is created not only to through traffic but to the owners and drivers of said parked vehicles; and,

WHEREAS, in the opinion of this Commission, public travel and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendations by members of its staff, that the parking of vehicles along the Pacific Highway between Mile Post 309.0, just north of the intersection of the Crater Lake Highway with the Pacific Highway, and Mile Post 308.6, being a distance of 0.4 mile in a northerly and westerly direction therefrom, creates a hazard not only to through traffic but to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width to permit parking of vehicles and at the same time provide the degree of safety and convenience which, in the opinion of the Commission, should be provided the motoring public.

3. That the Commission does further find and declare that the parking of vehicles for long periods of time on the right of way of said highway within said termini should be prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect signs at said termini and at such points between said termini as in his judgment are necessary to accomplish the purpose of this resolution

(cont.)

EXHIBIT "K-2" (cont.)

and the action of the Commission as herein declared, on which signs shall be printed in plain letters the words "NO PARKING ON HIGHWAY SHOULDERS".

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 21st day of April, 1952.

EXHIBIT "L"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Federal-aid Road Act of 1916, as amended and supplemented, provides for the selection of and addition to a Federal-aid secondary highway system by the State Highway Commission in cooperation with appropriate local officials and the Commissioner of Public Roads; and

WHEREAS, the State Highway Commission plans to relocate the present route of the Pacific Highway, Federal-aid primary route 3, from a point approximately 1/2 mile north of Oakland southerly to Shady Point, approximately 2-1/2 miles south of Roseburg; and

WHEREAS, under the provisions of the Federal-aid Road Act of 1916, as amended and supplemented, the State Highway Commission also plans and proposes to establish a Federal-aid urban system within the Roseburg urban area; and

WHEREAS, the State Highway Commission further plans and proposes to designate as a Federal-aid secondary highway that portion of the present route of the Pacific Highway, Federal-aid primary route 3, which is proposed for relocation, excepting that section within the Roseburg urban area; and

WHEREAS, the County Court of Douglas County, Oregon, on January 9, 1952, adopted a resolution approving said designation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and affirmatively voting, as follows:

1. That request be made to the Commissioner of Public Roads that the following described section of road be incorporated into the Federal-aid secondary system of Oregon:

   a. The existing route of the Pacific Highway from a point approximately 1/2 mile north of Oakland southerly to Shady Point, excepting that portion within the Roseburg urban area, said addition to be designated as Federal-aid secondary highway no. 553.

2. That this addition to the Federal-aid secondary system be effective upon the date that the new route of the Pacific Highway between the point approximately 1/2 mile north of Oakland and Shady Point is completed and made available for travel by the public.

(cont.)

EXHIBIT "L" (cont.)

3. That there is attached hereto and by this reference made a part hereof a map on which are shown the highways herein referred to.

4. That this resolution be entered in the minutes and records of the Commission as of the 21st day of April, 1952.

EXHIBIT "M-1"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Cape Arago Secondary Highway No. 240 known as the Dead Man's Curve Section in Coos County, the northerly terminus being at State Highway Engineer's Station 87+46.9 of the reconstructed line, and the southerly terminus at State Highway Engineer's Station 100+49.7; and

WHEREAS, by reason of the relocation of said section of said highway, a portion or unit of the right of way of the highway as formerly located has been eliminated from the boundaries of the new location, which eliminated portion or unit is no longer needed for highway purposes; and,

WHEREAS the City of North Bend and the Highway Commission have entered into an agreement under date of April 22, 1952, relating to the use and jurisdiction of the said eliminated portion or unit; and,

WHEREAS, the construction of this relocated section of the Cape Arago Secondary Highway No. 240 has been completed and highway traffic is now routed over said section; and,

WHEREAS it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the portion or unit of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

(1) That the section of the Cape Arago Secondary Highway No. 240, known as the Dead Man's Curve Section, located in Coos County, the northerly terminus of which is at State Highway Engineer's Station 87+46.9 and the southerly terminus of which is at State Highway Engineer's Station 100+49.7, is now completed; therefore, the portion or unit of the old route herein defined and described as "Unit A" shall no longer be a part of the route of the Cape Arago Secondary Highway but shall be eliminated and removed therefrom.

(2) That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as "Unit A" and is shown colored in red on the map attached hereto, marked "Exhibit A", and by this reference made a part hereof, which is more

(cont.)

EXHIBIT "M-1" (cont.)

particularly described as follows:

Unit "A"

Beginning opposite State Highway Engineer's Station 89+50 of the relocated Cape Arago Secondary Highway at the intersection of Broadway Avenue and State Street in the Midland Addition to North Bend, thence southerly and westerly via the former route of the Cape Arago Secondary Highway to the north line of Newmark Street of said addition at State Highway Engineer's Station 97+15 of the new route of the Cape Arago Secondary Highway in the Northeast quarter of the Northeast quarter of Section 21, Township 25 South, Range 13, West, W. M.

shall hereafter be maintained by the City of North Bend as a city street for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said road may be assumed and exercised by the City Council of North Bend, and said road shall thereafter be maintained by the City for public use. *

(3) The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green , it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance, and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

(4) The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

(5) This resolution shall be entered in the minutes and records of the Commission on this 21st day of April, 1952, and the Secretary hereby is directed tc mail to the City Council of North Bend a duly certified copy thereof, and said City Council hereby is respectfully requested to take appropriate cfficial action by resolution or otherwise by which the City sha ll accept the said abandoned portion or unit of the said old right of way hereto-

EXHIBIT "M-1" (cont.)

fore defined and described as "Unit A" and which is shown colored in red on said "Exhibit A". *

* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 253, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

19796

EXHIBIT "M-2"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Sam's Valley Secondary Highway No. 271 known as the Sam's Creek-Snider Creek Section in Jackson County, the westerly terminus of which is at Highway Engineer's Station 178+00 of the reconstructed line, and the easterly terminus of which is at Highway Engineer's Station 446+05 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated sections or areas are no longer needed for highway purposes; and

WHEREAS, Jackson County and the Highway Commission have entered into an agreement under date of December 19, 1950, relating to the use and jurisdiction of the abandoned sections; and

WHEREAS, the contract for the construction of this relocated section of the Sam's Valley Secondary Highway No. 271 was completed on September 15, 1951, and highway traffic is now routed over said section; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the areas or sections of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Sam's Valley Secondary Highway, State Highway No. 271, known as the Sam's Creek-Snider Creek Section, located in Jackson County, the westerly terminus of which is at Highway Engineer's Station 178+00 of the reconstructed line, and the easterly terminus of which is at Highway Engineer's Station 446+05 of the reconstructed line, is now completed; therefore, the portions or units of the old route herein defined and described as Units "B" and "C" shall no longer be a part of the route of the Sam's Valley Secondary Highway but shall be eliminated and removed therefrom.

2. That the portions or units of the old right of way, which, by reason of the relocation of said highway, are no longer within the boundaries of the new right of way, which, for the purpose of this resolution, are iden-

(cont.)

tified as Units "B" and "C" and are shown colored in red on the map attached hereto, marked "Exhibit A", and by this reference the same is made a part hereof; said portions or units are more particularly described as follows:

Unit "B"

Beginning opposite State Highway Engineer's Station 182+00 of the relocated Sam's Valley Secondary Highway No. 271 in Lot 2 of Section 1, Township 36 South, Range 3 West, W. M.; thence Northerly and Easterly via the former route of the Sam's Valley Secondary Highway No. 271 to a point opposite State Highway Engineer's Station 207+50 in the Southeast quarter of the Northwest quarter of Section 1, Township 36 South, Range 3 West, W. M.

Unit "C"

Beginning at the north line of the right of way opposite State Highway Engineer's Station 254+75 of the relocated Sam's Valley Secondary Highway on the line between the Southeast quarter of the Southeast quarter of Section 36, Township 35 North, Range 3 West, W. M. and the Southwest quarter of the Southwest quarter of Section 31, Township 35 South, Range 2 West, W. M.; thence Northeasterly via the former route of the Sam's Valley Secondary Highway to State Highway Engineer's Station 406+00 of the relocated Sam's Valley Secondary Highway on the line between the Southeast quarter of the Southwest quarter of Section 28, and the Northeast quarter of the Northwest quarter of Section 33, Township 35 South, Range 2 West, W. M.

shall hereafter be maintained by the County as county roads for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover, and hereby consents that jurisdiction over said roads may be assumed and exercised by the County Court of Jackson County, and said roads shall thereafter be maintained by the County for public use. *

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement and maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not

EXHIBIT "M-2" (cont.)

be permitted to revert to or become the property of abutting owners. *

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission, and the Secretary hereby is directed to mail to the County Court of Jackson County a duly certified copy thereof, and said County Court hereby is respectfully requested to take appropriate official action, by resolution or otherwise, by which the County shall accept the said abandoned sections of the said old right of way shown colored in red on said "Exhibit A". *

* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 227, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "M-3"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Enterprise-Lewiston Highway No. 11, known as the North Unit, Enterprise-Forest Boundary Section in Wallowa County, the southerly terminus of which is at Highway Engineer's Station 410+50 of the relocated line and the northerly terminus of which is at Highway Engineer's Station 719+50 of the relocated line; and

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the highway, as formerly located, have been eliminated from the boundary of the new location, which eliminated portions or units are no longer needed for highway purposes or for the service of persons living thereon or for any community served thereby; and

WHEREAS, the contract for the construction of this relocated section of the Enterprise-Lewiston Highway was completed on August 31st, 1950, and highway traffic is now routed over said section; and

WHEREAS, Wallowa County, by and through its County Court, has advised the Highway Department by letter dated March 5, 1952, that said county is not interested in retaining any of the said eliminated portions or units of said highway right of way; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the several portions or units of the right of way of said highway which are affected by reason of said relocation;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Enterprise-Lewiston Highway, State Highway No. 11, known as the North Unit, Enterprise-Forest Boundary Section, located in Wallowa County, is now completed; therefore, the portions or units of the old route of said highway herein defined and described as Units "A" and "B" shall no longer be a part of the route of the Enterprise-Lewiston Highway but shall be eliminated and removed therefrom. Said Units "A" and "B" are not needed for the service of persons living thereon or for any community served thereby or for any other highway purposes.

2. That the portions of the old right of way, which by reason

(cont.)

EXHIBIT "M-3" (cont.)

of the relocation of said highway are no longer within the boundaries of the new right of way, which, for the purpose of this resolution, are identified as Units "A" and "B" and are shown colored in brown on the map attached hereto, marked "Exhibit A", and by this reference the same is made a part hereof; said units are more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 439+50 of the relocated Enterprise-Lewiston Highway in the Northwest quarter of the Southeast quarter of Section 25, Township 1 North, Range 44 East, W. M.; thence northerly along the former route of the Enterprise-Lewiston Highway to State Highway Engineer's Station 482+00 of the relocated Enterprise-Lewiston Highway in the Southeast quarter of the Southeast quarter of Section 24, Township 1 North, Range 44, East, W. M.

Unit "B"

Beginning at State Highway Engineer's Station 511+00 of the relocated Enterprise-Lewiston Highway in the Southeast quarter of the Northeast quarter of Section 24, Township 1 North, Range 44 East, W. M.; thence northerly along the former route of the Enterprise-Lewiston Highway to State Highway Engineer's Station 552+80 of the relocated Enterprise-Lewiston Highway in the Northeast quarter of the Southeast quarter of Section 13, Township 1 North, Range 44 East, W. M.

hereby are abandoned as a part of said highway, and all right, title, and interest which the State has in said right of way does hereby revert to and vest in the owners of the abutting land. *

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the

(cont.)

EXHIBIT "M-3" (cont.)

ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission on this 21st day of April, 1952, and the Secretary hereby is directed to mail to the County Court of Wallowa County a duly certified copy thereof.

* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 254, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "N"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: PACIFIC HIGHWAY EAST

Highway Number 1 E Route number: US 99E

Location of Termini			Established Speed
M. P. 54.15 (Vista Ave., S. city limits of Salem)	to	M. P. 54.37 (Ratcliff Drive)	30 miles per hour
M.P. 54.37 (Ratcliff Drive)	to	M P 56.27 (Boone Road south of 12th Street Junction)	45 miles per hour

(cont)

EXHIBIT "N" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 21st day of April, 1952.

EXHIBIT "O"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Union Avenue-Swift Road Junction Section of the Pacific Highway West in Multnomah County, and in connection therewith prepare a map or maps showing the route and location of said section or sections of highway and file said report and record with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed the said survey or surveys and has submitted the same for the approval or disapproval of the Commission; and

WHEREAS, after due consideration of said survey, surveys, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Union Avenue-Swift Road Junction Section of the Pacific Highway West, together with the map, which for identification purposes bears the signature of W. C. Williams and the date of January, 1952 and September, 1942, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That the survey of the section of said Pacific Highway West has been made within the meaning and purpose of Chapter 4, Oregon Laws 1947, commonly known as the Throughway Law, and was likewise made

(cont.)

EXHIBIT "O" (cont.)

within the scope and purpose of the resolution approved and adopted by the Highway Commission, November 3, 1948. Therefore, the construction of said state highway shall be accomplished pursuant to the provisions of said law and said resolution.

5. That this resolution be entered in the minutes and records of the Commission as of the 21st day of April, 1952.

EXHIBIT "P-1"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the Oregon State Highway Commission convened on the 25th day of February, 1946, at Portland, Oregon; and

WHEREAS, at that time and place while so convened, the said Oregon State Highway Commission passed a resolution declaring the need and necessity for right of way purposes, by condemnation, if necessary, of certain real property located in Government Lots 3 and 4 of Section 17, Township 10 South, Range 11 West, W. M., Lincoln County, Oregon, owned by the Pacific Shore Land Company, which resolution is by this reference incorporated herein as if fully set forth; and

WHEREAS, the Oregon Coast Highway has been relocated in such a manner that the presently paved portion thereof traverses a part of the said property, and that the residue affords support and stability for the paved portion; and

WHEREAS, on the 20th day of March, 1952, the Honorable Fred McHenry, Circuit Judge of the Twenty-first Judicial District, decided and held that a portion of said property, not presently traversed by the paved portion of the said relocated Oregon Coast Highway, was not necessary for right of way purposes in that it was only necessary to stabilize the paved portion of the highway; and

WHEREAS, the Oregon State Highway Commission contemplated that the phrase "right of way" in the said resolution would embrace not only that portion of the described real property which would be utilized for the construction of a paved portion of the highway within the next several months, but also would embrace such lands as would be necessary for the construction of a paved portion of greater width, and also such lands as are necessary to support, stabilize, maintain and provide drains for any portion of the real property which is ultimately paved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the phrase "right of way" as employed by this Commission in that portion of its resolution which relates to the real property owned by the Pacific Shore Land Company in Government Lots 3 and 4 of Section 17, Township 10 South, Range 11 West, W. M., Lincoln County, be deemed to include within the scope of its meaning not only that portion of the described real property which would be utilized for the construction of a paved portion of the highway within the next several months, but also would embrace such lands as would be necessary for the construction of a paved portion of greater width, and also such lands as are necessary to

(cont.)

EXHIBIT "P-1" (cont.)

support, stabilize, maintain and provide drainage for any portion of the real property which is ultimately paved.

2. That this resolution shall be entered in the minutes and records of the Commission as of the twenth-first day of April, 1952.

EXHIBIT "P-2"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the Union Avenue-Swift Road Junction Section of the Pacific Highway West, and has ordered and declared that the said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled; and

WHEREAS, the real property remaining after the appropriation of the real property hereinafter described in paragraphs 1 and 2 is a tract of land bounded on the East by the Denver Avenue Section of the Pacific Highway West, which is a throughway, and it is the judgment of the Commission that access to, from and between the said tract of land and the Denver Avenue Section of the Pacific Highway West should be controlled; and

WHEREAS, the Highway Commission, whenever it becomes neces-

(cont.)

EXHIBIT "P-2" (cont.)

sary to acquire any real property for use in connection with the location, relocation, construction, reconstruction, improvement and maintenance of any throughway or section thereof, or for a service road, may in its discretion acquire an entire lot, block or tract of land, if by so doing the interest of the owner and the State will be best served, even though said entire tract is not immediately needed for the highway proper;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Union Avenue-Swift Road Junction Section of the Pacific Highway West as a throughway the following described parcels of real property, to wit:

R-15196
Owner: Kernan Livestock Farms

Parcel No. 1:

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 33, Township 2 North, Range 1 East and the Northeast quarter ($NE\frac{1}{4}$) of Section 4, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, and being a portion of the following described property: Those tracts of land which were conveyed by those certain deeds to Kernan Livestock Farms, Inc., recorded in Book 274, Page 377, and Book 359, Page 169, of Multnomah County Record of Deeds, the said parcel being described as follows:

Beginning on the Westerly line of said property at a point which is 331.72 feet Southerly of the South line of the Swift Secondary Highway, said point also being 76.72 feet North and 727.84 feet West of the Southeast corner of said Section 33; thence South 66° 43' 15" East (at right angles) 10.17 feet; thence Southerly on a spiral curve to the left (the long chord of which bears South 14° 51' 56" West 217.19 feet) to a point which is 40 feet Northeasterly of and at right angles to Station 84+68.93; thence Southeasterly on a 332.05 foot radius curve to the left (the long chord of which bears South 21° 14' 08" East) 266.06 feet; thence South 48° 11' 13" East 57.75 feet; thence South 69° 43' 45" East 443.12 feet to the West line of Denver Avenue at a point which is 31 feet Westerly of and opposite Station 72+59.48;thence South 11° 37' West 426.44 feet along the Westerly line of Denver Avenue to the Southeasterly

(cont.)

corner of said property; thence North 82° 00' West along the Southerly line of said property 44.09 feet to a point which is 75 feet Westerly of and at right angles to the center line of said Denver Avenue; thence North 11° 37' East parallel with the center line of said Denver Avenue 10.50 feet; thence Northerly on a 231.48 foot radius curve to the left (the long chord of which bears North 17° 35' 25" West) 236.0 feet; thence North 46° 47' 50" West parallel to and 55 feet Southerly of the center line of the Swift-Denver Branch, 435.38 feet; thence Northerly on a 472.05 foot radius curve to the right (the long chord of which bears North 29° 08' 45" West) 263.16 feet to a point in the Easterly line of that tract described in that deed to Pacific International Association recorded in Book 425, Page 521, of Multnomah County Deed Records, which point is opposite Station 83+83.12; thence North 23° 16' 45" East 336.38 feet to the point of beginning, containing 3.29 acres.

Parcel No. 2:

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Section 4, Township 1 North, Range 1 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Be ginning on the West line of Denver Avenue at a point which is 31 feet Westerly of and opposite Engineer's center line Station 725+59.48, said point also being 570.6 feet South and 221.6 feet West of the Northeast corner of Section 4; thence North 11° 37' East 26.43 feet along the West line of Denver Avenue; thence North 85° 43' 45" West 94.81 feet; thence South 69° 43' 45" East 95.11 feet to the point of beginning, containing 1243 square feet.

2. The Commission does hereby find and declare that the acquisition of the real property hereinabove described and the restriction of access thereto as hereinafter set forth will result in depriving the owners of all means of access from that portion of their real property lying southwesterly of and adjacent to the real property hereinabove described to any public way and to their remaining real property, and, therefore, that it is in the best interest of both the State and the owners for the Highway Commission to acquire fee simple title to the owners' entire tract of real property lying southwesterly of the north boundary of the real property hereinabove described, which said tract includes that portion of the real property described hereinabove and the real property described as follows, to wit:

EXHIBIT "P-2" (cont.)

Parcel No. 3:

A parcel of land lying in the Northeast quarter (NE¼) of Section 4, Township 1 North, Range 1 East, W. M., Multnomah County Oregon, and being a portion of the following described property: Those tracts of land which were described in those certain deeds to Kernan Livestock Farms, Inc., recorded in Book 274, Page 377, and Book 359, Page 169, of Multnomah County Record of Deeds, the said parcel being described as follows:

Beginning on the South line of said property described in Book 359, Page 169, at a point which is 75 feet Westerly of and opposite Denver Avenue center line Station 68+30.26; said point being 982.14 feet South and 351.13 feet West of the Northeast corner of said Section 4; said point also being the most Southerly Southwest corner of Parcel No. 1 described above; thence along the lines of said Parcel No. 1 as follows: North 11° 37' East 10.5 feet, Northerly on a 231.48 foot radius curve left (the long chord of which bears North 17° 35' 25" West) 236.0 feet, North 46° 47' 50" West 435.38 feet, and Northerly on a 427.05 foot radius curve right (the long chord of which bears North 29° 08' 45" West) 263.16 feet to a point opposite and 55 feet Southerly of Station 83+83.12 on the center line of Swift-Denver Branch; said point being on the Easterly line of that tract described in that deed to Pacific International Association recorded in Book 425, Page 521, of Multnomah County Deed Records; thence South 23° 16' 45" West 696.25 feet along said Easterly line to the South line of said property described in Book 359, Page 169; thence South 82° 00' East along said South line 792.53 feet to the point of beginning, containing 6.50 acres.

3. That in addition to the acquisition of fee simple title to the real property described in paragraphs 1 and 2 hereinabove, it is necessary that there be acquired or extinguished all easements of access existing, future or potential to, from and between the real property hereinabove described in paragraph 1, and the abutting real property remaining after the appropriation of the real property hereinabove described in paragraphs 1 and 2, and also all easements of access to, from and between the real property remaining after the appropriation of the real property hereinabove described in paragraphs 1 and 2, and that portion of the Denver Avenue Section of the Pacific Highway West lying between State Engineer's center line Station 74+78 on the Denver Avenue Section of the Pacific Highway West and the Northerly right of way boundary of the real property hereinabove described as Parcel Number 2 in paragraph 1, except that there shall be reserved unto the owners of the remaining real property rights of access as follows:

(cont.)

EXHIBIT "P-2" (cont.)

(1) A private right of access 35 feet in width on the easterly right of way boundary of the said proposed joint connection between said Swift Secondary Highway No. 120 and the Union Avenue Section of the Pacific Highway East and the Denver Avenue Section of the Pacific Highway West, the center of which is located opposite State Highway Engineer's center line Station 85+00.

(2) A right of access for all lawful purposes 50 feet in width on the westerly right of way boundary of the Denver Avenue Section of the Pacific Highway West, the center of which is opposite State Highway Engineer's center line Station 73+93.

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of the highway.

4. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission will be most compatible with the greatest public good and the least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

(cont.)

EXHIBIT "P-2" (cont.)

7. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be and it hereby is entered in the minutes and records of the Commission this 21st day of April, 1952.

19814

EXHIBIT "P-3"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws, Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right of interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the T. H Banfield Expressway, and has ordered and declared that the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows.

1. The Commission does hereby find and declare that there is needed and required for highway drainage purposes, for use in connection with the construction and maintenance of Unit Number 5 of the T. H. Banfield Expressway, a perpetual easement over and across the following described real property, to wit:

(cont.)

EXHIBIT "P-3" (cont.)

Owner: Katherine E. Celoria, et vir
File No. 18838

A parcel of land lying in the South half ($S\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) and the North half ($N\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 27, Township 1 North, Range 3 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at the intersection of the South line of the Charles Fezette D. L. C. in said Section 27, with the center line of Arata Road; this point being 254.0 feet North and 1093.5 feet west of the quarter section corner on the East line of said Section 27; thence Westerly along the South line of said D. L. C. a distance of 50.0 feet; thence Southerly to a point on the Northerly line of the T. H. Banfield Expressway, said point being 80 feet distant from, when measured at right angles to, the center line of said T. H. Banfield Expressway, and also being 83 feet distant Westerly from, when measured at right angles to, the center line of Arata Road; thence Easterly along a line 80 feet distant Northerly from and parallel to the center line of said T. H. Banfield Expressway to the center line of Arata Road; thence Northerly along the center line of Arata Road to the place of beginning, excepting therefrom that portion of the foregoing described parcel of land which was previously conveyed to the State of Oregon by deed recorded in Book 1480, page 576, and containing 0.17 acre, more or less outside of the existing right of way.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, of any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire an easement over and across the said real property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a

revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire an easement over and across the said real property, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the 21st day of April, 1952.

EXHIBIT "P-4"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that the said unit of said section of the said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the

EXHIBIT "P-4" (cont.)

proper construction and maintenance of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East as a throughway the following described real property, to wit:

R-18284
Owner: Helen M. Grabenhorst

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 13 and the North half ($N\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 24, Township 8 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to E. B. and Helen M. Grabenhorst, recorded in Book 320, Page 123, of Marion County Records of Deeds, the said parcel being that portion of that part of said property first described in said deed and included in a strip of land 260 feet in width, 100 feet on the Easterly side and 160 feet on the Westerly side of the center line of the Salem By-Pass Section of the Pacific Highway East as said highway has been located, which center line is described as follows:

Beginning at Engineer's center line Station 482+46.49, said Station being 357 feet North and 741 feet West of the South quarter ($S\frac{1}{4}$) corner of said Section 13; thence on a spiral curve right (the long chord of which bears South 32° 58' West) 400 feet to Station 486+46.49 equals 486+47.74; thence South 33° 38' West 852.26 feet to Station 495+00, said center line crossing the southerly line of said property approximately at Station 492+45 and crossing the section line between Sections 13 and 24 approximately at Station 486+60.

The parcel of land to which this description applies contains 3.672 acres, exclusive of the existing right of way.

2. That in addition to acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there by, by which rights of access or any rights in the nature of rights of access may accrue by reason of the adjacency of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East when constructed upon the aforesaid described real property to the remaining abutting land of the larger tract, of which said larger tract the aforesaid described real property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid described real property, including any highway to be constructed thereon, and said remaining abutting property, be prohibited.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located,

EXHIBIT "P-4" (cont.)

and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owner.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 21st day of April, 1952.

19820

EXHIBIT "P-5"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof, or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to take any and all rights of access from property abutting the highway; and,

WHEREAS, the said Pacific Highway West is a major highway of the state, and, as such, carries large volumes of traffic, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West a parcel of real property located in Washington County, Oregon, and described as follows, to wit:

R-1378
Owner: Robert D. Litton, et al

A parcel of land lying in Lot 7, Frewing's Orchard Tracts, situated in Section 2, Township 2 South, Range 1 West, W.M.,

(cont.)

EXHIBIT "P-5" (cont.)

Washington County, Oregon, and being a portion of that property described in that deed to Erva G. and J. H. Litton, recorded in Book 113, Page 90, of Washington County Records of Deeds, the said parcel being that portion of said Lot 7 lying Southwest of that tract conveyed to R. E. and Leona M. Snyder, recorded in Book 311, Page 11, Washington County Deed Records, and included in a strip of land 50 feet in width, lying on the Southeasterly side of the center line of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 102+83.61, said Station being South 44° 07' East 38.4 feet from the most Northerly corner of Lot 1, Frewing's Orchard Tracts; thence South 45° 45' West 95.89 feet to Station 103+79.5 back equals Station 104+00 ahead; thence continuing South 45° 45' West 1,086.2 feet; thence on a spiral curve left (the long chord of which bears South 45° 13' West) 160 feet; thence on a 2,864.79 foot radius curve left (the long chord of which bears South 39° 51' West) 430 feet to Station 120+76.2, the Southeasterly line of said strip of land intersects the Northeasterly and Southwesterly lines of said property approximately opposite Stations 116+40 and 117+26 respectively.

The parcel of land to which this description applies contains 1,715 square feet outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished all existing, future or potential easements of access between the right of way of the said relocated and improved Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, and all of the contiguous real property of the owners remaining after the appropriation of the hereinabove described real property.

3. That the highway facility for which the aforesaid described property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

EXHIBIT "P-5" (cont.)

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 21st day of April, 1952.

EXHIBIT "P-6"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right-of-way and other highway purposes; and,

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West a parcel of real property located in Washington County, Oregon, and described as follows, to wit:

R-18638
Owner: Estate of Susie M. Walls

A parcel of land in the Northeast quarter of Section 10, Township 2 South, Range 1 West, Willamette Meridian, Washington County, Oregon, being described as follows:

Beginning at a point North 89° 40' East 225.3 feet from the Southwest corner of the Amended Plat of Canterbury Place as of record in Book 8, page 29 of the record of plats of Washington County, Oregon; thence North 0° 20' West 82.5 feet; thence North 89° 40' East 196.8 feet to the Westerly line of the highway;

(cont.)

EXHIBIT "P-6" (cont.)

thence Southwesterly and 30 feet from the center line of said highway 104.64 feet; thence South 89° 40' West 132.0 feet to the place of beginning.

The parcel of land to which this description applies contains 0.31 acre.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the 21st day of April, 1952.

EXHIBIT "P-7"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintian highways to be known as throughways, and to acquire, in the name of the State of Oregon by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hauser-North Bend Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Hauser-North Bend Section of the Oregon Coast Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by

EXHIBIT "P-7" (cont.)

this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Hauser-North Bend Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-1881
Owner: Edward F. Bolt, et ux

A parcel of land lying in the South half ($S\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of the Southeast quarter ($SE\frac{1}{4}$) of Section 15, and in the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 22, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said subdivisions lying Easterly of the North Slough and Westerly of a line which is parallel to and 180 feet Easterly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 54+17.11, said Station being 872.4 feet North and 320.9 feet West of the Northeast corner of said Section 22; thence on a spiral curve left (the long chord of which bears South 14° 02' 30" West) 250 feet; thence South 13° 50' West 863.57 feet; thence on a spiral curve left (the long chord of which bears South 13° 10' West) 400 feet; thence on a 5,729.58 foot radius curve left (the long chord of which bears South 6° 17' 30" West) 1,108.33 feet to Station 80+39.01, said center line intersecting the North and the South lines of said subdivisions approximately at Stations 56+13 and 69+44 respectively.

The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.

The parcel of land to which this description applies contains 7.5 acres.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future or potential easements of access between the right of way of the said relocated Hauser-North Bend Section of the Oregon Coast Highway and all of the contiguous real property that belongs to the owners of the above-described property that remains after the appropriation of the real property hereinabove described and that abuts upon the right of way of said relocated highway; except that there shall be reserved unto the said owners of said remaining land, their heirs and

EXHIBIT "P-7" (cont.)

assigns, for the service of the said remaining land to the Oregon Coast Highway, as follows:

(1) A right of private access not to exceed 25 feet in width on the East side of the relocated Oregon Coast Highway opposite State Highway Engineer's center line Station 60+00.

(2) A right of access from the said remaining land not to exceed 25 feet in width on the West side of the said relocated Oregon Coast Highway opposite State Highway Engineer's center line Station 67+00, this access to be limited to ordinary travel for the production and transportation to market of farm products of the said owners' remaining real property only.

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from , or is dependent upon the users of the highway.

The State of Oregon shall have the option at any future date to construct at its sole expense a frontage road on the East side of the relocated Oregon Coast Highway, and upon the construction of said frontage road, the rights of private access, as hereinabove reserved to the owners of the remaining real property, shall terminate and cease, and said owners shall thereupon have access to said frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

EXHIBIT "P-7" (cont.)

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-8"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate construct, improve and maintain the Hauser-North Bend Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has approved and adopted a survey of the said Hauser-North Bend Section of the Oregon Coast Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by

EXHIBIT "P-8" (cont.)

this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Hauser-North Bend Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-18806
Owner: Neil F. Ferre, et ux

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 14, Township 24 South, Range 13 West, W. M., Coos County, Oregon, and being a portion of that property described in that deed to Neil Ferre, recorded in Book 191, Page 243, of Coos County Records of Deeds, the said parcel being that portion of said property lying Easterly of a line which is parallel to and 120 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 6+45.20, said Station being 173.5 feet North and 662.3 feet East of the Northwest corner of said Section 14; thence on a spiral curve right (the long chord of which bears South 6° 53' West) 400 feet; thence on a 5,729.58 foot radius curve right (the long chord of which bears South 11° 42' 30" West) 698.33 feet to Engineer's center line Station 17+43.53, said center line intersects the North and the South lines of said property approximately at Stations 10+19 and 11+91, respectively.

The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.63 acre.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future or potential easements of access between the right of way of the said relocated Hauser-North Bend Section of the Oregon Coast Highway and all of the contiguous real property that belongs to the owners of the above-described property that remains after the appropriation of the real property hereinabove described and that abuts upon the right of way of said relocated highway; except that there shall be reserved unto the said owners of said remaining land, their heirs and assigns, for the service of the said remaining land to the Oregon Coast Highway, a right of private access from the remaining land, not to exceed 25 feet in width, on the West

(cont.)

EXHIBIT "P-8" (cont.)

side of the said Oregon Coast Highway at State Highway Engineer's center line Station 10+50.

Private access, as herein referred to, is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the highway.

The State of Oregon shall have the right at its option to build at any future time at its sole cost a frontage road upon the West side of the relocated Oregon Coast Highway upon right of way now owned or lands to be acquired by the State, and upon construction of such frontage road the right of private access herein set forth to be reserved, which is adjacent to such frontage road, shall terminate and cease, and the owners, their heirs and assigns, as owners of the said remaining real property shall thereupon have access to such frontage road; said frontage road shall be connected to the main highway or other public ways only at such points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

EXHIBIT "P-8" (cont.)

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-9"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to acquire easements for right-of-way purposes as well as take any and all right of access from property abutting the highway; and,

WHEREAS, the said Pacific Highway West is a major highway of the state, and, as such, carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively,as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West a parcel of real property located in Washington County, Oregon, and described as follows, to wit:

R-1372
Owner: Tigard Grange No. 148, Patrons of Husbandry, et al

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$)

(cont.)

of Section 3, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property conveyed by that deed to Butte Grange No. 148, P. of H., recorded in Book "L", Page 597, of Washington County Record of Deeds. The said parcel being that portion of said property lying Westerly of a line parallel to and 40 feet Easterly of the center line of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 132+00, said Station being 1109.38 feet North and 197.84 feet East of the Southeast corner of said Section 3; thence South 33° 57' West 484.4 feet to Station 136+84.4 back equals Station 137+00 ahead; thence continuing South 33° 57' West 852.2 feet to Station 145+52.2; except that portion of said property conveyed in that deed to Charity Lodge #75, I.O.O.F., recorded in Book 153, Page 430, Washington County Deed Records which lies Westerly of said 40-foot line; said Easterly line crossing the Southerly line of said Charity Lodge property approximately opposite Station 137+43 and crossing the Southerly line of said Grange property approximately opposite Station 140+58.

The parcel of land to which this description applies contains 3180 square feet outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the hereinabove-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential easements of access between the right of way of the said relocated Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service to the said remaining land, as follows:

(a) A right of access to the Pacific Highway West not to exceed 25 feet in width on the east side of the said Pacific Highway West opposite Highway Engineer's Center Line Station 138+30.

(b) A right of access to the Pacific Highway West not to exceed 25 feet in width on the east side of the said Pacific Highway West opposite Highway Engineer's Center Line Station 139+65.

The State shall, however, have the right, at its option, to build at any future time a frontage road within the boundaries of any present or hereinafter acquired right of way; thereupon all rights of access

(cont.)

EXHIBIT "P-9" (cont.)

to and from the aforesaid highway and the land directly abutting on said frontage road shall cease, but the owners of the said remaining land, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the aforesaid main highway or to other public ways only at such places as the State of Oregon may select.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That in and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 21st day of April, 1952.

EXHIBIT "P-10"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Hauser-North Bend Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted the survey of the said Hauser-North Bend Section of the Oregon Coast Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of relocating, establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by

(cont.)

EXHIBIT "P-10" (cont.)

this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper relocation, construction, and maintenance of the Hauser-North Bend Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-18815
Owner: Ray H. Joslin, et al.

A parcel of land lying in Tract 2 of Silver Point Subdivision No. 1, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon; the said parcel being that portion of said Tract 2 lying easterly of a line which is parallel to and 120 feet westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 168+09.86, said Station being 486.4 feet north and 1630.5 feet west of the northeast corner of said Section 34; thence on a spiral curve right (the long chord of which bears South 32° 23' 30" East) 500 feet; thence on a 2291.83 foot radius curve right (the long chord of which bears South 25° 17' 30" East) 234.67 feet to Station 175+44.53; the westerly line of said parcel intersects the north and the south line of said Tract 2, approximately opposite Station 172+18 and Station 173+91, respectively.

The parcel of land to which this description applies contains 0.34 acre.

(All bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

R-18817 and R18901
Owner: Norman Stoll, et al

Parcel No. 1:

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of Tract 17 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Northeast quarter ($NE\frac{1}{4}$) of Tract 17 lying westerly of a line which is parallel to and 120 feet Easterly of the center line of the Oregon Coast Highway as said Highway has been relocated, which center line is described as follows:

EXHIBIT "P-10" (cont.)

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1,106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 419.29 feet to Station 184+00; the Easterly line of said parcel intersects the West and South lines of said Northeast quarter ($NE\frac{1}{4}$) of Tract 17 approximately opposite Stations 181+86 and 182+43 respectively.

(The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

The parcel of land to which this description applies contains 0.012 acre.

Parcel No. 2:

A parcel of land lying in the middle 1/3 of Tract 3 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said middle 1/3 of Tract 3 lying Easterly of a line which is parallel to and 120 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 173+09.86, said Station being 64.4 feet North and 1,362.8 feet West of the Northeast corner of said Section 34; thence on a 2,291.83 foot radius curve right (the long chord of which bears South 25° 17' 30" East) 234.67 feet to Station 175+44.53; the Westerly line of said parcel intersecting the North and the South lines of said middle 1/3 of Tract 3 approximately opposite Stations 174+47 and 175+11 respectively.

(The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

The parcel of land to which this description applies contains 0.06 acre.

R-18818
Owner: Tidelands Development Company, et al.

Parcel No. 1:

A parcel of land lying in the South 1/3 of Tract 3 and Tracts 4, 5 and 6 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel be-

(cont.)

EXHIBIT "P-10" (cont.)

ing that portion of said subdivisions included in a strip of land variable in width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 173+09.86, said Station being 64.4 feet North and 1,362.8 feet West of the Northeast corner of said Section 34; thence on a 2,291.83 foot radius curve right, (the long chord of which bears South 25° 17' 30" East) 234.67 feet; thence on a spiral curve right (the long chord of which bears South 18° 11' 30" East) 500 feet to Station 180+44.53 back equals 179+80.71 ahead; thence South 16° 06' 30" East 219.29 feet to Station 182+00; the Westerly line of said strip of land intersects the North line of said South 1/3 of Tract 3 approximately opposite Station 175+11 and the center line of said strip intersects the South line of said Tract 5 approximately at Station 180+85.

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Width on Easterly Side of Cen. Line	Width on Westerly Side of Cen. Line
173+09.86 175+44.53	240 feet	120 feet
175+44.53 to 180+44.53 back equals 179+80.71 ahead	240 feet	180 feet
180+44.53 back equals 179+80.71 ahead to 182+00	120 feet	100 feet

(The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

The parcel of land to which this description applies contains 1.7 acre.

Parcel No. 2:

A parcel of land lying in the East 5/8 of Tract 22, the West quarter ($W\frac{1}{4}$) of Tract 23, in Tracts 30, 32 and 36, and in the Northwest quarter ($NW\frac{1}{4}$) and East half ($E\frac{1}{2}$) of Tract 31 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said tracts and fractional tracts included in a strip of land 220 feet in width, 100 feet in width on the Westerly side and

(cont.)

EXHIBIT "P-10" (cont.)

120 feet in width on the Easterly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1,106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 1,019.29 feet to Station 190+00; said center line intersects the North line of said Tract 22 approximately at Station 183+17 and the Easterly line of said strip of land intersects the Southwesterly line of said Tract 36 approximately opposite Station 189+38.

ALSO: That portion of the West quarter ($W\frac{1}{4}$) of Tract 23 lying Easterly of said strip of land.

(The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

The parcel of land to which this description applies contains 1.91 acre.

Parcel No. 3:

A parcel of land lying in Tracts 174 and 175 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Tracts 174 and 175 lying Easterly of a line parallel to and 100 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows;

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1,106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 1,619.29 feet to Station 196+00; said center line intersects the West and the South line of said tracts approximately at Stations 189+05 and 194+90, respectively.

(The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

The parcel of land to which this description applies contains 2.23 acres.

Parcel No. 4:

A parcel of land lying in the South 2/7 of Tract 93 of Silver

(cont.)

EXHIBIT "P-10" (cont.)

Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said South 2/7 of Tract 93 lying Easterly of a line parallel to and 140 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1,106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 3,519.29 feet to Station 215+00; the Westerly line of said parcel intersects the North and the South lines of said South 2/7 of Tract 93 approximately opposite Stations 214+05 and 214+66, respectively.

(The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

The parcel of land to which this description applies contains 0.15 acre.

Parcel No. 5:

A parcel of land lying in the Southeast quarter (SE$\frac{1}{4}$) of Tract 94 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Southeast quarter (SE$\frac{1}{4}$) of Tract 94 lying Easterly of a line parallel to and 140 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1,106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East, 3,719.29 feet to Station 217+00; the Westerly line of said parcel intersects the North and the Southerly lines of said Southeast quarter (SE$\frac{1}{4}$) of Tract 94 approximately opposite Stations 215+74 and 216+65, respectively.

(The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

The parcel of land to which this description applies contains 0.08 acre.

(cont.)

EXHIBIT "P-10" (cont.)

R-18819
Owner: L. V. Davidson, et al.

A parcel of land being the northeast quarter of Tract 18 of Silver Point Subdivision No. 1, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon.

The parcel of land to which this description applies contains 0.25 acre.

R-18820
Owner: Associated Coos Bay Land Owners, et al.

Parcel No. 1:

A parcel of land being the northwest quarter of Tract 17 of Silver Point Subdivision No. 1 Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon.

The parcel of land to which this description applies contains 0.25 acre.

Parcel No. 2:

The northeast quarter of Tract 94 of Silver Point Subdivision No. 1 Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon.

The parcel of land to which this description applies contains 0.26 acre.

R-18821
Owner: John D. Burt, et al.

A parcel of land being the East half ($E\frac{1}{2}$) of the Southeast quarter ($SE\frac{1}{4}$) of Tract 18 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon.

The parcel of land to which this description applies contains 0.13 acre.

R-18822
Owner: Theodore A. Toews, et al.

A parcel of land lying in the South half ($S\frac{1}{2}$) of Tract 17 of Silver Point Subdivision No. 1 Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon; the said parcel being that portion of

(cont.)

EXHIBIT "P-10" (cont.)

said South half ($S\frac{1}{2}$) of Tract 17 lying Westerly of a line parallel to and 120 feet Easterly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 419.29 feet to Station 184+00; the Easterly line of said parcel intersects the North and the South lines of said South half ($S\frac{1}{2}$) of Tract 17 approximately opposite Stations 182+43 and 183+57, respectively.

(All bearings used herein are based on the Oregon Grid Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 0.34 acre.

R-18824
Owner: The Davenport Corporation, et al.

A parcel of land being the Southwest quarter ($SW\frac{1}{4}$) of Tract 31 of Silver Point Subdivision No. 1 Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon.

The parcel of land to which this description applies contains 0.25 acre.

R-18825
Owner: Pioneer Trust Company, et al.

Parcel No. 1:

A parcel of land lying in Tract 176 of "Silver Point Subdivision No. One Amended" Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Tract 176 lying Easterly of a line which is parallel to and 100 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622,3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 1219.29 feet to Station 192+00; the Westerly

(cont.)

EXHIBIT "P-10" (cont.)

line of said parcel intersects the Northerly and the South lines of said Tract 176 approximately opposite Station 187+88 and 191+07, respectively.

(The bearings used herein are based on the Oregon Grid Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 0.49 acre.

Parcel No. 2:

A parcel of land lying in Tracts 66, 67, 68 and 69 of "Silver Point Subdivision No. One Amended" Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Tracts included in a strip of land 220 feet in width, 120 feet in width on the Easterly side and 100 feet in width on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East, 3,019.29 feet to Engineer's Station 210+00; said center line intersects the North line of said Tract 66 and the South line of said Tract 68 approximately at Stations 204+09 and 208+62, respectively.

(The bearings used herein are based on the Oregon Grid Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 2.29 acres.

Parcel No. 3:

The North 1/3 of the South 3/7 of Tract 93 of "Silver Point Subdivision No. One Amended" Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon.

The parcel of land to which this description applies contains 0.13 acre.

R-18826
Owner: M. A. Beyer, et al.

(cont.)

EXHIBIT "P-10" (cont.)

A parcel of land lying in Tract 177 of Silver Point Subdivision No. 1 Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon; the said parcel being that portion of said Tract 177 lying easterly of a line parallel to and 100 feet westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet south and 1,106.6 feet west of the northeast corner of said Section 34; thence South 16° 06' 30" East, 1,319.29 feet to Station 193+00; the Westerly line of said parcel intersects the north and the east lines of said Tract 177 approximately opposite Stations 191+07 and 192+03, respectively.

(All bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

The parcel of land to which this description applies contains 0.03 acre.

R-18827
Owner: Walter D. Hickey, et al.

A parcel of land lying in Tract 173-A of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Tract 173-A lying Easterly of a line which is parallel to and 100 feet Westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station179+80.71, said Station being 622.3 feet South and 1,106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 1,719.29 feet to Station 197+00, the Westerly line of said parcel intersects the North and the South lines of said Tract 173-A approximately opposite Stations 194+55 and 196+40, respectively.

(The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

The parcel of land to which this description applies contains 0.30 acre.

(cont.)

EXHIBIT "P-10" (cont.)

R-18828
Owner: John C. Sigloh, et al.

A parcel of land lying in Tracts 45, 46, 50, 51, and 53 of Silver Point Subdivision No. One Amended, Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon the said parcel being that portion of said Tracts included in a strip of land 220 feet in width, 120 feet on the Easterly side and 100 feet on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1,106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East, 2,219.29 feet to Station 202+00; said center line intersects the Northerly and Southerly lines of said Tracts approximately at Stations 196+86 and 199+85, respectively.

(The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

The parcel of land to which this description applies contains 1.91 acres.

R-18829
Owner: Louise Monahan, et al.

A parcel of land being the Northwest quarter (NW$\frac{1}{4}$) of Tract 54 of Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon.

The parcel of land to which this description applies contains 0.25 acre.

R-18830
Owner: Glen DeHaven, et al

Two parcels of land, being the north half of the northeast quarter of Tract 54 and the north 3/8 of Tract 57 of Silver Point Subdivision No. 1 Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon.

The parcels of land to which this description applies contain 0.50 acre.

(cont.)

EXHIBIT "P-10" (cont.)

R-18833
Owner: Coos Bay Oyster Cooperative, et al

A parcel of land lying in Tract 65 of Silver Point Subdivision No. 1 Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon; the said parcel being that portion of said Tract 65 lying easterly of a line parallel to and 100 feet westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Be ginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet south and 1,106.6 feet west of the northeast corner of said Section 34; thence South 16° 06' 30" East, 2,519.29 feet to Station 205+00; the westerly line of said parcel intersects the north and the east lines of said Tract 65, approximately opposite Station 203+78 and Station 204+00, respectively.

The parcel of land to which this description applies contains 60 square feet.

(All bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

R-18835
Owner: Merle C. Buchner, et al.

A parcel of land lying in the North 4/7 of Tract 93 of Silver Point Subdivision No. 1, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said North 4/7 of Tract 93 lying Easterly of a line parallel to and 140 feet westerly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1,106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East, 3,519.29 feet to Engineer's Station 215+00; the Westerly line of said parcel intersects the North and the South lines of said North 4/7 of Tract 93 approximately opposite Stations 212+56 and 213+76, respectively.

(All bearings used herein are based on the Oregon Grid Coordinate System, South Zone.)

EXHIBIT "P-10" (cont.)

The parcel of land to which this description applies contains 0.40 acre.

R-18902
Owner: Florence Jewett, et al.

A parcel of land lying in the East 3/4 of Tract 23, Silver Point Subdivision No. One, Amended Oyster Bed Plat, situated in Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said East 3/4 of Tract 23 lying Westerly of a line which is parallel to and 120 feet Easterly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 179+80.71, said Station being 622.3 feet South and 1106.6 feet West of the Northeast corner of said Section 34; thence South 16° 06' 30" East 1,019.29 feet to Station 190+00, the Easterly line of said parcel intersects the West and South lines of said East 3/4 of Tract 23 approximately opposite Stations 183+66 and 185+62, respectively.

(The bearings used herein are based on the Oregon Coordinate Grid System, South Zone.)

The parcel of land to which this description applies contains 0.14 acre.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential easements of access between the right of way of the said relocated Hauser-North Bend Section of the Oregon Coast Highway and all of the contiguous real property that belongs to the owners of the above-described property that remains after the appropriation of the real property hereinabove described and that abuts upon the right of way of said relocated highway.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be

EXHIBIT "P-10" (cont.)

reached, then he is directed and authorised to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel upon being furnished by the Chief Highway Engineer, a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interest of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 21st day of April, 1952.

EXHIBIT "P-11"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hauser-North Bend Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Hauser-North Bend Section of the Oregon Coast Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this

(cont.)

EXHIBIT "P-11" (cont.)

Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Hauser-North Bend Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-10309
Owner: Clarence L. Stoddard, et al

Parcel No. 1:

A parcel of land lying in Lots 4 and 5 of Glasgow Shore Acres Plat, situated in Section 2, Township 25 South, Range 13 West, W. M., Coos County, Oregon, and being a portion of that property described in that deed to Clarence L. Stoddard, Mary C. Stoddard, Robert E. Harbison and Estelle J. Harbison, recorded in Book 214, Page 677, of Coos County Records of Deeds, the said parcel being that portion of said property included in a strip of land variable feet in width, lying on the Easterly side of the center line of the Oregon Coast Highway, which center line is described as follows:

Beginning at Engineer's center line Station 16+69.95, said Station being 490 feet North and 2,130 feet West of the North quarter ($N\frac{1}{4}$) corner of said Section 2; thence on a 1,909.86 foot radius curve left (the long chord of which bears South 26° 09' 30" West) 595.55 feet; thence on a spiral curve left (the long chord of which bears South 13° 13' 30" West) 400 feet; thence South 11° 13' 30" West, 334.50 feet to Station 30+00; the Easterly line of said strip of land intersecting the Northerly and the Southerly lines of said property approximately opposite Stations 22+00 and 29+27, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line
Northerly line of said property	28+00	210 feet
28+00	29+00	140 feet
29+00	30+00	100 feet

EXHIBIT "P-11" (cont.)

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.90 acres outside of the existing right of way.

R-18808
Owner: Derriell A. Gates, et al

Parcel No. 2:

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 14, Township 24 South, Range 13 West, W. M., Coos County, Oregon, and being a portion of that property described in that deed to Derriell A. Gates and Lois S. Gates, recorded in Book 179, Page 510, of Coos County Records of Deeds, the said parcel being that portion of said property lying Westerly of a line 120 feet Easterly of and parallel to the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 10+45.20, said Station being 223.5 feet South and 614.4 feet East of the Northwest corner of said Section 14; thence on a 5,729.58 foot radius curve right (the long chord of which bears South 11° 42' 30" West) 698.33 feet to Station 17+43.53, the Easterly line of said parcel intersects the Northerly and the Southerly lines of said property approximately opposite Stations 13+29 and 16+36 respectively.

The bearings used herein are based on the Oregon Grid Coordinate System, South Zone.

The parcel of land to which this description applies contains 0.49 acre.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future or potential easements of access between the right of way of the said relocated Hauser-North Bend Section of the Oregon Coast Highway and all of the contiguous real property that belongs to the owners of the above-described property that remains after the appropriation of the real property hereinabove described and that abuts upon the right of way of said relocated highway.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

(cont.)

EXHIBIT "P-11" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages, if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-12"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS

(cont.)

EXHIBIT "P-12" (cont.)

COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-18233
Owner: Morton E. Post, et ux.

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of the North east quarter ($NE\frac{1}{4}$) and in the South half ($S\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 26, Township 23 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said subdivisions lying Easterly of the Southern Pacific Railway right of way and lying Westerly of a line which is parallel to and 120 feet Easterly of the center line of the Oregon Coast Highway, as said highway has been relocated, which center line is described as follows:

Beginning on the South line of Section 26 at Engineer's center line Station 188+12, said point being approximately 682 feet Westerly of the South quarter ($S\frac{1}{4}$) corner of said Section 26; thence North 17° 30' East 5,188 feet to Station 240+00; said center line crossing the South and North lines of said South half ($S\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) approximately at Stations 235+88 and 239+30, respectively.

The parcel of land to which this description applies contains 1.51 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt

(cont.)

EXHIBIT "P-12" (cont.)

to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-13"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the travelling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and

(cont.)

EXHIBIT "P-13" (cont.)

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway the following described real property, to wit.

R-18221
Owner: HOWARD B. LENTZ, Sr., et al.

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of Section 35, Township 23 South, Range 13 West, W. M., Coos County, Oregon, and being a portion of that property conveyed by that deed to Howard B. Lentz, Sr., and Dora A. Lentz, recorded in Book 188, Page 408, of Coos County Records of Deeds, the said parcel being that portion of said property included in a strip of land 120 feet in width, lying on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 155+00, said Station being 2,039 feet North and 1,463 feet East of the Southwest corner of said Section 35; thence North 6° 15' East 1775.84 feet to Station 172+75.84. The Westerly line of said strip of land intersects the Easterly and Northerly lines of said property approximately opposite Stations 162+58 and 167+25, respectively.

EXHIBIT "P-13" (cont.)

The parcel of land to which this description applies contains 0.83 acre.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; EXCEPT, that there shall be reserved unto the owners of the said remaining real property a right of access to a frontage road to be constructed by the State upon the above-described real property and westerly of the main relocated Oregon Coast Highway, said frontage road to be connected to the said main highway or other public ways only at such points as designated by the State of Oregon.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

EXHIBIT "P-13" (cont.)

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-14"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

(cont.)

EXHIBIT "P-14" (cont.)

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R-18208
Owner: Raymond M. McKeown, et ux.

A parcel of land lying in the Southwest quarter of the Northwest quarter ($SW\frac{1}{4}$ $NW\frac{1}{4}$) of Section 11, Township 24 South, Range 13 West, W. M., Coos County, Oregon. The said parcel being that portion of the said Southwest quarter of the Northwest quarter ($SW\frac{1}{4}$ $NW\frac{1}{4}$) included in a strip of land 240 feet in width, 120 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 50+00; said point being approximately 535 feet South and 730 feet East of the West quarter corner of said Section 11; thence North 6° 15' East, 2500 feet to Station 75+00; said center line crossing the South and North lines of said Southwest quarter of the Northwest quarter ($SW\frac{1}{4}$ $NW\frac{1}{4}$) approximately at Stations 55+00 and 68+30, respectively.

The parcel of land to which this description applies contains 7.33 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except, that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

(a) A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the west side of said Oregon Coast Highway opposite Highway Engineer's Centerline Station 61+00 for private access only.

(b) A right of access to the relocated Oregon Coast

(cont.)

EXHIBIT "P-14" (cont.)

Highway of a width of 25 feet on the west side of said Oregon Coast Highway opposite Highway Engineer's Centerline Station 67+00, for private access only.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

EXHIBIT "P-14" (cont.)

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-15"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

(cont.)

EXHIBIT "P-15" (cont.)

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is beng appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R-18209
Owner: Rollin M. Falk, et ux.

A parcel of land lying in the northwest quarter of the northwest quarter of Section 11, and the west half of the southwest quarter of Section 2, Township 24 South, Range 13 West, W. M., Coos County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land 240 feet in width, 120 feet on each side of the centerline of the Oregon Coast Highway as said highway has been relocated, which centerline is described as follows:

Beginning at a point which is Engineer's centerline Station 65+00; said point being approximately 1681.4 feet South and 775.5 feet East of the northwest corner of said Section 11; thence North 6° 15' East 5000 feet to Station 115+00; said centerline crossing the South and North lines of said subdivisions approximately at Stations 68+30 and 107+74, respectively.

The parcel of land to which this description applies contains 21.73 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future. or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except, that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

(a) A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the west side of said Oregon Coast Highway opposite Highway Engineer's Centerline Station 70+00, for private access only.

(b) A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the west side of said

(cont.)

EXHIBIT "P-15" (cont.)

Oregon Coast Highway opposite Highway Engineer's Centerline Station 99+50 for private access only.

(c) A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the west side of said Oregon Coast Highway opposite Highway Engineer's Centerline Station 87+50 for private access only.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized

EXHIBIT "P-15" (cont.)

then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-16"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled:

(cont.)

EXHIBIT "P-16" (cont.)

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R-18249
Owner: Charles A. Prescott, et ux.

A parcel of land lying in Lot 14 of the Southwest Quarter of the Southwest Quarter ($SW\frac{1}{4}$ $SW\frac{1}{4}$) of Section 6, Township 23 South, Range 12 West, W. M., Coos County, Oregon, the said parcel being that portion of said Lot 14 included in a strip of land of variable width, on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 420+00, said Station being approximately 359 feet South and 513 feet East of the Southwest corner of said Section 6; thence North 16° 38' 30" East 733.94 feet, thence on a spiral curve left (the long chord of which bears North 15° 38' 30" East) 400 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears North 8° 11' 45" East) 726.11 feet to Station 438+60.05; said center line crossing the South and North lines of said Lot 14 approximately at Stations 423+45 and 437+00, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Westerly side of Center Line	Width on Easterly side of Center Line
420+00	430+00	120 feet	60 feet
430+00	438+00	120 feet	120 feet

Except that part lying in the right of way of the Bonneville Power Administration.

The parcel of land to which this description applies contains 6.54 acres, more or less, of which 1.87 acres, more or less, lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 4.67 acres, more or less, lie outside of the existing right of way.

(cont.)

EXHIBIT "P-16" (cont.)

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except, that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

(a) A right of access to the relocated Oregon Coast Highway of a width of 16 feet on the East side of said Oregon Coast Highway opposite Highway Engineer's Centerline Station 429+20 for private access only.

(b) A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of said Oregon Coast Highway opposite Highway Engineer's Centerline Station 427+50, for private access only.

(c) A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of said Oregon Coast Highway opposite Highway Engineer's Centerline Station 435+00 for private access only.

(d) A right of access to the relocated Oregon Coast Highway of a width of 25 feet only on the West side of said Oregon Coast Highway opposite Highway Engineer's Centerline Station 430+00 for private access only.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable

EXHIBIT "P-16" (cont.)

and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-17"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law and,

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirma-

(cont.)

EXHIBIT "P-17" (cont.)

tively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper relocation, construction, and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R-18205
Owner: Larry F. Nunnenkamp, et al.

A parcel of land lying in the East Half ($E\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 11, Township 24 South, Range 13 West, W. M., Coos County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Larry F. Nunnenkamp and Verda S. Nunnenkamp, recorded in Book 174, Page 82 of Coos County Record of Deeds, the said parcel being that portion of the foregoing described property included in a strip of land 240 feet in width, 120 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 38+36.64, said point being approximately 898 feet North and 733 feet East of the Southwest corner of said Section 11; thence North 6° 15' East 2163.36 feet to Station 60+00, the said center line intersecting the South and North lines of said property approximately at Stations 47+58 and 49+18 respectively.

The parcel of land to which this description applies contains 0.80 acre, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt

(cont.)

EXHIBIT "P-17" (cont.)

to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-18"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and.

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

(cont.)

EXHIBIT "P-18" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-18204
Owner: H. W. Senter, et al

A parcel of land lying in the East half ($E\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 11, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said East half ($E\frac{1}{2}$) of the Northwest quarter ($NW\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) lying South of that tract conveyed to Larry F. Nunnenkamp and Verda S. Nunnenkamp by deed recorded in Book 174, Page 82 of Coos County Deed Records; and included in a strip of land 240 feet in width, 120 feet on each side of the center line of the Oregon Coast Highway, as said highway has been relocated, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 38+36.64, said point being approximately 898 feet North and 733 feet East of the Southwest corner of said Section 11; thence North 6° 15' East 2163.36 feet to Station 60+00; the said center line intersecting the South and North lines of said parcel approximately at Stations 41+98 and 47+58 respectively.

The parcel of land to which this description applies contains 2.55 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

(cont.)

EXHIBIT "P-18" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-19"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

(cont.)

EXHIBIT "P-19" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary- Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R-18244
Owner: Alvin Johnston

A parcel of land lying in Lot 2, situated in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 7, Township 23 South, Range 12 West, W. M., Coos County, Oregon, the said parcel being that portion of said Lot 2 lying Westerly of a line which is parallel to and 120 feet Easterly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 395+47.81, said point being approximately 2707 feet South and 189 feet West of the Northwest corner of said Section 7; thence North 16° 38' 30" East 3209.0 feet to Station 427+56.81; said center line crossing the West and North lines of said Lot 2 approximately at Stations 399+00 and 409+68 respectively.

The parcel of land to which this description applies contains 6.69 acres, more or less, of which 1.45 acres, more or less, lie within the existing right of way, title to which is hereby acknowledged to be in the public, and 5.24 acres, more or less, lie outside the existing right of way.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of said relocated Oregon Coast Highway opposite Highway Engineer's center line Station 400+00 for private access only.

EXHIBIT "P-19" (cont.)

b. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of said relocated Oregon Coast Highway opposite Highway Engineer's center line Station 406+00 for private access only.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by

EXHIBIT "P-19" (cont.)

the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-20"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the travelling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

(cont.)

EXHIBIT "P-20" (cont.)

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-18242
Owner: MARY N. HOLMBERG, et vir.

A parcel of land lyinb in the Southwest quarter of the Northeast quarter (SW$\frac{1}{4}$ NE$\frac{1}{4}$) of Section 13, Township 23, South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Southwest quarter of the Northeast quarter (SW$\frac{1}{4}$ NE$\frac{1}{4}$) bounded on the North by the existing Oregon Coast Highway; bounded on the South by the Southern Pacific Railroad right of way; and bounded on the Easterly side by a line which is parallel to and 120 feet Southeasterly of the center line of the Oregon Coast Highway, as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station 323+58.77, said point being approximately 3000 feet South and 3730 feet West of the Northeast corner of said Section 13; thence on a spiral curve right (the long chord of which bears North 37° 27' East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears North 47° 49' 30" East) 770.84 feet; thence on a spiral curve right (the long chord of which bears North 58° 12' East) 400 feet; thence North 59° 32' East 1107.64 feet to Station 350+37.25; said centerline crossing the Northerly line of said railroad right of way and the Southerly line of said existing highway right of way approximately at Stations 341+65 and 343+15, respectively.

The parcel of land to which this description applies contains 0.78 acre, more or less.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission,

(cont.)

EXHIBIT "P-20" (cont.)

will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-21"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire, by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY

(cont.)

EXHIBIT "P-21" (cont.)

THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper relocation, construction, improvement, and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-18230
Owner: William Ruder, et ux.

A parcel of land lying in the northwest quarter of the southwest quarter of the northeast quarter (NW¼ SW¼ NE¼) of Section 26, Township 23 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said northwest quarter of the southwest quarter of the northeast quarter (NW¼ SW¼ NE¼) lying easterly of the S. P. R. R. right of way and lying westerly of a line which is parallel to and 120 feet easterly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning on the south line of said Section 26 at Engineer's center line Station 188+12, said point being approximately 682 feet westerly of the south quarter corner of said Section 26; thence North 17° 30' East, 4188 feet to Station 230+00, said center line crossing the south and north lines of said northwest quarter of the southwest quarter of the northeast quarter (NW¼ SW¼ NE¼) approximately at Stations 222+30 and 229+04, respectively.

The parcel of land to which this description applies contains 3.0 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except, that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the east side of said Oregon Coast Highway opposite Highway Engineer's Center Line Station 227+00, for private access only.

(cont.)

EXHIBIT "P-21" (cont.)

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which, in any manner, caters to, invites, solicits from, or is dependent upon the users of said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time at its sole cost a frontage road within the boundaries of any present or hereinafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit. or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of

the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 21st day of April, 1952.

EXHIBIT "P-22"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon,as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as

(cont.)

EXHIBIT "P-22" (cont.)

follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a through-way, the following described real property, to wit:

R-18247
Owner: George C. Lesher, et al

A parcel of land lying in Lot 1 of the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 7, Township 23 South, Range 12 West, W. M., Coos County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to George C. Lesher, recorded in Book 186, Page 684, of Coos County Record of Deeds, the said parcel being that portion of the foregoing described property included in a strip of land of variable width on the Easterly side of the Oregon Coast Highway, as said highway has been relocated; which center line is described as follows:

Beginning at a point which is Engineer's center line Station 395+47.81, said point being approximately 2707 feet South and 189 feet West of the Northwest corner of said Section 7; thence North 16° 38' 30" East 3209 feet to Station 427+56.81, the Easterly line of said strip of land crossing the Southerly and Northerly lines of said property approximately opposite Stations 415+00 and 419+13 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Center Line
413+00	416+70	60
416+70	417+70	50
417+70	420+00	60

The parcel of land to which this description applies contains 0.08 acre, more or less, outside the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of

EXHIBIT "P-22" (cont.)

the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width of 50 feet on the East side of said relocated Oregon Coast Highway opposite Highway Engineer's center line Station 416+70.

b. A right of access to the relocated Oregon Coast Highway of a width of 50 feet on the East side of said relocated Oregon Coast Highway opposite Highway Engineer's center line Station 417+70.

c. A right of access to the relocated Oregon Coast Highway of a width of 50 feet on the East side of said relocated Oregon Coast Highway opposite Highway Engineer's center line Station 415+30.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the

EXHIBIT "P-22" (cont.)

Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-23"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt , establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway lay; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled ;

(cont.)

EXHIBIT "P-23" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper relocation, construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-18213
Owner: Roland M. Cole, et al.

A parcel of land lying in the South half ($S\frac{1}{2}$) of the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Lot 4 of Section 2, Township 24 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said South half ($S\frac{1}{2}$) of the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Lot 4 included in a strip of land 240 feet in width, 120 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 120+00, said Station being approximately 1,439 feet South and 1,056 feet East of the Northwest corner of said Section 2; thence North 6° 15' East 1,500 feet to Station 135+00; said center line crossing the South and North lines of said South half ($S\frac{1}{2}$) of the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Lot 4 approximately at Stations 130+62 and 132+24 respectively.

The parcel of land to which this description applies contains 0.75 acre, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except, that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the West side of said Oregon Coast Highway opposite Highway Engineer's center line Station 131+00, for private access only.

EXHIBIT "P-23" (cont.)

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer approved, which increase or decrease shall be justified by reason of said revised description.

EXHIBIT "P-23" (cont.)

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-24"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this

(cont.)

EXHIBIT "P-24" (cont.)

Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a through-way, the following described real property, to wit:

R-18239
Owner: William L. McDonald, et al

A parcel of land lying in the Southwest quarter (SW$\frac{1}{4}$) of Section 13, Township 23 South, Range 13 West, W. M., Coos County, Oregon, the said parcel being that portion of said Southwest quarter (SW$\frac{1}{4}$) lying Easterly of the Southern Pacific Railway Right of Way and lying Westerly of a line which is parallel to and 120 feet Easterly of the center line of the Oregon Coast Highway, as said highway has been relocated, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 294+13.30, said point being approximately 390 feet South and 5 feet East of the Southwest corner of said Section 13; thence North 36° 07' East 2945.47 feet; thence on a spiral curve right (the long chord of which bears North 37° 27' East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears North 47° 49' 30" East) 770.84 feet to Station 335+29.61; said center line intersecting the South and North lines of said Southwest quarter (SW$\frac{1}{4}$) approximately at Stations 298+90 and 330+00 respectively.

The parcel of land to which this description applies contains 14.9 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the East side of the said relocated Oregon Coast Highway opposite Highway Engineer's center line Station

(cont.)

EXHIBIT "P-24" (cont.)

319+50, for private access only.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5 That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is

(cont.)

EXHIBIT "P-24" (cont.)

authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-25"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

(cont.)

EXHIBIT "P-25" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R-18245
Owner: Laura Withrow, et al

A parcel of land lying in Lot 1 of the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 7, Township 23 South, Range 12 West, W. M., Coos County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to J. M. O'Day, recorded in Book 165, Page 76, of Coos County Record of Deeds, the said parcel being that portion of the foregoing described property included in a strip of land 120 feet in width lying on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at a point which is Engineer's center line Station 395+47.81, said point being approximately 2707 feet South and 189 feet West of the Northwest corner of said Section 7; thence North 16° 38' 30" East 3209.0 feet to Station 427+56.81; the Westerly line of said strip of land crossing the South and North lines of said property approximately opposite Stations 409+38 and 420+00 respectively.

The parcel of land to which this description applies contains 2.68 acres, more or less.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the West side of the said relocated Oregon

(cont.)

EXHIBIT "P-25" (cont.)

Coast Highway opposite Highway Engineer's center line Station 419+37, for private access only.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The

EXHIBIT "P-25" (cont.)

Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit of action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-26"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hauser-North Bend Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Hauser-North Bend Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said section of said highway shall be relocated and constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "P-26" (cont.)

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper relocation, construction and maintenance of the Hauser-North Bend Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R-18814
Owner: Al Peirce, et ux

A parcel of land lying in the East half ($E\frac{1}{2}$) of Section 22, the East half ($E\frac{1}{2}$) of Section 27, and in Lot 5 of Section 34, Township 24 South, Range 13 West, W. M., Coos County, Oregon, and being a portion of that property described in those deeds to Al and Hilda Peirce, recorded in Book 154, Page 113, and Book 175, Page 631, of Coos County Records of Deeds, the said parcel being that portion of said property included in a strip of land variable feet in width, lying on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 69+30.68, said Station being 598.1 feet South and 697.7 feet West of the Northeast corner of said Section 22; thence on a 5,729.58 foot radius curve left (the long chord of which bears South 6° 17' West) 1108.33 feet; thence on a spiral curve left (the long chord of which bears South 0° 35' East) 400 feet to Engineer's Station 84+39.01 Back equals 84+28.45 Ahead; thence South 1° 15' East 301 feet; thence on a spiral curve right (the long chord of which bears South 0° 18' 45" East) 375 feet; thence on a 3,819.72 foot radius curve right (the long chord of which bears South 5° 36' 30" West) 539.44 feet; thence on a spiral curve right (the long chord of which bears South 11° 31' 45" West) 375 feet; thence South 12° 28' West 1974.93 feet; thence on a spiral curve right (the long chord of which bears South 13° 48' West) 400 feet; thence on a 2,864.79 foot radius curve right (the long chord of which bears South 23° 19' 45" West) 686.25 feet; thence on a spiral curve right (the long chord of which bears South 32° 51' 30" West) 400 feet; thence South 34° 11' 30" West 67 feet; thence on a spiral curve left (the long chord of which bears South 32° 06' 30" West) 500 feet; thence on a 2,291.83 foot radius curve left (the long chord of which bears South 0° 08' 30" East) 2,246.67 feet; thence on a spiral curve left (the long chord of which bears South 32° 23' 30" East) 500 feet; thence South 34° 28' 30" East 16.12 feet; thence on a spiral curve right (the long chord of which bears South 32° 23' 30" East) 500 feet; thence on a 2,291.83 foot radius curve right (the long chord of which bears South 25° 17' 30" East) 234.67 feet; thence on a spiral curve right the long chord

(cont.)

EXHIBIT "P-26" (cont.)

of which bears South 18° 11' 30" East) 500 feet to Engineer's Station 180+44.53, said Station being 622.3 feet South and 1,106.6 feet West of the Northeast corner of said Section 34, said center line intersects the North and the Southerly lines of said property approximately at Stations 75+97 and 179+73, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Westerly Side of Center Line	Width on Easterly Side of Center Line
75+97	160+00	100	180
160+00	180+44.53	120	240

Also, that portion of said Lot 5, Section 34, lying Westerly of said strip of land.

The bearings used herein are based on the Oregon Grid Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 70.0 acres.

2. That in addition to the acquisition of fee simple title to the real property hereinabove described, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Hauser-North Bend Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the West side of said relocated Oregon Coast Highway, opposite Highway Engineer's center line Station 94+00, for private access only.

b. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the West side of said relocated Oregon Coast Highway, opposite Highway Engineer's center line Station 135+00, for private access only.

c. A right of access to the relocated Oregon Coast Highway of a width of 25 feet on the West side of said relocated Oregon Coast Highway, opposite Highway Engineer's center line Station 168+00, for private access only.

(cont.)

EXHIBIT "P-26" (cont.)

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised des-

cription.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "P-27"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocated, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and

WHEREAS, the Pacific Highway East is a highway under the jurisdiction and control of the State of Oregon; and

WHEREAS, the Highway Commission has approved and adopted a survey of a route and has designated said route as a state highway to be known as the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East, and has ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said Throughway Law; and

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is

(cont.)

EXHIBIT "P-27" (cont.)

needed and required and is being appropriated for right of way for the proper construction and maintenance of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East as a throughway the following described real property, to wit.

R-17361
Owner: Helen R. Edmundson

A parcel of land lying in the Holly Hill Tracts situated in the Southeast quarter of the Southwest quarter ($SE\frac{1}{4}$ $SW\frac{1}{4}$) of Section 13, Township 8 South, Range 3 West, W. M., Marion County, Oregon, and being a portion of that property described in that deed to Lindley F. Edmundson and Helen R. Edmundson, recorded in Book 269, Page 259, of Marion County Records of Deeds, the said parcel being that portion of said property included in a strip of land 200 feet in width, 100 feet on each side of the center line of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 459+32.32, said Station being approximately 2816 feet South and 2722 feet East of the Northwest corner of said Section 13; thence on a 5729.58 foot radius curve right (the long chord of which bears South 20° 03' 45" West) 2314.17 feet, thence on a spiral curve right (the long chord of which bears South 32° 58' West) 400 feet to Station 486+46.49; said center line crossing the Northerly and Westerly lines of said property approximately at Stations 477+11 and 485+71 respectively

The parcel of land to which this description applies contains 3.876 acres, of which 0.716 acre lies within the dedicated streets of said Holly Hill Tracts

2. That, in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the State Street South Unit of the Salem By-Pass Section of the Pacific Highway East and all of the contiguous real property of the owner remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and other persons in interest of said parcels of property as to the compensation to be paid for the taking, including the damages,

EXHIBIT "P-27" (cont.)

if any, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcels of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcels of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 21st day of April, 1952.

EXHIBIT "Q"

Minutes of April 21 and 22, 1952

RESOLUTION

WHEREAS, the State of Oregon by and through its State Highway Commission is the owner of a parcel of land described as follows, to wit:

> Lots 7 and 8 of Block 5, Townsite of Pompeii in Clackamas County, Oregon, containing 10,000 square feet including a 28-foot by 96-foot frame building but excluding therefrom a 2,500-gallon gasoline tank which is in the ground upon the property described in this sale;

and,

WHEREAS, after consideration, this Commission hereby finds and declares that the said property is no longer needed, required or useful for highway purposes; and,

WHEREAS, the said property has been appraised by competent and experienced appraisers and a reasonable market value thereof found and estimated to be the sum of $2,850 and the Commission is desirous of selling and disposing of said property at a price not less than the said appraised amount and upon the basis of complete restriction of access to the abutting Mt. Hood Highway.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of the Commission be and he hereby is authorized and instructed to advertise said property for sale in accordance with the terms and provisions of Chapter 437, Oregon Laws 1949, as amended by Chapter 154, Oregon Laws 1951.

Sealed bids for the sale of said property shall be received by the said Secretary in the offices of the Commission in Salem, Oregon, until 2:00 o'clock p.m., Standard Time, on the 17th day of June, 1952, and shall be opened in the presence of the Secretary and the Commission's Chief Counsel or their authorized representatives. The results and tabulation of the bids received shall be reported to the Commission at its next succeeding regular or special meeting.

The publicized notice for the receiving of bids shall fix a minimum price of $2,850 for which the property shall be sold and shall further provide that the sale shall be made for cash or pursuant to terms satisfactory to the State Highway Commission.

BE IT FURTHER RESOLVED that this resolution be entered in the minutes and records of the Highway Commission as of the 22nd day of April, 1952.

April 21, 1952

Portland, Oregon
May 26, 1952

The State Highway Commission met in regular session at 9:00 a.m., Pacific Standard Time, in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which announcement was made that contracts would be awarded at 4:00 p.m., Pacific Standard Time, in the same room.

CANBY PAVING PROJECT IN CLACKAMAS COUNTY
CANBY CITY STREETS

Oregon Asphaltic Paving Co., Portland	$ 8,052.50
Warren Northwest Inc., Portland	8,219.00
Cascade Construction Co., Portland	8,297.00
Central Paving Co., Dallas	9,511.75
Portland Road & Driveway Co., Portland	10,221.00

DIVISION NO. 1-B RE-OILING PROJECT
MOLALLA, ESTACADA, and SANDY

Oregon Asphaltic Paving Co., Portland	$ 35,108.80
J. C. Compton Co., McMinnville	36,913.00
D-H Paving Co., Vancouver, Washington	37,208.20
Harr & Horton, Portland	38,140.12
Babler Bros., Portland	39,416.00
Parker & Fuhrman, Portland	39,627.60
United Paving Co., Edmonds, Washington	41,513.40
Portland Road & Driveway Co., Portland	48,918.40
Central Heating Co., Eugene	49,856.00

CLACKAMAS COUNTY
TUALATIN RIVER (FIELDS) BRIDGE

Lindstrorn Bros., Portland	$133,065.00
Parker-Johnson Co., Portland	137,066.50
Schrader Construction Co., Portland	137,260.00
J. F. Johnston, Sherwood	141,199.50
C. J. Montag & Son, Portland	151,472.50
General Construction Co., Portland	164,820.00
Natt McDougall Co., Portland	176,007.50

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY
GRADING GNAT CREEK-BRADLEY PARK SECTION

Peter Kiewit Sons' Co., Longview, Washington	$531,622.00
C. J. Montag & Sons, Portland	567,786.00
Fred H. Slate Co. Ore. Ltd. & E. C. Hall Co., Portland	616,083.50
Vernie Jarl, Gresham	656,931.00
McNutt Bros., Eugene	678,368.20
Natt McDougall Co., Portland	769,889.75

ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY
GRADING AND PAVING CALAPOOYA CREEK-SUTHERLIN SECTION

Fred H. Slate Co. Ore. Ltd. & E. C. Hall Co., Portland	$288,087.00
Acme Construction Co., Eugene	288,741.00
C. J. Eldon, Portland	320,388.30
McNutt Bros., Eugene	324,868.50
Funderburk Construction Co., Sutherlin	335.005.00

PACIFIC HIGHWAY IN DOUGLAS COUNTY
CHENOWETH PARK OVERCROSSING

Schrader Construction Co., Portland	$ 28,140.00
Lindstrorn Bros., Portland	28,490.00
Hamilton & Thoms, Eugene	29,490.00
Tom Lillebo, Reedsport	30,140.00
VaDare Construction Co., Portland	30,230.00
Orlando C. Bennard, Portland	33,120.00
Todd Building Co., Roseburg	33,720.00

PACIFIC HIGHWAY IN DOUGLAS COUNTY
GRADING AND PAVING OAKLAND JUNCTION-DEADY UNIT

White Bros. Co., Walla Walla, Washington *	$1,158,818.00

* Bidder will accept award of only one project

May 26, 1952

Oakland Junction-Deady Unit (cont.)

Kuckenberg Construction Co., Portland	$1,169,435.00
McNutt Bros., Eugene	1,191,684.50
Parker-Schram Co., Portland	1,209,913.50
Peter Kiewit Sons's Co., Longview, Washington	1,251,991.50
Roy L. Houck & Son, Salem	1,409,905.75
Fred H. Slate Co. Ore. Ltd. & E C. Hall Co., Portland	1,436,570.00

COLUMBIA RIVER HIGHWAY
PAVING HOOD RIVER-MOSIER SECTION

Warren Northwest Inc., Portland	$269,660.50
Rogers Construction Co., Portland	272,134.00
Peter Kiewit Sons' Co., Longview, Washington	284,733.50
J. N. Conley, Portland	284,817.50
J. C. Compton Co., McMinnville	284,825.50
Parker-Schram Co., Portland	294,255.50
E. C. Hall Co., Portland	300,393.00
Acme Construction Co., Eugene	302,558.00
Porter W. Yett, Portland	303,158.00
Newport Construction Co., Portland	315,127.00
D-H Paving Co., Vancouver, Washington	345,542.00

JACKSON COUNTY
PHOENIX AND TALENT PAVING PROJECT

United Contracting Co., Portland	$ 24,218.50
Asphalt Paving Co., Klamath Falls	29,135.00
T. R. Florey, Medford	29,232.00

KLAMATH LAKE HIGHWAY IN KLAMATH COUNTY
LAKE O WOODS JUNCTION - WOCUS MARSH SECTION

	Treated Piling	Composite
Peter Kiewit Sons' Co., Longview Washington	$681,309.45	$ -----
Fred H. Slate Co., Ore. Ltd. & E. C. Hall Co., Portland	-----	754,044.00
Rogers Construction Co., Portland	774,696.50	-----
F. L. Somers & Central Heating Co., Klamath Falls	-----	776,263.50
White Bros Co., Walla Walla, Wash. *	784,151.25	-----
McNutt Bros., Eugene	877,688.90	-----

*Bidder will accept award of only one project

May 26, 1952

CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY
JUNTURA MAINTENANCE BUILDING

Holcomb and Main, Nyssa	$ 11,970.21
Loree Building Service, La Grande	12,353.00
Bechtel Bros., Elgin	12,400.00
Swendig & Sons, Redmond	12,696.00
Lankford Bros., Nyssa	13,820.00
Wm. B. Hickey, Burns	15,668.00
Burns Lumber Co., Inc., Burns	17,258.92

SALMON RIVER HIGHWAY IN POLK COUNTY
GRAND RONDE MAINTENANCE BUILDING

Enoch I. Maerz, Salem	$ 11,200.00
Lorentz Bruun Co., Portland	12,855.00
C. A. Lantz, Salem	12,863.00
J. Bacaloff Co., Portland	12,950.00
John Helstrom, Astoria	13,350.00
Robt. C. Wilson, Corvallis	13,466.00

POLK COUNTY
INDEPENDENCE (10th Street) GRADING AND PAVING PROJECT

Central Paving Co., Dallas	$ 12,145.00
Warren Northwest Inc., Portland	12,387.50

OREGON COAST AND NECANICUM HIGHWAYS
CLATSOP COUNTY LINE-ROCKAWAY ROCK PRODUCTION PROJECT

Jed Wilson, Seaside	$ 47,850.00
F. O. Laws, Myrtle Point	50,710.00
Calkins Crushing Co., Ocean Lake	51,000.00

UMATILLA AND UNION COUNTIES
MEACHAM ROCK PRODUCTION PROJECT

C. E. Leseberg, Nyssa	$ 56,200.00
Newport Construction Co., Portland	59,000.00
Rogers Construction Co., Portland	59,150.00

WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY
LOSTINE RIVER BRIDGE SECTION

H. J. and H. W. Miller, Baker	$117,356.00
Durbin Bros., Eugene	120,650.00
Morrison & Fisher - Lamping, Walla Walla, Washington	125,474.00
Darby & Foster, Roseburg	128,618.00

May 26, 1952

SHANIKO COUNTY ROAD IN WASCO COUNTY
BAKEOVEN GRADE SECTION

Edwin C. Gerber, Oregon City	$ 91,498.00
Rogers Construction Co., Portland	91,509.00
C. J. Eldon, Contractor, Portland	94,796.00

The Commission by unanimous vote approved the minutes for the meetings held on the following dates:

October 8, 9, and 10, 1951 (Hearings in Southern Oregon)
October 13, 1951 (Conference with Members of the Legislative Interim Committee)
January 31 & February 1, 1952 (Regular Meeting)
February 19, 1952 (Covering sale of Highway Bonds)
March 13 and 14, 1952 (Regular Meeting)
April 21 and 22, 1952 (Regular Meeting)

The State Parks Superintendent reported on the following park matters:

1. Request of J. W. Birchell, Willamina, Oregon, to construct and operate a logging road across Van Duzer Corridor on the south side of the Salmon River Highway in Section 29, Township 6 South, Range 9 West, W. M., Lincoln County: The Parks Superintendent advised that Mr. Birchell wants to use an existing roadway and an extension thereto which he proposes to construct at his own cost and expense. Neither continued use of the present road, nor the construction of the new road, he said, will cause any particular damage to the Corridor, and he recommended in view thereof that the request be granted. The Commission approved the recommendation unanimously. (A permit agreement covering the matter was signed by the Commission later in the session.)

2. Request of Denny Logging Company, Willamina, Oregon, for permission to truck-haul logs across Van Duzer Corridor on the south side of the Salmon River Highway in Section 16, Township 6 South, Range 8 West, W. M., Polk County: The Parks Superintendent advised that the Denny Logging Company wishes to operate over an existing roadway which, he said, will not act in any way to the detri ment of the Corridor. He recommended approval of the request. The Commission approved the recommendation. (A permit agreement covering the matter was signed by the Commission later in the session.)

3. Report on request of Forrest L. Meuret to purchase or lease a portion of the Cove-Palisades State Park, consisting of 23.8 acres, Jefferson County: The Park Superintendent advised an appraisal of the property made by a competent appraiser of Madras for the Reclamation Service indicates a value of $110 per acre on the property, or a total of $2,618. He further stated that Mr. Meuret would like to have free use of the land for a period of 12 years if the Commission does not feel justified in selling it, at which time consideration could be given to the further

lease of the property on a cash basis. The Parks Superintendent pointed out that according to the requirements of the U. S. Reclamation Service, were the Commission to sell the property at a price in excess of the amount of the appraised value of $110 per acre, then the State would have to pay over to the Reclamation Service one-half of such excess amount to apply on the district's indebtedness. He recommended sale of the property as a result of competitive bidding therefore at a cost of not less than $110 per acre. The Commission approved and so ordered. The attached resolution relative thereto, marked EXHIBIT "L", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

4. Report on request of Senator Robert D. Holmes, Gearhart, that the State acquire certain property south of Seaside as an addition to Ecola State Park: The Park Superintendent advised that a further study of this matter reveals that some of the property is owned by a Mr. Jack Carpenter of Seaside who plans to log it in the near future and then develop the area in such a way that it will not be objectionable from a scenic standpoint. He also said that Mr. Carpenter does not want to sell his property. The owners of the property beside Mr. Carpenter, he stated, also plan to log their holdings and to develop them for home sites. He also said that an additional 40-acre tract is owned by the Angora Club of Astoria, which plans to erect a club building on it and to utilize the area as a playground. He gave as his feeling that the area will be taken care of satisfactorily from the scenic standpoint, and that nothing would be gained were the property in public ownership. He recommended that nothing further be done toward acquiring the property at the present time. The Commission approved the recommendation.

5. Adoption of rules and regulations pertaining to State Park operations: The Park Superintendent advised that the State law requires the establishment of rules and regulations and the posting of areas where overnight camping is allowed. He presented to the Commission for consideration a set of rules prepared to cover the situation and recommended approval of the same. He explained that the list contains not only new rules but also rules previously adopted by the Commission for operation of State Parks. As a result of careful consideration, the Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "C" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

6. Request of Moore Mill and Lumber Company for a logging road crossing of Humbug Mountain State Park in Section 22, Township 33 South, Range 15 West, W. M.,: The Park Superintendent advised that the proposed roadway will cross the park following a location along the north side of Retz Creek. He further stated that it is impossible for the Company to remove its timber in any other way than across the park. He recommended approval of the request. The Commission approved the recommendation.

7. Request of Allen and Brighton Logging Company, Taft, Oregon, for permission to truck-haul logs over an existing roadway across Rocky Creek

State Park in Section 19 and 20, Township 9 South, Range 11 West, W. M., Lincoln County: The Park Superintendent explained that the roadway was constructed in 1942 by the Toledo Logging Company which no longer is in existence. Use of the roadway for the purpose presently intended, he said, will not cause any damage to the park or park facilities, and he recommended approval of the request. The Commission approved the recommendation.

8. Request of Munson and Patterson, Sheridan, Oregon, for an extension of time of 45 days, or until June 30, 1952, within which to complete their contract for salvaging timber in Van Duzer Corridor on the Salmon River Highway: The Park Superintendent advised that the Commission on February 11, 1952 entered into a contract agreement with this firm for the logging of down lumber along this highway, in Tillamook and Lincoln Counties, and the agreement provided that the work should be completed by May 15, 1952. It now appears that the work cannot be completed within the specified period because of adverse winter conditions and a strike in the timber industry, so the firm has requested an extension of time. He confirmed the reasons given for failure to complete the work within the specified time and recommended approval of the request. The Commission approved the recommendation.

9. Request of Branton and Lash for an extension of time of three months, or until November 30, 1952, within which to complete their contract for salvaging timber in Van Duzer Corridor on the Salmon River Highway: The Park Superintendent advised that the Commission on October 15, 1951, entered into an agreement with this firm for the salvaging of down and dead timber in this Corridor and that the agreement provided for completion of the work by May 30, 1952; however, because of adverse weather conditions during the winter months, and the recent strike in the timber industry, it was impossible for the firm to complete the work in the specified time. He gave as his feeling that the granting of the extension of time will have no damaging effect on this Corridor, and he recommended that the agreement be extended up to November 30, 1952 with the strict understanding that no work whatsoever shall be done during the period July 1 to September 15 when fire hazards are greatest. The Commission approved the recommendation unanimously.

10. Construction of a paved launching ramp for boats at Wallowa Lake State Park: The Park Superintendent requested authority for an expenditure of $1,000 to improve the existing ramp in this park so as to facilitate the launching of private boats when the water in the lake is low. He explained that the present ramp has been quite satisfactory except for difficulties in maintaining it at a smooth condition at the water's edge and this year it has been especially bad. He suggested that the improvement be accomplished either by paving the ramp with an asphalt surface or by installing a metal mesh similar to the meshes used by the navy in constructing landing fields for airplanes on unstable ground during the last war. The Commission approved the project unanimously and instructed the Park Superintendent to employ the type of improvement

that is determined to be the most feasible of the two mentioned.

11. Proposed development of overnight camping facilities in Casey State Park on the Crater Lake Highway: The Park Superintendent recalled that the Commission earlier in the year authorized overnight camping in a number of state parks including Casey Park where he proposes to develop an area at the extreme westerly end for this purpose. The plan, he said, provides for accommodating five tent camps, without trailers, in order to keep the cost at a minimum. Objections to the plan, he said, have been offered by a number of people in the vicinity of the park which objections, it appears, are based on surmise rather than actual fact. He pointed out that the area to be set aside for overnight camping is removed entirely from the area that has been used for picnic purposes in the past, so will not interfere in any way with the present use of the park nor will it detract from park appearance. He gave as his feeling that when the camp is in operation that the objectioners will feel satisfied with the results. He exhibited a map showing the park area and the location of the proposed overnight camping site, and he explained further details. He recommended completion of the project as planned. The Commission approved the recommendation unanimously.

12. Proposed agreement demanded by National Park Service with respect to lands to be acquired in Silver Falls State Park: The Park Superintendent advised that the National Park Service has approved conditions of the substitution of privately owned lands for certain isolated areas in Silver Falls State Park as heretofore proposed by the Commission, but demand is made that the deeds whereby the privately owned lands are conveyed to the State contain the same restrictions that apply to the lands that the State acquired from the Federal Government, and that the land must be utilized for park purposes only. The National Park Service, he said, has furnished a form of agreement which will place the lands to be purchased under the same restrictions as the lands that are to be sold. He gave as his feeling that the agreement is satisfactory and recommended approval of the same. The Commission approved the recommendation. (The agreement was signed by the Commission later in the session.)

13. Request of Al Pierce Company for a road crossing in Simpson State Park at the south end of Coos Bay Bridge: The Park Superintendent advised that pursuant to instructions by the Commission at the previous meeting, he has made further investigation of this request, and a plan has been formulated which, he believes, will cause the least damage to the park area and at the same time let the company have an outlet from its development. He exhibited a map showing the plan as proposed. He pointed out that it utilizes the old ferry landing road to a point opposite Park Avenue then extends northwesterly across the park and underneath the approach to the Coos Bay Bridge. He recommended approval of the plan and that the company be given an easement to cross the State's property. As a result of careful consideration and discussion, the Commission approved the recommendation unanimously.

14. Report on request of C. L. Snider, Wilderville, Oregon, for re-

newal of his permit authorizing operation of a logging road across Mackin Gulch State Park, Josephine County: The Park Superintendent recommended approval of the request. The Commission approved the recommendation.

15. Request of Ophir Women's Club Wayside Committee for reconsideration of their previous request for establishment of a State Park on US 101 near Ophir: The Park Superintendent advised that when this matter first came up for discussion it was on the basis of developing a State Park; however, these people are now simply asking for the development of a wayside area. He said that he has no reason to change his recommendation with respect to developing a park, but in his estimation, there probably is some merit in the development of the roadside area. He recommended in view thereof that the matter be referred to the Landscaping Engineer, Mr. Mark Astrup, for investigation from that standpoint. The Commission approved the recommendation and so ordered.

16. Application of Vernon L. Strong, Wolf Creek, Oregon, for a road crossing of a state park on the Pacific Highway eleven miles north of Grants Pass: The Park Superintendent advised that Mr. Strong wants to use the road that is now under permit to the State Board of Forestry; also, that the Board of Forestry has agreed to such joint usage. He recommended approval of the request. The Commission approved the recommendation.

17. Timber cutting by Crown-Zellerbach Corporation on the Sunset Highway: The Park Superintendent advised that this company inadvertently cut some timber standing on the Sunset Highway wayside strip in Section 26, Township 5 North, Range 8 West, W. M., but is willing to pay the State for it at the rate of $6.50 per MFBM. A cruise of the timber, he said, by State forces reveals about 39,180 FBM which at $6.50 per M would make a total of $251.67. He recommended acceptance of such sum as payment in full. The Commission approved the recommendation.

18. Request of Lane County Recreation Committee that the State assume the responsibility for development and operation of the recreational facilities at Dorena Dam: The Park Superintendent gave as his feeling that the Federal Government should make the basic improvements at this place. He pointed out that the area is situate seven or eight miles from a state highway and that a roadway would have to be constructed to the area. He recommended that the request be denied as of the time being. The Commission deferred a decision in the matter pending discussion with a delegation on the following day. (As a result of the discussion with the delegation, the Commission instructed the Park Superintendent to make further investigation and to file with the Commission a detailed report on the subject. The Engineer was instructed to report cost, etc. concerning an access road to the area. See ahead for additional paragraph.)

19. Request of "Save the Myrtle Woods, Inc." that the State ac-

quire several myrtle tree tracts along the Umpqua Highway near Paradise Creek, Douglas County. The Park Superintendent recalled that the Commission at one time authorized an expenditure of $500 to purchase a myrtlewood tract at this location with the understanding that the Association would pay the difference of $250. It appears that an option was obtained from the owner of the property, Mrs. Gladys Kaskich, but Mrs. Kaskich refused to sign a deed. The Association now wants the Highway Commission to renew negotiations with Mrs. Kaskich and to acquire also two additional tracts. The Park Superintendent advised that some of the property owners along this section of highway have agreed to maintain the growth of myrtle trees on their property and in view thereof he recommended that nothing be done at the present time as to purchasing the properties recommended by the Association. The Commission deferred a definite decision in the matter pending discussion with the delegation representing the Association scheduled to appear on the following day; however, the Commission indicated that it would accept the properties if the Association purchased them and deeded them to the State, without cost, for wayside purposes. (As a result of the discussion of the matter with members of the Association on the following day, the Commission ordered negotiations be carried on with the view of purchasing the two additional properties.)

20. Request of Westmost Grange No. 884, Bandon, Oregon, Coos County, for development of a state park at Bandon Beach. The Park Superintendent advised that in his estimation there are fine possibilities for an establishment of a state park at this location, and he recommended that he be granted authority to conduct a thorough study of the situation. His remarks were confirmed by Chairman Chandler who stated that there are several very attractive spots on this beach. As a result of the discussion, the Commission unanimously adopted the Park Superintendent's recommendation. (This information was given to Mrs. L. M. Karanick, Bandon, Oregon, who appeared before the Commission on the following day in behalf of the Grange's request.)

21. Request of Mr. Lester Orton, Brookings, Oregon for permission to construct and operate a boat landing in Harris Beach State Park. The Park Superintendent advised that this request was presented by Mr. Orton's attorney, Mr. Sam Hall, Brookings, that he has not seen the plans for the boat landing, and that it is his recommendation that the request be denied as a matter of principle and policy because it would be commercializing the state park. The Commission approved the recommendation. (Mr. Sam Hall appeared before the Commission on the following day and exhibited plans of the project and explained details. He strongly urged the Commission to approve the project. Chairman Chandler pointed out to him that such an approval would be commercializing state property which is contrary to established policy of the State Highway Commission, but the Commission would discuss the matter among themselves although not much hope can be held out for approval. Following Mr. Hall's departure, the Commission resumed discussion of the matter and at that time definitely denied the application.

22. Request of "Save the Gorge Committee", Portland, for acquisition of additional land for park purposes and to preserve the natural scenery in the Columbia Gorge. The Park Superintendent advised that a delegation,

headed by Mr. Marshall Dana, is scheduled to appear before the Commission on the following day regarding this matter, and that he anticipates they will suggest an exchange of lands with the U. S. Bureau of Land Management. Such procedure, he said, will take a long time to complete; moreover, there is a question of what land should be considered. He gave as his feeling that such consideration should be limited to lands previously considered for the Commission. Commissioner McIver gave as his thought that the Commission should adopt a long-range program for the acquisition and development of lands for park purposes in the Columbia Gorge, and that the "Save the Gorge Committee" should be told that the Commission has in mind to adopt such a program and intends to make a study of the project over a period of time. As a result of the discussion, motion was made by Commissioner McIver that the State Parks Superintendent be authorized and instructed to make a thorough investigation of the lands in the Columbia Gorge as a basis for adoption by the Commission of a long-range program for development of State parks in that area. The motion was seconded by Commissioner Reynolds and received the unanimous vote of the Commission.

23. Offer of Norris W. King with respect to the State acquiring as a State Park a resort area in Clackamas County, known as Wilhoit Springs. The Park Superintendent advised that Wilhoit Springs is a very beautiful place consisting of about 20 acres of land, but it is a long way from a State Highway. Mr. King, he said, is the son-in-law of the owners who wish to sell the property and want to give the State the first opportunity to purchase it. It also appears that the owners have already received an offer of $35,000 for the property. The Commission referred the matter back to the Park Superintendent for a detailed report. (The action of the Commission was conveyed to a delagation headed by Mr. King which appeared before the Commission on the following day.)

24. Request of St Helen's Pulp & Paper Company to truck-haul logs over the roadway constructed by the State to serve Saddle Mountain State Park: The Park Superintendent advised that from information that he has received there is no other way available to the company to take its timber from adjoining property. He suggested that it might be satisfactory to grant the company a permit to use the road if it will agree to pay for putting the road back into first class condition when its hauling operations are completed, and will furnish a bond as a guarantee. The Engineer advised that the road will not stand up under log hauling traffic. The Commission deferred a decision in the matter until its next meeting. The Park Superintendent was instructed in the meantime to ascertain the extent of the company's operations, and to report other information that might be pertinent thereto.

The meeting recessed for luncheon at 12:00 noon, and reconvened at 1:30 p.m. with the same persons present and participating.

Mr. Orville Eaton, Astoria, was present and asked the Commission to install a "blinker" light and to point cross walk lines on the Lower Columbia River Highway at its intersection with the road leading to the town of Westport, for the safety and protection of school children who are obliged to cross the highway at this point. The Commission referred the matter to the Engineer for investigation and report.

The Right of Way Engineer presented for the Commission's consideration options obtained for the purchase of real property needed for various highway improvements throughout the State. As a result of careful consideration, the Commission approved the closing of the options at the prices mentioned therein. The attached resolution relative thereto, marked EXHIBIT "A", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was adopted by the Commission unanimously.

The Right of Way Engineer requested authority to negotiate the purchase of the following parcels of real property for which, he states, no specific authority previously has been granted by the Commission:

County and Section	Highway
DOUGLAS	
Anlauf-Elkhead	Pacific
GILLIAM	
York Ranch-Hay Creek (quarry)	Wasco-Heppner
CROOK	
Prineville-Eagle Rock	Paulina Secondary
BAKER	
Baker-Salmon Creek (borrow & quarry)	Federal Secondary #506

The Commission approved the request by adoption of the attached resolution relative thereto, marked EXHIBIT "B", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission by unanimous vote confirmed sales of miscellaneous properties as reported by the Right of Way Engineer. (For list of the properties sold, see copy of report prepared by C. W. Parker, Property Manager, dated May 26 and 27, 1952, filed in the Secretary's office under the heading "Miscellaneous Sales".)

The Right of Way Engineer brought to the Commission's attention a claim of California-Oregon Power Company in the amount of $13,977.47 representing the cost to relocate a primary transmission pole line necessitated by construction of the Hayes Hill project on the Redwood Highway in Josephine County. He explained that this pole line is presently located on the Power Company's own right of way and that it will have to be moved in

order to accomodate the highway construction which is being performed by the Bureau of Public Roads as a forest highway project. He also said that this is the obligation of the State in connection with the furnishing of the right of way for the project. He recommended approval of the claim. The Commission approved the recommendation subject to audit by the Highway Commission's Auditor.

Consideration was given by the Commission to a request from Mr. Elmer E. Pratt to construct a private service road on the right of way of the Newberg-Dundee Section of US 99W. The Right of Way Engineer advised that this is a minor matter, and he recommended that a revocable permit be granted to Mr. Pratt for this purpose. The Commission approved the recommendation.

The Right of Way Engineer presented a request from Mr. Albert R. Pinney for a change of the access point from his property to The Dalles-California Highway at a point on the Gilchrist-Willamette Junction Section near the town of Crescent. He stated that this also is a minor matter which bears his recommendation. The Commission approved the recommendation. (An "Indenture of Access" covering the matter was signed by the Commission on the following day.)

Instruction was requested by the Right of Way Engineer concerning the moving of 2,380 feet of chain link fence on property owned by the Federal Communications Commission, a portion of which is needed as right of way for the T. H. Banfield Expressway, and concerning the rearrangement of the rhombic antenna system on such property. He exhibited a map showing the situation and advised that in order to obtain the right of way, it is necessary to do the things mentioned. The Right of Way Engineer also stated that he had received two quotations for the moving of the fence; one being that of the Cyclone Fence Division of US Steel Corporation in the amount of $3,430, and the other being that of the Western Fence Company in the amount of $3,783. Also that he has received one bid for rearranging the rhombic antenna system, being that of Goodat Crane Service in the amount of $2,954. He added that he expects to receive another bid for the latter mentioned work. He recommended acceptance of the bid of the US Steel Corporation for moving the fence, and acceptance of the bid of Goodat Crane Service for changing the antenna system if this bid is the low one received for such work. The Commission approved his recommendation unanimously.

The Commission had under discussion the leasing of a small tract of land to the Valley Land and Warehouse Company, Eugene; said tract being located at the intersection of West 7th Avenue (US 99) and Garfield Street. The Right of Way Engineer recommended lease of the property for a four-year period for a consideration of $550 per year. He advised that the lease will contain a six-months cancellation clause and that the amount of the consideration is in line with the consideration paid for the leasing of other property in the same vicinity. The Commission approved the recommendation (A lease agreement covering the matter was signed by the Commission later in the session.)

The Right of Way Engineer rendered a status report on the acquisition of land that is needed as right of way for T. H. Banfield Expressway across the holdings of Fred Meyer Warehouse, Lloyd Corporation, and General Paint Company: Concerning the Fred Meyer property, the Right of Way Engineer advised that settlement has been reached for the sum of $750,000 with the understanding that Mr. Meyer will be allowed use of the property until December 31, 1953 without charge, which will give him time to construct a new warehouse and re-establish himself therein As to the Lloyd Corporation property, the Right of Way Engineer advised that settlement can be reached for $398,000 plus some fencing, but that the corporation wants to lease the property on a month to month basis after the deal has been closed. As to the General Paint Company property, the Right of Way Engineer advised that a compromise agreement has been reached at $461,521, plus free use of the property until January 1, 1954 and for such time thereafter that the property is not needed for State Highway construction. The General Paint Company, he said, will keep the property insured and will maintain it at its own cost and expense. He recommended approval of all three settlements. This matter was thoroughly discussed by the Commission at considerable length, and as a result thereof, the Commission unanimously authorized purchase of the properties for the amounts recommended by the Right of Way Engineer upon motion of Commissioner McIver which was seconded by Commissioner Reynolds.

In this connection, the Right of Way Engineer also made a brief status report on property owned by the Howard-Cooper Corporation. It appears that the corporation was offered $115,000 cash with the understanding that the State would re-establish its facilities; however, the corporation is demanding about $80,000 more than was offered. The Right of Way Engineer expressed his feeling it will be necessary to condemn the property, although, he said, there are possibilities that a compromised settlement may be reached before the matter gets into court. He added that the consumation of these four settlements will take care of all of the large right of way settlements for this highway. The Commission took no action in the matter.

The Commission discussed and by unanimous vote authorized the Chief Counsel to acquire by condemnation, if necessary, the following properties that are needed as right of way and for other purposes in connection with various highway improvements, and to tender offers for the same in conformity with instructions contained in the resolution that was adopted by the Commission on December 20, 1951:

Canyon Road Section of the Sunset Highway	Recommended Offer
R 18907 - Duane Investment Company Right of Way (Multnomah) 1,440 square feet	*
R 18908 - Bert M. Butler, et ux. Right of Way (Multnomah) 31,800 square feet	*

Hauser-North Bend Section of the Oregon Coast Hwy.		Recommended Offer
R 18807 - Neil N. Ferre, et ux.		
Right of Way (Coos)		
0.77 acre		*
R 18804 - E T. Franson, et ux.		
Quarry (Coos)		
10 acres		*
Unit #5 of the T. H. Banfield Expressway		
R 18855 - Francis E. Canning, et ux		
Right of Way (Multnomah)		
0.895 acre at $1,800	$ 1,611.00	
House, 800 sq. ft. at $8.00	6,400.00	
100 feet of rockery at $2.00	200.00	
13 fruit trees at $25	325.00	
	$ 8,536.00	$ 8,550.00
R 18858 - Stephen G. Grove, et ux.		
Right of Way (Multnomah)		
0.32 acre		*
Newport-Toledo Section of the Corvallis-Newport Highway		
R 18801 - Owney Whetstone, et ux.		
Right of Way (Lincoln)		
7.00 acres		$ 2,800.00
North Corvallis Section of the Pacific Highway West		
R 17978 - J. A Gallagher		
Right of Way (Benton)		
Parcel No. 1: 1,326 square feet		
Parcel No. 2: 0.2 acre		*
R 17983 - Elsie O. Barton		
Right of Way (Benton)		
44,640 square feet		*
Forest Boundary-Hauser Section of the Oregon Coast Highway		
R 18631 - Harvey T. Floyd, et ux.		
Right of Way (Coos)		
0.78 acre		*
R 18660 - Ronald M. Cole, et ux.		
Right of Way (Coos)		
0.57 acre		*

Forest Boundary-Hauser Section of the Oregon Coast Highway (cont.)	Recommended Offer
R 18997 - P. J. Menegat, et ux. Right of Way (Coos) 0.78 acre	*
Lostine Section of the Wallowa Lake Highway	
R 18909 - Bill Wolfe Right of Way (Wallowa) 4.81 acres	*
R 18910 - Merton Wade Right of Way (Wallowa) 0.78 acre	*
R 18912 - City of Lostine Parcel No. 1: 0.42 acre for right of way Parcel No. 2: 1.59 acres for a gravel pit (Wallowa)	*
R 18914 - Michael Crow, et ux. Parcel No. 1: 0 70 acre for right of way Parcel No. 2: 2.3 acres for a gravel pit (Wallowa)	*
Calapooya Creek-Sutherlin Section of the Elkton Sutherlin Highway	
R 18875 - A. A. Tipton, et ux. Right of Way (Douglas) 2.82 acres	*
R 18877 - J. W. Culver (Douglas) Parcel No. 1: 4.7 acres for right of way Parcel No 2: 0.078 acre for channel change	*
R 18878 - J. W. Culver and son Right of Way (Douglas) 2.02 acres	*
R 18879 - Charles Hoffman, et al. Right of Way (Douglas) 0.2 acre	*
R 18880 - Charles Burton, et ux. Right of Way (Douglas) 0.05 acre	*
R 18887 - Herbert Buckbee, et ux. Right of Way (Douglas) 0.16 acre	*

Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Highway (cont.)		Recommended Offer
R 18893 -	James McKenzie Right of Way (Douglas) 0.02 acre	*
Tigard-Onion Flat Unit of Tigard-Newberg Section of the Pacific Highway West		
R 1382 -	Ludvig Anderson, et ux. (Washington) Parcel No. 1: 727 sq. ft. for right of way Parcel No. 2: 360 sq. ft. for slope easement	
	Land: 727 sq. ft. at $0 20 per sq. ft. — $ 145.40 Damages: 20% to a before valuation of $11,000 — 2,200.00 Allowances: To provide steps and walk from new highway grade — 25.00 To replant lawn on slope easement — 20.00 $ 2,390.40	$ 2,400.00
R 16142 -	Oscar W Wilde Right of Way (Washington) 660 square feet	*
R 18655 -	O. W. Rentfrow, et ux. Right of Way (Washington) 2,490 square feet	*
R 18536 -	Lotta Kurth, et al. Right of Way (Washington) 0.2 acre	*
R 18538 -	Violet N. Kirschner Right of Way (Washington) 0.32 acre	*
R 18539 -	Henry O. Kirschner, et ux. Right of Way (Washington) 0.05 acre	*
R 18551 -	C. W. Mummery, et al Right of Way (Washington) 0.13 acre	*
R 18557 -	Ernest Spath Right of Way (Washington) 0.07 acre	*

Oakland Junction-Deady Unit of the Chenoweth Park-Deady Section of the Pacific Highway		Recommended Offer
R 18950 -	Leslie J. Gleason, et ux. Right of Way (Douglas) 0.62 acre	*
R 18930 -	George A Green, et ux. Right of Way (Douglas) 15.64 acres	*
R 18931 -	A. K. Benum, et al. Right of Way (Douglas) Parcel No 1: 0.25 acre Parcel No 2: 0.56 acre	*
R 18932 -	R. D. Sterns, et al Right of Way (Douglas) Parcel No. 1: 3 45 acres Parcel No. 2: 0 84 acre	*
R 18933 -	R. B. Norman, et ux. Right of Way (Douglas) Parcel No 1: 8.41 acres Parcel No 2: 0.62 acre	*
R 18934 -	Charles Garrett, et ux. Right of Way (Douglas) Parcel No. 1: 13.33 acres Parcel No. 2: 1.45 acres	*
R 18935 -	Clarence Miller, et ux. Right of Way (Douglas) 19.65 acres	*
R 18936 -	Harry Garber, et ux. Right of Way (Douglas) 9 70 acres	*
R 18937 -	Mancil H. VanConnett, et ux. Right of Way (Douglas) 5.15 acres	*
R 18938 -	Max Odell Comstock Right of Way (Douglas) 1.40 acres	*
R 18939 -	Effie Henderson Right of Way (Douglas) 10.88 acres	*

Oakland Junction-Deady Unit of the Chenoweth Park-Deady Section of the Pacific Highway (cont.)		Recommended Offer
R 18940 -	Leda Scarbrough, et al. Right of Way (Douglas) 1.68 acres	*
R 18941 -	Harry Cooke, et ux. Right of Way (Douglas) 2.59 acres	*
R 18942 -	Meno Schmidt Right of Way (Douglas) 1.91 acres	*
R 18944 -	Leo Walker, et ux. Right of Way (Douglas) Parcel No 1: 1.2 acres Parcel No. 2: 0.03 acre	*
R 18945 -	Edward N. Richter, et ux. Right of Way (Douglas) 0.24 acre	*
R 18946 -	Clinton C. Brannon, et ux. Right of Way (Douglas) 0.24 acre	*
R 18947 -	Zephaniah W. Hilliard, et ux. Right of Way (Douglas) 0.41 acre	*
R 18948 -	Marvin R. Lewis, et ux. Right of Way (Douglas) 0.48 acre	*
R 18949 -	Arvie L. Wade, et ux. Right of Way (Douglas) 0.74 acre	*
R 18951 -	T. E. Morris, et al Right of Way (Douglas) 1.01 acre	*
R 18952 -	Cecilia Fisher Right of Way (Douglas) 0.50 acre	*
R 18953 -	Vernon R. Smith, et ux. Right of Way (Douglas) 0.50 acre	*

Oakland Junction-Deady Unit of the Chenoweth Park-Deady Section of the Pacific Highway (cont.)	Recommended Offer
R 18954 - D E. Barnes, et ux. Right of Way (Douglas) 0.50 acre	*
R 18955 - Lee Horton, et ux. Right of Way (Douglas) 0.50 acre	*
R 18959 - Orville A. Montgomery, et ux. Right of Way (Douglas) 0.97 acre	*
R 18960 - Henry F. Rosemeyer, et ux. Right of Way (Douglas) 1.04 acres	*
R 18961 - Carrie L. Howell Right of Way (Douglas) 2.16 acres	*
R 18962 - Roland Dee, et us. Right of Way (Douglas) 1.78 acres	*
R 18963 - F C. McMichael, et al Right of Way (Douglas) 0.30 acre	*
R 18964 - Alfred E. Hoffmeister, et ux. Right of Way (Douglas) 5.40 acres	*
R 18965 - Carl E. Gordon, et ux. Right of Way (Douglas) 8.92 acres	*
R 18966 - Robert L. Patterson, et ux. Right of Way (Douglas) Parcel No. 1: 5.75 acres Parcel No. 2: 2.60 acres	*
R 18968 - R. M. Crenshaw Right of Way (Douglas) 5.75 acres	*
R 18970 - B. H. Olsen, et al. Right of Way (Douglas) 5.46 acres	*

Oakland Junction-Deady Unit of the Chenoweth Park-Deady Section of the Pacific Highway (cont.)	Recommended Offer
R 18971 - Leo Wilson et ux. Right of Way (Douglas) Parcel No. 1: 0.06 acre Parcel No. 2: 2.18 acres Parcel No. 3: 7.2 acres	*
R 18972 - Robert W. Foster, et ux. Right of Way (Douglas) Parcel No. 1: 4.6 acres Parcel No. 2: 0.41 acre	*
R 18973 - Empire Millwork Corporation Channel Change (Douglas) 0.61 acre	*
R 18974 - R. O. Goff, et ux. Right of Way (Douglas) 8.20 acres	*
R 19067 - Owner unknown Right of Way (Douglas) 0.09 acre	*
Rock Point-Blackwell Hill Section of the Pacific Highway	
R 17777 - Donald E. Morton, et al. Right of Way (Jackson) 5.05 acres	*
R 18031 - Randall K. Trueblood, et ux. Right of Way (Jackson) 0.41 acre	*
R 18032 - Chris Hanson Right of Way (Jackson) Parcel No. 1: 0.70 acre Parcel No. 2: 2.95 acres	*
R 18033 - Pacific Portland Cement Co. Right of Way (Jackson) 0.14 acre	*
R 18034 - Norman L. Haigh, et ux. Right of Way (Jackson) 1.06 acres	*
R 18036 - Glenn Miller Right of Way (Jackson) 7.86 acres	*

Rock Point-Blackwell Hill Sec. of the Pacific Hwy. (cont.)		Recommended Offer
R 18039 -	Roy Huffman, et ux. Right of Way (Jackson) 3.62 acres	*
R 1804[illegible] -	Frank Lockwood, et ux. Right of Way (Jackson) 1.68 acres	*
R 18048 -	Charles E. Kunz, et ux. Right of Way (Jackson) 0.50 acre	*
R 1805[illegible] -	City of Gold Hill Right of Way (Jackson) 0.20 acre	*
R 18052 -	Oscar A. Engman, et ux. Right of Way (Jackson) Parcel No. 1: 3.80 acres Parcel No 2: 0.30 acre	*
R 18054 -	Earl Cook, et ux. Right of Way (Jackson) 6.97 acres	*
R 18055 -	Martin Heitkamp, et ux. Right of Way (Jackson) 0.47 acre	*
R 18056 -	Thelma C. Simmons Right of Way (Jackson) 0.84 acre	*
R 18057 -	Irwin Granger, et ux. Right of Way (Jackson) 2.69 acres	*
R 18058 -	Henry R. Serr, et ux. Right of Way (Jackson) 0.02 acre	*
R 18059 -	J. F. Hughes Right of Way (Jackson) 4.68 acres	*
R 18060 -	Chavner Thompson Right of Way (Jackson) 61.25 acres	*

Rock Point-Blackwell Hill Sec. of the Pacific Hwy (cont.)	Recommended Offer
R 18063 - Wm. E. Fraser, et ux. Right of Way 0.67 acre	*
R 18065 - Lucy Lee Atkins, et vir. Right of Way (Jackson) 0.31 acre	*
R 18066 - Vivian Norman Barto Right of Way (Jackson) 2.35 acres	*
R 18067 - Werner Dahlin Right of Way (Jackson) 0.07 acre	*
R 18068 - Edwin Bennett, et ux. Right of Way (Jackson) 1.50 acres	*
R 19074 - Charles O. Matson et ux. Right of Way (Jackson) 1.4 acres	*
R 19078 - John L. Graffis, et ux. Right of Way (Jackson) 0.15 acre	*
R 19079 - T. K. Walker, et ux. Right of Way (Jackson) 0.37 acre	*
R 19080 - E. W. Brown Right of Way (Jackson) 0.54 acre	*
R 19081 - Charles Becker, et ux. Right of Way (Jackson) 0.47 acre	*
R 19082 - J. Frank Carter, et ux. Right of Way (Jackson) 2.0 acres	*
R 19083 - Lillian Carter, et vir. Right of Way (Jackson) 0.95 acre	*

Rock Point-Blackwell Hill Sec. of the Pacific Hwy (cont.)	Recommended Offer
R 19084 - Christian Stadelman, et ux. Right of Way (Jackson) 0.35 acre	*
R 19085 - Roy Forrest Martin, et ux. Right of Way (Jackson) Parcel No. 1: 2.30 acres Parcel No. 2: 2.35 acres Parcel No. 3: 2.10 acres	*
R 19086 - David H. Sawyer, et ux. Right of Way (Jackson) 1.69 acres	*
Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway	
L 1816 - C. R. Lawrence, et ux. New resolution to be prepared	*

FOOTNOTE * Offer to be made in conformity with provisions of resolution adopted by the Commission at its meeting on December 20, 1951.

The attached resolutions, marked EXHIBITS "M-1" through "M-20", inclusive, authorizing condemnation of the above-listed properties, which resolutions by this reference are made a part hereof with like effect as though extended in full herein, were thereupon adopted by the Commission by unanimous vote.

In this connection, the Commission also discussed the controversy with Mr Frank Kernan and the Pacific International Livestock Association concerning right of way needed for a proposed one-way traffic connection between Swift Boulevard and US 99W in North Portland. The Engineer pointed out that the Commission on the following day will receive bids for the construction of this project. He recommended in view of the right of way difficulties, that the bids be returned to the respective bidders unopened, and that the project not be readvertised for bids until the right of way situation has been satisfactorily clarified. The Commission approved the recommendation and so ordered The Engineer was instructed to give the matter further study and ascertain whether or not it would be possible to relocate the highway so as to avoid entirely the property of the Livestock Association. The Right of Way Engineer was instructed to negotiate further with Mr. Kernan to determine whether or not a settlement can be reached with him regarding access to the highway from his property.

The Commission discussed and unanimously approved the report of the Chief Counsel on the following court cases:

(1) State vs. Ford H. Converse, et ux: involves acquisition of 10.23 acres of land needed as right of way for the North Santiam Highway. Case was tried in Circuit Court of Marion County on May 6, 7, and 8, 1952. The jury returned a verdict in the amount of $2,500 and the court allowed an additional $500 for attorneys' fees but denied interest on the amount of the verdict.

(2) State vs. R. A. Hoffman et al: involves acquisition of 0.32 acres of land necessary as right of way for Unit 5 of the T. H. Banfield Expressway. The amount offered by the State was $675; the amount demanded by the owner, not less than $2,000 plus $500 attorney's fees. Verdict returned by the jury was $1,000 plus the sum of $55 as interest and $250 attorney's fees. In connection with this case, the Chief Counsel advised that after the case was at issue, it was learned that a portion of the property sought to be acquired was leased to a man and his wife who resided upon the property, but the lease was not of record, so was not included in the title report. Negotiations, he said were carried on with these tenants who have agreed to release their interest in the property for the sum of $50. He recommended payment of such sum. The Commission approved the recommendation.

(3) State vs. Anna Thomas et al: involves acquisition of 2.05 acres of land needed as a source of materials for use in construction and maintenance of the Albany-Lyons Highway in Linn County. The amount offered was $200. The case was tried in court on May 14 1952, and the court made a finding of fact that the value of the property was $200, to which was added the sum of $100 for attorneys' fees.

(4) Strasbough vs. Chandler et al: The Chief Counsel rendered a status report on this matter, advising that the case has not yet been set for trial, although it is anticipated it will be brought to trial about the middle of June, which is the first available open date on the court's trial calendar.

(5) D. Phillips et ux vs. State: involves recovery of damages in the amount of $51,000 and attorneys' fees in the sum of $2,500, by reason of a change of grade of the Oregon Coast Highway in Brookings. The Chief Counsel advised that his motion to quash service of summons in this case on the grounds that service upon the Commission's Secretary did not constitute service upon the State of Oregon, and that since the allegations of the complaint did not contain conditions prescribed in the statute, was favorably acted upon by the court. He predicted that an effort would be made to file a new suit, but he expressed confidence that he would be able to successfully defend whatever action is taken.

The Commission unanimously approved the Chief Counsel's report on these cases.

The Chief Counsel also reported proposed settlements in connection with pending court cases as follows:

(1) Proposed settlement of the case of State vs. Clay C. Miller in the sum of $6,257.50: This case involves acquisition of 2.99 acres of land needed as right of way for Unit 5 of the T. H. Banfield Express-

way Original offer was in the amount of $5,875, whereas the owners demanded the sum of $9,320 for their property including $600 attorneys' fees. A compromise agreement was negotiated with the attorneys for the owners on the basis that the State would pay the sum of $6,257.50 and would protect an existing spring on the owners' remaining land. The Chief Counsel recommended approval of the agreement. The Commission approved the recommendation.

(2) Proposed settlement of the case of the State vs. E. Berglund et al, for the sum of $6,775: This case concerns acquisition of 13.55 acres of land needed as right of way for the Salem By-Pass Section of the Pacific Highway East. The original offer was $6,000 which Mr. Berglund refused, his demand being $1,500 per acre. Value of the property as appraised by Mr. Berglund's appraiser is $500 per acre considering its adaptability for future subdivision purposes. As a result of this appraisal, Mr. Berglund agreed to accept the sum of $6,775 for his property. The Chief Counsel recommended approval of the settlement. The Commission approved the recommendation.

(3) Proposed settlement of the case of the State vs. Ross E. Glass et ux: Involves acquisition of a gravel site containing 47.7 acres of land for a consideration of $20,000. Area originally required was 30 acres needed for construction and maintenance of Judkins Point-Goshen Section of the Pacific Highway in Lane County. Property was valued by the State at from $12,000 to $15,000, but the owners would not sell for anything less than $17,500; however, they made a counter offer to sell their entire holdings of 47.7 acres for the sum of $20,000. The Chief Counsel recommended settlement on such basis. The Commission approved the recommendation.

(4) Settlement of case of State vs. A. J. Paris et ux in the amount of $26,000. This case involves acquisition of 0.61 acres of land needed as right of way for Vista Avenue-Multnomah County Line Section of Sunset Highway and for acquisition of all rights of access from the owners' remaining land to the Sunset Highway. The Chief Counsel advised that the trial was set for the preceeding week but a compromise settlement was reached with the owners prior to the trial date, whereby it was agreed that the State would pay $25,500 for the property plus $500 attorneys' fees, compared with the owners' original demands of $40,900 and the State's offer of $25,500. He recommended approval of the settlement. The Commission approved the recommendation.

The Chief Counsel reported that in conformity with the provisions of the resolution that was adopted by the Commission on December 20, 1951, he tendered a number of offers to the owners of certain properties that are needed as right of way for highway improvements, prior to the institution of condemnation proceedings to acquire them. He presented a list of the offers and asked the Commission to confirm them. The Commission by unanimous vote confirmed and approved such offers as follows:

Salem By-Pass Section of the Pacific Highway East

R-18284 - Helen M. Grabenhorst. 3.672 acres for right of way. Appraisals of Mr. R. H. Coppock in the amount of $1,084.40, and of Mr. Claude M. Kilgore in the amount of $1,146.40. Offer made in the amount of $1,150.00 approved by Mr. McIver on April 25, 1952.

Newport-Toledo Section of the Corvallis-Newport Highway

R-18485 - Anthony J. Becker, et ux. 0.675 acres for right of way. Appraisals of Mr. J. J. Schneider in the amount of $4,094.00, and Mr. J. R. Hodgson in the amount of $3,730.00. Offer made in the amount of $4,100.00 approved by Mr. McIver on April 25, 1952.

R-18545 - W. B. McBee, et ux. 13.236 acres for right of way, and easements for channel change on 2.14 acres. Appraisals of Mr. R. L. Byrum, Right of Way Agent, in the amount of $4,750.00; Mr. Jeffery Holbrook in the amount of $4,300.00; and Mr. Horace Dryer in the amount of $6,144.00. Offer made in the amount of $6,144.00 approved by Mr. McIver on May 12, 1952.

R-18475 - Roy E. Olson, et al. 4.494 acres for right of way. Appraisals of J. R. Hodgson in the amount of $11,175.00; J. J. Schneider in the amount of $10,475.00; and Jeffery Holbrook in the amount of $9,285.00. Offer made in the amount of $11,175.00 approved by Mr. McIver on May 19, 1952.

R-18470 - John A. Moore, et ux. 7.077 acres for right of way. Appraisals of Mr. R. L. Byrum, Right of Way Agent, in the amount of $2,155.00; J. R. Hodgson in the amount of $2,123.00; J. J. Schneider in the amount of $2,123.00; and Jeffery Holbrook in the amount of $2,050.00. Offer made in the amount of $2,175.00 approved by Mr. McIver on May 19, 1952.

Unit No. 5 of the T. H. Banfield Expressway

R-18838 - Katherine E. Celoria, et vir. Easement for drainage on 0.17 acre. Appraisals of Jeffery Holbrook in the amount of $255.00; Leroy Draper in the amount of $175.00; and S. N. Mayhew in the amount of $321.00. Offer made in the amount of $325.00 approved by Mr. Chandler and Mr. Reynolds on May 5, 1952.

Bay City-Tillamook Section of the Oregon Coast Highway

R-17906 - Jerry F. Arthur, et ux. 0.06 acre for

right of way. Appraisal of Jeffery Holbrook in the amount of $2,000.00. Offer made in the amount of $2,000.00 approved by Mr. Chandler on May 8, 1952.

Union Avenue-Swift Boulevard Junction Section of the Pacific Highway East

R-15196 - Kernan Livestock Farms, Inc., et al. Approximately 9.82 acres for right of way and excess property acquisition. Appraisals of Leroy Draper in the amount of $13,500.00; and Merle G. Campbell in the amount of $13,320.00. Offer made in the amount of $13,500.00 approved by Mr. McIver on May 12, 1952.

Hauser-North Bend Section of the Oregon Coast Highway

R-18806 - Neil Ferre, et al. 0.63 acre for right of way. Appraisal of Larry Holt, Right of Way Agent, in the amount of $9,720.00. No outside appraisals yet received. Offer made in the sum of $10,500.00, based upon anticipated amount of independent appraisals approved by Mr. McIver on May 23, 1952.

R-18808 - Darriell A. Gates, et al. 0.49 acre for right of way. Appraisal of Jeffery Holbrook in the amount of $500.00. Offer made in the amount of $500.00 approved by Mr. McIver on May 23, 1952.

R-18805 - J. Kayes and Dora Howard. 12.18 acres for right of way. No independent appraisals yet received. Offer made in the amount of $18,000.00, based upon appraisal of Mr. Don Norlin, Right of Way Agent, in the amount of $18,000.00, approved by Mr. McIver on May 23, 1952.

R-10309 - Clarence L. Stoddard, et al. 0.90 acre for right of way. No independent appraisals received to date. Appraisal of Mr. Alan Gemmell, Right of Way Agent, in the amount of $2,000.00. Offer made in the amount of $2,000 approved by Mr. McIver on May 23, 1952.

R-18811 - Edward F. Bolt, et ux. 7.5 acres for right of way. No independent appraisals received to date. Offer made in the amount of $2,000.00, based upon appraisal of Mr. Don Norlin, Right of Way Agent, in the amount of $2,000.00, approved by Mr. McIver on May 23, 1952.

R-18824 - Davenport Corporation. 0.25 acre (oyster bed property) for right of way. Offer made in the amount of $125.00 based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18815 - R. W. Joslin, et ux. 0.34 acre (oyster bed property) for right of way. Offer made in the amount of $170.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18817 and R-18901 - Norman Stoll, et ux. 0.072 acre (oyster bed property) for right of way. Offer made in the amount of $40.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18818 - Tideland Development Co. 6.06 acres (oyster bed property) for right of way. Offer made in the amount of $3,030.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18819 - L. V. and M. A. Davidson. 0.25 acre (oyster bed property) for right of way. Offer made in the amount of $125.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18820 - Associated Coos Bay Land Owners. 0.51 acre (oyster bed property) for right of way. Offer made in the amount of $255.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18821 - John D. Burt, et ux. 0.13 acre (oyster bed property) for right of way. Offer made in the amount of $65.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18822 - Theodore Toews. 0.34 acre (oyster bed property) for right of way. Offer made in the amount of $170.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18825 - Pioneer Trust Company. 2.78 acres (oyster bed property) for right of way. Offer made in the amount of $1,390.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18826 - M. A. and O. M. Beyer. 0.03 acre (oyster bed property) for right of way. Offer made in the amount of $15.00, based upon approval of all members of

R-18827 - Walter O. Hickey. 0.30 acre (oyster bed property) for right of way. Offer made in the amount of $150.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18828 - John Sigloh. 1.91 acres (oyster bed property) for right of way. Offer made in the amount of $955.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18829 - Louise Monahan. 0.25 acre (oyster bed property) for right of way. Offer made in the amount of $125.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18830 - Glen DeHaven, et ux. Offer made in the amount of $250.00, for 0.50 acre (oyster bed property) for right of way, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18833 - Coos Bay Farmers Coop. 60 square feet (oyster bed property) for right of way. Offer made in the amount of $10.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18835 - Merle C. Buchner. 0.40 acre (oyster bed property) for right of way. Offer made in the amount of $200.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

R-18902 - Oliver Jewett, et ux. 0.14 acre (oyster bed property) for right of way. Offer made in the amount of $70.00, based upon approval of all members of the Commission to make offers for oyster bed property on the basis of $500.00 per acre.

The Commission discussed and denied the claim of Eva M. Beale et al in the amount of $1,895.57, for loss of business experienced by them during the moving of their tavern on the Ladd Canyon Section of the Old Oregon Trail. The Commission's action was taken upon recommendation of the Chief Counsel who advised that the time lost in moving the tavern was no fault of the State's but was that of the moving contractor. In this connection, the Commission had a general discussion of its obligation to pay for business lost during highway construction. The Commission was

informed by the Chief Counsel that it has no legal obligation to pay such expense, although there may be somewhat of a moral obligation involved. The Commission took no action.

The Commission also discussed and approved the claim of the contracting firm of Fred H. Slate Company and E. C. Hall Company in the amount of $2,383.74 representing extra premium expense for the purchase of insurance in connection with their contract No. 3604 for the construction of the Divide-Anlauf Unit of the Divide-Rice Hill Section of the Pacific Highway. The Chief Counsel explained that subsequent to the award of the contract which involves the Southern Pacific Railroad Company, the amount of the insurance protection to the railroad company was increased pursuant to Federal requirements and as a result the contractor was obliged to pay an additional premium for which no provision was made in submitting his bid for the work.

The Chief Counsel rendered a status report on the settlement of the claim of the Southern Pacific Company for inspection service arising out of the contract awarded by the Bureau of Public Roads to the Kuckenberg Construction Company for construction of a section of the North Santiam Highway near Niagara, said claim being in the amount of $26,493.82. He advised that the obligation to pay the claim is that of the Bureau of Public Roads, but from information obtained from the Division Engineer, Mr. W. H. Lynch, it appears that the Bureau cannot pay the claim direct but is willing to credit the State for the amount in connection with a forest highway contract on the Pacific Highway near Canyonville, thus relieving the State of payment of the full amount of the State's share in connection with that job. In order to avoid complications and confusion in handling the matter in this manner the Commission decided that it would be advisable to pay the claim with State funds and so ordered.

The Commission discussed and upon recommendation of the Engineer and Chief Counsel, unanimously approved two agreements with the Southern Pacific Company covering encroachments of the West Portland-Hubbard Highway on railroad property at the Tualatin Undercrossing. (The agreements were signed by the Commission later in the session.)

The Chief Counsel requested authority to employ Mr. Owen E. McAdams, Jr. as an attorney in the title section of his department at a salary of $350 per month. The Commission approved the request.

In this connection the Chief Counsel requested a salary increase of $40 per month, from $460 to $500, for Mr. Charles Peterson, an attorney in his office. He explained that Mr. Peterson who has been employed for six months has carried on his assignments in an excellent manner and in his estimation is entitled to the increased amount. The Commission approved the recommendation.

The Chief Counsel brought up for discussion the matter of payment of attorneys' fees in the case of the State vs. Burke et al concerning

right of way needed for the Salem-Dallas Highway in West Salem. He advised that the verdict in this case was in the sum of $33,000, which the Commission previously approved, but no allowance was made for attorneys' fees which have now been set by the Circuit Judge at $4 500. He recommended payment of such sum as there appears no way to avoid it. The Commission approved the recommendation.

The Engineer reported the results of studies to relieve traffic hazards at the intersection of the Klamath Falls-Malin Highway with the Klamath Falls-Lakeview Highway five miles east of Klamath Falls. This intersection he said, has been the scene of numerous traffic accidents and has excited several unfavorable comments in the Klamath Falls newspapers, and most recently a letter was received from Ruth E. King, the correspondent of the Klamath Falls Herald News, urging that something be done to eliminate the hazard. A complete channelization of the intersection, including illumination, he said, would cost about $6,000, but he gave as his feeling that a temporary solution would be provided by prohibiting the parking of motor vehicles within the triangular section formed by the intersecting highways and on the highway shoulders adjacent thereto which could be accomplished by means of a physical barrier and by order of the State Highway Commission. He recommended installation of site posts at 5-foot centers about 6 feet from the edge of the pavement, which, he estimated, would cost about $1,000. The Commission approved the recommendation unanimously. The attached resolution prohibiting the parking of vehicles on the three sides of the triangle formed by this intersection, marked EXHIBIT "G-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission by unanimous vote.

The Engineer brought up for discussion the adoption of a one-way street plan for the routing of lower Columbia River Highway traffic in Portland, utilizing 19th Avenue (existing route) for inbound traffic and 18th Avenue for outbound traffic. He advised that this matter has been under consideration for some time and that traffic conditions have now reached the point where it is necessary to put the plan into effect in order to eliminate traffic congestion. He exhibited a map showing the plan as proposed, and pointed out that in addition to extablishing one-way street routes on N. W. 18th Avenue and N. W. 19th Avenue, it will be necessary to designate S. W. 18th Avenue as a State Highway route between Jefferson Street and Burnside Street so as to provide a connection between US 30 (Burnside Street) and the Sunset Highway (Jefferson Street). The plan also provides certain additions to the State Highway System in the vicinity of Burnside Street and Harbor Drive in order to afford connection to Harbor Drive (US 99W), and the elimination from the highway system of 4th Avenue and Broadway. The effect of these changes, he said, would be that the State would assume jurisdiction over a total of 2.13 miles of existing city streets that are not now on the highway system, and that the city would assume responsibility for 5.9 miles of streets that are now included in the highway system resulting in a net decrease of 3.06 miles in the highway system mileage. As to financing the project, he pointed out that there is contained in the 1952 budget a sum of $30,000 for the 18th Avenue and 19th Avenue

couplet and an additional sum of $12,000 for general improvements of State Highways in Portland, making available a total of $42 000. He estimated the total cost of the project at $80,000 and advised that the City of Portland has $20,000 in its present budget and expects to augment this by an additional $20,000 in July, so the city will have $40,000 to match a like sum of State money to apply to the work. He recommended approval of the plan as submitted and that authority be granted to enter into an agreement with the City of Portland for the construction of the plan on a fifty-fifty basis. As a result of careful consideration of the project, the Commission unanimously approved it as recommended by the Engineer.

Consideration was given by the Commission to a written report from the Engineer showing the results of a traffic survey conducted in the City of La Grande. In the discussion of this matter, the Engineer pointed out that a total of six alternative proposals utilizing existing city streets in whole or in part were studied, and in addition thereto, consideration was given to construction of a by-pass route. He recommended adoption of proposal No. 5 which provides for the passing of an ordinance by the City Council requiring parallel parking of vehicles on Adams Street throughout its entire length, and provides also for installation of five traffic control signals at certain intersections, costing about $23,000; the expense of the signals to be born equally by the City and the State. The Engineer further explained that it is proposed, sometime in the future, to adopt plan No. 1 which contemplates a one-way traffic couplet for highway travel using Adams Avenue for westbound traffic and Washington Avenue for eastbound traffic, with a truck by-pass on Jefferson Avenue. He estimated the cost of such project at $260,000, which amount, he said, includes $23,000 for the traffic signals which should be installed immediately upon passage of the parallel parking ordinance by the City. In connection with proposal No. 5, the Engineer suggested acquisition of key properties at several intersections when that appears necessary in order to protect these properties from development. He mentioned particularly property at the southwest corner of Adams Avenue and Oak Street at the northeast corner of Washington Avenue and Oak Street, at the south connection between Washington Avenue and Adams Avenue, the connection between Jefferson Avenue and US 30, and Jefferson Avenue at Hemlock Street. He also recommended an immediate survey between the west end of Adams Avenue and Oro Dell overcrossing of the Union Pacific Railroad along the present route of US 30, and the acquisition of right of way along that section. He mentioned that the proposed by-pass around the city cannot be economically justified in the foreseeable future. The matter was discussed by the Commission at some length but definite action was deferred by the Commission until the matter had been discussed with the delegation scheduled to appear before the Commission on the following day; however, the Engineer was definitely authorized to conduct a survey between Adams Avenue and Oro Dell overcrossing. The Commission indicated its approval of proposal No. 5 which provides for the immediate installation of the signals along Adams Avenue on the condition that the City will adopt an ordinance providing for parallel parking along this route. At the suggestion of Commissioner Reynolds, an additional signal was authorized

on Adams Avenue at Elm Street, making a total of six signals rather than five as contained in the Engineer's report and an estimated cost of $27,600 rather than $23,000, provided the city will pay 50 percent of the cost of installing them, will maintain the signals, and will furnish electrical energy to operate them at no cost to the State. (For details see copy of the Engineer's report, dated April, 1952 in general files; also a copy of the Engineer's letter transmitting the report to the Commission, dated May 7, 1952.) (See additional paragraph ahead covering discussion with the delegation.)

Pursuant to previous instructions from the Commission, the Engineer reported the results of investigations looking toward the elimination of access to the Divide-Anlauf Section of the Pacific Highway (US 99) in Douglas County. He advised that there are two alternatives available for total elimination of such access except at those points where traffic interchanges are proposed. The first alternative is the purchase of all access rights, and the second is the construction of interchanges to eliminate cross traffic at grade. It has been determined from the investigation, he said, that it is not feasible to purchase access rights inasmuch as some of the access roads extend several miles back into the hill country, and there is no other means of access from the hill district, so the purchasing of the access rights would involve acquisition of farms and grazing lands at a prohibitive cost. From a careful study of the situation, he said, it has been determined that it is possible to bring all of the access roads into approved interchanges at four strategic locations at an estimated cost of $225,000. Such traffic interchanges, he added need not be constructed until they are absolutely needed, but the options obtained for the property should be so worded so the State can cancel the access rights if and when frontage roads are provided leading to the interchanges. The cost to construct the frontage roads, totaling approximately two miles in length, he said, is included in the $225,000 mentioned above. Justification for the deferment of the construction of the frontage roads, the engineer pointed out, is that the volume of traffic that now enters the highway from the side roads is very small, the maximum at the present time being only twelve vehicles per day, so interference with highway traffic will not be material. In view thereof he gave as his opinion that it would be quite satisfactory to allow the side road traffic access to the highway at grade until such time as the hazards resulting from increased travel demand separations. He recommended approval of the plans and that they be filed for future use when ultimate elimination of access points is a necessity. He gave as his opinion that it would be at least 15 years before construction of interchanges and the frontage roads will be economically justified. The Commission unanimously approved the recommendation; however, Chairman Chandler suggested that it would be advisable for the State to acquire certain level areas near Comstock and in Pass Creek Canyon so as to avoid the commercialization of such places. The Commission unanimously approved the suggestion, whereupon the Right of Way Engineer was authorized and instructed to negotiate options for the acquisition of such tracts.

The Commission discussed briefly and ordered filed a written report from the Engineer, dated May 13, 1952, with reference to the obligating of

highway funds for amounts which exceed the budget or legislative appropriation. (For details see copy of written report in general files.)

The Engineer reported that pursuant to instructions from the Commission, County Commissioner J. C. Minson, Crook County, was contacted regarding his request that contemplated improvements on the O'Neil State Secondary Highway be performed at the Prineville end of this road rather than at the western end as is proposed, and upon receipt of information to the effect that such change in the plans would delay any improvements to this highway this year, Mr. Minson agreed that it would be proper to proceed in accordance with the present plan and stated his approval of the project. The Commission approved the report.

The Engineer reported on a suggestion offered by Mr. Howard Hinsdale, Gardner, Oregon that in the improvement of the Umpqua Highway between Reedsport and Koepke Slough, a location along the south bank of the river rather than on the "hill route" as proposed by the Engineer should be adopted. The Engineer advised that this matter has been given very careful consideration and it has been determined that the cost to construct along the route suggested by Mr. Hinsdale will be considerably more than to construct the other; moreover, the river route will be much more hazardous. He recommended approval of the project as presently planned along the so-called "hill route" (present route) between these points, and that he be authorized to advertise a portion of the project for bids to be received by the Commission at its meeting in July. The Commission approved the recommendation unanimously.

Instructions were requested by the Engineer relative to the disposition to be made of a number of accounts against certain cities and counties which have been due and payable for many years. He presented a list of the accounts as follows:

City of Beaverton	$ 4,024.58
City of Vale	2,522.32
Polk County	106,463.03
Polk County	244,885.06
City of Eugene	41,800.00
City of Eugene, est. final total	80,000.00
Lane County	65,000.00
Lane County, est. final total	100,000.00

The Engineer explained that the first three of these accounts have been owing to the State for a long period of time, and it seems impossible to collect the amounts due. He recommended that these three accounts be cancelled and advised that the Chief Counsel and the Auditor concur. As to the second account against Polk County, the Engineer advised that this is in connection with the Willamette River Bridge at Independence, and is presently secured by an order on the county's road-user tax fund. The accounts against the City of Eugene and Lane County, he said, are secured in the same manner. With respect to these three claims, he recommended that they be continued and that they be collected in conformity with pre-

vious agreement and understanding. The Commission approved the recommendation unanimously. In this connection, Mr. Maison, Manager of the Accounting Division, advised that there are on his books a number of accounts in small amounts, such as for furnishing signs, etc. which he has been unable to collect. He asked the Commission to cancel them so as to clear the records. The Commission approved the request. There followed a general discussion of the matter of advancing funds to finance city and county improvements. As a result thereof, the Commission ordered that hereafter no work which is to be paid for by counties or cities should be undertaken by the Highway Department until funds in the amount of the estimated cost of the work have been deposited with the Commission. This order applies to all projects, including cooperative projects in which the State shares a portion of the cost, whether or not the work is performed by State forces or by contract. Under further order, the Commission stated that the assignment to the State Highway Department of anticipated future revenues to the cities and counties shall not be accepted by the Highway Department as an advance deposit, nor is the Highway Department to loan funds for any project. The Commission also ordered that hereafter no materials and supplies in any sort should be furnished to anyone unless the purchase price of such materials and supplies is paid for in advance.

The Commission had under discussion objections offered by certain people of The Dalles, particularly County Judge Ward R. Webber and City Manager Loyd Brady, regarding the proposed location of the Columbia River Highway (US 30) where it enters The Dalles from the west. The Engineer advised that these two men in particular have expressed objections to the plan as proposed, but on the other hand the Chamber of Commerce of The Dalles is strongly in favor of it because the suggested change will seriously interfere with their port facilities and harbor development. The present proposed location, he said, lies south of the railroad tracks and will fit in with the City's one-way street system, whereas the County Judge and the City Manager favor a location on the north side of the railroad tracks. Both routes have been investigated thoroughly, he said, and in his estimation, the proposed location south of the railroad tracks is the proper one and would be less costly to construct. He recommended adherence to the location south of the railroad tracks on which, he said, approximately $100,000 has already been spent for right of way. The Commission approved the recommendation unanimously. The Right of Way Engineer was instructed to continue negotiations to acquire right of way along such route.

The Engineer presented a list of Highway Department employees who are eligible under Civil Service rules and regulations and under State Highway merit system regulations for annual step salary increases during the six-month period July 1 to December 31, 1952. He recommended approval of the increases as noted therein. The Commission approved the recommendation unanimously. (For a complete list of employees affected, see copy attached to the Engineer's letter, dated May 15, 1952, directed to the Oregon State Highway Commission in the general files.) In this connection inquiry was made by the Commission as to the status of the general salary increases proposed for all State employees as of July 1, 1952, particularly as to how it affects State Highway employees. The Engineer advised that pursuant to in-

structions from the Commission, he directed a letter to the Civil Service Board pointing out certain inconsistencies, but to date the Board has not acted in the matter; in fact, no meeting of the Civil Service Board has been held since the Highway Commission's last meeting. The Commission expressed its intention to discuss the matter personally with the members of the Board sometime during the month of June. Assistant Highway Engineer, Mr. W. C. Williams, was instructed to keep the Commission posted as to further details and the date when the Board meets.

Pursuant to previous instructions from the Commission, the Engineer presented a written report on the results of his investigation of the natural resources available within Grant County and the mode and distance of travel that can best be used to transport these resources to market, particularly an examination of the highway between Portland and John Day that will afford the most economical haul. The Commission deferred action on the report pending study. (See copy of report in the general files.)

Consideration was given by the Commission to a written report from the Engineer on the claim of the Union Pacific Railroad Company against the State Highway Commission, in the amount of $41,897.87, arising out of a slide which occurred on the Columbia River Highway at Moffet Creek in May, 1950, and on the claim of the State Highway Commission against the Railroad Company arising out of a slide which occurred on this highway just east of the town of Mosier which required an expenditure by the State of $24,345.40 for repairs. In his report the Engineer advised that pursuant to the Commission's instructions, a conference was held with Railroad Company officials on May 21, 1952 at which conference the Railroad people alleged that the slide at Moffet Creek was caused by the activities of the State's contractor making excavation for the new highway, but they indicated that the Railroad Company would assume full responsibility for the slide at Mosier although they would refute this in court if the matter went to trial. As a result of the discussion, he said, the Railroad officials suggested a compromise settlement of both claims on a fifty-fifty basis; each to assume payment of the sum of $33,121.64. He recommended approval of such settlement as being in the State's interest. The Chief Counsel concurred in the recommendation. The Commission approved the recommendation unanimously and so ordered. (For further details see copy of Engineer's report, dated May 22, 1952, in the general files.)

The Commission discussed the application of Mr. Roy H. Brumfield, Hood River, for a permit to truck-haul logs involving an overall length of 55 feet over the Upper Columbia River Highway from The Dalles to a log dump at Rowena, a distance of about eight miles. The Engineer pointed out that the proposed hauling is over a section of highway where the hauling of logs heretofore has been prohibited except under special permit from the Highway Department. Test runs over this section with truck-tractor and semi-trailer section having an overall length of 99 feet, he said, have been successful. He recommended approval of the application. The Commission approved the recommendation; however the duration of the permit was

limited to December 31, 1952.

The Engineer reported on a request from the County Court of Morrow County that the State Highway Department assume jurisdiction over and improve the Paterson Ferry County Road which extends from the Columbia River Highway to the Paterson Ferry landing, in Morrow County. He said that investigation of the raod reveals it to be in fair condition but that it needs some patching and should be reoiled so as to insure economical maintenance. He estimated the cost of such work, including improvement of one bad turn, at about $7,500. He recommended approval of such project on condition that Morrow County will continue full jurisdiction over the road and will maintain it at county expense when the repairs are completed. He strongly recommended against the Commission designating the road as a part of the State Highway system. The Commission approved the recommendation unanimously subject to discussion of the matter with County Judge Garnet Barratt on the following day. (The information was conveyed to Judge Barratt on the following day, and he indicated his approval of the arrangement, although he gave as his feeling that this road should be placed on the State Highway system.)

The Engineer reported that the spring run-off in March of this year did considerable damage to the embankment and shoulders of an eight-mile section of the Pendleton-John Day Highway in Camas Valley near Ukiah, and that the estimated total cost to repair the damage is $7,625. He recommended some additional work consisting of rock riprap wire revetment, etc., at an estimated cost of $2,500, as protection against future damage of this nature. The Commission approved the recommendation.

The Commission discussed and unanimously approved an agreement with the Bureau of Public Roads providing for State maintenance of a section of the North Santiam Highway near Detroit at Government expense. (The agreement was signed by the Commission later in the session.)

The Engineer requested authority for an expenditure of approximately $1,800 to eliminate potential hazards to traffic and to control the parking of vehicles, machinery, etc., by a machinery warehouse on the right of way on US 97 in the north part of the City of Redmond. He explained that the work would consist of construction of additional curbs and some pavement widening at the point where the one-way street system terminates. The Commission approved the expenditure unanimously.

The Commission discussed with the Engineer the bids received during the morning session for highway construction and at 4:00 p.m. Pacific Standard Time, Commissioner Reynolds publicly announced the Commission's decision with respect to each project as follows, the action of the Commission being by unanimous vote:

"Canby Paving Project on three city streets in the city of Canby, Clackamas County: Oregon Asphaltic Paving Company, Portland, submitted

the low bid for this work at $8,052.50. There were four higher bids. The contract has been awarded to the low bidder, Oregon Asphaltic Paving Company, at its bid price.

"Division No. 1-B Re-oiling Project on three state highways near Molalla, Estacada, and Sandy in Clackamas, Wasco, and Hood River Counties: Oregon Asphaltic Paving Company, Portland, was the low bidder of this work in the amount of $35,108.80. There were eight higher bids. The contract has been awarded to Oregon Asphaltic Paving Company, the low bidder, at its bid price.

"Construction of a bridge over the Tualatin River (Fields Bridge) on the Oregon City-Wilsonville County Road in Clackamas County: Lindstrom Bros., Portland, submitted the low bid for this work at $133,065. There were six higher bids. The contract has been awarded to Lindstrom Bros., the low bidder, at their bid price.

"Grading the Gnat Creek-Bradley Park Section of the Columbia River Highway in Clatsop County: The low bid for this work was submitted by Peter Kiewit Sons' Co., Longview, Washington at $531,622.00. There were five higher bids. The Commission awarded this contract to the low bidder, Peter Kiewit Sons' Co., at its bid price.

"Grading and paving and construction of bridges on the Calapooya Creek-Sutherlin Section of the Elkton-Sutherlin Secondary Highway in Douglas County. The Commission received five bids for this work, the low one being that of Fred H. Slate Co. Oregon Limited & E. C. Hall Company, Portland, as a joint venture, in the amount of $288,087.00. The bid of Fred H. Slate Co. Oregon Limited & E. C. Hall Company in the sum of $288,087.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading and paving the Oakland Junction-Deady Unit of the Chenoweth Park-Deady Section of the Pacific Highway in Douglas County: The low bid for this work was submitted by White Brothers Company, Walla Walla, Washington, in the sum of $1,158,818.00. There were six higher bids. The bid of White Brothers Company in the sum of $1,158,818.00 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of a reinforced concrete viaduct (Chenoweth Park Overcrossing) on the Pacific Highway near Oakland in Douglas County: Seven bids were submitted to the Commission for this work, the low one being that of Schrader Construction Company, Portland, at $28,140.00. The contract has been awarded to Schrader Construction Company at its bid price.

"7.44 miles of paving on the Hood River-Mosier Section of the

Columbia River Highway in Hood River and Wasco Counties: The low bid for this work was submitted by Warren Northwest Inc., Portland, at $269,660.50. There were ten higher bidders. The contract has been awarded to the low bidder, Warren Northwest, Inc., at its bid price.

"Phoenix and Talent Paving Project consisting of grading and paving in the cities of Phoenix and Talent in Jackson County: United Contracting Company, Portland, was the low bidder for this work at $24,218.50. There were two higher bids. The bid of United Contracting Company in the sum of $24,218.50 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Phoenix and provisions has been made by said City of funds for the cost of the project in excess of $15,000, which amount will be advanced by the State.

"18.16 miles of grading and oil mat surfacing and construction of a bridge and four box culverts on the Lake of the Woods Junction-Wocus Marsh Section of the Klamath Lake Highway in Klamath County: Peter Kiewit Sons' Company, Longview, Washington, submitted the low bid on this work in the sum of $681,309.45 using treated piling; they did not submit a bid for the composite method. There were five higher bids received. The contract has been awarded to the low bidder, Peter Kiewit Sons' Company in the sum of $681,309.45.

"Construction of a masonry block maintenance building at Juntura on the Central Oregon Highway in Malheur County: There were seven bids received for this work, the low one being that of Holcomb and Main, Nyssa, in the amount of $11,970.21. The bid of Holcomb and Main has been accepted and contract has been awarded to said low bidder at its bid price.

"Construction of a maintenance building at Grand Ronde on the Salmon River Highway in Polk County: Enoch I. Maerz, Salem, was the low bidder for this work at $11,200.00. There were five higher bids received The contract has been awarded to the low bidder, Enoch I. Maerz at his bid price.

"Grading and paving the Independence (10th Street) Project in the city of Independence in Polk County: Central Paving Company, Dallas, was the low bidder for this work at $12,145.00. Warren Northwest Inc., Portland, was the only other bidder at $12,387.50. The contract has been awarded to the low bidder Central Paving Company at its bid price.

"Clatsop County Line-Rockaway Rock Production Project on the Oregon Coast and Necanicum Highways near Nehalem, Wheeler and Rockaway in Tillamook County: The Commission received three bids for this work, the low one being that of Jed Wilson, Seaside, at $47,850.00. The Commission has awarded the contract to Mr. Wilson at his bid price.

"Meacham Rock Production Project on the Old Oregon Trail east and west of Meacham, in Umatilla and Union Counties: The Commission received three bids for this work, the low one being that of C. E. Leseberg,

Nyssa, at $56,200.00. The contract has been awarded to Mr. Leseberg at his bid price.

"Grading and paving and construction of a bridge on the Lostine River Bridge Section of the Wallowa Lake Highway in Wallowa County: The low bid for this work was submitted by H. J. & H. W. Miller, Baker, in the amount of $117,356.00. There were three higher bids. The bid of H. J. & H. W. Miller in the sum of $117,356.00 is accepted, and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared.

"Grading and oil mat surfacing on the Bakeoven Grade Section of the Shaniko County Road in Wasco County: Edwin C. Gerber, Oregon City, was the low bidder for this work at $91,498.00. There were two higher bids. The Commission has awarded this contract to the low bidder, Edwin C. Gerber, at his bid price."

The Commission discussed a request from the City of Hillsboro for the widening of South 10th Avenue (Tualatin Valley Highway) between Baseline Street and Maple Street in that city. The Engineer recalled that he previously had reported to the Commission on the matter of establishing a one-way street couplet for this highway through Hillsboro, using Baseline Street for westbound traffic and Oak Street for eastbound traffic, at an estimated cost of $220,000. The improvement of 10th Avenue, he said, is a component part of such project and is necessary to make the one-way street plan function properly. He estimated the cost to widen 10th Avenue to handle four lanes of traffic at $125,000, making a total estimated cost of the entire improvement $345,000. He gave as his opinion that when the Tualatin Valley Highway is improved through Hillsboro, the entire improvement should be undertaken as one project. As a result of discussion, the Commission decided unanimously to consider this project in the formulation of future highway programs.

The Engineer brought up for discussion the matter of constructing a traffic interchange at the Mosier Spur connection with the Columbia River Highway (new route) in the City of Mosier. He recalled that during his recent trip with Commissioners Reynolds and McIver through eastern Oregon, this matter was discussed and tentative approval of the plan was given. He explained that in order to construct the plan as designed, it will be necessary to dredge additional embankment material from the river bed which work can only be performed while the General Construction Company, contractor on the adjoining work, has its dredging equipment in this vicinity. He estimated the cost of the interchange at approximately $90,000, of which amount $50,000 represents the cost of dredging and placing the necessary embankments. He pointed out that this will not result in any appreciable overrun of the funds set up for the Hood River-Mosier Section, but it will result in an increased project authorization of $50,000 in connection with the General Construction Company's contract for construction of that section. The Engineer pointed out further that subsequent to the award of the General Construction Company's contract, the Commission authorized construction of an overpass at Second Street in Hood River, which is estimated to cost $250,000, which work involves an

additional cost of about $50,000 for dredging and embankment in connection therewith. He advised that the Commission's minutes presently do not show approval of this $50,000 authorization, and he requested in order to clarify the record that the project authorization in connection with General Construction Company's contract be increased in the amount of $100,000 to provide for the additional work at both the Hood River and Mosier interchanges. The Commission approved the recommendation unanimously and so ordered.

The Commission discussed a request from the Empire-Charleston Chamber of Commerce for improvement of conditions at a reverse curve on the Cape Arago Secondary Highway between Empire and Charleston. The Engineer advised that the request has been investigated and it has been determined that it has considerable merit; in fact, the improvement should be undertaken in order to eliminate a hazardous condition at this point where accidents frequently occur. He estimated the cost of the improvement at $30,000 and recommended that the project be given consideration by the Commission in the programming of future allotments of Secondary Highway funds to Coos County. The Commission approved the recommendation unanimously and instructed the Engineer to include this project in the next construction program.

The Engineer reported that considerable difficulty has been experienced in satisfactorily maintaining the crush rock shoulders along the Upper Columbia River Highway between M. P. 15 and M. P. 30 due to the fact that the rock is exceptionally clean and can only be stabilized by some sort of a binder, either clay or a petroleum product. He recommended, because there is considerable parking of vehicles on the shoulders of the highway along this section, that he be given authority to reshape and oil the shoulders, which he estimated would cost about $10,000. The Commission approved the recommendation.

The Commission discussed a request from residents of South Polk County for construction of the uncompleted portion of the Kings Valley Secondary Highway between Dallas and Pedee, about 1.8 miles in length. The Engineer advised that the section of highway referred to begins at a point about 5.6 miles southwest of the town of Dallas, that it is at a very low elevation, and is subject to flood when high waters occur in the Little Luckiamute River. He recalled that the Commission some two years ago constructed a new bridge over the River, and he suggested that it would be advisable to improve the approaches thereto which he estimated would cost about $135,000. He recommended approval of the project by the Commission; funds to finance the same to be transferred from the amount alloted for construction of the Dolph Corner-Rickreall Project which presently is in an inactive state because of refusal of the Polk County Court to approve it. The Commission approved the recommendation unanimously and ordered that the project be advertised for bids as soon as plans and specifications can be prepared. In this connection, the Engineer pointed out that the Dolph Corner-Rickreall Project was officially programmed as a Federal Aid Secondary Highway in the amount of $275,000. He gave as his opinion that the refusal of Polk County to approve the project has made the program ineffectual, and

he suggested in view thereof that it would be advisable to withdraw this project from the Federal Secondary Highway Program allowing use of the funds elsewhere. He so recommended. The Commission approved the recommendation and so ordered.

The Engineer brought to the Commission's attention a request from Mrs. Lewis J. Greiner, Portland, for relief from liability that she assumed in signing the acceptance clause of a permit authorizing maintenance of a stairway on the right of way of the Lower Columbia River Highway near the approach to the Sauvies Island Bridge. He advised that, according to Mrs. Greiner's statement, the stairway is regularly used by some seventeen families residing in that area, and she does not feel that she should assume full responsibility. The Engineer advised that the stairway was built many years ago to provide access to the highway for seventeen families residing along the old United Railway grade, now used as a private dead-end road. The stairway, he said, is so situate on the highway that its lower end is only about $4\frac{1}{2}$ feet from the approach of the pavement. He further stated that it has been subjected recently to three collision accidents which forms the basis for Mrs. Greiner's request, she having been informed by her attorney that she is liable for any personal injury suffered by any of the users of the stairway. He gave as his opinion that it is the obligation of the State Highway Commission to make necessary revisions in the design and allignment of the stairway as a safety measure, and he estimated the cost of such improvement at $200. He recommended approval of the project and that the permit heretofore issued to Mrs. Greiner be cancelled upon issuance of a similar permit in favor of the seventeen or more families that use the stairway and acceptance of the same by such users in writing. He also recommended that a sign be maintained on the stairway for the benefit of the permittees, with these printed words "PRIVATE STAIRWAY - NOT FOR PUBLIC USE". The Commission approved the recommendations.

Brought to the attention of the Commission was a petition signed by numerous residents of Clackamas County requesting construction of an overpass of the Southern Pacific tracks at its crossing with the Milwaukie-Estacada State Secondary Highway near the town of Clackamas. The Engineer advised that the present railroad crossing is at grade, and is one of the most hazardous in the State in view of the restricted sight-distance, the large volume of highway traffic, and the number of train movements which presently average 26 daily, including the Southern Pacific Company's main line passenger trains which run at very high speed at this point. He estimated the cost of an overcrossing at this point at $90,000 and he recommended construction of the same at an early date. The Commission approved the recommendation unanimously, and instructed the Engineer to bring it to the Commission's attention in the formulation of the next construction program.

The Engineer requested authority for an increase of $46,000 in the project authorization for the Cascade Locks-Herman Creek Section of the Columbia River Highway. He explained that the additional sum is

necessary because of large slides which occurred on the east portion of the highway section. The Commission approved the request.

A request was presented from the State Board of Control that the State Highway Commission contract construction of the proposed mall in front of the State Highway Building between Chemeketa Street and Center Street in Salem. The Engineer recommended approval of the request. He pointed out that the legislature provided $37,000 State Highway funds to finance the project and the balance of the funds required is to be furnished by the State Board of Control. The Commission approved the request unanimously and authorized the Engineer to perform engineering service as may be required.

The Engineer requested instructions regarding the placement of the following described roads on the Forest Highway System: (1) Starkey-Ukiah Road in Union and Umatilla Counties which begins near the town of Starkey in Union County, terminus of the Starkey State Secondary Highway No. 341, and extends in a southwest direction to a connection with the Pendleton-John Day Highway near the town of Ukiah in Umatilla County. (2) Belknap Springs-Clear Lake road which begins at a point on the McKenzie Highway at Belknap Springs and extends north therefrom via Clear Lake to a connection with the Santiam Highway, a distance of about 20 miles. The Engineer recalled his previous report on the economic benefits of the Starkey-Ukiah Road, and he gave figures to show the economic benefits of the Belknap Springs-Clear Lake connection. He pointed out that the annual savings for vehicles that would use this road by reason of the 16.83 mile saving in distance is $92,500, which sum capitalized at 3½ percent will amortise a capital investment of $1,800,000, approximately 50 percent in excess of the estimated cost of the new road. In the discussion, it was brought to the Commission's attention that the Bureau of Public Roads is strongly in favor of placing the Belknap Springs-Clear Lake road on the Forest Highway System. As a result of the discussion, motion was made by Commissioner Reynolds that both roads be placed on the Forest Highway System. The motion was seconded by Commissioner McIver and was declared by Chairman Chandler to have received the unanimous vote of the Commission. The Engineer was thereupon instructed to direct a letter to the Bureau of Public Roads in conformity with the action taken.

The Engineer reported that the following list of cities and towns have fulfilled the legal requirements for expenditure of State Tax Street Funds that have accrued to them during the second six-month period of 1951, and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory:

Bonanza	$ 813.10
Butte Falls	1,167.84
Cave Junction	888.44
Columbia City	1,271.44
Imbler	467.77
Island City	433.23
Lafayette	2,078.26

Long Creek	$ 904.14
Lostine	558.81
Manzanita	1,064.25
Nehalem	847.63
Phoenix	2,341.97
Rogue River	1,852.23
Yoncalla	1,965.24

The Engineer recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "D-1" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer also reported that the town of Rogue River has fulfilled the legal requirements with respect to expenditure of State Tax Street Funds that accrued to it during the first six-month period of 1951 and that the plans for the improvements proposed to be financed with such funds have been examined and found satisfactory. He recommended approval of the plans by the Commission. The Commission approved the recommendation unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "D-2" which resolution by this reference is made a part hereof with like effect as though extended in full herein.

A request was presented from the County Court of Lane County and the Eugene Chamber of Commerce for improvement of the alignment and grade where two county roads intersect the Willamette Highway at the west end of the bridge over the Coast Fork of the Willamette River. The Engineer advised that this matter has been investigated and it has been found that each road approaches and joins the highway at an acute angle presenting a potential hazard to their daily use by school buses as well as by local urban traffic. He exhibited a map showing the existing condition and proposed remedy which consists of rebuilding the approaches so they connect with the highway at approximately right angles and provides a level area sufficient for vehicles to make a safe stop before entering the highway. He estimated the cost to revise the intersections according to this design at about $4,200 and he recommended approval of the project. The Commission approved the recommendation.

The Engineer reported strong objections by the City of Reedsport to the proposed improvement of the Oregon Coast Highway around Clear Lake which is the source of the City's water supply. He explained that the new road bed drains into the lake for a considerable distance and in order to permit construction, it was tentatively agreed with the City to construct a concrete curb along the lake side and to install a seven-foot high open wire fence outside of the curb, and in addition, to install catch basins and cross culvert pipes to drain the water to the hillside where it could percolate into the sand and not flow directly into the lake. He estimated the cost of such work at approximately $22,000 and he recommended approval of the expenditure and that the project authorization in connection

with the contract for the Winchester-Clear Lake Project be increased in a like sum. The Commission approved the recommendation unanimously. (An agreement with the City of Reedsport covering the matter was signed by the Commission on the following day.)

The Commission discussed a communication from Mr. L. C. Hansen, Manager of the Grants Pass and Josephine County Chamber of Commerce, listing projects as follows which a committee representing the Chambers of Commerce of Ashland, Cave Junction, Medford, and Grants Pass proposes to discuss with the Highway Commission at its meeting on May 27:

1. Four lanes of traffic across Cavemen Bridge at Grants Pass
2. Four lanes of traffic from Central Point to Ashland
3. New Applegate Bridge on Redwood Highway
4. Resurfacing of Redwood Highway from Hayes Hill to Cave Junction
5. Traffic control on bridges over East and West Forks of the Illinois River on the Redwood Highway
6. Improvement of Crater Lake Highway between Eagle Point and Crater Lake
7. Improvement of Medford-Provolt Highway between Jacksonville and Ruch

The Commission deferred action in the matter pending discussion with the delegation during the following day. (See ahead for additional paragraph.)

The Commission discussed and upon recommendation of the Engineer approved an expenditure of approximately $860 for installation of two mercury vapor luminaire units on US 30 at its junction with the Boardman connecting roadway immediately south of the town of Boardman, as a protection for night time highway traffic.

The Engineer brought to the Commission's attention a serious accident record at the intersection of Lancaster Drive with the Pacific Highway East, a short distance north of Salem. During the last six years, he said, there have been a total of 40 accidents at this intersection involving one fatality and 14 personal injuries. He pointed out that the intersection is at an acute angle making it extremely difficult for traffic on Lancaster Drive to turn left because of opposing traffic on the Pacific Highway. He recommended widening of the pavement at this point in order to install a left turn refuge and to effect proper channelization of traffic, and the installation of mercury vapor luminaire units, all of which, he estimated, would cost about $5,000. The Commission approved the recommendation unanimously.

The Commission considered requests from the City of Hillsboro and from Mrs. Arthur Sheets, Cornelius, for the installation of some protective measure at the grade crossing of the Southern Pacific Railroad and State Secondary Highway No. 219 at the intersection of South First Street and Cedar Street in the City of Hillsboro. The Engineer advised that South First Street is the route of the Hillsboro-Silverton State Secondary Highway

and that the crossing mentioned involves several railroad tracks forming a wye connection between the Southern Pacific Company's westside branch and its Tillamook branch, there being altogether six tracks in a distance of approximately 300 feet at the highway crossing. He also said that there are 36 train movements daily at the crossing and that the vehicular traffic on the highway is about 2,000 vehicles daily. As to reported accidents at the crossing, the Engineer advised that during the 17-year period from 1935 to 1951, there were 31 reported at this crossing, 23 of which occurred during the hours of darkness. This crossing, he said, has a very high priority and signalization appears to be warranted; however, he gave as his belief that motorists will not pay much attention to the standard railroad crossing signals because there are so many tracks and considerable switching movement by trains which would keep the warning signal ringing a great deal of time; moreover, he estimated the cost of such installation at not less than $10,000. He recommended in lieu of the standard signal, installation of two mercury vapor luminaire units at an estimated cost of $1,20 , provided the Southern Pacific Company will pay half the cost of the installation and provided further that the city will assume the maintenance of the lights and will pay for electrical energy to operate them after the installation is completed. The Commission approved the recommendation.

The Commission considered and upon recommendation of the Engineer denied a request from Mrs. F. P. Davis, Portland, in behalf of the residents of Sellwood Gardens and East Kellogg Park, for installation of a traffic signal on McLaughlin Boulevard (US 99E) at its intersection with Ochoco Street near the south city limits of Portland.

Consideration was given by the Commission to a request from Mr. K. P. Hussey, operator of Alpine Lodge on US 99 south of Canyonville, for permission to install lights at his own expense at each of the two entrances to his property from the highway. The Engineer advised that investigation reveals that Alpine Lodge is an old establishment with eating accomodations in addition to lodging facilities, and that it is patronized by many truck drivers, the facilities being located well off the highway with ample parking space provided. He gave as his belief that because of the large volume of on-and-off the highway traffic movements at the two access points, the installation of luminaire units would be in the interest of safety. He recommended, therefore, that the request be granted, subject to the condition that the installation be made in accordance with plans and specifications prescribed by the State Highway Department, that the work be done by State forces and that all cost incidental to the installation and operation to be paid by Mr. Hussey. The Commission approved the recommendation and ordered the matter covered by appropriate written agreement.

The Engineer reported a request from the Alderman Farms, Dayton that the crossing of the Southern Pacific Westside Branch with ORE 221 (Three Mile Lane Secondary Highway) north of Dayton be signalized. He advised that several similar requests for the signalization of this crossing have been received in the past but all have been denied because investigation at the time indicated the signal was not warranted. A more recent investi-

gation, he said, reveals that the signalization of the crossing still is not warranted, and in view thereof, he recommended that the request be denied. The Commission approved the recommendation.

A letter was presented from Mr. H. S. Paulson, City Manager of City of Tillamook, requesting installation of a "stop and go" light at the intersection of Pacific Avenue (US 101) and 10th Street in the City of Tillamook. The Commission denied the request upon recommendation of the Engineer who stated that traffic volume at this intersection is low and that the accident record is favorable so that signalization is presently not justified.

The Engineer reported that the conditions covering the award of the following contracts have been satisfied and that pursuant to authority given him by the Commission he has prepared the contract forms and forwarded them to the respective contractors for execution:

1. Construction of Turner Road and Pacific Mainline overcrossings on Salem By-pass Section in Marion County. Bids received April 21. Conditions satisfied May 8, 1952. Hamilton and Thoms, low bidder.

2. Wasco-Grass Valley rock production project on the Sherman Highway in Sherman County. Bids received April 21. Conditions satisfied May 8, 1952. Barney B. Helser, low bidder.

3. Elgin (Baltimore Street and 15th Avenue) paving project. Bids received April 21. Conditions satisfied April 30, 1952. H. J. and H. W. Miller, low bidder.

4. Yamhill-Carlton-Lafayette paving project in Yamhill County. Bids received April 21. Conditions satisfied April 24, 1952. O. C. Yocom Company, low bidder.

5. Grading and paving The Dalles Section of the Columbia River Highway in Wasco County. Bids received April 22. Conditions satisfied May 14, 1952. United Contracting Company, low bidder.

6. Construction of three reinforced concrete grade separation structures on Salem By-pass Section in Marion County. Bids received April 22. Conditions satisfied April 23, 1952. Tom Lillebo, low bidder.

7. Grading and oil mat surfacing on the Irrigon-Ordnance Depot access road in Morrow County. Bids received April 22. Conditions satisfied May 22, 1952. K. C. Dack, low bidder.

The Commission unanimously approved the action taken by the Engineer in this matter.

The Engineer presented a request from Parkrose Chamber of Commerce for installation of a traffic signal at the intersection of NE 102d Avenue and Sandy Boulevard in the community of Parkrose, and a request for the

painting of parallel parking stalls along NE Sandy Boulevard (US 30). The Engineer recalled previous requests for the installation of the traffic signal at this point, all of which, he said, have been denied not because the intersection failed to meet the warrant requirements, but because it would, to a certain extent, penalize highway traffic. He further advised that the situation has become increasingly aggravated and it now appears that highway traffic must be inconvenienced somewhat in order to improve conditions for vehicles using NE 102d Avenue. He recommended the installation of a traffic signal at this point which he estimated would cost about $3,200 and would have to be paid for entirely by State Highway funds because the community of Parkrose is not incorporated. He also recommended the painting of parallel parking stalls on US 30 between NE Columbia Boulevard and NE 109th Avenue provided the Parkrose Chamber of Commerce will guarantee to maintian them at its own cost and expense, the initial cost to be born by the State. The Commission approved both recommendations.

The Engineer reported the results of a survey for the relocation of the low pass section of the Siuslaw Highway in Lane County. He exhibited a map showing the proposed location and pointed out that the length of the relocated line is 2.54 miles and that such route will effect a savings of 1.6 miles over the length of the existing highway. He estimated the cost to construct the project at $816,000 and advised that every effort has been made to decrease the cost, but it seems impossible to do so and at the same time provide adequate alignment and roadway widening with the necessary climbing lanes to satisfy truck operations, particularly in connection with log hauling traffic. He requested approval of the survey and authority to advertise the project for bids to be received at the July meeting of the Commission. As a result of careful consideration, the Commission approved and adopted the survey as recommended. The attached resolution relative thereto, marked EXHIBIT "E", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously. The Engineer was authorized to advertise the project for bids pursuant to his request.

The Engineer requested authority for an expenditure of $1,850 in cooperation with the City of Portland in rounding off the turn at the intersection of SE Third Avenue and Ankeny Street in Portland. He advised that this intersection is the point where southbound Union Avenue traffic returns to Union Avenue after passing under the east end of the Burnside Bridge and that the existing point of connection is rather sharp. Due to the demolition of the Portland Gas and Coke Company's tank heretofore located at this point, it is now possible to provide a much easier connection which is badly needed to eliminate accidents which frequently occur under present conditions. He estimated the total cost of this work at $3,700 and advised that the City of Portland will contribute 50 percent of the cost of the project. The Commission approved the request

Consideration was given by the Commission to a petition signed by

numerous residents along the O'Neil State Secondary Highway in Deschutes County requesting a change in the routing of this highway near its west terminus where it crosses the City of Prineville railroad and the Oregon Trunk Railroad. The Engineer advised that this petition was presented through the County Court of Deschutes County, and he pointed out that the change would involve construction of approximately 0.4 mile of new highway and a new crossing, at an estimated cost of $25,000. He further stated that whereas the revision would make a better passing of the railroad tracks requiring only the crossing of one track where the present highway crosses six tracks, nevertheless, the present highway crossing would have to be kept open for public use. For these reasons and for the further reason that there are other more bothersome crossings in the State than this one, he recommended that the petition be denied. The Commission approved the recommendation unanimously.

The Commission discussed a request of the City of Seaside for widening of Holladay Street (US 101) in the northerly and southerly parts of the city. The Engineer pointed out that this request is similar to requests that the Commission has received from the City on several occasions in the past, all of which were denied by the Commission because of the proposed re-routing of the highway along Roosevelt Drive. It was the feeling of the Commission in disposing of the matter, he added, that if funds were available for the City of Seaside, they should be spent on the Roosevelt Drive location which is the ultimate route of the Oregon Coast Highway through this town. He recommended that the present request also be denied for the same reason. The Commission approved the recommendation.

The Engineer requested authority for a $90,000 increase in the project authorization for construction of the Boones Ferry Road-Willamette River Unit of the West Portland-Hubbard Highway, State Highway Contract No 3648, R. A. Heintz Construction Company, contractor. He recalled that the construction program contains an item of $370,000 for grade separation structures on this section of which amount approximately $90,000 is for the building of embankment approaches to the overhead crossing structures. The building of approaches, he said, can be best done by the grading contractor, R. A Heintz Construction Company, which has agreed to construct them at the same unit price he bid for the other work on his project, which will effect a considerable savings in cost. He recalled that the Company's bid was considerably under the Engineer's estimate for the job, and he gave as his considered opinion that were bids called for the approach work separately, the cost would be considerably higher than were the work done by the Heintz Company. In view thereof, he recommended that the work be done by the present grading contractor and that the project authorization be increased accordingly. The Commission approved the recommendation.

The Commission discussed and ordered filed a resolution from the Port of Astoria requesting early construction of the proposed revision of US 101 across Young s Bay paralleling the Southern Pacific Railroad.

Consideration was given by the Commission to the following requests for extensions of time in which to complete highway contracts:

(1) H. G. Wirtz, Contract No. 3597, for construction of a maintenance building at Bly in Klamath County, requested an extension of time of 60 days from May 31 to July 31, 1952 within which to complete this job. He alleged that his failure to complete the project within the specified time limit was due to orders received from the State Highway Engineer not to do any work during the four winter months because of freezing weather. The Engineer advised that the contractor made every effort to complete the work within the specified time, but weather conditions were such that he was advised to discontinue his operations until suitable conditions prevailed. He recommended in view thereof, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(2) Zephyr Electric Company, Contract No. 3594, for installation of traffic signals on US 30 in the City of Baker, Oregon, requested an extension of time of 45 days, from May 7 to June 21, 1952, within which to complete this job. They alleged that they failed to complete the project within the specified time limit because of shortage of steel and copper which slowed up delivery of necessary materials. The Engineer advised that the reasons given by the contractor in overrunning the time limit are correct. He recommended in view of the circumstances, that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(3) McCormack Construction Company, Contract No. 3319, for construction of an extension to the existing highway office building in the City of La Grande, requested an extension of time of 517 days, from October 31, 1950 to March 31, 1952, within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to delay in delivery of a vacuum pump and some trouble in getting the heating system properly adjusted. The Engineer advised that all work in connection with this job with the exception of some minor adjustments of the heating equipment was completed within the contract time limit. The heating system, he explained, did not work satisfactorily, and the contractor was required to make changes, including the replacement of one of the circulating pumps. He also said that the contractor had considerable trouble in remedying the defects but the work was finally accomplished satisfactorily. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(4) Hamilton & Thoms, Contract No. 3409, for construction of the Jasper Bridge on the Springfield-Creswell Secondary Highway in Lane County, requested an extension of time of 275 days, from December 31, 1951 to September 30, 1952, within which to complete this job. They attributed their delay to difficulties in securing delivery of structural steel. The Engineer advised that this project involved the building of two structural steel trusses and because of rationing by the Federal Government, the materials for these trusses were not available at a time when construction could be safely undertaken during the low water period in the river. The steel has now been delivered, he said, and construction will

be resumed immediately. He recommended in view of the circumstances, that the extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(5) Tom Lillebo, Contract No. 3593, for construction of a bridge over Dougherty Slough on County Road No. 12 in Tillamook County requested an extension of time of 5 days, from April 30 to May 5, 1952, within which to complete this job. He attributed his failure to complete the project within the specified time limit to adverse weather conditions which delayed finishing work. The Engineer advised that the reason given by the contractor for overrunning the specified time limit is correct. He recommended approval of the extension of time as requested without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation.

(6) Bechtel Brothers, Contract No. 3488, for construction of a maintenance building at Flora, Wallowa County, requested an extension of time of 335 days from September 30, 1951 to August 31, 1952, within which to complete this job. They stated that they failed to complete the project within the specified time limit because of adverse weather conditions during the winter months and for the further reason that they had to change the location of the building because of an inadequate water supply. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He recommended in view thereof that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(7) Bechtel Brothers, Contract No. 3529, for construction of a maintenance employees' cottage at Flora Junction in Wallowa County, requested an extension of time of 304 days, from October 31, 1951 to August 31, 1952, within which to complete this job. They gave adverse weather conditions during the winter months and the necessity to change the location of the building because of an inadequate water supply as their reasons for failure to complete the project within the time limit specified in the contract. The Engineer advised that the reasons given by the contractor for overrunning the specified time limit are correct. He recommended in view thereof that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(8) Bechtel Brothers, Contract No. 3540, for construction of a camp area at Wallowa Lake State Park in Wallowa County, requested an extension of time of 213 days, from November 30, 1951 to June 30, 1952, within which to complete this job. They alleged that the contract was awarded to them too late in the season to allow sufficient time to complete the contract while the weather was suitable. The Engineer advised that the contractor pushed the work as much as he could be expected to do, but adverse weather conditions prevented satisfactory completion during the winter season. He recommended in view of the circumstances that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

(9) American Bridge Company, Contract No. 3415, for construction of the Marion Street Bridge on the Salem-Dallas Highway in the City of Salem, requested an additional extension of time of 120 days, from July 1 to November 1, 1952, within which to complete this job. They attributed their failure to complete the project within the specified time limit to "late receipt of steel from rolling mills due to difficulties of securing adequate allocations for early mill rollings". The Engineer advised that the delay in completing this project within the specified time limit and within the previously extended time limit was caused by the restrictions placed by the Federal Government upon the furnishing of structural steel. He recommended in view of the circumstances that the additional extension of time as requested be granted without penalty. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously.

(10) Warren Northwest Inc., Contract No. 3399, for grading and paving the Sweet Home (Holly Junction) 19th Street Project in the City of Sweet Home in Linn County, requested an additional extension of time of 9 days, from October 1 to October 9, 1951, within which to complete this job. They alleged their failure to complete the project within the previously extended time limit was because of high water in Ames Creek which prevented an early start on culvert construction and delayed conpletion of the entire project. The Engineer advised that the paving work was completed within the time limit specified and that the only thing remaining to be done was finishing work and other minor details. He recommended that the extension of time as requested be granted without penalty. The Commission approved the recommendation.

FOOTNOTE: The action taken by the State Highway Commission upon the extensions of time within which to complete highway contracts listed above, was based upon the recommendations of the State Highway Engineer and his reports which considered but did not necessarily adopt either or any of the reasons given by the contractors in their requests for such extensions of time.

The Engineer reported that Contract Nos. 3121, 3675, 3588, 3593, and 3319 for construction of State Highway projects have been completed according to the requirements of the contracts or modifications thereof and that said projects are now ready for acceptance. After due consideration the Commission, by unanimous vote, accepted said contracts by adoption of the attached resolution relative thereto, marked EXHIBIT "F", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer asked the Commission to establish a "NO PARKING ON HIGHWAY SHOULDERS" zone on both sides of the Pacific Highway (US 99) between M. P. 191.76 and M. P. 192.13 south of a place known as Wilbur, about ten miles north of Roseburg. He explained that an auction

house is being operated at this place and a serious traffic hazard is created because of the parking of vehicles along the shoulders of the highway in front and adjacent to this establishment, sight-distance along the highway being restricted by vertical alignment and the highway not being wide enough to allow the safe parking of vehicles on the shoulders. The Commission approved the request unanimously by adoption of the attached resolution relative thereto marked EXHIBIT "G-3" , which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and approved an agreement with Marion County providing for the closure of certain county roads situate on the south unit of the Salem By-pass Section of the Pacific Highway. (The agreement was signed by the Commission later in the session.)

The Commission also discussed and approved an agreement with Douglas County providing for the closure of certain county roads along the Oakland Junction-Deady Unit of the Pacific Highway. (The agreement was signed by the Commission later in the session.)

The Commission had under consideration the matter of extending the Empire-Coos Bay Secondary Highwayalong Central Avenue, from Broadway Street to Front Street, in the City of Coos Bay. The Engineer recalled that on April 19, 1950 the Commission entered into an agreement with the City providing for the designation of Front Street as the route of US 101 for north bound traffic through the City and providing for the designation of Broadway Street as the route for southbound traffic on US 101 through the City. The matter now before the Commission, he said, is simply the extension of the Secondary Highway so as to connect it with the two one-way streets. He recommended approval of the designation. The Commission unanimously approved the recommendation by adoption of the attached resolution relative thereto, marked EXHIBIT "H", which resolution by this reference is made a part thereof with like effect as though extended in full herein.

The Engineer reported that because of improved conditions, it has been possible to lift the reduced load limits on the following highway sections and that he has ordered removal of the reduced load limit signs heretofore maintained on those sections:

1. Medical Springs Highway from Union to Medical Springs, effective May 10, 1952

2. John Day Highway from M. P. 178 to M. P. 213.52 at Unity Junction, effective May 2, 1952.

3. Rome-Princeton Secondary Highway, entire length, effective May 2, 1952

4. Lakeview-Burns Highway, entire length, effective April 25, 1952

5. Little Nestucca River Bridge on the Little Nestucca State Secondary Highway, effective May 15, 1952.

The Commission confirmed the lifting of the reduced load limits as reported by the Engineer. The attached resolution relative thereto, marked EXHIBIT "I-1" which resolution by this reference is made a part hereof with like effect as though extended in full herein was thereupon adopted by the Commission unanimously.

The Engineer also reported that because of flood damage, it has become necessary to order a 15-ton maximum load limit on the Owyhee River Bridge on the Nyssa-Adrian Secondary Highway and that the bridge has been posted accordingly. The Commission approved the posting by unanimously adopting the attached resolution relative thereto, marked EXHIBIT "I-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer brought to the Commission's attention a contract recently entered into by the State Board of Control with the Lincoln National Life Insurance Company covering the furnishing of indemnity insurance to State employees in case of sickness. Up to the present time, he said, only 34 applications have been filed for the service rendered by this company, although there are possibilities that more employees will apply by the first of next year. He recommended that authority be given the Auditor to make deductions from the Highway Department payroll to pay the monthly premiums for this new service provided a written request that such deductions be made is received from each employee desiring the coverage. It was the feeling of the Commission that all Highway Department employees should be afforded all protection possible for medical and hospital expenses. Accordingly, the Commission voted unanimously in favor of such payroll deductions

The Commission discussed and unanimously approved out of State travel expense for the following persons.

F. B. Crandall, Traffic Engineer, to attend a meeting of the Board of Directors of the Institute of Traffic Engineers which is to be held in Chicago during the week commencing June 9. Estimated cost $280.00

F. B. Crandall, Traffic Engineer, to attend the annual meeting of the Western Association of State Highway Officials in Seattle, Washington, during June 5, 6, 7, 1952. Estimated cost $60.00

J. Al Head, Assistant Traffic Engineer, to attend a meeting of the Western Section of the Institute of Traffic Engineers in Berkeley, California, during June 27 and 28. Estimated cost $85.00.

Frank I. Towle, Legal Department, to go to Aberdeen and Seattle, Washington, in connection with investigation of the State's claim against the Yaquina Bay Dock and Dredge Company. Estimated cost $49.03.

The Commission discussed and approved disposition to be made of a portion of the old right of way of the Kings Valley Secondary Highway in Benton County which no longer is of value for State Highway purposes because of the construction of the highway on revised alignment. The attached resolution relative thereto, marked EXHIBIT "J-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein was adopted by the Commission unanimously.

Consideration was given by the Commission to a request from residents along Barbur Boulevard, Portland, for the elimination of hazardous conditions which they allege prevail along this highway in the vicinity of S. W. 55th Avenue. The Engineer advised that this matter has been investigated by the Traffic Engineer who recommends establishment of a 50-mile per hour speed zone between M. P. 6.45, which point is a short distance westerly from S. W. Capital Highway Junction, to M. P. 7.65 at the Multnomah-Washington County Line. He stated his concurrence in the recommendation. The Commission approved the recommendation and thereupon by unanimous vote adopted the attached resolution relative thereto, marked EXHIBIT "K-1", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission also considered a request from Mr. Sol Goldberg, Tigard, for establishment of a reduced speed zone on the Beaverton-Aurora Highway between Upper and Lower Boones Ferry Road. The Engineer advised that it has been determined from investigation that a reduced speed zone along this section is not warranted but it would be helpful were the existing 24-inch "LOOK OUT FOR CHILDREN AHEAD" signs replaced by 42-inch signs with the wording "LOOK OUT FOR PEDESTRIANS AHEAD". He recommended such solution of the problem. The Commission approved the recommendation unanimously.

A letter was presented from the Hon. A. H. Rossi, Mayor of the City of Beaverton, requesting that the Highway Commission reconsider the City's request that the State assume jurisdiction over a section of Broadway Street in Beaverton because of increased traffic and because the State is routing traffic over Broadway from other highways. The Engineer recalled that the Commission at a recent meeting denied a similar request from the City, and he knows of no reason why the Commission should change its position in the matter because this old section of highway merely furnishes an easy manner of access to the business district of that town and there is no apparent reason why it would be on the highway system. The method of signing highway routes in Beaverton, he said, is common throughout the State wherein traffic is routed over City streets in order to reach State Highways. He recommended that the request be denied. The Commission approved the recommendation.

There was brought to the attention of the Commission a request from Mr. A. W. Moltkey, Vice-president of the Pilot Rock Lumber Company, for permission to install a sign on State highway property adjacent to the Old Oregon Trail about 1½ miles west of the town of Kamela, calling public notice to a "tree farm" consiting of about 65,000 acres which is being operated

and managed by the Company at this location. The Engineer advised that the proposed sign is 6 feet by 10 feet in dimension and will bear appropriate wording; also, that the Company proposes to place the sign about 100 feet south of the center line of the highway which is beyond the limits of the normal right of way, although it falls within an area that was purchased in 1927 as a portion of the Blue Mountain Timber Reserve. He recommended approval of the request on the condition that the sign is placed in a location satisfactory to the State Parks Superintendent. The Commission approved the recommendation.

The Commission unanimously confirmed approval of a cooperative agreement with Tillamook County providing for a flood control project on the Wilson River near the City of Tillamook. This agreement provides that the State shall contribute $10,000 toward the project, that the US Army Engineers shall repair and improve the dike along the river and Tillamook County shall furnish the necessary rights of way and maintain and operate the project after completion, in conformity with regulations prescribed by the Secretary of the Army. (The agreement was signed by the Commission later in the session.)

A letter was presented from Mrs. Alton C. Hall and Mrs. William E. Walsh, Coos Bay, requesting that the bridge to be constructed across the Willamette River on the new location of the West Portland-Hubbard Highway near Wilsonville, be named the "Boone Bridge" in memory and in honor of the pioneer Boone family who homesteaded this area in 1847, particularly honoring their great-grandfather, Alphonso D. Boone, who came to Oregon over the southern route in 1846 and whose descendants have largely remained in the State of Oregon since that time and have contributed to its growth and progress. It was the feeling of the Commission that the naming of this bridge as requested is appropriate and proper. Accordingly the Commission voted unanimously to approve the request.

Consideration was given by the Commission to a request from Mr. Roy H. Mills, Secretary of the Oregon State Board of Control, that the services of Mr. C. W. Parker, Property Controller of the Right of Way Division, be loaned to the Board to assist in selling by the auction method three houses located in the Capital zone, the removal of which is necessary in connection with construction of a proposed mall on Summer Street between Chemeketa Street and Center Street in Salem. The Commission approved the request.

The Commission discussed and unanimously approved an agreement with the Southern Pacific Company covering grant of easement to the State for highway purposes on several parcels of railroad property located between Divide and Comstock in northern Douglas County. (The agreement was signed by the Commission on the following day.)

The Commission discussed the date for its proposed inspection trip of State Highways through Western Oregon but deferred a decision with respect thereto until later.

The Commission considered a petition signed by 21 residents of the State of Washington who work in the State of Oregon, requesting that the Astoria-Megler Ferry be operated on Daylight Savings Time during the summer months. They state that they are daily commuters and that under the present time schedule, they are one hour late to work each day inasmuch as the City of Astoria is on Daylight Savings Time. The Engineer advised that investigation reveals that practically all of these commuters are working but they are paid for a seven hour day and not an eight hour day. He also said that the Cities of Astoria and Warrenton operate on Daylight Savings Time although all of the City and County offices and a majority of the fishermen observe Standard Time. The cities in Pacific County in the State of Washington, he said, also operate on Standard Time. He suggested rather than change the operating schedule of this ferry from Standard Time to Daylight Savings Time that the starting time of the first ferry be advanced one hour and that the trip for the last ferry also be advanced one hour during the time that Daylight Savings Time is in effect in this district. Such solution of the problem, he said, meets with the wishes of the Astoria Chamber of Commerce and it is also the recommendation of County Judge Guy Boyington. He recommended approval of the suggestion. The Commission approved the recommendation unanimously.

The Commission discussed the disposal of the old right of way of the Siskiyou-California Line Section of the Pacific Highway in Jackson County which no longer is of value for State Highway purposes in view of the reconstruction of this highway on revised alignment. As a result of this discussion, the Commission unanimously adopted the attached resolution relative thereto marked EXHIBIT "J-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Commission discussed and upon recommendation of the Engineer unanimously approved a revised agreement with the California-Oregon Power Company covering the re-establishment of the Company's power transmission pole line along the Modoc Point-Barkley Springs Section of US 97 in Klamath County. (The revised agreement was signed by the Commission on the following day.)

The Commission also discussed and upon recommendation of the Engineer unanimously accepted a permit from the Washington State Highway Department covering the operation and maintenance of buildings and facilities connected with the Astoria-Megler Ferry Service as are located on State Highway Property in the State of Washington. (The Commission signed the acceptance of the permit on the following day.)

The Engineer requested instructions concerning the amount of insurance coverage to be purchased hereafter through the State Department of Finance and Administration for Highway Department automobile equipment. He advised that the current policy which was written by the General Casualty Company of Seattle, Washington, provides for property damage coverage in the amount of $20,000 on highway equipment and that this policy also carries an endorsement providing medical coverage for the Commission's Cadillac car. He suggested the following coverage in the new policy concerning which

the State Department of Finance and Administration has made inquiry: that all State Highway equipment be covered with property damage coverage in the amount of $20,000 for each accident and with public liability in the amounts of $100,000 / $200,000 and that medical coverage in the amount of $1,000 be provided for the Highway Commission's car. He estimated that the policy premium for such coverage will be only about 4 percent in excess of the premium paid in connection with coverage furnished by the current policy. The Commission approved this suggestion unanimously and so ordered.

The Commission discussed items of unfinished business appearing on the Secretary's Summary as of April 22, 1952, and took the following action thereon:

(1) Economic analysis of highway roads serving John Day: The Commission ordered this item deleted from the list in view of the fact that the Engineer's report on this subject has been rendered.

(2) Granting of rights of access to "freeways", particularly US 99 and US 30: This item was ordered removed from the list of unfinished business in view of the fact that the Engineer's reports have been rendered.

(3) Request of Forrest L. Meuret to purchase land in Cove State Park: The State Parks Superintendent reported this matter earlier in the session at which time the Commission authorized sale of the 23.8 acres involved by competitive bidding. The item was ordered deleted from the list of unfinished business.

(4) Request for development of Eel Lake as a recreational area: The State Parks Superintendent advised that his study of this matter is still in progress and that he expects to render a report on it at the Commission's next regular meeting. The item is to be retained on the list of unfinished business.

(5) Proposed addition to Ecola State Park. This item was ordered deleted from the list of unfinished business because the State Parks Superintendent reported on it earlier in the session and final action was taken at that time.

(6) Request of Al Pierce Company to construct a roadway across Simpson State Park: The Commission approved the State Parks Superintendent's suggestion submitted earlier in the session. The matter was ordered deleted from the list.

(7) Renewal of insurance policy covering use of Steel Bridge in Portland: Commissioner Reynolds recommended continuance of the existing policy. The Commission approved the recommendation and ordered the matter deleted from the list of unfinished business.

(8) Accidents at railroad crossing on county road extending from

Island City to US 30. The Engineer advised that his investigation of this matter has not yet been finished. The Commission ordered the matter retained on the list of unfinished business.

(9) Proposed survey of US 30 between Oxman and a point near Durkee: Commissioner Reynolds advised that he has not yet received an answer to an inquiry that he directed to the Railroad Company on this subject, neither has he been able to contact the proper official personally, so he is not in position to make a recommendation. The matter was ordered continued on the list of unfinished business.

(10) Request of Roseburg Lumber Company for permission to truck-haul logs over state highways 24 hours daily: The Engineer recalled that as a result of the personal appearance before the Commission at the previous meeting of Mr. Thomas T. Clark, Manager of the Timber Department of the Roseburg Lumber Company, and Mr. George Neuner, Jr., Attorney, the Commission ordered further study of this matter. Subsequently, he said, a similar request for increased hours of hauling was presented by the Paul B. Hult Lumber Company of Dillard. A very thorough study of this situation has been made since that meeting, he said, and it is still his recommendation that the request for increased hours of hauling be denied, and that the hours presently prescribed for log hauling be adhered to until such time as the industry can demonstrate its capability to assume responsibility for the safety of night operations and to exercise effective control over individual operators. The Commission approved the recommendation unanimously and ordered the item removed from the list of unfinished business.

(11) Proposed highway extending from Barbur Boulevard, Portland, to Hillsdale. The Engineer advised that his report on this subject is not yet ready but he expects to be in position to render it at the July meeting as previously indicated. The Commission ordered the item retained on the list.

(12) Request of Crook County Court that contemplated work on the O'Neil Secondary Highway be performed on the Prineville end of the highway rather than on the west end as now planned. The Engineer's report on this subject was rendered earlier in the session when he advised that the County Court has changed its attitute. The item was ordered deleted from the list.

(13) Request of Mr. and Mrs. Kaye Howard for commercial access to the Oregon Coast Highway near Hauser. The Engineer advised that he has contacted the Howards and has agreed with them for a turn-around lease unless the property is condemned, but has denied their request for commercial access. He gave as his feeling that condemnation will be necessary. The item was ordered deleted from the list of unfinished business.

(14) Request of the County Court of Morrow County that State assume jurisdiction over and improve county road which extends from US 30 to Paterson Ferry Landing The Engineer's report on the subject was rendered earlier in the session in view of which the Commission ordered the item deleted from the list.

(15) Request for improvements of the Dayton-Amity cutoff and on the Three Mile Lane Secondary Highway between Dayton and US 99W at Dayton Junction including a new bridge over the south fork of the Yamhill River: The Engineer advised that his investigation of the matter is not yet complete, so he has no report to render at this time. The Commission ordered the item retained on the list of unfinished business.

Consideration was given by the Commission to a date for its next regular meeting. As a result of discussion, the Commission decided unanimously to hold such meeting on Thursday and Friday, July 10 and 11, the meeting on both days to start at 9:00 a.m. Pacific Standard Time. The Secretary was instructed to make the usual arrangements for the use of the Green Room in the Imperial Hotel for this purpose.

The Right of Way Engineer brought up for discussion a complaint from Losen and Mexia Winn, owners of the Mexia Pie Shop on the Canyonville-Johns Section of US 99 in Douglas County. He mentioned a number of things that the Winns demand, and he recommended that they be denied; however, he requested authority for construction of a guard fence to properly delineate the approach from the highway to the Winn's property, and that this approach be improved by construction of an oil apron leading from the highway pavement. The Commission approved the recommendation unanimously.

The Chief Counsel presented for the Commission's consideration a form of agreement with Mrs. Beulah P. Moore, Oregon City, concerning access to the Oregon Coast Highway from her property at the north end of the Depoe Bay Bridge in Lincoln County. He recalled that the Commission at the previous meeting authorized an opening in the rock wall at this point to permit pedestrian access to the Moore property on the condition that the opening would not be made until actual construction of improvements on the Moore property were started. Presently, he said, Mrs. Moore has an arrangement with a Mr. Grindrod to operate telescopes on her property but she expects to develop the property for some permanent use after the lease with Mr. Grindrod has expired. He recommended approval of the agreement in the event the Commission considers its requirements have been satisfied. As a result of discussion, the Commission approved the agreement as submitted. (The agreement was signed later in the session.)

The Commission discussed and upon recommendation of the Engineer and Chief Counsel unanimously approved an agreement with General Construction Company, C. J. Montag and Sons, and the City of Portland with respect to the release of the claims arising out of the collapse of a sewer tunnel because of highway construction at the east end of the Broadway Bridge in Portland. (The agreement was signed later in the session.)

The Chief Counsel presented for the Commission's consideration a number of bills that he has prepared for submission to the Legislative Highway Interim Committee. The Commission deferred action in this mat-

ter pending study.

The Engineer reported on a request from Mr. L. Ramacciotti, Attorney, Portland, in behalf of a number of clients, for openings in the median divider strip now being constructed on Union Avenue (US 99E), Portland, north of Columbia Boulevard, so as to permit left turn movements across this highway to the business places of these clients. The Engineer pointed out that this section of highway is being built to a very high standard and there will be a continuous center median strip from Columbia Boulevard to Denver Avenue for the specific purpose of preventing left hand turns and the crossing of opposing traffic at grade. He pointed out that three traffic interchanges have been provided to accomodate all traffic that has to cross the highway, and that these interchanges will be available to the patrons of Mr. Ramacciotti's clients. He strongly recommended that any request for the cutting of the median divider to permit left turn movements be denied in the interest of safety. The Commission approved the recommendation unanimously. (The action taken was conveyed to Mr. Robert E. Ratcliffe, Attorney, who appeared before the Commission on the following day for Mr. Ramacciotti who was ill.)

The Engineer rendered a status report on surveys heretofore ordered by the Commission. The report was discussed briefly and ordered filed.

Consideration was given by the Commission to the payment of $1,680 to the Coos Curry Electric Company as reimbursement for rearranging its pole lines to avoid conflict with the new location of US 101 between Brushes Creek and Rinehart Creek in Curry County. The Engineer advised that this is a just claim, and he recommended its approval. The Commission approved the recommendation.

The Engineer requested authority to increase from $13,000 to $15,000 the State's share of the cost to construct certain street improvements in the City of Phoenix. He explained that this is a special State Tax Street Fund Project which was approved by the Commission on January 31, 1952, at which time the project was estimated to cost $13,000; however, it later developed from actual surveys that the project was going to cost $2,000 more than the preliminary estimate indicated. He recommended approval of such increase. The Commission approved the recommendation unanimously. (An agreement with the City of Phoenix covering the project on such basis was signed by the Commission on the following day.)

The Secretary presented for the Commission's consideration a proof sheet of a folder containing information identifying historical markers on Oregon highways which the Pendleton Woolen Mills proposes to distribute. The Commission indicated a favorable attitute with respect to the approval of the folder as prepared, but deferred a definite decision in the matter pending a recommendation from the Advisory Committee on travel matters. The Secretary was instructed to obtain such recommendation from the Committee.

The Engineer requested authority for Mr. George Hester, Administrative Assistant, to attend the Western Conference of the American Association of Motor Vehicles Administrators at Cheyenne, Wyoming, on June 12, 13, and 14, as his representative, involving out-of-state travel expense of $180.00. The Commission approved the request.

The Commission unanimously approved the Secretary's report on papers that he signed on behalf of the Commission during the period April 18 to May 22, 1952.

The Commission discussed and upon recommendation of the Engineer unanimously approved a form of agreement with Mr. Charles A. Crump, Adel, Oregon, covering encroachment of a portion of the Warner Secondary Highway upon right of way of an irrigation ditch and flume owned by Mr. Crump in Lake County. (The agreement was signed by the Commission on the following day.)

A letter was presented from the Nehalem Bay Expansion Association requesting permission to maintain signs on a number of highways in Tillamook County bearing the following wording "ENTERING NEHALEM BAY RECREATIONAL AREA (IDEAL VACATION LAND)". The Commission referred the matter to the State Parks Superintendent for investigation and report.

The meeting adjourned at 5:00 p.m. Pacific Standard Time, to reconvene the following morning in the same room.

Portland, Oregon
May 27 1952

The meeting of the State Highway Commission reconvened in regular session at 9:00 a.m. Standard Time, in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
Milo K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Assistant State Highway Engineer
W. W. Stiffler, 2d Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Manager, Accounting Division
H. B. Glaisyer, Secretary

Chairman Chandler called the meeting to order and then announced that, because of a change in plans, the Commission will not consider the bids received this date for construction of the Union Avenue-Swift Road Junction Section of US 99W and that the bids will be returned unopened to the respective bidders.

Bids as follows for highway construction were opened and read aloud by the Secretary in conformity with previously published notice, following which, announcement was made that the award of contracts would be made at 4:00 p.m:

COLUMBIA COUNTY
GRADING AND PAVING PROJECT IN PRESCOTT

Walter Goodat, Portland	$13,488.00
United Contracting Co., Portland	13,852.00
Oregon Asphaltic Paving Co., Portland	16,072.00

O'NEIL HIGHWAY IN CROOK COUNTY
GRADING AND OIL MAT SURFACING 3.95 MILES

C. R. O'Neil Mitchell	$97,447.25
Anliker & Robinson, Bend	99,924.00
F. L. Somers, Klamath Falls	107,825.50
C. J. Eldon, Portland	111,632.00
Babler Bros. Inc., Portland	114,708.00

DOUGLAS COUNTY
RIDDLE AND GLENDALE GRADING AND PAVING PROJECT

Acme Construction Co., Eugene	$26,319.00

PACIFIC HIGHWAY IN DOUGLAS COUNTY
OAKLAND JUNCTION GRADE SEPARATION STRUCTURE

Todd Building Co., Roseburg	$43,480.00
Schrader Construction Co., Portland	43,590.00
VaDare Construction Co., Portland	47,370.00
Tom Lillebo, Reedsport	47,500.00
Hamilton & Thoms, Eugene	48,615.00

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY
GRADING BETWEEN ARLINGTON AND HEPPNER JUNCTION

Rogers Construction Co., Portland	$326,014.00
McNutt Bros., Eugene	332,086.00
Fred H. Slate Co., Ore. Ltd. & E. C. Hall Co., Portland	396,360.00
Peter Kiewit Sons' Co., Longview, Washington	435,385.00
Morrison-Knudsen Co., Inc., Boise, Idaho	456,535.00
Kuckenberg Construction Co., Portland	475,609.00
Natt McDougall Co., Portland	522,527.00

PAULINA SECONDARY HIGHWAY IN CROOK COUNTY
OILING PRINEVILLE-EAGLE ROCK SECTION

Parker & Fuhrman, Portland	$24,661.50
Babler Bros. Inc., Portland	24,930.00
D-H Paving Co., Vancouver, Washington	25,170.00
Central Heating Co. Ore. Ltd., Eugene	25,988.00
Oregon Asphaltic Paving Co., Portland	26,000.00
J. C. Compton Co., McMinnville	26,814.00
Harr & Horton, Portland	27,965.00

WASCO-HEPPNER HIGHWAY IN GILLIAM COUNTY
ROCK SURFACING YORK RANCH-HAY CREEK SECTION

Rogers Construction Co., Portland	$37,908.00
Newport Construction Co., Portland	48,300.00

HOOD RIVER COUNTY
COLUMBIA RIVER BRIDGE GRADE SEPARATION STRUCTURE

Teller Construction Co., Portland	$45,405.60

JACKSON COUNTY
LINCOLN MAINTENANCE BUILDING

Harold W. Salter, Rogue River	$12,873.75
H. G. Wirtz, Grants Pass	14,400.00
Settergren-Wiley Co., Ashland	15,710 00

LANE COUNTY
PAVING PROJECT IN JUNCTION CITY

Warren Northwest Inc., Portland	$15,292.00
Central Heating Co., Eugene	16,063.00
Western Paving and Construction Co., Albany	17,828.00
Lebanon & Harrisburg Sand & Gravel Co., Harrisburg	17,897.49
Acme Construction Co., Eugene	19,808.00

LINCOLN COUNTY
DELAKE-NEWPORT-TOLEDO PAVING PROJECT

Western Paving & Construction Co., Albany	$47,703.00
K. F. Jacobsen & Co., Inc., Portland	49,790 00
J. C. Compton Co., McMinnville	51,617.00

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY
NEWPORT-TOLEDO SECTION

McNutt Bros., Eugene	$963,787.30
Babler Bros. Inc., Portland	968,992.00

May 27, 1952

Newport-Toledo Section (cont.)

Fred H. Slate Oreg. Ltd. & E. C. Hall Co., Portland	$991,430.00
Kuckenberg Construction Co,, Portland	993,737.00
Goetz & Brennan & R. H. Sussex & L. E. Hoback, Seattle, Washington	994,455.00
Peter Kiewit Sons' Co., Longview, Washington	1,043,859.00

LINN COUNTY
ORLEANS-LEBANON COUNTY ROAD

Jack R. Taggart, Salem	$234,253.00

MALHEUR COUNTY
VALE MAINTENANCE BUILDING

Holcomb & Main, Nyssa	$11,395.54
Bechtel Bros., Elgin	12,000.00
Lankford Bros., Nyssa	12,918.94
Swending & Son, Redmond	13,320.00
Huling & Son, Ontario	13,457.35
Loree Building Service, La Grande	13,525.00

PACIFIC HIGHWAY EAST IN MARION COUNTY
SALEM BY-PASS SECTION

Roy L. Houck & Son, Salem	$211,044.50
Stevenson Construction Co., Salem	218,090.00
John Havlick Jr., Scappoose	233,499.00
John A. Logan, Portland	256,090.00
Fred H. Slate Co. Ore. Ltd. & E. C. Hall Co., Portland	258,520.00

MULTNOMAH COUNTY
OREGON SLOUGH BRIDGE EXPANSION PLATES

West Coast Steel Works, Portland	$17,200.00
James & Yost, Portland	29,759.00

MULTNOMAH COUNTY
UNION AVENUE-SWIFT ROAD JUNCTION SECTION

ALL BIDS RETURNED UNOPENED

UNION COUNTY
ELGIN ROCK PRODUCTION PROJECT

C. E. Leseberg, Nyssa	$26,796.00
H. J. & H. W. Miller, Baker	28,644.00

WALLOWA COUNTY
ENTERPRISE GRADING AND PAVING PROJECT

H. J. & H. W. Miller, Baker	$13,215.00
Morrison & Fisher-Lamping, Walla Walla, Washington	15,465.00

WASHINGTON COUNTY
SHERWOOD PAVING PROJECT

Cascade Construction Co., Portland	$ 5,575.00
Oregon Asphaltic Paving Co., Portland	5,828.00

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY
GRADING AND PAVING

J. C. Compton Co., McMinnville	$250,534.50
O. C. Yocom Co., McMinnville	251,263.50

YAMHILL COUNTY
NEWBERG MAINTENANCE BUILDING

J. Bacaloff, Portland	$13,845.00
Cecil A. Lantz, Salem	14,500.00
Lorentz Brunn Co., Portland	15,690.00
John Helstrom, Astoria	15,725.00
Victor E. Johnston, Newberg .	19,990.00

The Engineer brought up the matter of the low bid submitted April 21, 1952, by C. R. O'Neil for construction of the Hauser-Coos Bay Section of the Oregon Coast Highway. He recalled that the Commission at that time instructed that Mr. O'Neil's low bid and the second low bid of Peter Kiewit Sons' Company be held for action at the May meeting of the Commission. He recommended that Mr. O Neil's bid of $697,645.50 be accepted and that he be authorized to submit a contract to Mr. O'Neil for execution as soon as right of way matters have been cleared and concurrence has been received from the Bureau of Public Roads. The Commission approved the recommendation unanimously.

The Engineer reported receipt of a communication from the Condon Commercial Club requesting the oiling of the four-mile section of the Wasco-Heppner Secondary State Highway immediately east of the John Day River. He stated that there is insufficient rock surfacing on the road to support an oil pavement, and he suggested in lieu thereof an application of filler material to hold the previous surfacing together. The Commission approved the suggestion unanimously and so ordered.

Mr. Robert E. Ratcliffe, Portland attorney, appeared before the Commission concerning the median strip to be located along a two-block section of US 99E on Union Avenue north of the Columbia Boulevard intersection. He pointed out that this is a business district and a number of auto courts, service stations, taverns, and stores of various sorts would

be hurt by placing the concrete median strip in that it would prevent traf.. making left-turns to get to their places of business. Chairman Chandler explained that the primary consideration in designing highways is for the safety of the traveling public and that painted yellow lines would not prevent head-on collisions. The Commission, he stated, cannot, at this time, approve any change which would provide for cutting the median strip but will discuss the matter with the Engineer and then decide definitely. Discussion was resumed after the departure of Mr. Ratcliffe at which time the Commission unanimously approved adherence to the present plan.

A delegation representing the Fossil Community Club and the Condon Chamber of Commerce appeared before the Commission regarding improvement of a section of the John Day Highway between Fossil and Service Creek known as the Butte Creek Summit Section. Those present were: J. P. Steiwer, Secretary, Community Club, Fossil; Robert Misener, Mayor, Fossil; Stewart Hardie, State Senator, Condon; and Shelt Burres, rancher, Condon.

Mr. Steiwer, who acted as spokesman, recalled that the group had previously requested improvement of this section, and he inquired now as to whether the economic survey over the highway had been completed and what has been decided upon. Chairman Chandler replied that the survey has been completed but the Commission has not had time to study it so is not in position to do any more for the road than has previously been authorized.

Senator Hardie inquired as to how long it would be before the results of the economic study were known. Chairman Chandler replied that this information should be available by July 10th. Senator Hardie then inquired as to the possibility of oiling a section of the Wasco-Heppner Secondary Highway east of the John Day River Bridge in Cottonwood Canyon. Chairman Chandler replied that oiling is not contemplated for this section at the present, but that it is planned to place a mineral filler or binder over the present loose rock in an attempt to bind the roadway surface, and that the Engineer has been authorized to proceed with the work as soon as is possible.

Mr. Walter Rayborn and Mr. Earnest Haney, representing the Weston Chamber of Commerce, appeared before the Commission concerning improvement of the Weston-Elgin Secondary Highway. They pointed out that traffic on this road has increased considerably in the past few years, and as a result the road, which has not had any improvement, has suffered greatly from break-up during the period of spring thaw. Mr Haney pointed out that the maintenance crews periodically made repairs and just as regularly the road breaks up. He urged stabilization of the road as a great convenience to traffic. He presented a brief containing a resolution from the Weston Chamber of Commerce urging improvement of the highway, and endorsements from a number of other northeastern Oregon organizations.

Commissioner Reynolds pointed out that the highway surface is lightly constructed and that the Commission at this time can make no decision in the matter of improvement until it has facts as to type of improvement, costs, etc., which information the Engineer has been instructed to report. This concluded the conference.

Mr. F. A. Greulich, representing the La Grande City Commission and the La Grande Planning Commission. appeared before the Commission concerning the routing of traffic through La Grande. He complimented the Commission and the Engineer on the traffic survey recently conducted in La Grande, particularly referring to proposal No. 5 of the report. He asked the Commission to consider in its deliberations establishment of a truck route on Jefferson Street as already designated by the City; the City is attached to this route because it has already tried it and it has proven satisfactory. He also said that the City would like to have a stop light installed on Elm Street. He then inquired as to whether it would be necessary for the City to install parallel parking on the side streets to which the Engineer replied that parallel parking would not be required on side streets. Mr. Greulich mentioned that improvement of the highway between Starkey and Ukiah would be of material benefit to La Grande and urged that the road be completed as soon as possible. Commissioner Reynolds pointed out that many cities have designated truck routes and that many of them are not on the State highway system. The City's letter, he stated, leaves some doubt as to just what they want, but the Commission will, if requested, make a survey and study of the truck routing problem and might consider improvement of the truck route, but it will not add the truck route to the State highway system or assume maintenance of it. The Commission, he stated, is willing to proceed with installation of traffic signals on Adams Street at Fourth, Depot, First, Greenwood, and Elm Streets upon request of the City of La Grande and its passing the necessary parallel parking ordinance for Adams Avenue and the deposit of one-half the cost of the signals, but not otherwise. This cost, he stated, had been estimated by the Engineer at a total of $27,600, of which amount $13,800 would be paid by the City. The Secretary was instructed to advise the City by letter just what the Commission is willing to do. This concluded the discussion.

Mr. Carl R. Baker, President of the Lane County Recreation Committee, and Mr. O. L. Davis of the U. S. Army Engineers appeared before the Commission to urge development of recreational facilities at Dorena Dam. Mr. Baker advised that the dam is approximately six miles east of Cottage Grove on the Row River and is reached by using a county road, also that the public is using the area extensively for recreation, particularly fishing. He further stated that, due to Federal restrictions, the Army Engineers do not have funds to spend for development of facilities around the dam, and he urged the Commission to assume this function. He estimated the cost of the present needed development at $35,000, exclusive of an access road which, he said, would require construction of about 1.15 miles of roadway. Chairman Chandler pointed out that the facility is not on a State highway, but nonetheless the Commission will look into it. The Parks Superintendent was thereupon instructed to investigate the request and render a detailed report on it. The Engineer was instructed to submit a report on the cost to construct the access road.

A delegation of Portland residents representing "Save the Myrtle Woods, Inc.", appeared before the Commission to request that the State

acquire two small tracts containing Myrtle trees along the Umpqua Highway between Elkton and Scottsburg. The following people were present: M. L. Merritt, President; T. T. Munger, Past President; Lloyd Wentworth, Vice-president; and Mrs. Walter E. Wilhelm, Secretary.

Mr. Merritt stated that there are two small parcels between the highway and the river about seven miles east of Scottsburg which he thought could be acquired for a reasonable sum. He pointed out that the State now owns property between these two parcels and has agreements with some of the owners of adjoining property for preservation of the Myrtle Wood trees growing on their land.

Mr. Munger recalled that sometime ago the Commission had authorized a contribution of $500 in connection with the purchase of some land from a Mrs. Kaskich who signed an option at $750 but who later refused to sign the deed of conveyance. Chairman Chandler gave as his opinion that acquisition of the areas requested would be in the State's interests. As a result of further discussion, the Commission authorized the Right of Way Engineer to negotiate for acquisition of the two small parcels.

The Engineer asked the Commission to approve without penalty an extension of time of nine days requested by Warren Northwest, Inc., in connection with Contract No. 3399 for grading and paving the Sweet Home (Holly Junction-19th Street) Section of the Santiam Highway in Linn County. He recalled that the Commission previously approved an extension of time to September 30, 1951, but, he said, the work was not completed until nine days later, on October 9, 1951, and that through oversight this additional extension of time was not brought to the Commission's attention. The Commission unanimously approved the recommendation.

Mr. William McDonald, Assistant Regional Engineer, U. S. Forest Service, in charge of forest highways in Oregon, was present and brought up for discussion a "special use" permit issued to a Mr. Snook concerning forest land near Eel Creek on the Oregon Coast Highway in Coos County. He stated that the proposed highway revision at this location will cross the back of Mr. Snook's leased property, and that it will be necessary for the Highway Department to settle with him for damages. He pointed out that Mr. Snook desires commercial access to the new highway and construction of a roadway and a bridge across a creek to serve his property. The Forest Service, he said, has no legal authority to cancel his lease which runs to 1960 with privilege of renewal. The Highway Right of Way Engineer stated that settlement with Mr. Snook probably will involve a considerable sum of money as Mr. Snook has indicated that he should be compensated for loss of business by reason of change in the highway location. The matter was discussed at some length, during which the Chief Counsel advised that there appears to be no way for the Highway Commission to avoid a settlement with Mr. Snook, and he requested authority to condemn a right of way if no other settlement could be obtained. The Commission unanimously granted the request by adoption of the attached resolution relative thereto, marked EXHIBIT "M-17", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Secretary presented letters from Mr. Arthur J. Farmer, General Manager, Portland Chamber of Commerce, and Miss Nell A. Unger, Librarian, The Library Association of Portland, requesting that they be furnished a copy of the minutes of each of the Highway Commission's monthly meetings. The Commission denied the requests but authorized the Secretary to furnish excerpts from the minutes covering subjects in which they may be particularly interested.

The meeting recessed for luncheon at 12.00 noon and reconvened at 2:00 p. m. with the same persons present and participating.

Mr. Charles H. McLean, Director of the Highway Committee of the Grants Pass Chamber of Commerce and Mr. Paul Rynning, Jackson County Engineer and a member of the Medford Chamber of Commerce, appeared before the Commission to request the following improvements:

1. Four lanes of traffic across Caveman Bridge on US 99 at Grants Pass.

2. Four lanes of traffic on US 99 from Central Point to Ashland.

3. New bridge over Applegate River on the Redwood Highway.

4. Resurfacing of Redwood Highway from Hayes Hill to Cave Junction.

5. Traffic control on bridges over East and West Forks of the Illinois River on the Redwood Highway.

6. Improvement of Crater Lake Highway between Eagle Point and Crater Lake.

7. Improvement of Medford-Provolt Highway between Jacksonville and Ruch.

Mr. McLean stated that the local communities had all agreed on the improvements requested and that Josephine and Jackson County are working in unison to secure them. Mr. Rynning pointed out particularly the urgent need for improvement on the Crater Lake Highway between Eagle Point and Crater Lake and on the Medford-Provolt Highway between Jacksonville and Ruch. He especially urged improvement of the Jacksonville Hill Section of the latter highway by elimination of excessive curvature, and advised that this is their No. 1 project on this highway. Mr. McLean stated that Cave Junction community is much concerned about improvements to the Applegate Bridge to relieve an existing "bottle-neck", but if that is not possible because of the present shortage of steel, then they want the Hayes Hill-Cave Junction Section improved. He gave statistics regarding both commercial and other traffic that uses this road. Chairman Chandler advised that no consideration can be given at this time to widening the Caveman Bridge; that construction of a four-lane highway between Medford and Ashland has been arranged for; that it is anticipated bids will be received

at the July meeting of the Commission for improvement of US 99 at Gold Hill; that a new bridge over Applegate River is in the tentative program and will be constructed when funds are available, as will be also the section of the Redwood Highway between Hayes Hill and Cave Junction; and a new bridge is contemplated across the Illinois River. As to the request for improvement of the Medford-Provolt Highway, Chairman Chandler advised that a survey has already been made to improve this road between Grants Pass and Murphy as previously requested, but no plans have been made to improve the Jacksonville end.

Mr. McLean asked for installation of a traffic signal on the Illinois River Bridge as an aid to traffic movements thereover. He was informed that such signal would be no more beneficial than appropriate signs which have already been ordered for one of these bridges.

Chairman Chandler concluded the discussion by calling attention to the amount of funds that the Commission is spending for highway improvements in Jackson and Josephine Counties.

Mrs L. M. Kranick, representing Westmost Grange No. 884 of Bandon, Oregon, appeared before the Commission and requested establishment of a state park at Bandon Beach. She presented a brief in support of her oral request containing a resolution from the Westmost Grange, a statement from the Home and School Group, a letter from the Coos County Court, and much additional material endorsing the project. Mrs. Kranick exhibited a number of colored slides showing the beach area and pointed out that its natural beauty would make it an ideal state park. Chairman Chandler advised that the Commission is in no position to take definite action at this time but will have the State Parks Superintendent make a thorough study of the situation. The Parks Superintendent was thereupon instructed to make such study and report his findings.

Mr. Sam Hall, an attorney from Brookings, Oregon, appeared before the Commission in behalf of Mr. I. V. Orton and his brother, who want permission to operate a boat landing in Harris Beach State Park. He explained that the Ortons have plans to operate a deep sea fishing concession from the southern end of the park which requires approval of the Commission to use the State's property. He exhibited plans of the project and explained details. He emphasized that the beauty of the park would not be impaired and that the project has the endorsement of a great number of Brookings people. He presented a petition signed by 112 people of the town of Brookings urging approval of the request. Chairman Chandler pointed out that it is contrary to the established policy of the Commission to allow commercial ventures in State Parks and that in this instance he could see no reason why the Commission should digress from such policy which has been effective for a long time; however, the Commission will discuss the matter among themselves and advise him later of the decision reached. Following departure of Mr. Hall the discussion was resumed and the request was definitely denied.

A delegation from Portland representing the Portland Women's Forum and its Columbia Gorge Committee appeared before the Commission regarding the preservation of scenic beauty within the Columbia River Gorge. The following people were present:

Marshall N. Dana; Mrs. Alan J. Mekelburg, Recording Secretary; Mrs. Doroty Harlan; Mrs. Hugh Peterson, President; and Mrs. Gertrude Jensen, Chairman of the Gorge Committee.

Mr. Marshall Dana, who headed the group, read aloud a prepared statement containing seven proposals for the preservation of the esthetic features of this area, as follows, and he urged the Commission to adopt a clearly defined policy with respect to salvaging the scenic and recreational values of the Gorge in the interests of tourist travel and Oregon citizens generally:

"1. That the Commission take necessary time for study and formulation of an effective policy.

"2. That the Commission inform its members with reference to the exchange of lands with other public agencies including the Bureau of Land Management, the United States Forest Service, the State Board of Forestry, the National Park Service, and Multnomah County, looking toward the expansion and consolidation of its own state parks in the Gorge of the Columbia.

"3. That the Commission consider the appointment of its State Park Superintendent or other suitable person to represent the Highway Department on a committee, the duty of which is to coordinate the activities of public agencies with reference to the Columbia Gorge program.

"4. That the Commission secure an interpretation of its own legal authority to add state park area not immediately abutting upon the old or new Columbia River Highway but adjacent thereto.

"5. That the Commission address to the Regional Director of the National Park Service, 180 New Montgomery Street, San Francisco 5, California, a request for cooperation in field work and preparation of report that will show the most effective overall planning for bringing the values in the Gorge to the highest point, - (I have been informed by Neal Butterfield, local representative of the National Park Service, that if such request is made, it will be granted, the work to be done in concert with the representatives of the Highway Department and other agencies.)

"6. That the Commission consider the grant or permission for Boy Scouts or other youth groups to enter areas that have been logged or defaced in order to replant trees or in other ways to beautify these areas.

"7. That the Commission give to its administrative staff copies of any policy statement it adopts that they may know the full extent of the authority allowed them with respect to direct action and cooperation with other service and official agencies in the Columbia Gorge program."

He particularly pointed out the importance of proposal No. 7. He gave as his feeling that this project, which he said is a worthy one, has been neglected, and that the Commission should adopt a policy with respect to

it and perpetuate the same on the Commission's records.

Chairman Chandler advised that the Commission has discussed the project and has decided to have a comprehensive study made of the whole situation; moreover, the State Parks Superintendent has been instructed to make such a study as time and funds permit. He added that when the Parks Superintendent's report has been rendered and acted on by the Commission, the Committee will be advised of whatever policy the Commission may decide.

Mr. Dana asked that the policy as may be adopted by the Commission be made a record in the Commission's minutes inasmuch as it concerns other public agencies and several utilities. He also asked that whatever program the Commission formulates be given official as well as civil recognition. In reply, Chairman Chandler advised that is what the Commission has in mind and along with that will be a report from the Commission's legal staff as to just what legal authority the Commission has to carry out the program. The Commission's policy, he said, will be based on the information received from the Parks Superintendent and the Chief Counsel. This concluded the conference.

County Judge Garnet Barratt, Morrow County, was present and requested the following improvements:

1. Improvement of the Rhea Creek County Road (Federal Aid Secondary Highway No. 552), and

2. Designation and improvement of the Paterson Ferry County Road as a State highway.

Judge Barratt stated that the Rhea Creek Road is an important one from the county standpoint because it is a mail route, serves 87,000 acres of land owned by 75 people, carries a large tonnage of wheat and is a connecting road between two state highways. He pointed out that a new elevator is being constructed at a place known as Riggs on this road and that a good road will be needed badly to truck wheat northerly. He also said that the road will serve as a cutoff to Grant County, by-passing Heppner. The County, he said, is intensely interested in securing the oiling of the road as a Federal Aid Secondary Highway project. The Commission took no action.

Judge Barratt then brought up for discussion the matter of the State assuming jurisdiction over and improving the Paterson Ferry Road. He gave statistics showing, by years since 1944, the volume of traffic that uses the road, and he declared that it should be put on the State highway system. He was informed by Chairman Chandler that the Commission, in session on the previous day, authorized an expenditure of from $7,500 to $8,000 to repair the road but that is as far as the Commission can go at this time.

Messrs T. B. Wilcox, W. E. Williams, and R. L. Clark, representing the Pacific International Livestock Association of Portland, appeared before the Commission concerning the taking of some of the Livestock Association property which is needed as right of way for a proposed highway connection

between Swift Secondary Highway and US 99W in North Portland. Mr. Wilcox, who headed the group, stated that they have discussed the matter with the State's Right of Way Agent, Mr. S. N. Mayhew, but cannot reach agreement as to price so they are appealing to the Commission. Mr. Clark pointed out that the proposed acquisition takes some of the Association's most desirable parking space, and it is their feeling that the fact that the Association is a State-supported institution as is the Highway Department, should be given consideration. Chairman Chandler advised that the Commission received bids at its morning session for the project for which this right of way is required but did not open them because of the controversial nature of the right of way matters. The Engineer, he said, is going to make further investigations to ascertain whether a location can be found that will not interfere with the property of the Livestock Association, and if a way can be found to avoid the Association's property, that will be adopted. He further stated that the job will not be readvertised for bids until the right of way matter has been disposed of satisfactorily to the Commission.

Mr. Norris W. King, Mulino, Oregon, headed a group including Mr. Rufus C. Holman and Mr. George W. Friede of Portland which appeared before the Commission to request that the State acquire for state park purposes an area known as Wilhoit Mineral Springs in Clackamas County. Mr. King was spokesman. He read aloud and presented a petition signed by numerous residents of communities near Wilhoit urging the Commission to take over the area as a state park. He explained that the park is owned by some of his relatives who are now becoming aged and want to dispose of the property. He also said that they have received numerous offers to purchase the property, 20 acres of which he mentioned, is privately owned and about 10 acres additional is under lease from the U. S. Government. Mr. King also mentioned that the owners of the park prefer that it be acquired by the State as a park for public purposes, and they have agreed not to accept any other offer to purchase it until June 24, 1952, but if the state doesn't take it by that time they will sell to others. Mr. Friede and Mr. Holman both added their endorsements to the state purchasing the area, advising that the area has great merit for state park purposes and acquisition of the same should not be dismissed without careful consideration. Chairman Chandler concluded the discussion by stating that the Commission is not familiar with the area and its desirability as a state park, but will ask the State Parks Superintendent to investigate it and submit a report. The Park Superintendent was thereupon so instructed.

The Commission discussed with the Engineer the bids received at the morning session for highway construction projects and at 4:00 p. m. Standard Time, Commissioner Reynolds publicly announced the Commission's decision with respect to each as follows, the action of the Commission having been unanimous:

"Grading and paving on Blakely Street in the City of Prescott, Columbia County: Walter Goodat, Portland, submitted the low bid for this work at $13,488. Two higher bids were received. The contract has been

awarded to Walter Goodat at his bid price.

"Grading and oil mat surfacing on the Middle Unit, Deschutes County Line-Prineville Section of the O'Neil Secondary Highway in Crook County. C. R. O'Neil, Mitchell, submitted the low bid for this work out of a total of five bids received, at $97,447.25. The Commission has awarded the contract to C. R. O'Neil at his bid price.

"City paving project in the Cities of Riddle and Glendale, Douglas County. Acme Construction Company, Eugene, submitted the only bid for this job at $26,319. The Commission has rejected the bid as being too high.

"Construction of the Oakland Junction Grade Separation structure on the Pacific Highway near Oakland in Douglas County. Five bids were received for this project, the low bid being that of Todd Building Company, Roseburg, at $43,480. The contract has been awarded to Todd Building Company at its bid price.

"Grading project on the Middle Unit, Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County. Seven bids were received for this project, the low one being that of Rogers Construction Company, Portland, at $326,014. The Commission has awarded the contract to Rogers Construction Company.

"Oiling 14.2 miles on the Prineville-Eagle Rock Section of the Paulina Secondary Highway in Crook County. Parker and Fuhrman, Portland, submitted the low bid out of seven bids received for this project, at $24,661.50. The Commission has awarded the contract to Parker and Fuhrman.

"Rock surfacing on the York Ranch-Hayes Creek Section of the Wasco-Heppner Highway in Gilliam County. Only two bids were received for this job, the low one being that of Rogers Construction Company, Portland, at $37,908. The Commission has awarded the contract to Rogers Construction Company at its bid price.

"Construction of the Columbia River Bridge Grade Separation Structure and pumphouses on the Columbia River Highway in Hood River County. Teller Construction Company, Portland, submitted the only bid for this job at $45,405.60. The Commission has awarded the contract to this Company at its bid price.

"Construction of a maintenance building at Lincoln on the Green Springs Highway in Jackson County. Harold W. Salter, Rogue River, Oregon, submitted the low bid for this work at $12,873.75. Two higher bids were received. The bid of Harold W. Salter in the sum of $12,873.75 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way matters have been cleared.

"Junction City (14th and Laurel Streets) City paving project in Junction City, Lane County. Warren Northwest Inc., Portland, submitted the low bid for this work at $15,292. Four higher bids were received. The bid of Warren Northwest Inc., in the sum of $15,292 is accepted and the Engineer is in-

structed to have a contract prepared and offered to said low bidder for execution as soon as concurrence is received from the City of Junction City and provision has been made by said City for funds to pay the cost of the project in excess of $15,000 which amount will be advanced by the State.

"Paving project on city streets in Newport and Toledo and on the Oregon Coast Highway in Delake, Lincoln County Three bids were submitted for this job, the low one being that of Western Paving and Construction Company, Albany, at $47,703. The Commission has awarded the contract to Western Paving and Construction Company at its bid price.

"Grading, paving and construction of five bridges on the Newport-Toledo Section of the Corvallis-Newport Highway in Lincoln County. Six bids were received on this job, the low one being that of McNutt Brothers, Eugene, at $963,787.30. The bid of McNutt Brothers in the sum of $963,787.30 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Grading, oil mat surfacing and construction of a bridge on the Tangent (Orleans-Oak Creek School) Section of the Orleans-Lebanon County Road in Linn County. Jack R. Taggart, Salem, submitted the only bid for this work at $234,253.00. The Commission has awarded the contract to Jack R. Taggart at his bid price.

"Construction of a maintenance building at Vale on the Central Oregon Highway in Malheur County. Holcomb and Main, Nyssa, submitted the low bid for this job at $11,395.54. Five higher bids were received. The Commission has awarded the contract to the low bidder, Holcomb and Main.

"Grading on the Hayesville School-Turner Road Unit of the Salem By-pass Section of the Pacific Highway East, Marion County: Roy L Houck and Son, Salem, submitted the low bid for this project at $211,044.50. Four higher bids were received. The Commission has rejected all bids as being too high.

"Installation of expansion plates on the Oregon Slough Bridge on the Pacific Highway in North Portland, Multnomah County. Two bids were received on this project, the low one being that of West Coast Steel Works, Portland, at $17,200. The Commission has rejected both bids as being too high.

"Grading, paving, and construction of two grade separation structures on the Union Avenue-Swift Road Junction Section of the Pacific Highway West north of Portland in Multnomah County. All bids for this work are being returned to the respective contractors unopened, due to a change in the plans for the work.

"Elgin Rock Production Project on the Wallowa Lake and Weston-Elgin Highways near Elgin, Union County. Two bids were received for this work, the low one being that of C. E. Leseberg, Nyssa, at $26,796. The Commission has awarded the contract to C. E. Leseberg.

"Grading and paving on the River Street (City of Enterprise) Project in Wallowa County. H. J. and H. W. Miller, Baker, submitted the lowest of two bids received for this work at $13,215. The Commission has awarded the contract to H. J. and H. W. Miller.

"Paving on Pine Street in the City of Sherwood, Washington County. Two bids were received on this project, the low one being that of Cascade Construction Company, Portland, at $5,575. The contract has been awarded to the Cascade Construction Company.

"Grading and paving on the Lafayette-North Yamhill River Section of the Pacific Highway West in Yamhill County. Two bids were received on this project, the low one being that of J. C. Compton Company, McMinnville, at $250,534.50. The bid of J. C. Compton Company in the sum of $250,534.50 is accepted and the Engineer is instructed to have a contract prepared and offered to said low bidder for execution as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

"Construction of a maintenance building at Newberg on the Hillsboro-Silverton Highway, Yamhill County. The low bid for this project was submitted by J. Bacaloff, Portland, at $13,845.00. Four higher bids were received. The contract has been awarded to J. Bacaloff at his bid price."

The Commission inquired of the Engineer concerning the availability of Federal funds to be used on highways traversing Federal lands, particularly funds which were thought to be available for the I. O. N. Highway. The Engineer stated that he took up the matter with the Bureau of Public Roads but has not yet received a reply. Mr. W. H. Lynch, Division Engineer of the Bureau of Public Roads, who was present, stated that no cash is presently available but Oregon's application will be considered when funds are provided.

County Judge W. R. Webber, Wasco County, and Mr. F. L. Phipps, The Dalles, Executive Secretary of the Association of Oregon Counties, appeared before the Commission concerning the amount of match monies the counties will be required to contribute under the new law on Federal Aid Secondary Highway (county road) projects. Mr. Phipps gave as his understanding that under the new law, fifty percent of the Federal Aid secondary funds must be spent on county roads, and the question arises as to how much of the matching monies must be furnished by the counties. It is a crucial matter with some of the counties, he said, because they are not able, financially, to contribute, and some of them have as yet had no benefits from previous allotments. He expressed the feeling that the Commission wants to treat all of the counties alike, and he added that the counties want to do the best thing for the transportation system of the State, but there still exists the question how far can the counties go in matching the requirements. Judge Webber stated that the

County Association Committee has discussed this matter, and it is the feeling of the Committee that the counties are willin to provide match monies to the best of their ability but not more than fifty percent of the amount required, which, under the present formula, would mean that the State and the counties would contribute forty percent and the Federal Government 60 percent of the total. The counties, he states, are willing to provide matching funds, but it is necessary that an agreement be reached with the State Highway Commission as to how much the county share is going to be. Chairman Chandler advised that although the matter had been given some thought by the Commission no decision has been reached, and there was some question in the Commission's mind whether all of the counties should be required to contribute the same percentage of match money due to the fact that some counties may not have secured a relatively equal amount of road improvement. He added that the Commission some time ago asked the Engineer for a report on amounts of Federal Aid Secondary monies expended in each county and mileage of road constructed, and such information, when received, will be considered by the Commission in reaching a decision. The Commission, he added, cannot at this time give a definite answer as it does not yet know how much money will be provided by Congress, but the Commission will be happy to work in harmony with the Association of County Judges, and appreciates the cooperative spirit shown by the group. This concluded the conference; however, Mr. Phipps reappeared before the Commission later in the session and advised that he had talked to several of the county judges following the conference, and it had been their thought that it would be best to start on an entirely new basis by requiring each county to contribute the same percentage of match money since it appears that very few of the counties have not received a fairly equitable share of county road improvements.

The Engineer asked the Commission for authority to conduct a survey for a four-lane highway on the Corvallis-Newport Highway between Corvallis and Philomath. The Commission granted the request unanimously. He also asked the Commission to designate a forty-five mile per hour speed restriction on this highway section. He pointed out that the accident rate between Corvallis and Philomath is almost double the state average due largely to high speed, some vehicles traveling up to 70 miles per hour, but, in his estimation, the rate can be lowered if speed along the section is restricted. The Commission approved the request unanimously by adoption of the attached resolution relative thereto, marked EXHIBIT "K-2", which resolution by this reference is made a part hereof with like effect as though extended in full herein.

The Engineer recalled that the Commission sometime ago authorized him to employ Mr. Joseph M. Dyer, a Naval Architect of Astoria, to study the design of the ferry "Tourist No. 3" with the view in mind of making certain alterations in the ferry that will facilitate the movement of this vessel over fishermen's nets with a minimum amount of damage to the nets. Mr. Dyer, he said, has submitted his report in which he recommends some alterations to the stem of the vessel which will materially flatten the angle of incidence with the water line, which, he estimates, will cost $1,000. The

Engineer recommended approval of the report and that he be authorized to have the alterations performed as recommended by Mr. Dyer. The Commission approved the recommendation unanimously.

The Engineer reported that Marion County Court in conjunction with the State Speed Control Board had determined the need for speed zoning on Lancaster Drive, a county road, which skirts Salem to the east, and in the course of this investigation, it was deemed advisable to extend the speed zone to include a portion of the Silver Creek Falls Highway in the vicinity of Four Corners, a residential development immediately east of Salem. This section of the state highway, he said, is suburban and accomodates a considerable volume of through travel as well as local traffic. He recommended, and the Commission approved, the establishment of a 25-mile per hour speed zone on this highway from M. P. 2.25, a point 300 feet west of Mabel Street, to M. P. 2.56, at La Branche Avenue, and a 35-mile per hour zone from M. P. 2.56 to M. P. 2.90 at Beck Street, and a 45-mile per hour speed zone from M. P. 2.90 to M. P. 3.24 at Hager Street. The attached resolution relative thereto marked EXHIBIT "K-3", which resolution by this reference is made a part hereof with like effect as though extended in full herein, was thereupon adopted by the Commission unanimously.

The Chief Counsel requested authority to institute condemnation proceedings to acquire right of way for the Salem By-pass Section of US 99E across properties owned by George and Amelia L. Hager (File No. 18253) and by Clyde M. and Luella LaFollett (File No. 18201). The Commission granted the request unanimously on condition that further negotiations reveal such proceedure to be necessary.

The Engineer presented a supplemental agreement with the Astoria Navigation Company, operators of the ferry service at Astoria, extending the term of their present contract for one year (June 1, 1952 to June 1, 1953) and providing for payment of additional labor required by the United States Coast Guard Service. The Commission approved the agreement. (The agreement was signed by the Commission later in the session.)

The Right of Way Engineer requested authority to sell a house located near Zigzag on the Mt. Hood Highway in Clackamas County. He advised that the house is located on right of way acquired for a forest highway project that the Bureau of Public Roads wants to construct shortly, and will have to be removed. He further stated that the building is of no value for State Highway purposes and that it should sell for not less than $1,500. He recommended that it be advertised for sale at not less than that amount, on sealed bids. The Commission approved the recommendation unanimously.

Mr. Harold E. Carlson, Secretary of the Sullivan's Gulch Highway Committee, Portland, appeared before the Commission to protest the Settlement that the Commission approved with the Fred Meyer interests for right of way needed for the T. H. Banfield Expressway. He said that the amount to be paid for this property is entirely too much, in view of the assessed value of the property as disclosed in the County records, and he

indicated that an injunction would be served to stop the deal. Upon questioning by Commissioner McIver, however, Mr. Carlson admitted the estimates of values or appraisals as determined by his group are not at all complete and are largely a matter of opinion. He was informed by the Commission that this matter has been studied carefully the past two years and that the Commission is satisfied that the amount to be paid for the property is fair and reasonable and is far less than would have to be paid were the property acquired by condemnation. The Commission decided unanimously to adhere to the settlement as approved. Mr. Carlson filed with the Commission a written protest from the Sullivan's Gulch Highway Committee to the consumation of the deal as planned.

The Commission considered and signed agreements, etc., as follows:

Agreement demanded by National Park Service with respect to lands to be acquired in Silver Falls State Park.

Lease of small tract of land at intersection of West 7th Avenue (US 99) and Garfield Street in Eugene to Valley Land and Warehouse Company.

Agreements with Southern Pacific Company re encroachment at Tualatin Undercrossing on the West Portland-Hubbard Highway.

Agreement with Bureau of Public Roads providing for maintenance of a section of the North Santiam Highway at Government expense.

Agreement re installation of curb and fence along Clear Lake which supplies Reedsport with water.

Agreement with Marion County providing for the closure of certain county roads on the south unit of the Salem By-pass Section of the Pacific Highway.

Agreement with Douglas County providing for the closure of certain county roads on the Oakland Junction-Deady Unit of the Pacific Highway.

Agreement with County of Tillamook and the Army Engineers to repair a dike project along the Wilson River in Tillamook County.

Agreement with Southern Pacific Company concerning parallel encroachments of the railroad right of way on the highway reconstruction work between Divide and Comstock on the Pacific Highway

Agreement with California-Oregon Power Company re establishing power company poles on the Modoc Point-Barkley Springs Section of US 97.

Permit Acceptance from Washington State Highway Department covering operation and maintenance of buildings and facilities connected with the Astoria-Megler Ferry Service as located on State Highway property in the State of Washington.

Agreements with towns of Canby, Enterprise, Glendale, Independence, Junction City, Newport, Prescott, Riddle, Sherwood, Talent, and Toledo for improvement of city streets from 1952 Special State Tax Street Funds (authorized by the Commission, January 31, 1952).

Indenture of Access re lease with Central Oregon Irrigation District for a haul road to gravel stockpiles on the J. A. Struss land. (Authorized by Commission April 21, 1952.)

Agreement re cooperative project for the widening of five street intersections in the City of Stayton for which the State was to pay one-half of the total cost of the project, $2,000.00. (Authorized by Commission August 20, 1951.)

Maintenance Agreement covering the Tangent Section of FAS Highway 216 in Linn County. (Authorized by Commission July 17, 1951.)

Deed for three parcels of property re exchange with The Dalles City. (Authorized by Commission April 22, 1952.)

Agreement with City of Phoenix re increase from $13,000 to $15,000, amount previously authorized for Special State Tax Street Fund Project.

Agreement with Mrs. Beulah P. Moore re access to US 101 at north end of Depoe Bay Bridge. (Approved unconditionally by Commission April 21, 1952.)

Agreement with General Construction Company, C. J. Montag and Sons, the State of Oregon, and the City of Portland re release of claims arising out of sewer tunnel collapse near east end of Broadway Bridge in Portland in November, 1949. (Authorized by Commission on April 21, 1952.)

Agreement with Mr. Charles A. Crump, Adel, Oregon, covering encroachment of a portion of the Warner Secondary Highway upon right of way of an irrigation ditch and flume owned by Mr. Crump, Lake County.

Permit Agreement with J. W. Birchell for a road crossing in Van Duzer Corridor, Lincoln County.

Permit Agreement with The Denny Logging Company for a road crossing in Van Duzer Corridor, Polk County.

Indenture of Access re change in access point on the Albert R. Pinney property near Crescent on the Gilchrist-Willamette Junction of The Dalles-California Highway.

Cooperative Agreement with City of DeLake covering the construction of the "D" River-Second Street section of the Oregon Coast Highway.

The meeting adjourned at 5.00 p.m. Pacific Standard Time

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

May 27, 1952

EXHIBITS "A" through "M"

Minutes of

May 26 and 27, 1952

EXHIBIT "A"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed.

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement, hereinafter enumerated be, and the same hereby are approved and accepted, and that the Attorney for the State Highway Commission be and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

UNIT #5 - T. H. BANFIELD EXPRESSWAY

18861 - Dunlap, Gerald M. and Reba L. (Johnson)
Right of Way
Option expires October 22, 1952

378 sq. ft.	Lump Sum	$	100.00
Amount to be paid owner - chrg to Right of Way		$	100.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

18556 - Spanke, Paul P. and Loretta Mae West (Smith)
Right of Way William E. and Nellie E. Omar
Option expires September 19, 1952

2091 sq. ft. at $0.05+ per sq. ft.	$ 115.20	
Allowance - moving fence, sales house and reestablishing driveway	730.00	
Damages -	835.00	
Amount to be paid owner - chrg to Right of Way		$ 1,680.00

THINGS TO BE DONE BY THE STATE:

Provide permit for easement, for basement drain.
State to build an approach 25' wide, east side at Station 195+85
Private access reserved for ingress only at Station 195+85
Private access reserved for egress only at Station 195+00
Private access reserved at Station 194+75, all access east side.

Access controlled -

18540 - Chandler, J. V. and E. Marjorie (Smith)
Right of Way
Option expires November 5, 1952

1.10 acres at $1500. per acre	$ 1,650.00	
40 rods of fence at $6.25 per rod	250.00	
Allowance - Main building re-adjustment.	900.00	
- Shed re-adjustment	2,000.00	
Damages	1,700.00	
Amount to be paid owner - chrg to Right of Way		$ 6,500.00

THINGS TO BE DONE BY THE STATE:

Frontage road shall connect with Bull Mt. Road and Bend Rd. at Station 168+00.

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18540 - Chandler, J. V. and E. Marjorie (cont.)

Frontage road grade to be approximately same elevation as grantors land (in construction plans).

Access controlled - no access allowed

18659 - Willis, Phillip H. and Esther A. (Smith)
Right of Way Samuel A. and Margaret M. Brandon
Option expires September 23, 1952

350 sq. ft. at $0.10 per sq. ft.	$ 35.00	
2 Gravenstein apple trees and damage to driveway	125.00	
Amount to be paid owner - chrg to Right of Way		$ 160.00

THINGS TO BE DONE BY THE STATE:

Provide commercial access at Station 238+00, west side

Access controlled -

18698 - Schlothan, H. C. and Rose M. (Johnson)
Easement & restriction of access
Option expires October 16, 1952

5 foot easement Gratis

THINGS TO BE DONE BY THE STATE:

Reestablish commercial access at Station 119+60 12 feet wide, west side.
Access allowed at Station 120+57, for future access, commercial access, west side, And State will provide 25 foot entrance to grantors property line only.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

19002 - Christensen, Ray E. and Meta H. (Johnson)
Slope Easement
Option expires October 30, 1952

5 foot slope easement (35 sq. ft.) Gratis

THINGS TO BE DONE BY THE STATE:

Re-slope present drive at Station 108+80 west side, (private).

Access controlled -

18635 - Venable, Orval E. and Inola (Smith)
Right of Way
Option expires October 18, 1952

13634 sq. ft. at $0.03- per sq. ft.	$ 438.20
4 rods of fence at $3.50 per rod	14.00
Damages	300.00
Amount to be paid owner - chrg to Right of Way	$ 752.20

THINGS TO BE DONE BY THE STATE:

Re-connect grantor's drain pipe to highway drainage system.

Access controlled - no access allowed, except via frontage road.

18640 - Hager, Pauline Alford and Clarence W. (Smith)
Right of Way
Option expires September 30, 1952

5.75 acres at $1500 per acre	$ 8,625.00
160 rods of fence at $3.50 per rod	560.00
Severance damages and access controlled	400.00
Amount to be paid owner - chrg to Right of Way	$ 9,585.00

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18640 - Hager, Pauline Alford and Clarence W. (cont.)

Private accesses are granted at Stations 181+00, 190+55 and 197+60.

Access controlled -

18641 - Lindley, Ruby E. and Samuel P. (Smith)
Right of Way
Option expires October 15, 1952

27704 sq. ft. at $0.05- per sq. ft.	$ 1,332.50	
Damages	2,000.00	
Allowances - for moving house, barn and shed, and appurtenances	8,964.00	
21 filbert trees and $\frac{1}{4}$ acre of berries	141.00	
Amount to be paid owner - chrg to Right of Way		$12,438.50

Access controlled - no access allowed, except via frontage road.

JEWELL-BIRKENFELD SECTION - NEHALEM SECONDARY HIGHWAY

18077 - Foster, George A. and Violet E. (Benner)
Right of Way
Option expires October 20, 1952

0.804 acre at $350 per acre	$ 281.40	
120 rods of fence at $4 per rod	480.00	
Amount to be paid owner - chrg to Right of Way		$ 761.40

THINGS TO BE DONE BY THE STATE:

Entrance to be re-established at Engineer's Station 423+00, north side.

Access not controlled -

EXHIBIT "A" (cont.)

JEWELL-BIRKENFELD SECTION - NEHALEM SECONDARY HIGHWAY (cont.)

17709 - Wilcoxen, Felix and Edna L. (Benner)
Right of Way
Option expires October 21, 1952

1.63 acres at $300 per acre	$ 489.00	
168.5 rods of fence at $4 per rod	664.00	
Amount to be paid owner - chrg to Right of Way		$ 1,153.00

Grantor allowed passage under structure for stock, logging and farm machinery.
Old right of way to revert to abutting property owner.

Access not controlled -

JETTY CREEK SECTION - OREGON COAST HIGHWAY

19043 - Publisher's Paper Co. (Benner)
Right of Way (slide control)
Option expires October 22, 1952

1 acre Lump Sum	$ 350.00	
2.22 acres at $67.57 per acre	150.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE:

State to fall and buck all timber on taking and pile on adjacent property of grantor. Est.	$ 200.00	
Pipe lines to be protected at Stations 957+00 and 970+00		
Amount to be charged to Right of Way (Estimate)		$ 200.00
GRAND TOTAL (Estimate) Charged to Right of Way		$ 700.00

Access not controlled -

EXHIBIT "A" (cont.)

AMITY-EAST SECTION - BELLEVUE-HOPEWELL HIGHWAY

18982 - Wiswell, William L. and Lillian V. (Benner)
Quarry Site
Option expires October 27, 1952

6 acres at $75 per acre $ 450.00

Amount to be paid owner - chrg to Quarry Site $ 450.00

Grantor reserves all oak timber on property, to be removed within 5 years from date of option.

HAYESVILLE SCHOOL-STATE STREET UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

13924 - Benson, Gilbert A. and Frances A. (Benson)
Right of Way
Option expires October 24, 1952

0.90 acres with house and improvements $14,500.00

Amount to be paid owner - chrg to Right of Way $14,500.00

Takes all -

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18260 - Tansey, Ray A. (Witt)
Right of Way
Option expires October 20, 1952

4.383 acres at $350 per acre $ 1,534.00
66 rods of fence at $4 per rod 264.00

Amount to be paid owner - chrg to Right of Way $ 1,798.00

THINGS TO BE DONE BY THE STATE:

Build ditch along owners western property line.

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST (cont.)

18259 - Richards, Dale E. (Witt)
Right of Way
Option expires November 5, 1952

9.7 acres at $400 per acre	$ 3,880.00
80 rods of fencing at $4 per rod	320.00
Damages	800.00

Amount to be paid owner - chrg to Right of Way $ 5,000.00

THINGS TO BE DONE BY THE STATE:

Construct ditch for irrigation and cattle watering along East line of new right of way

Access controlled - no access allowed

18258 - Burrell, James H. (Witt)
Right of Way
Option expires November 5, 1952

1.3 acres at $400 per acre	$ 520.00
20 rods of fence at $4 per rod	80.00

Amount to be paid owner - chrg to Right of Way $ 600.00

THINGS TO BE DONE BY THE STATE:

Construct ditch for irrigation purposes along East line of right of way.

Access controlled - no access allowed

SILVER FALLS STATE PARK

17675 - Davidson, Lyndon L. and Katherine (Benner)
Park Site
Option expires May 13, 1952

(cont.)

EXHIBIT "A" (cont.)

SILVER FALLS STATE PARK (cont.)

17675 - Davidson, Lyndon L. and Katherine (cont.)

100 acres at $80 per acre	$ 8,000.00	
Allowance - 382 rods of fence at $2.25+ per rod	860.00	
House - 952 sq. ft.	2,380.00	
Barn - 4,471 sq. ft.	6,708.00	
Garage - 768 sq. ft.	1,152.00	
Shed - 1,125 sq. ft.	1,400.00	
Amount to be paid owner - chrg to Park Site		$20,500.00

Takes all -

Confirmation of phone approval by M. K. McIver - 5-12-52

EDDYVILLE - BLODGETT HIGHWAY

19111 - Williams, Charles E. and Lillie M. (Benner)
Quarry Site
Option expires October 28, 1952

10 acres at $100 per acre	$ 1,000.00	
Amount to be paid owner - chrg to Quarry Site		$ 1,000.00

THINGS TO BE DONE BY THE STATE:

Fence Quarry Site. Est. Cost.	$ 750.00	
GRAND TOTAL (Estimate) Charged to Quarry Site		$ 1,750.00

Grantor reserves right to remove any and all standing timber from tract within 5 year period from date of option

19112 - Struss, Harry and Lorene M. (Benner)
Quarry Site
Option expires October 28, 1952

10 acres at $50 per acre	$ 500.00

(cont.)

EXHIBIT "A" (cont.)

EDDYVILLE-BLODGETT HIGHWAY (cont.)

19112 - Struss, Harry and Lorene M. (cont.)

Amount to be paid owner - chrg to Quarry Site $ 500.00

THINGS TO BE DONE BY THE STATE:

Fence Quarry Site. Est. Cost. $ 750.00

GRAND TOTAL (Estimate) Charged to Quarry Site $ 1,250.00

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

18480 - Williams, Birdie (Estate) (Haskin)
Right of Way
Option expires October 20, 1952

0.351 acre Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Access controlled - no access allowed

18495 - Foss, Nola K. (Byrum)
Right of Way
Option expires October 22, 1952

3.72 acres at $100+ per acre	$ 380.00
Allowance - for timber	300.00
80 rods of fence at $4 per rod	320.00

Amount to be paid owner - chrg to Right of Way $ 1,000.00

THINGS TO BE DONE BY THE STATE:

State shall replace water supply, if damaged due to highway construction, Station 131+50.
Private approach reserved on North side at Station 137+35
Farm crossing reserved at Station 137+35

Access controlled -

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18482 - Wright, C. E. and Elizabeth Jennie Hodgson (Haskin)
Right of Way
Option expires November 7, 1952

4.49 acres at $200 per acre	$ 898.00	
Allowance for timber	224.50	
Amount to be paid owner - chrg to Right of Way		$ 1,122.50

THINGS TO BE DONE BY THE STATE:

State to construct private access at Station 88+50, south side, 25' wide.

Access controlled -

18492 - Hoiness, E. A. and Lola (Byrum)
Right of Way
Option expires November 4, 1952

0.069 acre	Lump Sum	$ 200.00	
Amount to be paid owner - chrg to Right of Way			$ 200.00

Access controlled - no access allowed

18483 - Johnson, Eva Mae. George F. and Ruth E. Simons (Byrum)
Right of Way
Option expires October 22, 1952

3.5 acres at $300 per acre	$ 1,050.00	
Allowance - for spring	950.00	
Amount to be paid owner - chrg to Right of Way		$ 2,000.00

Access controlled - no access allowed

18496 - Mudrow Mill (Byrum)
Right of Way

(cont.)

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18496 - Mudrow Mill (cont.)

26,000 feet of timber at $7- per thousand	$ 1,800.00	
Amount to be paid owner - chrg to Right of Way		$ 1,800.00

Timber on Edenfield property
Land approved for purchase 3-13-52 for $2,658.00

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY

16263 - McHargue, W. L. (Reeder)
Right of Way
Option expires October 15, 1952

3036 sq. ft. at $0.25 per sq. ft.	$ 799.00	
Allowance - to remove old building from R/W	1,484.00	
Amount to be paid owner - chrg to Right of Way		$ 2,283.00

Access not controlled -

18798 - Larson, J. M. and Violet (Reeder)
Right of Way
Option expires October 15, 1952

3036 sq. ft. at approx. $0.33 sq. ft.	$ 1,000.00	
Allowance - to remove small rental building from right of way	75.00	
Amount to be paid owner - chrg to Right of Way		$ 1,075.00

THINGS TO BE DONE BY THE STATE:

Construct road approach at Station 26+58, south side 25' in width

Access not controlled -

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY (cont.)

16300 - Johansen, Thorvald and Lorntine (Reeder)
Right of Way
Option expires October 20, 1952

7600 sq. ft. at $0.15 per sq. ft.	$ 1,140.00	
Severance damages	760.00	
Allowance - to remove small shed	25.00	
- to remove and replace 30' hedge	100.00	
Amount to be paid owner - chrg to Right of Way		$ 2,025.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 94+71, south side, 25' wide.
Construct approach at Station 95+25, north side, 16' wide.

Access not controlled -

16279 - Hansen, Henry M. (Reeder)
Right of Way
Option expires November 4, 1952

6180 sq. ft. at $0.20 per sq. ft.	$ 1,236.00	
+5' slope easement		
Amount to be paid owner - chrg to Right of Way		$ 1,236.00

Access not controlled -

17266 - Gist, M. B. and Evalyn B. (Reeder)
Right of Way
Option expires October 16, 1952

7872 sq. ft. at $1,20+ per sq. ft. or 64 foot frontage at $150 per front foot	$9,600.00	
Store building - 1446 sq. ft.	1,900.00	
Amount to be paid owner - chrg to Right of Way		$11,500.00

Takes all-

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

18900 - Hodgson, J. M. and Verelle M. (Stuntz)
Right of Way
Option expires October 20, 1952

5 acres at $400 per acre	$ 2,000.00	
House - 460 sq. ft.	1,380.00	
Garage - 320 sq. ft.	120.00	
Amount to be paid owner - chrg to Right of way		$ 3,500.00

Takes all -

18956 - Steinbach, H. B. and Doris (Holt)
Right of Way
Option expires November 6, 1952

1.32 acres at $500 per acre	$ 660.00	
Amount to be paid owner - chrg to Right of Way		$ 660.00

Access controlled - no access allowed

18957 - Brauninger, Fred Carl and Velma (Holt)
Right of Way
Option expires November 6, 1952

2.14 acres at $500 per acre	$ 1,070.00	
Amount to be paid owner - chrg to Right of Way		$ 1,070.00

Access controlled - no access allowed

18967 - Wahl, Charles E. and Phreda G. (Holt)
Right of Way
Option expires November 7, 1952

7.35 acres at $300 per acre	$ 2,205.00	
Allowance - to move 3 shed and hog lot	150.00	
- 30 rods of fence	50.00	

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION-PACIFIC HIGHWAY (cont.)

18967 - Wahl, Charles E. and Phreda G. (cont.)

Amount to be paid owner - chrg to Right of Way	$ 2,405.00

Access controlled - no access allowed

18969 - Carmichael, S. A. (Holt)
Right of Way
Option expires November 7, 1952

0.90 acre at $300 per acre	$ 270.00	
0.86 acre	750.00	
House - 360 sq. ft.	1,440.00	
Garage - 240 sq. ft.	560.00	
Well	450.00	
Amount to be paid owner - chrg to Right of Way		$ 3,470.00
In addition, $50.00 to be paid E. H. Olson for relinquishing any and all rights in above property		50.00
GRAND TOTAL To be charged to Right of Way		$ 3,520.00

Access controlled - no access allowed

CALAPOOYA CREEK-SUTHERLIN SECTION - ELKTON-SUTHERLIN HWY.

18874 - Rice, Robert E. (Johnson)
Right of Way
Option expires November 5, 1952

4.0 acres at $600 per acre	$ 2,400.00	
4.0 acres at $200 per acre	800.00	
4.0 acres at $300 per acre	1,200.00	
356 rods of fence at $5 per rod	1,780.00	
Damages	3,700.00	
Amount to be paid owner - chrg to Right of Way		$ 9,880.00

(cont.)

EXHIBIT "A" (cont.)

CALAPOOYA CREEK-SUTHERLIN SEC. - ELKTON-SUTHERLIN HWY (cont.)

18874 - Rice, Robert E. (cont.)

THINGS TO BE DONE BY THE STATE:

State to bulldoze a trail, 3 feet wide on south side of right of way from Station 1167+75 to 1169+50
Construct farm crossing at Station 1173+00
Construct private access at Station 1165+90, south side, 20 feet in width.

Access controlled -

18876 - Wegner, Ella Claude Smith and Alline Smith (Johnson)
Right of Way
Option expires November 4, 1952

9.13 acres at $150 per acre	$ 1,369.50
Allowance - 450 rods of fence at $5 per rod	2,250.00
Severance damages and allowance for well	1,320.00
Amount to be paid owner - chrg to Right of Way	$ 4,939.50

THINGS TO BE DONE BY THE STATE:

Construct farm crossing at Station 1226+00
Construct private approach at Station 1208+80, south side, 20' wide.

Access controlled -

18896 - Kelley, Henry C. (Stuntz)
Right of Way
Option expires November 2, 1952

0.008 acre	Lump Sum	$ 25.00
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

CALAPOOYA CREEK-SUTHERLIN SEC.-ELKTON-SUTHERLIN HWY. (cont.)

18897 - Kelley, Henry C. (Stuntz)
Right of Way
Option expires November 2, 1952

0.008 acre Lump Sum $ 25.00

Amount to be paid owner - chrg to Right of Way $ 25.00

Access not controlled -

18881 - Pitman, Jack and Ada (Stuntz)
Right of Way
Option expires November 5, 1952

1.56 acre at $500 per acre $ 780.00

Amount to be paid owner - chrg to Right of Way $ 780.00

THINGS TO BE DONE BY THE STATE:

State will reconstruct existing approach at Station 1261+80, south side

Access controlled -

18882 - Harlow, Martin (Stuntz)
Right of Way
Option expires October 16, 1952

784 sq. ft. at $0.07 per sq. ft. $ 55.00

Amount to be paid owner - chrg to Right of Way $ 55.00

THINGS TO BE DONE BY THE STATE:

State will reconstruct approach at Station 1271+85, south side

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

CALAPOOYA CREEK-SUTHERLIN SEC.-ELKTON-SUTHERLIN HWY. (cont.)

19189 - Lanning, Earl and Ruby M. (Stuntz)
Right of Way
Option expires October 20, 1952

815 sq. ft.	Lump Sum	$ 54.00

Amount to be paid owner - chrg to Right of Way $ 54.00

THINGS TO BE DONE BY THE STATE:

State will reconstruct approach at Station 1270+85, south side

Access not controlled -

18890 - Riemenschneider, Frank and Lyla (Stuntz)
Right of Way
Option expires October 23, 1952

33541 sq. ft. at $0.05- per sq. ft.	$ 1,540.00
1 cement block house - 400 sq. ft.	3,600.00
1 cement block duplex - 960 sq. ft.	8,160.00
1 bedroom frame house - 525 sq. ft.	3,670.00
2 bedroom frame house - 619 sq. ft.	4,330.00
Damages	3,700.00

Amount to be paid owner - chrg to Right of Way $25,000.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 1278+50, north side

Access not controlled -

16341 - Smith, Leo L. and Naomi Jeane (Stuntz)
Right of Way
Option expires October 23, 1952

0.036 acre	Lump Sum	$ 25.00

(cont.)

EXHIBIT "A" (cont.)

CALAPOOYA CREEK-SUTHERLIN SEC. - ELKTON-SUTHERLIN HWY. (cont.)

16341 - Smith, Leo L. and Naomi Jeane (cont.)

Amount to be paid owner - chrg to Right of Way $ 25.00

THINGS TO BE DONE BY THE STATE:

State will reconstruct road approach at Station 128+70, north side

Access not controlled -

18883 - Bade, Harry and Louyse (Stuntz)
Right of Way
Option expires October 20, 1952

1300 sq. ft. (approx) Lump Sum $ 100.00

Amount to be paid owner - chrg to Right of Way $ 100.00

Access controlled - no access allowed

18884 - Palmer, Elsie (Stuntz)
Right of Way
Option expires October 16, 1952

1089 sq. ft. at $0.06 per sq. ft. $ 64.00

Amount to be paid owner - chrg to Right of Way $ 64.00

THINGS TO BE DONE BY THE STATE:

State will reconstruct road approach at Station 1272+50, south side

Access not controlled -

18885 - Kruse, Orville (Stuntz)
Right of Way
Option expires October 17, 1952

(cont.)

EXHIBIT "A" (cont.)

CALAPOOYA CREEK-SUTHERLIN SEC.-ELKTON-SUTHERLIN HWY (cont.)

18885 - Kruse, Orville (cont.)

12763 sq. ft. at $0.05 per sq. ft. $ 613.00

Amount to be paid owner - chrg to Right of Way $ 613.00

Access controlled - no access allowed

18898 - Stoner, L. E. and Ila V. (Stuntz)
Right of Way
Option expires October 15, 1952

1437 sq. ft. at $0.06 per sq. ft. $ 80.00

Amount to be paid owner - chrg to Right of Way $ 80.00

THINGS TO BE DONE BY THE STATE:

State will construct road approach at Station 1285+20, south side

Access not controlled -

18888 - Hunt, Donald W. and Betty (Stuntz)
Right of Way
Option expires October 20, 1952

0.002 acre Lump Sum $ 10.00

Amount to be paid owner - chrg to Right of Way $ 10.00

THINGS TO BE DONE BY THE STATE:

State will reconstruct existing approach at Station 1274+40, south side and black top same

Access not controlled -

EXHIBIT "A" (cont.)

CALAPOOYA CREEK-SUTHERLIN SEC.-ELKTON-SUTHERLIN HWY. (cont.)

18886 - Samson, Charles and Doris (Stuntz)
Right of Way
Option expires October 17, 1952

740 sq. ft. at $0.07 per sq. ft.	$ 50.00	
Allowance - cut 3' off house	450.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

THINGS TO BE DONE BY THE STATE:

State will construct a new approach at Station 1273+60, south side

Access not controlled -

18894 - Wattman, Harold O. (Stuntz)
Right of Way
Option expires October 14, 1952

1002 sq. ft. at $0.07- per sq. ft.	$ 70.00	
100 ft. picket fence	50.00	
Amount to be paid owner - chrg to Right of Way		$ 120.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach at Station 1283+00, south side

Access not controlled -

18895 - Johnson, Herman B. (Stuntz)
Right of Way
Option expires October 14, 1952

262 sq. ft. at $0.09+ per sq. ft.	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

EXHIBIT "A" (cont.)

CALAPOOYA CREEK-SUTHERLIN SEC.-ELKTON-SUTHERLIN HWY (cont.)

18895 - Johnson, Herman B. (cont.)

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach at Station 1283+80, north side

Access not controlled -

18892 - Baxter, J. C. and W. J. Hutch (Stuntz)
Right of Way
Option expires October 15, 1952

1710 sq. ft. at $0.20 per sq. ft.	$ 342.00	
Amount to be paid owner - chrg to Right of Way		$ 342.00

THINGS TO BE DONE BY THE STATE:

Reconstruct existing approach to Easterly side of Sunset Drive at Station 1282+00

Access not controlled -

18873 - Cracroft, H. E. and Nora M. (Johnson)
Right of Way Ray W. and Constance Osterman &
Option expires November 7, 1952 Evelyn E. Rose

2.0 acres at $750 per acre	$ 1,500.00	
11.0 acres at $450 per acre	4,950.00	
374 rods of fence at $5 per rod	1,870.00	
Severance	3,000.00	
Amount to be charged to Right of Way		$11,320.00
Amount to be paid owner	$ 9,450.00	
Amount to be paid Mr. & Mrs. Osterman	1,870.00	

THINGS TO BE DONE BY THE STATE:

(cont.)

CALAPOOYA CREEK-SUTHERLIN SEC.-ELKTON-SUTHERLIN HWY (cont.)

18873 - Cracroft, H. E. and Nora M. (cont.)

Grantor reserves right to lay overground irrigation pipe lines across part of taking along river bar. State to construct driveway entrance, 20' wide, at Station 1151+00, south side (private).

Access controlled -

18891 - Bens, Harry and Lucy (Stuntz)
Right of Way
Option expires October 23, 1952

10,454 sq. ft. at $0.07+ per sq. ft.	$ 750.00	
2 story store and apartment - 1232 sq. ft.	7,750.00	
Amount to be paid owner - chrg to Right of Way		$ 8,500.00

Takes all -

SUICIDE CREEK-PACIFIC HIGHWAY SECTION - COOS BAY-ROSEBURG HIGHWAY

19072 - Johnston, W. V. and Lessie Gaynell (Stuntz)
Right of Way
Option expires November 2, 1952

0.46 acre	Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way			$ 50.00

THINGS TO BE DONE BY THE STATE:

State will move fence to new right of way line.

Access not controlled -

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18219 - Fuller, Edmund V. and Alice (Holt)
Right of Way
Option expires October 18, 1952

(cont.)

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY (cont.)

18219 - Fuller, Edmund V. and Alice (cont.)

.80 acres	Lump Sum	$ 500.00
House - 750 sq. ft.		2,500.00

Amount to be paid owner - chrg to Right of Way $ 3,000.00

Takes all -

18246 - Dunn, Wallace W. and Mary R. Clark E. and Evelyn F. Gilman (Gemmell)
Right of Way
Option expires September 13, 1952

0.54 acre at $100 per acre $ 54.00

Amount to be paid owner - chrg to Right of Way $ 54.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 414+88, east side (commercial)
Private approach reserved at Station 411+50, east side

Access controlled -

18226 - Lytle, L. G. and Ann R. (Holt)
Right of Way
Option expires November 4, 1952

11 acres at $130- per acre $ 1,400.00

Amount to be paid owner - chrg to Right of Way $ 1,400.00

Takes all -

18229 - Dykman, Jack D. and Mary D. (Holt)
Right of Way
Option expires November 5, 1952

(cont.)

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY (cont.)

18229 - Dykman, Jack D. and Mary D. (cont.)

4 acres	Lump Sum	$ 500.00	
Amount to be paid owner - chrg to Right of Way			$ 500.00

Access controlled - no access allowed

18243 - Wood, Winifred Gantt (Gemmell)
Right of Way
Option expires November 8, 1952

2.5 acres at $500- per acre		$ 1,055.00	
Amount to be paid owner - chrg to Right of Way			$ 1,055.00

Takes all -

18632 - Noble, Caroline (Holt)
Right of Way
Option expires November 5, 1952

0.02 acre	Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way			$ 50.00

Access controlled - no access allowed

18215 - Stockman, Robert and Nancy (Holt)
Right of Way
Option expires October 18, 1952

0.52 acre at $150 per acre		$ 78.00	
Amount to be paid owner - chrg to Right of Way			$ 78.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY (cont.)

18224 - Hutchings, Clayton W. (Holt)
Right of Way
Option expires October 23, 1952

1.10 acres at $150 per acre	$ 165.00
Amount to be paid owner - chrg to Right of Way	$ 165.00

Access controlled - no access allowed

18227 - Nicholls, Stephen L. and Iris M. (Holt)
Right of Way
Option expires September 26, 1952

1.88 acres at $300 per acre	$ 564.00
House - 840 sq. ft.	4,000.00
Garage - 392 sq. ft.	392.00
Well	300.00
Trees, garden, shrubbery and trellis	400.00
Amount to be paid owner - chrg to Right of Way	$ 5,656.00

Access controlled - no access allowed

HAUSER-COOS BAY SECTION - OREGON COAST HIGHWAY

18812 - Woodworth, Milo D. (Gemmell)
Right of Way
Option expires October 22, 1952

1.6 acres at $300 per acre	$ 480.00
House - 576 sq. ft.	2,304.00
Barn - 600 sq. ft.	100.00
Well	316.00
Damages	800.00
Amount to be paid owner - chrg to Right of Way	$ 4,000.00

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

HAUSER-COOS BAY SECTION - OREGON COAST HIGHWAY (cont.)

18812 - Woodworth, Milo D. (cont.)

Construct road approach at Station 72+50, east side, 16 feet wide

Access controlled -

18836 - Koines, George and Doris (Gemmell)
Right of Way
Option expires October 17, 1952

0.37 acre	Lump Sum	$ 4,000.00
Amount to be paid owner - chrg to Right of Way		$ 4,000.00

THINGS TO BE DONE BY THE STATE:

Reconstruct road approach at Station 19+50, east side, 16 feet wide

Access controlled -

18809 - Thomas, Melvin D. and Hilda (Holt)
Right of Way
Option expires October 31, 1952

5.33 acres at $400- per acre	$ 2,000.00
4.46 acres at $200+ per acre	1,000.00
Amount to be paid owner - chrg to Right of Way	$ 3,000.00

THINGS TO BE DONE BY THE STATE:

Construct private approach at Station 33+48, East side.

Access controlled -

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HIGHWAY

18049 - Gold Ray Realty Co. (Stuntz)
Right of Way
Option expires October 13, 1952

13,068 sq. ft. at $0.03 per sq. ft.	$ 500.00	
Amount to be paid owner - chrg to Right of Way		$ 500.00

Takes all -

18042 - Carlton, Thomas A. and Gertrude U. (Stuntz)
Right of Way
Option expires September 3, 1952

6.29 acres at $1,500 per acre	$ 9,435.00	
Allowance - reconstruct corrals and part of barn	500.00	
- move fence around garden and re-seed 1 acre clover	500.00	
141 rods of fence at $4+ per rod	565.00	
Severance damages	3,500.00	
Amount to be paid owner - chrg to Right of Way		$14,500.00

If construction starts before seed crop harvested or September 15, 1952, State to pay additional $ 2,500.00

GRAND TOTAL (Estimate) Charged to Right of Way $17,000.00

THINGS TO BE DONE BY THE STATE:

Install 84" standard cattle pass at Station 54+15. Estimated Cost $ 5,100.00
Install and maintain 12" siphons under highway at Stations 54+20 and 59+65, Est. Cost 2,400.00
Construct drainage ditch on both sides of highway
Construct approach and place asphalt thereon at Station 51+50 and Station 56+00, south side (Comm)

(cont.)

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HWY (cont.)

18042 - Carlton, Thomas A. and Gertrude U. (cont.)

Amount to be charged to Construction (Est.)		$ 7,500.00
GRAND TOTAL (Estimate)		$24,500.00

Access controlled -

18050 - Jaksch, John August and Hazel J. (Stuntz)
Right of Way
Option expires September 26, 1952

0.1 acre Lump Sum	$ 1,000.00
1.0 acre at $900 per acre	900.00
River front house - 508 sq. ft.	4,000.00
Garage - 240 sq. ft.	360.00
90 feet of board fence	90.00
35 rods of barbed wire fence	150.00
35 foot well	500.00
Encroachment damages	500.00

Amount to be paid owner - chrg to Right of Way $ 7,500.00

THINGS TO BE DONE BY THE STATE:

Construct a conduit under highway, west of east line of grantor's property. Estimated Cost $ 260.00

Grantor reserved right to place pump and pipe lines at river each irrigation year.
Construct private approach at Station 106+50, south side.

Amount to be charged to Construction $ 260.00

GRAND TOTAL (Estimate) $ 7,760.00

Access controlled -

18062 - Bishop, Harold E. and Flora D. (Stuntz)
Right of Way
Option expires October 2, 1952

1.43 acres at $500 per acre	$ 715.00
Less value of land to be deeded by State. Approx. 0.8 acre at $200+ per acre	165.00-

(cont.)

20027

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HWY (cont.)

18062 - Bishop, Harold E. and Flora D. (cont.)

Amount to be paid owner - chrg to Right of Way $ 550.00

THINGS TO BE DONE BY THE STATE:

Convey to the grantors above that portion of the Ward Davis property adjoining on the West, 0.8 acre. (File No. 18061) as an exchange part of the settlement upon the grounds and for the reason that the said property, in the opinion of the Commission, is no longer needed, required, or useful for highway purposes.
State will construct road at Station 243+00, north side. (commercial)
Grantor may retain trees on land deeded above, provided they are removed within 60 days after notice of acceptance.

Access controlled -

18043 - Parker, Lester C. and Dorothy E. (Stuntz)
Right of Way
Option expires September 30, 1952

5.62 acres at $1,000 per acre	$ 5,620.00
121 rods of fence at $4 per rod	484.00
Severance damages	2,000.00

Amount to be paid owner - chrg to Right of Way $ 8,104.00

THINGS TO BE DONE BY THE STATE:

Install 84" standard cattle pass at Station 64+00. Estimated cost	$ 6,200.00
Extend 10" concrete irrigation pipe at Station 64+00. Estimated Cost	675.00
Install 12" siphons under highway at Station 69+47. Estimated Cost	1,200.00

Reconstruct private power line over new highway at Station 59+85
Construct private approaches at Station 59+85 and 69+00, south side
Grantor permitted to maintain fence at ends of cattle pass

Amount to be charged to Construction $ 8,075.00

GRAND TOTAL (Estimate) $16,179.00

Access controlled -

EXHIBIT "A" (cont.)

ROCK POINT-BLACKWELL HILL SECTION - PACIFIC HWY (cont.)

18044 - Byrne, Ernest A. and Winnie Jewell (Stuntz)
Right of Way
Option expires September 26, 1952

4.0 acres at $50 per acre	$ 200.00	
5.21 acres at $1000 per acre	5,200.00	
Allowance - move barn and chicken shed	500.00	
New well	500.00	
175 rods of fence at $4 per rod	700.00	
Concrete slab	200.00	
Severance damages	1,100.00	
Amount to be paid owner - chrg to Right of Way		$ 8,400.00

THINGS TO BE DONE BY THE STATE:

Two points of access granted on South side, to be decided when frontage road is built.

Access controlled - no access allowed

HAYES HILL SECTION - REDWOOD HIGHWAY

19180 - Wooddy, L. J. & Sons (Norlin)
Borrow Pit for Gravel material
Option expires November 1, 1952

Lease for approximately 8,000 yards at $0.10 per cubic yard for road building materials. Est. Cost	$ 800.00	
Agreement to terminate upon completion of present Hayes Hill project.		
Amount to be paid owner - chrg to Gravel Pit (Est.)		$ 800.00

Confirmation of phone approval by Chairman Ben Chandler 5-2-52

19181 - Woodward Hollie T. and William W. (Norlin)
Borrow pit for Gravel material
Option expires November 2, 1952

Lease for approximately 8,000 yards at $0.10 per cubic yard for road building materials. Estimated cost	$ 800.00
Agreement to terminate upon completion of present Hayes Hill project	

(cont.)

EXHIBIT "A" (cont.)

HAYES HILL SECTION - REDWOOD HIGHWAY (cont.)

19181 - Woodward, Hollie T. and William W. (cont.)

Amount to be paid owner - chrg to Gravel Pit (Estimate) $ 800.00

Confirmation of phone approval by Chairman Ben Chandler 5-2-52

THIRD STREET-THE DALLES SECTION - COLUMBIA RIVER HIGHWAY

17427 - Maier, Henry J. (Witt)
Right of Way
Option expires September 28, 1952

5865 sq. ft. at $3.25 per sq. ft.	$19,062.00	
Allowance - for moving signs, changing driveways and loss of parking area	1,688.00	
Amount to be paid owner - chrg to Right of Way (land)		$20,750.00
Value of unexpired period of lease dated Jan. 1, 1950, expiring Jan. 1, 1955	$ 6,480.00	
Cost of moving building and equipment of present station	1,500.00	
Amount to be paid Shell Oil Co. -Building owner's CHRG TO Right of Way		$7,980.00
GRAND TOTAL Charged to Right of Way		$28,730.00

Access not controlled -

Confirmation of phone approval by Commissioner Chas Reynolds May 12, 1952

WASCO-GRASS VALLEY SECTION - SHERMAN HIGHWAY

19041 -- Moore, L. V. and Etta (Brainerd)
Quarry Site
Option expires October 13, 1952

8.29 acres at $50- per acre	$ 400.00	
Amount to be paid owner - chrg to Quarry Site		$ 400.00

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

WASCO-GRASS VALLEY SECTION - SHERMAN HIGHWAY (cont.)

19041 - Moore, L. V. and Etta (cont.)

Fence the front of property and construct retaining fence around crushing operation.
Est. Cost $ 300.00
Grantor has right to haul away any reject gravel, which State has no use for.

Amount to be charged to Quarry Site $ 300.00

GRAND TOTAL (Estimate) $ 700.00

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

18022 - Edwards, Charles T. and Emma (Brainerd)
Right of Way
Option expires October 31, 1952

3.5 acres at $250 per acre	$ 875.00	
Damages - by reduction of area	200.00	
Allowance - for well	250.00	
2 houses - 636 sq. ft.	1,708.50	
Garage - 300 sq. ft.	300.00	
132 feet of picket fence at $0.50 per ft.	66.00	
9 rods of fence at $4 per rod	36.00	
Allowance - for flower beds and strawberry patches	64.50	
Amount to be paid owner - chrg to Right of Way		$ 3,500.00

THINGS TO BE DONE BY THE STATE:

Private access reserved at Stations 1107+00, 1110+00, and 1113+50, east side

Access controlled -

ESPLANADE STREET-SOUTH 6th STREET SECTION-KLAMATH FALLS-MALIN HIGHWAY

16244 - Floren, Axel and Gladys M. (Conad)
Right of Way
Option expires November 1, 1952

2150 sq. ft. at $0.04 per sq. ft. $ 86.00

(cont.)

EXHIBIT "A" (cont.)

ESPLANADE STREET-SOUTH 6th STREET SECTION - KLAMATH FALLS-MALIN HIGHWAY (cont.)

16244 - Floren, Axel and Gladys M. (cont.)

Amount to be paid owner - chrg to Right of Way		$ 86.00

Access controlled - no access allowed

LOSTINE SECTION - WALLOWA LAKE HIGHWAY

18911 - Evans, Norman K. (Landon)
Right of Way & Gravel Pit
Option expires November 6, 1952

2.97 acres at $300 per acre	$ 891.00	
1.9 acres at $430 per acre	817.00	
+ eastment for haul road	2.50	
Severance damages	750.00	
223 rods of fence at $3.50 per rod	780.50	
Amount to be paid owner -		$ 3,241.00
Amount to be charged to Right of Way	2,421.50	
Amount to be charged to Gravel Pit	819.50	

THINGS TO BE DONE BY THE STATE:

Provide passage way under bridge, large enough for cattle + farm equipment. Construct cattle guard in haul road at Station 116+50, Estimated cost	$ 250.00	
Reconstruct all irrigation facilities where disturbed.		
Amount to be charged to Gravel Pit (Estimate)		$ 250.00
GRAND TOTAL (Estimate)		$ 3,491.00

Access controlled - no access allowed

18913 - Cross Country Ditch Co. (Landon)
Right of Way & Gravel Pit
Option expires November 1, 1952

0.17 acre Lump Sum	$ 10.00	
+ 1.20 acre easement		
Amount to be paid owner - chrg to Right of Way		$ 10.00

EXHIBIT "A" (cont.)

LOSTINE SECTION - WALLOWA LAKE HIGHWAY (cont.)

18913 - Cross Country Ditch Co. (cont.)

THINGS TO BE DONE BY THE STATE:

Grantor reserves right to operate and maintain Cross Country Ditch across and under highway.
State to reconstruct and protect all irrigation facilities where disturbed.
State to construct approach, 16' wide, east side of old highway.
State to construct approach, south side, 16' wide at Station 1124+90.

Access controlled -

SILVIES-HARNEY COUNTY LINE SECTION - JOHN DAY-BURNS HIGHWAY

18984 - Schetky, L. H. (Cozad)
Quarry Site
Option expires October 21, 1952

5 acres at $25 per acre $ 125.00

Amount to be paid owner - chrg to Quarry Site $ 125.00

JUNTURA SECTION - CENTRAL OREGON HIGHWAY

19187 - Baker, George L. et al (Chidsey)
Maintenance Site
Option expires September 17, 1952

4967 sq. ft. at $0.07 per sq. ft. $ 350.00

Amount to be paid owner - chrg to Maintenance Site $ 350.00

State to have use of building until such time as they occupy new building.
Grantor may remove building

ONTARIO SPUR SECTION - OLD OREGON TRAIL HIGHWAY

19062 - McD Roe, Bonnie R. and Carl (Cozad)
Right of Way
Option expires November 12, 1952

4.75 acres at $1000 per acre $ 4,750.00

(cont.)

EXHIBIT "A" (cont.)

ONTARIO SPUR SECTION - OLD OREGON TRAIL HIGHWAY (cont.)

19062 - McD Roe, Bonnie R. and Carl (cont.)

Allowance - re-establish 80 rods of fence at $3 per rod	$ 240.00	
Amount to be paid owner - chrg to Right of Way		$ 4,990.00

Private access granted, south side at Station 24+50

Access controlled -

(Cozad)

19064 - Chamber, J. S.
Right of Way
Option expires November 12, 1952

1.5 acres at $1000 per acre	$ 1,500.00	
17 trees at $25 each	425.00	
Allowance - to build 50 rods of fence at $3 per rod	150.00	
- release crop by Lessee	100.00	
- move pump house, and pump	500.00	
- build up gravel road	100.00	
Amount to be paid owner - chrg to Right of Way		$ 2,775.00

THINGS TO BE DONE BY THE STATE:

Re-establish irrigation ditch along right of way at Station 45+48
Private access allowed at Station 45+37, north side

Access controlled -

(Cozad)

19061 - Moore, A. G. and Gertrude M.
Right of Way
Option expires November 13, 1952

9.5 acres at $1000 per acre	$ 9,500.00	
House - 1300 sq. ft. with well and pump	6,500.00	
Garage and outbuildings	300.00	
12" cased irrigation well and 2" pump	400.00	
17 trees and shrubbery	300.00	
Amount to be paid owner - chrg to Right of Way		$17,000.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

ONTARIO SPUR SECTION - OLD OREGON TRAIL HIGHWAY (cont.)

19065 - Smith, Norman et al (Cozad)
Right of Way
Option expires August 11, 1952

3.65 acres at $1000 per acre	$ 3,650.00	
Drive-in Cafe - 1032 sq. ft.	8,260.00	
4 bedroom house - 1144 sq. ft.	2,290.00	
Restaurant fixtures and equipment	3,400.00	
Concrete walks, Gravel roads	650.00	
Shrubbery, lawns and shade trees	430.00	
Garage and store room	300.00	
350 prophane tank, pressure water system and well	300.00	
Amount to be paid owner - chrg to Right of Way		$19,280.00

Takes all -

Grantor to have free rent and possession until October 1, 1952

19063 - Davison, Bessie A. (Cozad)
Right of Way
Option expires November 12, 1952

2.42 acres at $1000 per acre	$ 2,420.00	
Settlement to Lessee-Ontario Sand & Gravel Co. Inc. for moving and re-establish ready mix plant and facilities	8,529.00	
Amount to be paid owner	2,420.00	
Amount to be paid Ontario Sand & Gravel Co. Inc.	8,529.00	
Amount to be charged to Right of Way		$10,949.00

THINGS TO BE DONE BY THE STATE:

Private access granted for Concrete business, 40' wide, South side, at Station 34+00.

Access controlled -

WEST PORTLAND-HARBOR DRIVE EXPRESSWAY

19088 - Garratt, Roy G. and Esther V. Ben R. and Edith J. Gillaspie (Johnson)
Right of Way
Option expires July 19, 1952

(cont.)

EXHIBIT "A" (cont.)

WEST PORTLAND - HARBOR DRIVE EXPRESSWAY (cont.)

19088 - Garratt, Roy G. and Esther V. (cont.)

21825 sq. ft. at $0.34+ per sq. ft. $ 7,500.00

Amount to be paid owner - chrg to Right of Way $ 7,500.00

Access controlled - no access allowed

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

1370 - Charity Lodge #37 (Cooper)
Right of Way
Option expires November 18, 1952

1500 sq. ft. Lump Sum
including all damage and other claims $1,500.00

Amount to be paid owner - chrg to Right of Way $ 1,500.00

THINGS TO BE DONE BY THE STATE:

Construct gravel foot path across front of property
Estimate $ 50.00
Private access granted, 30' wide, east side
at Station 135+94 and Station 136+70

Amount to be charged to Construction (Est.) $ 50.00

GRAND TOTAL (Estimate) $ 1,550.00

Access controlled -

18643 - Monroe, Martha W. and Clay C. (Smith)
Right of Way
Option expires November 5, 1952

29,795 sq. ft. at $0.04+ per sq. ft.	$ 1,368.00
Damages	632.00
House - 588 sq. ft. and Patio	6,840.00
Lawn, shrubs and trees	650.00
Water system, well house and pump	900.00
Driveway - 55 ft.	110.00

Amount to be paid owner - chrg to Right of Way $10,500.00

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18643 - Monroe, Martha W. and Clay C. (cont.)

THINGS TO BE DONE BY THE STATE:

Mark grantor's new property lines.
Construct an approach to frontage road. Point to be designated later.
Construct turn-around, southerly end of frontage road
State to maintain frontage road.

Access controlled - no access allowed, except via frontage road.

18124 - Hambach, Fred J. and Anna C. (Johnson)
Right of Way
Option expires August 24, 1952

2110 sq. ft. Lump Sum $ 200.00

Amount to be paid owner - chrg to Right of Way $ 200.00

THINGS TO BE DONE BY THE STATE:

Reestablish present approach at Station 148+35.16 east side, 25' wide.
Private access granted at Stations 147+50.16 and 148+35.16, east side, 25' wide.

Access controlled -

BEAVERTON-AURORA SECTION - BEAVERTON-AURORA HIGHWAY

19045 - Miller, Robert S. and Helen M. (Smith)
Stockpile Site (Lease)
Option expires November 13, 1952

0.193 acre For one year lease $ 75.00

Amount to be paid owner - chrg to Stockpile Site $ 75.00

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

18899 - Sconce, O. F. and Violet M. (Stuntz)
Right of Way
Option expires October 22, 1952

(cont.)

EXHIBIT "A" (cont.)

OAKLAND JUNCTION-DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY (cont.).

18899 - Sconce, O. F. and Violet M. (cont.)

0.50 acre at $1100 per acre	$ 550.00
2.08 acres at $500 per acre	1,040.00
House - 967 sq. ft.	9,800.00
Garage and apartment - 857 sq. ft.	3,430.00
Breezeway - 90 sq. ft.	180.00

Amount to be paid owner - chrg to Right of Way $15,000.00

Takes all -

18958 - Geary, Blanche L., William and Bessie Bitterman, Cont. Pur. (Holt)
Right of Way
Option expires November 13, 1952

62,290 sq. ft. at $0.04- per sq. ft.	$ 2,344.00
Well and pump house and pipe	650.00
3 sheds	314.00

Amount to be paid owner - chrg to Right of Way $ 3,308.00

Access controlled - no access allowed

HOOD RIVER-MOSIER SECTION - COLUMBIA RIVER HIGHWAY

19068 - City of Mosier (Porter)
Right of Way
Deed only

.65 acre Gratis

Access controlled - no access allowed

GNAT CREEK-BRADLEY PARK SECTION - COLUMBIA RIVER HIGHWAY

18841 - Firtex Insulating Board Co. (Benner)
Right of Way
Option expires November 1, 1952

35.147 acre at $50 per acre $1,757.35

Amount to be paid owner - chrg to Right of Way $ 1,757.35

Private access restricted to Station 57+20, north and south side, 25' wide.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

SILVER FALLS STATE PARK

17677 - Burkland, Carl A. et al (Benner)
Park
Option expires February 13, 1953

80 acres at $10 per acre	$ 800.00	
40 acres	Gratis	
Timber - 210,000 FBM Douglas Fir (Red at $18 per M.	3,780.00	
- 92,000 FBM Douglas Fir, 2nd Gr. at $18 per M.	1,656.00	
Amount to be paid owner - chrg to Park Sites		$ 6,236.00

Takes all -

17673 - Mack, Francis and Mary Ellen et al (Benner)
Park
Option expires August 14, 1952

43 acres at $5 per acre	$ 215.00	
37 acres	Gratis	
246,000 FBM Douglas Fir at $18- per M.	4,405.00	
15,000 FBM White fir and Hemlock at $8 per M.	120.00	
15,750 lineal ft. of Poles at $0.08 per lin. ft.	1,260.00	
Amount to be paid owner - chrg to Park Sites		$ 6,000.00

Takes all -

17676 - Totland, Orville and Janet E. (Benner)
Park Site
Option expires August 6, 1952

60 acres	Gratis	
603,000 FBM Douglas Fir at $18- per M.	$10,800.00	
15,000 FBM pulp wood at $8 per M.	120.00	
13,500 lin. ft. of Poles at $0.08 per lin. ft.	1,080.00	
Amount to be paid owner - chrg to Park Sites		$12,000.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

GARRISON CORNER SECTION - NYSSA-ADRIAN HIGHWAY

15694 -A - Garrison, Dale F. and Claudine N. (Brainerd)
Right of Way
Option expires September 28, 1952

0.45 acre at $500 per acre	$ 225.00	
Allowance - to re-establish 30 rods of fence at $2.50 per rod	75.00	
- re-establish building and stock pens	50.00	
Amount to be paid owner - chrg to Right of Way		$ 350.00

Access not controlled -

LAFAYETTE-NORTH YAMHILL RIVER SECTION - PACIFIC HIGHWAY WEST

19192 - Trent, Myrtle (Witt)
Temporary detour easement
Option expires November 12, 1952

0.56 acre at $500- per acre	$ 250.00	
Amount to be paid owner - chrg to Right of Way		$ 250.00

Access not controlled -

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY

16257 - Swenson, Vernon L. and Leora V. (Reeder)
Right of Way
Option expires November 4, 1952

3375 sq. ft. at $1.90 per sq. ft. including damage to remainder, R/W line 1' from garage	$ 6,475.00	
Amount to be paid owner - chrg to Right of Way		$ 6,475.00

THINGS TO BE DONE BY THE STATE:

Construct approaches at Stations 22+80 and 23+60, south side, 25' wide.

Access not controlled -

(cont.)

EXHIBIT "A" (cont.)

CITY OF SPRINGFIELD SECTION - MCKENZIE HIGHWAY (cont.)

16295 - Smith, Willis D. and Leora Leo T. & Minnie Johnson (Reeder)
Right of Way
Option expires October 20, 1952

1890 sq. ft. at $0.15 per sq. ft.	$ 283.50	
Garage - 320 sq. ft.	320.00	
To be paid on Sales Contract, Escro[illegible], -First National Bank of Eugene, Springfield Branch		$ 603.50
Allowance - 8 rods of fence at $4 per rod	$ 32.00	
- removal of stored furniture from garage.	25.00	
Amount to be paid Leo T. &Minnie Johnson- Cont. Pur.		$ 57.00
Amount to be charged to Right of Way		$ 660.50

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 90+32, north side, 20' wide.

Access not controlled -

TYEE-SUTHERLIN SECTION - ELKTON-SUTHERLIN HIGHWAY

13946 - A - State Land Board (Porter)
Permit to Remove Gravel

Permit to remove gravel, at $0.10 per cubic yard for materials above the normal high water level, (Est.)	$ 1,000.00	
Amount to be paid owner - chrg to Gravel Pit		$ 1,000.00

HAUSER-COOS BAY SECTION - OREGON COAST HIGHWAY

18823 - Sears, J. P. and Estella F. (Haskin)
Right of Way
Option expires October 16, 1952

0.05 acre at $500 per acre	$ 25.00	
Amount to be paid owner - chrg to Right of Way		$ 25.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

HAUSER-COOS BAY SECTION - OREGON COAST HIGHWAY (cont.)

18834 - Dennis, W. C. and Myra F. (Haskin)
Right of Way
Option expires November 12, 1952

2.12 acres at $500 per acre	$ 1,060.00	
Amount to be paid owner - chrg to Right of Way		$ 1,060.00

Access controlled - no access allowed

18816 - Buhler, Martha (Haskin)
Right of Way
Option expires November 8, 1952

0.25 acre at $500 per acre	$ 125.00	
Amount to be paid owner - chrg to Right of Way		$ 125.00

Access controlled - no access allowed

18203 - Nordstrom, Hubert and Edla S. (Holt)
Right of Way
Option expires October 16, 1952

5.59 acres at $600 per acre	$ 3,350.00	
Allowance - for landscaping	450.00	
Plus Low bid for Moving house and cabins, etc. (Olson and Wyatt)	13,250.00	
Amount to be paid owner - chrg to Right of Way		$17,050.00

THINGS TO BE DONE BY THE STATE:

Construct commercial approach, west side at Station 3+50, 30' wide.

Access controlled -

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

18663 - Deal, W. K. and Ruth (Gemmell)
Right of Way
Option expires October 13, 1952

10.05 acres at $500 per acre	$ 5,025.00

(cont.)

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HWY (cont.)

18663 - Deal, W. K. and Ruth (cont.)

Amount to be paid owner - chrg to Right of Way $ 5,025.00

THINGS TO BE DONE BY THE STATE:

Construct approach at Station 149+00, east side, 16' wide.
Grantor reserves right to construct one approach 16' wide, west side, between Stations 177+00 and 188+00, to be determined at a later date.
Private approach granted at Station 143+00, west side, 16' wide.

Access controlled -

Confirmation of phone approval by Commissioner M. K. McIver, 5-12-52

18225 - Harris, Howard S. and Mary T. (Holt)
Right of Way
Option expires November 11, 1952

1.5 acres, more or less	Lump Sum	$ 250.00

Amount to be paid owner - chrg to Right of Way $ 250.00

Takes all -

MIDDLE UNIT-DESCHUTES COUNTY LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY

18773 - Montgomery, Max and A. Irene (Brainerd)
Right of Way
Option expires November 5, 1952

1.5 acres at $25 per acre	$ 37.50
1.99 acres at $300 per acre	597.00
Allowance - to re-establish 363 rods of fence at $2.22 per rod	807.50
- re-establish 67 rods of woven wire fence at $3 per rod	201.00

Amount to be paid owner - chrg to Right of Way $ 1,643.00

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

MIDDLE UNIT-DESCHUTES COUNTY LINE - PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY (cont.)

18773 - Montgomery, Max and A. Irene (cont.)

State to protect and re-establish irrigation system, where disturbed.
Private access granted North side at Stations 502+32, 490+48, 477+65, and 479+15. And two accesses granted south side at Station 504+70 and 499+23.

Access not controlled -

19106 - Peoples Irrigation Co. (Brainerd)
Easement
Option expires November 13, 1952

7.462 acres Gratis

THINGS TO BE DONE BY THE STATE:

Protect and re-establish irrigation system wherever disturbed.

Access not controlled -

18776 - Small, James and Linda (Brainerd)
Right of Way
Option expires November 8, 1952

1.29 acres at $60 per acre	$ 77.50	
Allowance - to move milking shed	51.50	
- to re-establish 117 rods of fence at $2.50 per rod	292.50	
Amount to be paid owner - chrg to Right of Way		$ 421.50

THINGS TO BE DONE BY THE STATE:

Construct private access, north side at Station 680+00

Access not controlled -

18775 - Stearns, Harry and Crystal George R. and LaVelle J. Sigman (Brainerd)
Right of Way
Option expires November 5, 1952

0.76 acres at $300 per acre	$ 228.00
6.72 acres at $25 per acre	168.00

(cont.)

EXHIBIT "A" (cont.)

MIDDLE UNIT-DESCHUTES COUNTY LINE - PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY (cont.)

18775 - Stearns, Harry and Crystal (cont.)

Allowance - re-establish 152 rods fence at $3 per rod	$ 456.00	
- re-establish 342 rods of fence at $2.50	855.00	
Amount to be paid owner - chrg to Right of Way		$ 1,707.00

THINGS TO BE DONE BY THE STATE:

Private access granted north side at Stations 535+40, 558+40 and 558+57. And south side at Stations 557+50, 590+25.
State to construct cattle guard at Station 558+57, north side.
State to move ornamental gate at Station 558+40, north side.

Access not controlled -

18774 - Barrett, George and Vietta (Brainerd)
Right of Way
Option expires November 11, 1952

0.57 acres at $25 per acre	$ 14.25	
Allowance - re-establish 21 rods of fence at $2.50 per rod	52.50	
Amount to be paid owner - chrg to Right of Way		$ 66.75

THINGS TO BE DONE BY THE STATE:

State to put in private access, 25' wide, north side at Station 535+07

Access not controlled -

15995 - Hudspeth, Claude and Ruth (Brainerd)
Right of Way & Gravel Pit
Option expires November 14, 1952

1.02 acres at $300 per acre	$ 306.00
1.63 acres at $100 per acre	163.00

EXHIBIT "A" (cont.)

MIDDLE UNIT-DESCHUTES COUNTY LINE - PRINEVILLE SECTION-
O'NEIL SECONDARY HIGHWAY (cont.)

15995 - Hudspeth, Claude and Ruth (cont.)

Allowance - to re-establish corrals and loading chute	$ 150.00	
- 188 rods of woven wire fence at $3 per rod	564.00	
- to re-establish 256 rods of barbed wire fence at $2.50 per rod	640.00	
		$ 1,823.00
Amount to be paid owner		
Amount to be charged to Right of Way	1,660.00	
Amount to be charged to Gravel Pit	163.00	

THINGS TO BE DONE BY THE STATE:

State to fence area around gravel pit, 48 rods of fence at $5 per rod Estimate $ 240.00
Construct private accesses north side at Stations 573+00, 590+25, 599+65, 601+55. And three accesses south side at Stations 608+38, 600+75 and 590+75.

Amount to be charged to Gravel Pit (Est.) $ 240.00

GRAND TOTAL (Estimate) $ 2,063.00

Access not controlled -

15996 - Cain, J. A., J. M. and Ethel T. (Brainerd)
Right of Way & Gravel Pit
Option expires November 11, 1952

0.6 acres at $300 per acre	$ 180.00	
2.37 acres at $25 per acre	59.25	
4.44 acres at $100 per acre (lease and Easement)	444.00	
Allowance - re-establish 254 rods of fence at $2.50 per rod	635.00	
- re-establish 91 rods fence at $3 per rod	273.00	
		$ 1,591.25
Amount to be paid owner -		
Amount to be charged to Gravel Pit	$ 444.00	
Amount to be charged to Right of Way	1,147.25	

THINGS TO BE DONE BY THE STATE:

EXHIBIT "A" (cont.)

MIDDLE UNIT-DESCHUTES COUNTY LINE - PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY (cont.)

15996 - Cain, J. A., J. M. and Ethel T. (cont.)

Construct private access at Stations 614+42, 635+45, 637+40, 638+40, 641+60, north side. And South side at Station 641+75.
Construct cattle guard at Station 641+60, south side
Smooth ground around gravel pit at termination of operations.
Re-establish fence thru gravel pit at end of operations.

Access not controlled -

ARLINGTON-HEPPNER JUNCTION SECTION - COLUMBIA RIVER HIGHWAY

18657 - Snell, Grover C. and Jessie B. (Brainerd)
Right of Way
Option expires November 4, 1952

2.32 acres, more or less. Lump Sum $ 50.00

Amount to be paid owner - chrg to Right of Way $ 50.00

Access controlled - no access allowed

VALE SECTION - CENTRAL OREGON HIGHWAY

19130 - Malheur County (Cozad)
Maintenance Site

0.92 acre Gratis

LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

17934 - Brooks-Scanlon, Inc. CORRECTION REPORT
Right of Way
Option expires June 12, 1952

39.49 acres Gratis
Extra cost of logging timber on above property on present construction, 494.7 M Bd. ft. at $12.50 $ 6,183.75
State to pay $12.50 per thousand for logging timber on right of way outside of area used for Construction, if and when company wishes to log same

(cont.)

EXHIBIT "A" (cont.)

LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

17934 - Brooks-Scanlon, Inc. (cont.)

Amount to be paid owner - chrg to Right of Way $ 6,183.75

Previously approved December 20, 1951
39.49 acres Gratis
50 M Bd. ft. at $12.50 (Est) $ 625.00

Amt. to be paid owner - chrg to R/W $ 625.00

4 accesses allowed, not to exceed 40 feet.

Access controlled -

LOSTINE SECTION - WALLOWA LAKE HIGHWAY

18915 - Clark, Edith Haun (Landon)
Right of Way
Option expires November 14, 1952

4.72 acres at $500 per acre $ 2,295.00
Allowance - 55 rods of fence at $3.50 per rod 192.50

Amount to be paid owner - chrg to Right of Way $ 2,487.50

THINGS TO BE DONE BY THE STATE:

Construct approach 16' wide, northerly side at Station 1137+00.
Construct wooden head gate in existing ditch at Station 1137+30.
Construct irrigation ditch at Station 1131+50, both sides of highway, Estimated Cost. $ 400.00

Amount to be charged to Construction (Estimate) $ 400.00

GRAND TOTAL (Estimated) $ 2,887.50

Access controlled -

Grantors reserve right to harvest 1952 crop, providing same does not interfere with State's construction operations.

EXHIBIT "A" (cont.)

JONES RANCH-MITCHELL SECTION - OCHOCO HIGHWAY

19113 - Owens, Pansy et al (Brainerd)
Right of Way
Option expires November 6, 1952

0.48 acre	Lump Sum	$ 50.00	
Amount to be paid owner - chrg to Right of Way			$ 50.00

Access controlled - no access allowed

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

19236 - Spath, Ray (Smith)
Right of Way
Option expires November 18, 1952

550 sq. ft. more or less	Lump Sum	$ 200.00	
Amount to be paid owner - chrg to Right of Way			$ 200.00

THINGS TO BE DONE BY THE STATE:

Private accesses are reserved at Stations 200+15 and 202+75, 25' wide, East side.

Access controlled -

18649 - Thomas, A. J. and Leona Henry W. and Mary L. Nodurft (Smith)
Right of Way
Option expires November 6, 1952

4.0 acres, more or less at $1500 per acre	$ 6,000.00	
0.5 acre at $2000 per acre	1,000.00	
House - 880 sq. ft.	7,920.00	
Garage, barn and hen house -	1,750.00	
6 walnut trees at $50 each.	300.00	
53 fir and fruit trees	530.00	
Amount to be paid owner - chrg to Right of Way		$17,500.00

Takes all -

(cont.)

EXHIBIT "A" (cont.)

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST (cont.)

18706 - Lassen, John A. and Magda C. (Johnson)
Right of Way
Option expires September 24, 1952

Slope Easement (5 foot)	Gratis	

THINGS TO BE DONE BY THE STATE:

Re-establish present driveway, west side at Station 145+00, 25' wide.

Access controlled -

STATE STREET-SOUTH UNIT-SALEM BY-PASS SECTION - PACIFIC HIGHWAY EAST

18252 - Hager, Carl and Lucy (Witt)
Right of Way
Option expires November 19, 1952

34.42 acres at $500 per acre	$17,210.00	
80 rods of fence at $4 per rod	320.00	
Amount to be paid owner - chrg to Right of Way		$17,530.00

Access controlled - no access allowed

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

18548 - Christiansen, Russell W., M.D. and Agnes V. et al (Byrum)
Right of Way
Option expires November 19, 1952

1 acre (Homesite)	$ 1,500.00	
9,073 acres at $450 per acre	4,082.85	
300 rods of fence at $4 per rod	1,200.00	
20 apple trees, strawberry and raspberry patches.	353.00	
Allowance - for channel change	250.00	
Severance damage	3,460.00	
Plus low bid for moving house.	7,162.00	
Amount to be paid owner - chrg to Right of Way		$18,007.00

THINGS TO BE DONE BY THE STATE:

(cont.)

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont)

18548 - Christiansen, Russell W. (cont.)

Construct cattle pass at West end of bridge at Station 281+80
Construct farm crossing, south side at Station 278+65, 25' wide
Construct private approach at Station 275+00 and 261+00, south side, 25' wide.
Place 4" conduit under highway at Station 272+00 and reconnect water.

Access controlled -

HAUSER-COOS BAY SECTION - OREGON COAST HIGHWAY

18832 - Judd, H. H. and Mildred S (Haskin)
Right of Way
Option expires November 14, 1952

0.13 acre at $500 per acre	$ 65.00	
Amount to be paid owner - chrg to Right of Way		$ 65.00

Access controlled - no access allowed

MIDDLE UNIT-DESCHUTES CO. LINE-PRINEVILLE SECTION - O'NEIL SECONDARY HIGHWAY

18772 - City of Prineville Railroad (Brainerd)
Right of Way

0.146 acre, easement to cover RR encroachment Gratis

Access not controlled -

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY

19237 - Mullins, Rachel and Sylvester, John & Ella F. Savery, Cont. Pur. (Gemmell)
Right of Way
Option expires October 11, 1952

3.11 acres at $500+ per acre	$ 1,600.00	
2 houses - 1550 sq. ft.	3,725.00	
Amount to be paid owner		$ 4,000.00
Amount to be paid Sylvester, John and Ella F. Savery, Cont. Pur.		1,325.00
Amount to be charged to Right of Way		$ 5,325.00

(cont.)

EXHIBIT "A" (cont.)

FOREST BOUNDARY-HAUSER SECTION - OREGON COAST HIGHWAY (cont.)

19237 - Mullins, Rachel (cont.)

THINGS TO BE DONE BY THE STATE:

Construct road approach at Station 152+00, East side (Pri)

Access controlled -

BOONES FERRY ROAD-MARION COUNTY LINE UNIT-BARBUR BOULEVARD-WHITE SCHOOL SECTION - WEST PORTLAND-HUBBARD HIGHWAY

19197 - McCarthy, Raymond R. and Catherine T. (Johnson)
Gravel Pit
Option expires November 14, 1952

70,310 sq. ft. at $0.02+ per sq. ft. $ 1,500.00

Amount to be paid owner - chrg to Gravel Site $ 1,500.00

Takes all -

OAKLAND JUNCTION - DEADY UNIT-CHENOWETH PARK-DEADY SECTION - PACIFIC HIGHWAY

18943 - Crowell, William A. and Gula N. (Stuntz)
Right of Way
Option expires November 18, 1952

1.69 acres Lump Sum $ 500.00

Amount to be paid owner - chrg to Right of Way $ 500.00

Access controlled - no access allowed

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

18487 - Sanford, C L. and Thelma (Byrum)
Right of Way
Option expires November 21, 1952

0.129 acres Lump Sum $ 100.00

Amount to be paid owner-chrg to Right of Way $ 100.00
State to pay back taxes on land acquired. Est. $ 50.00

Access controlled - no access allowed

(cont.)

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18542 - Edenfield, Clyde W. and Gladys V. (Byrum)
Right of Way CORRECTION REPORT
Deed signed May 22, 1952

3½ acres of land at $450 per acre	$ 1,575.00	
2.94 acres at $100 per acre	294.00	
66 rods of fence at $4 per rod	264.00	
Amount to be paid owner - chrg to Right of Way		$ 2,133.00
Previously approved March 13, 1952		
2½ acres of land at $450 per acre	$ 1,125.00	
3.942 acres of land at $102 per acre	403.00	
54 rods of fence at $4 per rod	172.00	
Amount to be paid owner - chrg to R/W	$ 1,700.00	
Additional Amount		$ 433.00

Access controlled - no access allowed

FOREST BOUNDARY-GILCHRIST UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY

17935 - Gerhart, L. W. and Margaret M. (Brainerd)
Moving Bid only

Low bid for moving. (Dent. Bros.) (Restaurant etc)	$15,816.00	
State to pay $35 per day each day business is interrupted due to moving, up to 60 days. Est.	2,100.00	
Amount to be paid owner - chrg to Right of Way		$17,916.00
Previously approved December 20, 1951		
8.57 acres	$ 528.50	
Wood shed & well	71.50	
+ low bid for moving		
Total Amount	$ 600.00	

THINGS TO BE DONE BY THE STATE:

Construct 4 commercial accesses 30' wide.

Access controlled -

(cont.)

EXHIBIT "A" (cont.)

LAPINE-FOREST BOUNDARY UNIT-LAPINE-DIAMOND LAKE JUNCTION SECTION - THE DALLES-CALIFORNIA HIGHWAY (cont.)

18008 - Foss, William and Thora K. (Brainerd)
Moving bid only

Low bid for moving service Station (Holman Bros.)	$ 1,650.00	
Amount to be paid owner - chrg to Right of Way		$ 1,650.00

Previously approved March 13, 1952

28,380 sq. ft. at $0.03 per sq. ft.	$ 851.40
14.81 acres	1,429.50
409 rods of fence	1,022.40
+ low bid for moving	
Total Amount	$ 3,303.40

THINGS TO BE DONE BY THE STATE:

Two private accesses, east and west side.
Two commercial accesses, 35' wide. Access to be constructed.

Access controlled -

HAY CREEK-YORK RANCH SECTION - WASCO-HEPPNER HIGHWAY

19185 - Rogers, R. E. (Estate) (Cozad)
Quarry-Stockpile Site and Haul Road
Option expires November 21, 1952

8.35 acres at $50 per acre	$ 417.50	
Amount to be paid owner - chrg to Quarry Site		$ 417.50

THINGS TO BE DONE BY THE STATE:

Construct cattle guard where haul road connects highway. Est.	$ 250.00	
Amount to be charged to Quarry Site (Est.)		$ 250.00
GRAND TOTAL (Estimate) Charged to Quarry Site		$ 667.50

EXHIBIT "A" (cont.)

LAKE OF THE WOODS-WOCUS MARCH SECTION - KLAMATH LAKE HIGHWAY

17956 - Weyerhauser Timber Company
Right of Way

18 acres at $15 per acre	$ 270.00	
Allowance - for logging timber on R/W 233.1 M at $12.50 per M.	2,913.75	
Amount to be paid owner - chrg to Right of Way		$ 3,183.75

Weyerhauser will not have timber removed before July 15, 1952

Access not controlled -

TIGARD-ONION FLAT UNIT-TIGARD-NEWBERG SECTION - PACIFIC HIGHWAY WEST

6920 - Kennedy, Lena C. (Johnson)

Compensation for 2 cherry trees and 1 holly tree Lump Sum	$ 65.00	
Amount to be paid owner - chrg to Right of Way		$ 65.00

Title to trees was reserved in previous option of 12-4-39

GILLESPIE CORNERS-COUNTY LINE SECTION - TERRITORIAL HIGHWAY

13392-A-Oregon Electric Railway Company
Lease for Stockpile Site
Expires May 31, 1957

5 year lease, ending May 31, 1957 (0.31 acre)	$ 5.00	
Amount to be paid owner - chrg to Stockpile Site		$ 5.00

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY

18801 - Whetstone, Owney and Vera K. (Haskin)
Right of Way
Option expires November 25, 1952

7 acres at $400 per acre	$ 2,800.00
Allowance - for timber	400.00
140 rods of fence at $4 per rod	560.00

(cont.)

EXHIBIT "A" (cont.)

NEWPORT-TOLEDO SECTION - CORVALLIS-NEWPORT HIGHWAY (cont.)

18801 - Whetstone Owner and Vera K. (cont.)

Amount to be paid owner - chrg to Right of Way $ 3,760.00

THINGS TO BE DONE BY THE STATE:

Two private accesses granted, south side at Stations 74+00 and 78+50.

Access controlled -

VIENTO-HOOD RIVER SECTION - COLUMBIA RIVER HIGHWAY

CORRECTION REPORT

17661 - Keir, Nellie Mae
Right of Way
Option expires December 18, 1952

0.29 acre, 5 lots at $50 per lot	$ 250.00	
Allowances: For stone wall, 6 cherry trees	220.00	
To remove tent house and garage	30.00	
Bid for moving 16' x 16' garage. A. C. Baumback	946.00	
		$ 1,446.00
Additional Amt. to be paid for release of option obligations to reestablish pipe lines		177.25
Amount to be paid owner - chrg to Right of Way		$ 1,623.25

THINGS TO BE DONE BY THE STATE:

State to construct approach from North service road to Grantor's property, Station 1125+25.

Access controlled -

Previously approved July 15, 1951 for $1,446.00 Pd. 11-8-51

EXHIBIT "B"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, it has been brought to the attention of the Commission that in some instances options have been taken on real properties needed for right of way and other highway purposes, and in other instances options are now being taken on real properties needed for right of way and other highway purposes, in connection with both of which situations it appears that formal authorization for such takings has not been recorded in the Commission's minutes or records;

AND, WHEREAS, notwithstanding the fact that formal authorization for such acquisitions has not been made a part of the Commission's written records, the taking of such options have the informal approval of the Commission;

AND, WHEREAS, for the purpose of supplementing such informal record and action it is the purpose of the Commission at this time to ratify all options so taken;

THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Commission, all members being present and voting affirmatively, as follows:

1. That it hereby is declared that all real properties needed for right of way or other highway purposes in connection with construction, reconstruction or other improvement of the following named highway projects hereby are declared necessary for said projects and options heretofore taken and approved covering any of said real property hereby are approved:

County and Section	Highway
DOUGLAS Anlauf-Elkhead	Pacific
GILLIAM York Ranch-Hay Creek (quarry)	Wasco-Heppner
CROOK Prineville-Eagle Rock	Paulina Secondary
BAKER Baker-Salmon Creek (borrow & quarry)	Federal Secondary #506

2. It is further resolved that the informal action of the Commission and authorization for said acquisitions hereby is rectified;

(cont.)

EXHIBIT "B" (cont.)

3. That this resolution be entered in the minutes and records of the Commission as of May 26, 1952, and shall be deemed effective as of the date or dates of any options taken with respect to any real properties acquired in connection with any of the projects listed herein above.

EXHIBIT "C"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to Sections 100-114, 100-114 (d) and 100-114 (e), O. C. L. A., has been granted jurisdiction over all state parks, and

WHEREAS, pursuant to said jurisdiction the Commission has authority to promulgate and prescribe such rules and regulations as it deems necessary for the administration and use of all state parks, and

WHEREAS, it is the opinion of the Commission that it is necessary and in the best interest of the citizens of the State of Oregon that certain rules and regulations should be promulgated and adopted governing the use of said state parks, to protect the park property as well as to provide the greatest use and benefit of the said park facilities to the citizens of Oregon as well as to out-of-state tourists;

NOW, THEREFORE, Be it, and it hereby is resolved and ordered by the Commission that the following rules and regulations shall govern and control the use of all state parks:

1. No fire shall be built, lighted or maintained within the state park except in a camp stove or a fireplace provided, maintained or designated for such purpose, excepting however, that gasoline or oil camp stoves may be used in established camp sites or picnic areas where other stoves are provided. All fires shall be extinguished by their user before leaving the park.

2. All parks are game refuges. No person shall discharge any firearm in a state park, and all firearms brought into a state park must be unloaded.

3. No person shall molest, injure or kill any bird or mammal or disturb its habitat in a state park, except for the control of predatory animals and rodents as may be ordered by the State Highway Commission.

4. No person shall pick flowers, foliage, or cut, break, dig up or in any way mutilate any tree, shrub, plant or fern, or burn, cut or mutilate any railing, building, seat, fence or other structure within a state park.

5. No person shall dig up or remove any dirt, stones, rock or other substance whatever, make any excavation, quarry any stone, or lay or set off any blast, or cause or assist in doing any of the said things within a state park without permission from the State Highway Commission.

(cont.)

EXHIBIT "C" (cont.)

6. No person shall erect signs, markers or inscriptions of any type without permission from the State Highway Commission.

7. No person, while in a state park, may operate a concession, either fixed or mobile, or engage in the business of soliciting, selling or peddling any liquids or edibles for human consumption, or distribute circulars, or hawk, peddle or vend any goods, wares or merchandise in a state park without permission from the State Highway Commission.

8. Automobiles, trailers or other vehicles shall be parked only in designated parking areas.

9. No dogs or other pets shall be allowed in state parks unless said animals are confined in a vehicle or kept on a leash.

10. No bottles, cans, ashes, waste, paper, garbage, or other rubbish shall be left in a state park, except in the receptacles designated for that purpose.

11. No person shall set up or use a public address system in a state park without the permission of the State Highway Commission.

12. No person shall build a fire in, or set fire to, any pile of driftwood or underbrush.

13. No person shall ride, drive, lead or keep a saddle horse or other animal in any state park, except on such roads, trails or areas designated for that purpose. No horse or other animal shall be hitched to any tree or shrub in such a manner that may cause damage to such tree or shrub.

14. No person shall wash any clothing or other materials, or clean any fish in a lake, stream or river in a state park.

15. No person shall use abusive, threatening, boisterous, vile, obscene or indecent language or gestures in a state park, nor shall any person cause attempt to cause or bring about any public demonstrations or disturbances.

16. In order to enforce all rules and regulations, and to maintain a sanitary and orderly appearance in state parks, the state park employee in charge of each state park is vested with the authority to require all persons using said park to abide by the rules and regulations, as well as the authority to determine the size, type and arrangement of individual camping facilities in the park.

17. The rules and regulations set forth in this resolution shall govern all state parks, and said resolution shall be entered in the minutes and records of the Commission taken at the Commission meeting on the 26th day of May, 1952.

EXHIBIT "D-1"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the second six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Bonanza	$ 813.10
Butte Falls	1,167.84
Cave Junction	888.44
Columbia City	1,271.44
Imbler	467.77
Island City	433.23
Lafayette	2,078.26
Long Creek	904.14
Lostine	558.81
Manzanita	1,064.25
Nehalem	847.63
Phoenix	2,341.97
Rogue River	1,852.23
Yoncalla	1,965.24

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records

(cont.)

EXHIBIT "D-1" (cont.)

of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the city, together with a copy of the resolution approving the plans submitted by the city.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of May, 1952.

EXHIBIT "D-2"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, pursuant to the provisions of Chapter 425, Oregon Laws 1947, as amended by Chapter 149, Oregon Laws 1949, there have been by the Oregon State Highway Commission apportioned from revenues accruing during the first six-month period of 1951 to the cities and/or towns hereinafter named for disbursement for street purposes as provided in said law, the amounts set opposite the names of the respective cities or towns:

Rogue River ..... $ 1,506.80

AND, WHEREAS, each of said cities and towns has, by appropriate action evidenced by resolution or other official instrument, certified copies of which have been filed with the State Highway Commission, conformed to and complied with the requirements of said law so as to qualify each for the benefits thereof;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED as follows:

1. That the type, plan and character of improvement proposed in the resolutions filed with the State Highway Commission by the above-named respective cities and/or towns hereby are approved.

2. That the action taken respectively by said cities and/or towns as evidenced by appropriate resolutions by them respectively adopted and thereafter filed with the State Highway Commission, shall be and is deemed an appropriate and proper conformance with the requirements of said law by said cities and/or towns individually so as to qualify each to receive and use the funds to them apportioned.

3. That upon entry of this resolution in the minutes and records of the Commission, the Secretary shall thereafter mail to the proper officer in each of said cities and/or towns a duly certified copy of the resolution or resolutions adopted by the City, together with a copy of the resolution approving the plans submitted by the City.

4. This resolution shall be entered in the minutes and records of the Oregon State Highway Commission as of the 26th day of May, 1952.

May 26, 1952

200633

EXHIBIT "E"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Low Pass Section of the Siuslaw Highway in Lane County and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the survey of the Low Pass Section of the Siuslaw Highway, beginning at Engineer's Station 9+1078 near the crossing of Blachly Creek and extending westerly to Engineer's Station 143+31.43 on the easterly side of Low Pass Summit, together with a map which for identification purposes bears Map File No. 7B-13-12 and the date of May, 1952, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Departments all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction, or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Departments to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1952.

May 26, 1952

EXHIBIT "F"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

Contract No. 3121 with Homer G. Johnson for furnishing crushed materials on the Rainrock-Alderwood Park Section of the Siuslaw and Alsea-Deadwood Highways in Lane County, completed April 25, 1950.

Contract No. 3675 with Western Golf Course Supply Company for installing irrigation system on the Redwood Junction Section of the Pacific Highway in Josephine County, completed April 29, 1952.

Contract No. 3588 with Schrader Construction Company for constructing the Boardman Grade Separation on the Boardman-Stanfield Highway in Morrow County, completed May 14, 1952.

Contract No. 3593 with Tom Lillebo for construction of Dougherty Slough Bridge on County Road No. 12 in Tillamook County, completed May 5, 1952.

Contract No. 3319 with McCormack Construction Company for construction of La Grande Office Building Extension in Union County, completed March 31, 1952.

THEREFORE BE IT RESOLVED that the work covered by said state Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

EXHIBIT "G-1"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the Klamath Falls-Lakeview Highway in one of the major state highways of the state, is likewise a part of the Federal Highway System and is under the jurisdiction and control of the State Highway Commission being identified in the Commission's records as State Highway No. 20 and State Route No. 66; and

WHEREAS, the Klamath Falls-Malin Highway also is one of the major state highways of the state, is likewise a part of the Federal Highway System and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 50, and State Route No. 39; and

WHEREAS, it appears that at the intersection of said Klamath Falls-Lakeview Highway No. 20 with the Klamath Falls-Malin Highway No. 50, situate approximately 5.08 miles east of the City of Klamath Falls in Klamath County, there is located in said intersection a triangular area of land, and that it has been the practice of motorists and others to park their vehicles upon said triangular area and along the shoulders of the highway on each side of said triangular area at said location and to leave said vehicles so parked for extended periods of time; and

WHEREAS, each of said highways carries a large volume of traffic and the parking of vehicles upon the said triangular area and/or on the shoulders of the highway adjacent thereto tends to restrict and impair the sight-distance along each of said highways and the use of the traveled portion of the said highways to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require the parking of vehicles within said triangular area and/or along the shoulders of said highways on each side of said area should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports and recommendation made by and under the supervision of the State Highway Engineer that the parking of motor vehicles within the triangular area formed by the intersection of the Klamath Falls-Lakeview Highway with the Klamath Falls-Malin Highway at a point about 5.08 miles east of Klamath Falls, and/or along the shoulders of the said highways on each side of said triangular area at such location creates a

(cont.)

EXHIBIT "G-1" (cont.)

hazard not only to through traffic on said highways but also to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the rights of way of said highways at said location are not of sufficient width to permit the parking of vehicles thereon and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the parking of vehicles for extended periods of time on the said triangular area and/or along the shoulders of said highways adjacent to and surrounding said area should be and hereby is prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs around said triangular area and at such other points as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the Superintendent of the Department of State Police for his information and guidance and a like copy be mailed to the Sheriff of Klamath County.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 26th day of May, 1952.

20067

EXHIBIT "G-2"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the Pacific Highway is one of the major state highway of the state, is likewise a part of the Federal Highway System, and is under the jurisdiction and control of the State Highway Commission, being identified in the Commission's records as State Highway No. 1 and US Highway No. 99; and

WHEREAS, it appears that on said highway situate approximately 0.66 mile south of the community of Wilbur in Douglas County there is located on property adjacent to said highway an auction barn and that the patrons of said auction barn and others, park their vehicles within the right of way limits of said highway at said location and leave said vehicles so parked for extended periods of time; and

WHEREAS, because said highway throughout its entire length carries a large volume of traffic, the parking of said vehicles on the shoulders of said highway tends to restrict and impair the use of the traveled portion of the highway to such an extent that in the opinion of the Highway Commission a hazard is created not only to through traffic but to the owners and occupants of said parked vehicles; and

WHEREAS, in the opinion of this Commission, public welfare and public safety require that the use of the shoulders of said highway within said area for the parking of vehicles should be prohibited.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. The Commission does hereby find and declare, based upon investigation, reports, and recommendation made by and under the supervision of the State Highway Engineer that the parking of vehicles along either side of the Pacific Highway between Mile Post 191.76 (Engineer's Station 2171+90), which point is approximately 0.66 miles south of the town of Wilbur, and Mile Post 192.13 (Engineer's Station 2191+40), a distance of 0.37 mile, creates a hazard not only to through traffic on said highway but also to persons owning and using said parked vehicles.

2. That in the opinion of this Commission the right of way of said highway at said location is not of sufficient width and the sight-distance along the said highway is not of sufficient length to permit the parking of vehicles thereon and at the same time to provide the degree of safety and convenience which in the opinion of this Commission should be provided the motoring public.

3. That this Commission does further find and declare that the

(cont.)

EXHIBIT "G-2" (cont.)

parking of vehicles for extended periods of time on both sides of the right of way of said highway between said Mile Post 191.76 and said Mile Post 192.13 should be and hereby is prohibited.

4. That the State Highway Engineer be and he hereby is instructed to erect "NO PARKING ON HIGHWAY SHOULDERS" signs on both sides of the highway at said termini and at such points between said termini as in the judgment of said Engineer are necessary to accomplish the purposes of this resolution and the action of the Highway Commission as herein declared.

5. That a certified copy of this resolution be sent to the owner and operator of said auction barn and that a like copy be mailed to the Superintendent of the Department of State Police and a like copy to the Sheriff of Douglas County for their information and guidance.

6. That this resolution be entered in the minutes and records of the State Highway Commission as of the 26th day of May, 1952.

200659

EXHIBIT "H"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, O. C. L. A., Paragraph 100-115, authorized the State Highway Commission to "select, establish, adopt, lay out, locate, alter, relocate, change and realign state highways, both primary and secondary"; and

WHEREAS, O. C. L. A., Paragraph 100-122, authorizes and directs the State Highway Commission, whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this State, to select and designate the street or streets of such incorporated city or town over which the said state highway shall be routed; and

WHEREAS, that portion of the Empire-Coos Bay State Secondary Highway No. 243, within the City of Coos Bay is presently routed over Central Avenue from 14th Street North to Broadway Street; and

WHEREAS, by an agreement between the State Highway Commission and the City of Coos Bay dated April 19, 1950, Broadway Street (formerly the route of the Oregon Coast State Highway No. 9 for both north and south bound traffic) and Front Street have been designated respectively as one-way streets for south-bound and north-bound traffic only; and

WHEREAS, it is the purpose of the State Highway Commission to carry the route of the Empire-Coos Bay State Secondary Highway No. 243 to a junction with both the south-bound and north-bound routes of the Oregon Coast Highway;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting and participating as follows:

1. That the route of the Empire-Coos Bay State Secondary Highway No. 243 within the City of Coos Bay is hereby extended to include that portion of Central Avenue between Broadway and Front Streets as shown on the attached map, marked "Exhibit A", and by this reference made a part hereof.

2. That the said section of Central Avenue shall be and hereby is qualified for improvement and maintenance under the provisions of O. C. L. A., Paragraph 100-115.

3. That this resolution be entered in the minutes and records of the Commission this 26th day of May, 1952.

May 26, 1952

EXHIBIT "I-1"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, on the 19th day of February, 1952 and on the 21st day of April, 1952, the Commission passed and adopted resolutions reducing the maximum load limits on various state highways and on various bridges on state highways; and

WHEREAS, subsequent to the effective dates shown in said resolutions, conditions have changed so that it no longer is necessary or desirable and the Commission hereby finds that it no longer is necessary or desirable to maintain the reduced load limits set out in said resolutions.

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limits as set forth in the said resolutions of February 19, 1952, and April 21, 1952, on various state highways, sections of state highways, and bridges, to wit:

Name of highway and No.		County	Section	Date Cancelled 1952
John Day Primary	5	Grant & Baker	M.P. 178 (E. of Prairie City) to M. P. 213.52 (Unity Junction)	May 2 8:00 a.m.
Lakeview-Burns Primary	49	Harney & Lake	Entire Length	April 25 8:00 a.m.
Medical Springs Secondary	340	Union	M.P. 0.00 (Union) to M.P. 20.35 (Medical Springs)	May 10 8:00 a.m.
Rome-Princeton Secondary	442	Harney & Malheur	Entire length	May 2 8:00 a.m.
Little Nestucca Secondary	130	Tillamook	Little Nestucca River Bridge at M.P. 1.30 (1.30 miles west of the jct. with the Oregon Coast Highway)	May 15

be and the same hereby is rescinded and cancelled insofar as it pertains to the highways, sections of highways, and bridges listed hereinabove, and the maximum load limit permissible on such highways and bridges sub-

(cont.)

EXHIBIT "I-1" (cont.)

sequent to the dates shown shall be the maximum load limit provided by law.

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the county clerk of each county in which said highways or sections of highways are located, and alike copy to the Superintendent of the Department of State Police for his information.

Dated this 26th day of May, 1952.

EXHIBIT "I-2"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the Nyssa-Adrian Secondary Highway No. 450 has been designated as a secondary state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a secondary state highway; and

WHEREAS, the bridge over the Owyhee River, approximately 3.3 miles north of Adrian on said highway is, due to flood damage, incapable of safely carrying the traffic to which it is subjected, and in order to protect said structure against further damage and injury and in order to safeguard traffic traveling over the structure, it is deemed and is the judgment of the Highway Commission that it will be for the best interests of said structure and of the traffic using said structure that the maximum weights now permitted and authorized by law be reduced; and

WHEREAS, the State Highway Commission has, after due investigation determined and found that the maximum gross loads which shall be permitted upon any single span of the said structure at any time shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated and the State Highway Commission having as a result of due investigation found that the bridge structure above referred to is incapable of safely sustaining or supporting a total gross load in excess of that specified hereinbelow;

IT IS HEREBY ORDERED that the total gross weight of combined load and vehicle or the maximum gross weight of any combination of vehicles and load which at any one time shall be permitted upon any single or individual span of the bridge structure hereinafter described shall not exceed the limits given and set forth hereinbelow. In computing the total weight of any single vehicle, the total gross weight of any trailer or trailers attached to said vehicle shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle. This combined gross weight shall not exceed the limits given hereinbelow, to wit:

NYSSA-ADRIAN Secondary Highway No. 450

At M.P. 8.95	Bridge crossing the Owyhee River 3.3 miles north of Adrian	15 tons (30,000 lbs.)

Effective date - May 12, 1952, 8:00 a.m.

May 26, 1952 (cont.)

EXHIBIT "I-2" (cont.)

IT IS FURTHER ORDERED that this reduced load limit shall be in full force and effect until rescinded, modified, or revoked by order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that the State Highway Engineer or his duly qualified representative be and he hereby is instructed to post a notice in a conspicuous place and manner at each end of the above-named bridge structure, so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the County Court of Malheur County and a like copy to the Superintendent of the Department of State Police, for their information.

Dated this 26th day of May, 1952.

EXHIBIT "J-1"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the King's Valley Secondary Highway No. 191 known as the Mary's River Bridge Section in Benton County, the northerly terminus of which is at Highway Engineer's Station 464+70 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 486+50 of the reconstructed line; and

WHEREAS, by reason of the relocation of said section of said highway a portion or unit of the right of way of the highway, as formerly located, has been eliminated from the boundaries of the new location, which eliminated portion or unit is no longer needed for highway purposes or for the service of persons living thereon or for any community served thereby; and

WHEREAS, the contract for the construction of this relocated section of the King's Valley Highway was completed on July 21, 1950, and traffic is now routed over said section; and

WHEREAS, Benton County, by and through its County Court, has advised the Highway Commission by letter dated April 8, 1952, that said Benton County is not interested in retaining any of said eliminated portion or unit of said highway right of way; and

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the portion or unit of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and affirmatively voting as follows:

1. That the section of the King's Valley Highway known as the Mary's River Section, located in Benton County, is now completed; therefore, the portion or unit of the old route of the said highway herein defined and described as Unit "A" shall no longer be a part of the route of the King's Valley Highway, but shall be eliminated and removed therefrom. Said Unit "A" is not needed for the service of persons living thereon or for any community served thereby or for other highway purposes.

2. That the portion of the old right of way, which by reason of the relocation of said highway is no longer within the boundaries of the new right of way, which for the purpose of this resolution is identified as Unit "A" and is shown colored in brown on the map attached hereto, marked

(cont.)

EXHIBIT "J-1" (cont.)

"Exhibit A" and by this reference the same is made a part hereof, which is more particularly described as follows:

Unit "A"

Beginning at State Highway Engineer's Station 475+00 of the relocated King's Valley Highway in the Northeast quarter of the Southwest quarter of Section 21, Township 11 South, Range 6 West, W. M.; thence Southerly along the former route of the King's Valley Highway to State Highway Engineer's Station 479+00 of the relocated King's Valley Highway in the Southeast quarter of the Southwest quarter of Section 21, Township 11 South, Range 6 West, W. M.

hereby is abandoned as a part of said highway, all right, title and interest which the State has in said right of way does hereby revert to and vest in the owners of the abutting land. *

3. The area shown colored in green on said "Exhibit A" includes right of way acquired for the location and construction of the said highway. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way, and likewise for highway construction, improvement, maintenance and other highway purposes and uses. For such uses and purposes, therefore, the Commission hereby does declare and order that possession of and title to all of the land or area shown colored in green on said "Exhibit A" shall be retained and held by the State, and shall not be permitted to revert to or become the property of abutting owners. *

4. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such monuments shall thereafter be maintained in place.

5. This resolution shall be entered in the minutes and records of the Commission on this 26th day of May, 1952, and the Secretary hereby is directed to mail to the County Court of Benton County a duly certified copy thereof.

---

* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File No. 261, under the heading "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "J-2"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the Highway Commission has found it necessary and desirable to relocate the section of the Pacific Highway No. 1 known as the Siskiyou-California Line Section in Jackson County, the northerly terminus of which is at Highway Engineer's Station 535+00 of the reconstructed line and the southerly terminus of which is at Highway Engineer's Station 863+71.3; and,

WHEREAS, by reason of the relocation of said section of said highway, portions or units of the right of way of the said highway, as formerly located, have been eliminated from the boundaries of the new location, which eliminated portions or units are no longer needed for highway purposes; and,

WHEREAS, Jackson County and the Highway Commission have entered into an agreement under date of May 11, 1946, relating to the use and jurisdiction of the said eliminated portions or units; and,

WHEREAS, the contract for the construction of this relocated section of the Pacific Highway has been completed and highway traffic is now routed over said section; and,

WHEREAS, it is the purpose of the Highway Commission to take official action and impress upon the Commission's records the disposition to be made of the portions or units of the right of way of said highway affected by reason of said relocation;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the section of the Pacific Highway, State Highway No. 1, known as the Siskiyou-California Line Section, located in Jackson County, the northerly terminus of which is at Highway Engineer's Station 535+00 of the reconstructed line, and the southerly terminus of which is at Highway Engineer's Station 863+71.3, is now completed; therefore, the portions or units herein defined and described as Units "A", "B", "C", "D", "E", "F", and "G" shall no longer be a part of the route of the Pacific Highway but shall be eliminated and removed therefrom.

2. That the portion of the old right of way which, by reason of the relocation of said highway, is no longer within the boundaries of the new right of way, which, for the purpose of this resolution, is identified as "Unit B" and is shown colored in red on the map attached hereto, marked "Exhibit A", and by this reference made a part hereof, and which is more

(cont.)

EXHIBIT "J-2" (cont.)

particularly described as follows,

Unit "B"

Beginning opposite State Highway Engineer's Station 596+62 of the relocated Pacific Highway in the southeast quarter of the southeast quarter of Section 29, Township 40 South, Range 2 East; thence southerly via the former route of the Pacific Highway to a point opposite State Highway Engineer's Station 602+00 of the relocated Pacific Highway in the southeast quarter of the southeast quarter of Section 29, Township 40 South, Range 2 East, W. M.

shall hereafter be maintained by the County as a county road for the benefit and service of persons living thereon and communities served thereby, and the Commission hereby surrenders all jurisdiction thereover and hereby consents that jurisdiction over said road may be assumed and exercised by the County Court of Jackson County, and said road shall thereafter be maintained by the County for public use. *

3. That the portions of the old right of way which, by reason of the relocation of said highway, are no longer within the boundaries of the new right of way, which, for the purpose of this resolution, are identified as Units "A", "C", "D", "E", "F", and "G" and are shown colored in brown on said Exhibit "A", and which are more particularly described as follows,

Unit "A"

Beginning at a point opposite State Highway Engineer's Station 560+20.3 of the relocated Pacific Highway in the northeast quarter of the northeast quarter of Section 29, Township 40 South, Range 2 East, W. M.; thence southerly via the former route of the Pacific Highway to a point opposite State Highway Engineer's Station 596+62 of the relocated Pacific Highway in the southeast quarter of the southeast quarter of Section 29, Township 40 South, Range 2 East, W. M.

Unit "C"

Beginning at a point opposite State Highway Engineer's Station 622+00 of the relocated Pacific Highway in the southeast quarter of the northeast quarter of Section 32, Township 40 South, Range 2 East, W. M.; thence southerly via the former route of the Pacific Highway to a point opposite State Highway Engineer's Station 629+45 of the relocated Pacific Highway in the southwest quarter of the northwest quarter of Section 33, Township 40 South, Range 2 East, W. M.

EXHIBIT "J-2" (cont.)

Unit "D"

Beginning at a point opposite State Highway Engineer's Station 633+25 of the relocated Pacific Highway in the southwest quarter of the northwest quarter of Section 32, Township 40 South, Range 2 East, W. M.; thence southeasterly via the former route of the Pacific Highway to a point opposite State Highway Engineer's Station 699+30 of the relocated Pacific Highway in the southwest quarter of the northeast quarter of Section 4, Township 41 South, Range 2 East, W. M.

Unit "E"

Beginning at a point opposite State Highway Engineer's Station 748+68.4 of the relocated Pacific Highway in the southwest quarter of the southwest quarter of Section 4, Township 41 South, Range 2 East, W. M.; thence southerly via the former route of the Pacific Highway to a point opposite State Highway Engineer's Station 767+00 of the relocated Pacific Highway in the northeast quarter of the Northwest quarter of Section 9, Township 41 South, Range 2 East, W. M.

Unit "F"

Beginning at a point opposite State Highway Engineer's Station 772+00 of the relocated Pacific Highway in the southwest quarter of the northwest quarter of Section 9, Township 41 South, Range 2 East, W. M.; thence southwesterly via the former route of the Pacific Highway to a point opposite State Highway Engineer's Station 782+00 of the relocated Pacific Highway in the southwest quarter of the northwest quarter of Section 9, Township 41 South, Range 2 East, W. M.

Unit "G"

Beginning at a point opposite State Highway Engineer's Station 785+00 of the relocated Pacific Highway in the southeast quarter of the northeast quarter of Section 8, Township 41 South, Range 2 East, W. M.; thence southerly via the former route of the Pacific Highway to a point opposite State Highway Engineer's Station 863+71.3 of the relocated Pacific Highway at the south line of Lot 7, Section 17, Township 41 South, Range 2 East, W. M., being also the south boundary of the state of Oregon.

hereby are abandoned as a part of said highway, and the same are hereby vested under the jurisdiction and control of the County and may be vacated

EXHIBIT "J-2" (cont.)

or kept by the County for such public use as the County may determine. *

4. The area shown colored in green on said Exhibit "A" includes right of way acquired for the location and construction of the said highway, and includes also some parts or areas of the old right of way not now incorporated within the boundaries of the right of way proper. In connection with all the said area colored in green, it is the judgment and finding of the Commission that all of said area is and will be needed for highway right of way and, likewise, for highway construction, improvement, maintenance, and other highway purposes and uses. For such uses and purposes, therefore, the Commission does hereby declare and order that possession of and title to all of the land or area shown colored in green on said Exhibit "A" shall be retained and held by the State and shall not be permitted to revert to or become the property of abutting owners. *

5. The boundaries of all real properties acquired for rights of way, and the boundaries of all real properties, title to which is to be retained by the State, shall be appropriately and properly marked on the ground by the Engineer with proper monuments, and such boundary monuments shall thereafter be maintained in place.

6. This resolution shall be entered in the minutes and records of the Commission on this 26th day of May, 1952, and the Secretary hereby is directed to mail to the County Court of Jackson County a duly certified copy thereof.

---

* FOOTNOTE: The map mentioned in this resolution is attached to the original resolution on file in the office of the State Highway Commission, Salem, being filed under File NO. 142, under the heading, "Abandonment and Retention Resolutions" and said map by this reference is made a part of this minute entry to the same extent as if copied in full herein.

EXHIBIT "K-1"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect fo the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: PACIFIC HIGHWAY WEST

Highway Number: 1-W Route Number US 99W

Location of Termini			Established Speed
M. P. 6.45 (approx. 0.20 mile west of Capital Hwy intersection)	to	M.P. 7.65 (Multnomah-Wash. Co. Line)	50 miles per hour

(cont.)

May 26, 1952

EXHIBIT "K-1" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1952.

EXHIBIT "K-2"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: CORVALLIS-NEWPORT HIGHWAY

Highway Number: 33 Route Number US 20

Location of Termini		Established Speed
M.P. 52.43 (East City limits of Philomath)	to M.P. 54.37 (1.96 miles west of the west city limits of Corvallis	45 miles per hour

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said

EXHIBIT "K-2" (cont.)

state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1952.

EXHIBIT "K-3"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of Section 115-320, O. C. L. A., as amended by Chapter 458, Oregon Laws, 1941, has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of subsection (b) of said Section 115-320, O. C. L. A., as amended, are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said Section 115-320, O. C. L. A., as amended, the speed at which a vehicle may be driven upon said state highway and/or upon said sections of said state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: SILVER CREEK FALLS SECONDARY HIGHWAY

Highway Number: 163 Route Number: ORE 222

Location of Termini			Established Speed
M.P. 2.25 (300 ft. west of Mabel Street)	to	M.P. 2.56 (La Branch Ave.)	25 miles per hour
M.P. 2.56 (La Branch Ave.)	to	M.P. 2.90 (Beck Street)	35 miles per hour
M.P. 2.90 (Beck Street)	to	M.P. 3.24 (Hager Street)	45 miles per hour

(cont.)

EXHIBIT "K-3" (cont.)

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this resolution be entered in the minutes and records of the Commission as of the 26th day of May, 1952.

EXHIBIT "L"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, the STATE OF OREGON, by and through its State Highway Commission, is the owner of the following described real property in Jefferson County, Oregon:

> A parcel of land in the West 792 feet of the SW¼ NE¼ and the NW¼ SE¼ of Section 2, Township 12 South, Range 12 East, W. M., lying easterly from the easterly right-of-way line of the U. S. Bureau of Reclamation irrigation Lateral M-41, said parcel being more specifically described as follows:
>
> Beginning at the intersection of the East line of the NW¼ SE¼ and the Easterly right-of-way line of the said Lateral M-41, thence north along the East boundary of said NW¼ SE¼ of the Northeast corner thereof, thence West 528 feet, thence North 1150 more or less to the Easterly right-of-way line of said Lateral M-41, thence Southerly along said right-of-way line to the place of beginning, containing 23.8 acres; and

WHEREAS, it is the judgment of the Commission that the said real property is no longer needed for public use; and

WHEREAS, said real property has been appraised by competent and experienced appraisers to have a value in excess of $1,000.00, namely, the value of $2,618.00, or $110.00 per acre, and it is the further judgment of the Commission that to sell said real property at a price not less than said appraised value will best serve the interests of the State and most adequately conserve highway funds.

NOW, THEREFORE, BE IT RESOLVED that the said real property be sold and that the minimum price therefor be, and the same hereby is, fixed in the sum of $2,618.00 for the entire parcel of 28.3 acres, or if sold in tracts of one or more acres the minimum price hereby is fixed at $110.00 per acre.

BE IT FURTHER RESOLVED that the Secretary of the Commission, or his duly authorized representative, be and he hereby is authorized and directed to sell said real property, as hereby authorized and directed, for cash at the office of the Commission in Salem, Oregon, on the 4th day of August, 1952, at 2:00 o'clock P.M., standard time, and in the presence of the Chief Counsel of the Commission, or his duly authorized representative; that said sale be conducted in the manner provided by Section 100-115 (9) (10), O. C. L. A., and Chapter 437, O. L. 1949, as amended by Chapter 154, O. L. 1951; that notice of said sale be published once a week for four successive weeks in the Madras Pioneer, a newspaper of general circulation

(cont.)

EXHIBIT "L" (cont.)

published in Jefferson County, Oregon; and that the results and tabulation of the bids received for the purchase of said real property be reported to the Commission at its next meeting.

BE IT FURTHER RESOLVED that this Resolution be, and the same hereby is, entered in the minutes of the Commission this 26th day of May, 1952.

EXHIBIT "M-1"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway, and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

(cont.)

EXHIBIT "M-1" (cont.)

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway, the following described real property, to wit:

R-18631
Owner: Harvey T. Floyd, et ux.

A parcel of land lying in the south half of the northwest quarter of the northwest quarter of the southeast quarter ($S\frac{1}{2}NW\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}$) of Section 26, Township 23 South, Range 13 West, W. M., Coos County, Oregon; the said parcel being that portion of said south half of the northwest quarter of the northwest quarter of the southeast quarter ($S\frac{1}{2}NW\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}$) lying westerly of a line which is parallel to and 120 feet easterly of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning on the south line of said Section 26 at Engineer's center line Station 188+12, said station being 682 feet westerly of the south quarter ($S\frac{1}{4}$) corner of said Section 26; thence North 17° 30' East 3188 feet to Station 220+00; said center line crossing the West and North lines of said south half of the northwest quarter of the northwest quarter of the southeast quarter ($S\frac{1}{2}NW\frac{1}{4}NW\frac{1}{4}SE\frac{1}{4}$) approximately at Stations 211+10 and 212+08, respectively.

The parcel of land to which this description applies contains 0.78 acre.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

(cont.)

EXHIBIT "M-1" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial or any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 26th day of May, 1952.

20091

EXHIBIT "M-2"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to acquire easements for right of way purposes as well as take any and all right of access from property abutting the highway; and,

WHEREAS, the said Pacific Highway West is a major highway of the state, and, as such, carried large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West a parcel of real property located in Washington County, Oregon, and described as follows; to wit:

R-1382
Owner: Ludvig Anderson, et ux

A parcel of land lying in Lot 21, Frewing's Orchard Tracts, situated in Section 2, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of that property

(cont.)

EXHIBIT "M-2" (cont.)

described in that deed to Ludvig Anderson and Myrtle Louise Anderson, recorded in Book 127, Page 285, of Washington County Records of Deeds, the said parcel being that portion of said property lying Northwesterly of a line which is parallel to and 40 feet Southeasterly of the center line of the Pacific Highway West, as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 102+83.61, said Station being South 44° 07' East 38.4 feet from the most Northerly corner of Lot 1, Frewing's Orchard Tracts; thence South 45° 45' West 95.89 feet to Station 103+79.5 back equals Station 104+00 ahead; thence continuing South 45° 45' West 1086.2 feet to Station 114+86.2, the Southeasterly line of said strip of land intersects the Northeasterly and Southwesterly lines of said property approximately opposite Stations 111+23 and 111+95, respectively, containing 727 square feet outside the existing right of way.

2. That in addition to the acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired an easement across the following described parcel of real property for a five foot slope lying Southeasterly of and parallel to the above described real property, to wit:

A five foot slope easement, being five feet in width, lying Southeasterly of and parallel to the above described parcel and containing 360 square feet.

3. That in addition to the acquisition of fee simple title and an easement across the aforesaid described parcels of real property, it is necessary that there be acquired or extinguished all existing, future or potential easements of access between the right of way of the said relocated Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for the service of the said remaining land to the Pacific Highway West, as follows:

A right of access from the remaining land, not to exceed 25 feet in width on the Southeasterly side of the said Pacific Highway West, at Highway Engineer's center line Station 111+45.

The State shall, however, have the right at its option to build at any future time a frontage road within the boundaries of any present or hereinafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land directly abutting on said frontage road shall cease, but the owners of the said remaining land, their heirs and assigns,

EXHIBIT "M-2" (cont.)

shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the aforesaid main highway or to other public ways only at such places as the State of Oregon may select.

4. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

5. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

6. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

7. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

8. That this resolution be entered in full in the minutes and records of the Commission as of the 26th day of May, 1952.

EXHIBIT "M-3"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the travelling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee title to said property for right-of-way and other highway purposes; and,

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West a parcel of real property located in Washington County, Orebon, and described as follows, to wit:

R-18536
Owner: Charlotte W. Kurth, also known as Lotta Kurth.

A parcel of land lying in the southwest quarter ($SW\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 10, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of the following described property:

That tract of land which was described in that certain deed to Charlotte W. Kurth, recorded in Book 317, page 424, of Washington County Record of Deeds; the said parcel being described as follows: that portion of said property situated in said Section 10 and lying westerly of the westerly right-of-

EXHIBIT "M-3" (cont.)

way line of the Pacific Highway West, as said highway right of way was conveyed to the State of Oregon by deed recorded in Book 149, page 99, of Washington County Deed Records, the said parcel herein conveyed being more particularly described as follows:

Beginning at the southwest corner of said State tract, said point being approximately 1460 feet south and 1560 feet west of the northwest corner of said Section 10; thence North 33° 57' East along the westerly line of said State tract 168.3 feet to the north line of the south half ($S\frac{1}{2}$) of the northeast quarter ($NE\frac{1}{4}$) of said Section 10; thence West along said North line 100 feet more or less to the center of the old Taylor's Bridge Road; thence southerly along the center of said road 156 feet more or less to the southwest (SW) corner of said Charlotte W. Kurth property; thence East along the south line of said Kurth property 75 feet more or less to the point of beginning.

The parcel of land to which this description applies contains 0.20 acre, outside the existing right of way.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said

EXHIBIT "M-3" (cont.)

real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the 26th day of May, 1952.

20097

EXHIBIT "M-4"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to acquire easements for right of way purposes, as well as take any and all right of access from property abutting the highway; and,

WHEREAS, the said Pacific Highway West is a major highway of the state and, as such, carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West a parcel of real property located in Washington County, Oregon, and described as follows, to wit:

R-18655
Owner: O. V. Rentfrow, et ux

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 15, Township 2 South, Range 1

(cont.)

EXHIBIT "M-4" (cont.)

West, W. M., Washington County, Oregon, and being a portion of that property described in those deeds to O. V. Rentfrow and Opal Rentfrow, recorded in Book 270, Page 641, and Book 270, Page 643, of Washington County Records of Deeds, the said parcel being that portion of said property lying Easterly of a line parallel to and 60 feet Westerly of the Southbound center line of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 226+00, said Station being 1,971.2 feet South and 876.9 feet West of the North quarter ($N\frac{1}{4}$) corner of said Section 15; thence South 3° 18' West 1,400 feet to Station 240+00, said Westerly line crossing the Northerly and Southerly lines of said property approximately opposite Station 235+88 and Station 237+25 respectively.

The parcel of land to which this description applies contains 8,220 square feet, of which 5,730 square feet lie within the existing right of way, and 2,490 square feet lie outside the existing right of way.

2. That in addition to the acquisition of fee simple title to the aforesaid described parcel of real property, it is necessary that there be acquired or extinguished all existing, future or potential easements of access between the right of way of the said relocated Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the remaining real property a right of access to a frontage road to be constructed by the State upon the aforesaid described real property and Westerly of the said main highway, said frontage road to be connected to the said main highway only at such points as designated by the State of Oregon.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to aquire title to said property.

EXHIBIT "M-4" (cont.)

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission as of the 26th day of May, 1952.

EXHIBIT "M-5"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Hauser-North Bend Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Hauser-North Bend Section of the Oregon Coast Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this

(cont.)

EXHIBIT "M-5" (cont.)

Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper construction and maintenance of the Hauser-North Bend Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-18807
Owner: Belva Ricketts Ferre, et al

A parcel of land lying in the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 14, Township 24 South, Range 13 West, W. M., Coos County, Oregon, and being the following described property: That tract of land which was described in that certain deed to Belva Ricketts, recorded in Book 168, Page 100, of Coos County Record of Deeds, the said parcel being described as follows:

Beginning at a point on the Westerly boundary of Oregon Coast Highway, through the Northwest quarter ($NW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 14, Township 24 South, Range 13 West, W. M., from which point the Northwest corner of said Section 14 bears North 55° 26' West, a distance of 870.0 feet; and running thence South 89° 36' West along a line parallel to the North boundary of said Section 14 for a distance of 346.8 feet; thence North 0° 24' West for a distance of 154.4 feet; thence North 89° 36' East a distance of 300.0 feet to a point on the Westerly boundary of the Oregon Coast Highway; thence South 17° 12' East along said Oregon Coast Highway boundary a distance of 161.63 feet to the point of beginning.

The parcel of land to which this description applies contains 1.15 acres.

2. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the said parcel of real property.

EXHIBIT "M-5" (cont.)

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be and it hereby is entered in the minutes and records of the Commission this 26th day of May, 1952.

20103

EXHIBIT "M-6"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to acquire easements for right of way purposes as well as take any and all right of access from property abutting the highway; and,

WHEREAS, the said Pacific Highway West is a major highway of the state, and, as such, carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West a parcel of real property located in Washington County, Oregon, and described as follows, to wit:

R-18538
Owner: Violet N. Kirschner

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 10, Township 2 South, Range 1 West, W. M., Washington County, Oregon, the said parcel being described as follows:

EXHIBIT "M-6" (cont.)

Beginning at the Northwest corner of that tract conveyed to the State of Oregon by deed recorded in Book 146, Page 158 of Washington County Deed Records; said point being approximately 1675 feet South and 1700 feet West of the Northeast corner of said Section 10; thence West along the Westerly extension of the North line of said State tract 50 feet more or less to the Easterly line of the old West Side Pacific Highway; thence Southerly along said highway to the Northwest corner of that tract conveyed to the State of Oregon by deed recorded in Book 147, Page 490 of Washington County Deed Records; thence along the line of the last named State tract on a 5.5 foot radius curve left (the long chord of which bears South 62° 31' East 10.9 feet) a distance of 16.0 feet to a line which is parallel to and 40 feet Westerly of the center line of the present Pacific Highway West; thence Northerly along said parallel line to the point of beginning.

The parcel of land to which this description applies contains 0.32 acre.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owner and/or other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

4. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

5. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his

EXHIBIT "M-6" (cont.)

absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

6. That this resolution be entered in full in the minutes and records of the Commission as of the 26th day of May, 1952.

EXHIBIT "M-7"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Wallowa Lake Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct, and maintain in the state of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Lostine Section of the Wallowa Lake Highway, and for such purpose and in connection therewith, the real property hereinafter described as Parcel No. 1 is necessary; and

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the Commission plans and proposes to acquire a gravel pit site, and for such purpose and in connection therewith the real property hereinafter described as Parcel No. 2 is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right-of-way and other highway purposes; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for the acquisition of a gravel pit site;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Lostine Section of the Wallowa Lake Highway, a parcel of real property located in Wallowa County, Oregon, and described as follows: to wit:

(cont.)

EXHIBIT "M-7" (cont.)

R-18912
Owner: City of Lostine

Parcel No. 1:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 10, Township 1 South, Range 43 East, W. M., Wallowa County, Oregon, and being a portion of that property described in that deed to City of Lostine, recorded in Book 52, Page 558, of Wallowa County Records of Deeds, the said parcel being that portion of said property included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Wallowa Lake Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1122+00, said Station being 1886.37 feet South and 14.91 feet West of the Northwest corner of said Section 10; thence South 61° 00' 15" East 500 feet to Engineer's center line Station 1127+00; said center line crossing the West line of said Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) approximately at Station 1122+37.

The parcel of land to which this description applies contains 0.42 acre.

2. That in addition to the acquisition of fee simple title to the aforesaid-described real property designated as Parcel No. 1, the Commission does hereby find that the following-described real property is necessary and required for the acquisition of a gravel pit site in connection with the proper construction and maintenance of certain sections of the state highway system, said real property being located in Wallowa County, Oregon, and described as follows, to wit:

R-18912
Owner: City of Lostine

Parcel No. 2:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 10, Township 1 South, Range 43 East, W. M., Wallowa County, Oregon, and being the following described property. That tract of land which was conveyed by that certain deed to City of Lostine, recorded in Book 52, Page 558, of Wallowa County Record of Deeds, the said parcel being described as follows:

Beginning at the Northwest corner of the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 10, in Township 1 South of Range 43 East of the Willamette Meridian in Oregon, said point being North 0° 51.75' East 1329.94 feet from the quarter corner found in

(cont.)

EXHIBIT "M-7" (cont.)

place between Sections 9 and 10 of said Township and Range; thence South 89° 42' East 35.6 feet along the subdivision line between the Northwest and the Southwest quarters of the Northwest quarter (NW¼) of Section 10 in said Township and Range; thence South 1° 52' East 90 feet to the Westerly right of way boundary of the Cross Country Canal; thence along said right of way boundary the following courses and distances: South 16° 34', East 31.62 feet; thence South 2° 15½', West 119.76 feet; thence South 20° 44', East 74.98 feet; thence South 17° 54', East 136.48 feet; thence South 4° 25'. East 130.45 feet; thence South 30° 26½', East 255.96 feet; thence South 41° 22½', East 66.95 feet; thence leaving the above described right of way boundary, North 89° 42', West 290 feet to the Section line common to Sections 9 and 10 in said Township and Range; thence along said Section Line North 0° 51.75', East 840 feet to the point of beginning; except that portion of said property described in Parcel No. 1, which parcel is a 100 foot strip of land, 50 feet on each side of the relocated center line of the Wallowa Lake Highway.

The parcel of land to which this description applies contains 1.59 acres.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

EXHIBIT "M-7" (cont.)

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 26th day of May, 1952.

EXHIBIT "M-8"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Wallowa Lake Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, the said Commission is required to designate, locate, relocate, construct, and maintain in the state of Oregon a system of highways, including all necessary bridges and culverts; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Lostine Section of the Wallowa Lake Highway, and for such purpose and in connection therewith, the real property herein after described as Parcel No. 1 is necessary; and,

WHEREAS, for the purpose of constructing and maintaining certain sections of the state highway system, the Commission plans and proposes to acquire a gravel pit site, and for such purpose and in connection therewith the real property hereinafter described as Parcel No. 2 is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right-of-way and other highway purposes; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for the acquisition of a gravel pit site;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, and maintenance of the Lostine Section of the Wallowa Lake Highway, a parcel of real property located in Wallowa County, Oregon, and described as follows, to wit:

(cont.)

EXHIBIT "M-8" (cont.)

R-18914
Owner: Michael Crow, et ux.

Parcel No. 1:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 10, Township 1 South, Range 43 East, W. M., Wallowa County, Oregon, and being a portion of that property described in that deed to Michael and Jennie Crow, recorded in Book 60, Page 50, of Wallowa County Records of Deeds, the said parcel being that portion of said property included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Wallowa Lake Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1122+00, said Station being 1886.37 feet South and 14.91 feet West of the Northwest corner of said Section 10; thence South 61° 00' 15" East a distance of 900 feet to Engineer's center line Station 1131+00; said center line crossing the Westerly line of the existing Wallowa Lake Highway approximately at Station 1127+61; subject to the right of way for canal purposes as granted to the Cross Country Canal Company by deed recorded in Book 48, Page 286, of the Deed Records of Wallowa County, Oregon.

The parcel of land to which this description applies contains 0.7 acre.

2. That in addition to the acquisition of fee simple title to the aforesaid-described real property designated as Parcel No. 1, the Commission does hereby find that the following-described real property is necessary and required for the acquisition of a gravel pit site in connection with the proper construction and maintenance of certain sections of the state highway system, said real property being located in Wallowa County, Oregon, and described as follows, to wit:

R-18914
Owner: Michael Crow, et ux.

Parcel No. 2:

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of Section 10, Township 1 South, Range 43 East, W. M., Wallowa County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Michael and Jennie Crow, recorded in Book 60, Page 50, of Wallowa County Record of Deeds, the said parcel being described as follows:

(cont.)

EXHIBIT "M-8" (cont.)

Beginning at the Northwest corner of the Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) of said Section 10; which point is 1329.94 feet North of the West quarter ($W\frac{1}{4}$) corner of said Section 10; thence South 89° 42' East 35.6 feet to the true point of beginning; thence along the Westerly line of said property as follows: South 1° 52' East 90 feet; South 16° 34' East 31.62 feet; South 2° 15' 30" East 119.76 feet; South 20° 44' East 74.98 feet; South 17° 54' East 136.48 feet; South 4° 25' East 130.45 feet; South 30° 26' 30" East 255.96 feet; South 41° 22' 30" East 66.95 feet; South 47° 20' East 184.9 feet; and South 37° 00' East 88 feet; thence North 53° 00' East 72 feet, more or less, to the West line of the existing Wallowa Lake Highway; thence Northerly 1115 feet, more or less, along the West line of said highway to the North line of said Southwest quarter ($SW\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$); thence to the point of beginning, excepting therefrom that portion of said property lying within Parcel No. 1 above, subject to the right of way for canal purposes as granted to the Cross Country Canal Company by deed recorded in Book 48, Page 286, of the Deed Records of Wallowa County, Oregon. Said parcel contains 2.3 acres, more or less.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer of a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire

(cont.)

EXHIBIT "M-8" (cont.)

said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 26th day of May, 1952.

EXHIBIT "M-9"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Sunset Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission proposes to widen and maintain the Canyon Road Section of said highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED by this Commission, all members being present and voting affirmatively as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening and maintenance of the Canyon Road Section of the Sunset Highway a parcel of real property located in Multnomah County, Oregon, and described as follows, to wit:

Owner: Duane Company
R-18907

A parcel of land lying in the Amos King Donation Land Claim, also in Section 4, Township 1 South, Range 1 East. W. M., Multnomah County, Oregon, and being the following described property: That tract of land which was conveyed by that certain deed to Duane Investment Company, recorded in Book 678, Page 71, of Multnomah County Record of Deeds, the said parcel being described as follows:

A tract of land situated in the Amos King Donation Land Claim, adjoining Lot 7, Block 56, Carter's Addition to the City of Portland, Multnomah County, Oregon, the said tract

(cont.)

EXHIBIT "M-9" (cont.)

being described and bounded as follows: on the Easterly side by a Northerly extension of the East side line of Lot 7, Block 56, Carter's Addition; on the Northerly side by the Southerly side line of Jefferson Street; on the Westerly side by the Easterly side line of the Vista Avenue Bridge right of way; and on the Southerly side by the South line of the Amos King Donation Land Claim.

The parcel of land to which this description applies contains 1,440 square feet.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible, with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of May, 1952.

EXHIBIT "M-10"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Wallowa Lake Highway is a highway under the jurisdiction and control of the State; and

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Lostine Section of the Wallowa Lake Highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to acquire easements for right of way purposes as well as take any and all right of access from property abutting the highway; and,

WHEREAS, the said Wallowa Lake Highway is a major highway of the state and, as such carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction and maintenance of the Lostine Section of the Wallowa Lake Highway the following described real property, to wit:

R-18909 and R-18910
Owner: Merton S. Wade, et al

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of the Southwest quarter ($SW\frac{1}{4}$) of Section 4, Township 1 South, Range 43 East, W. M., and in the Northeast quarter ($NE\frac{1}{4}$) of the Northwest quarter ($NW\frac{1}{4}$) and the North half ($N\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 9, Township 1 South, Range 43 East, W. M.,

EXHIBIT "M-10" (cont.)

Wallowa County, Oregon, and being a portion of that property conveyed by that deed to Merton S. Wade, et al, recorded in Book 61, Page 306, and in Book 63, Page 137, or Wallowa County Records of Deeds, the said parcel being that portion of said property included in a strip of land of variable width, lying on each side of the center line of the Wallowa Lake Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1075+52.58, said Station being 756.62 feet North and 3848.58 feet West of the Southeast corner of said Section 4; thence on a spiral curve left (the long chord of which bears South 36° 48' East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears South 48° 14' 07½" East) 876.88 feet; thence on a spiral curve left (the long chord of which bears South 59° 40' 15" East) 400 feet; thence South 61° 00' 15" East 1770.54 feet to Engineer's center line Station 1110+00, said center line crossing the East line of said Wade property approximately at Station 1109+30.

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Width on Southerly Side of Cen. Line	Width on Northerly Side of Cen. Line
1075+52.58 to 1084+55	40	40
1084+55 to 1110+00	50	50

The parcel of land to which this description applies contains 7.47 acres, of which 1.77 lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 5.70 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the aforesaid described real property, it is necessary that there be acquired or extinguished such interests or rights, if any there be, by which rights of access, or any rights in the nature of rights of access, may accrue by reason of the adjacency of the Wallowa Lake Highway when relocated and constructed upon the aforesaid described real property to the remaining abutting land of a larger tract, of which said larger tract the aforesaid described property is a part, and that all access, ingress, egress and regress to, from and between the aforesaid described property, including any highway to be constructed thereon, and said remaining abutting property, be prohibited; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service to said remaining land, as follows:

A right to cross the relocated Wallowa Lake Highway for farm

(cont.)

EXHIBIT "M-10" (cont.)

purposes only, said crossing to be 25 feet in width, at Highway Engineer's center line Station 1096+00, provided, however, that upon the alienation of either of the portions of the property severed by the said relocated Wallowa Lake Highway, this right of crossing shall be forfeited and shall cease, and if the owners, their heirs or assigns, commit, suffer or permit any use of said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event the right hereby reserved to the owners will be automatically forfeited, and the Highway Commission shall have the power to close and barricade said crossing for all purposes.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the Chief Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be entered in full in the minutes and records of the Commission this 26th day of May, 1952.

20119

EXHIBIT "M-11"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire, by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Oakland-Deady Section of the Pacific Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that access to and from said highway should be controlled; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Oakland-Deady Section of the Pacific Highway, and to construct and maintain an approach or connecting road between the said Pacific Highway and State Secondary Highway No. 231, also known as State Highway Route No. 225, and for which purpose and in connection therewith the real property hereinafter described is necessary; and,

(cont.)

EXHIBIT "M-11" (cont.)

WHEREAS, the Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for the proper relocation, construction, improvement, and maintenance of the Oakland-Deady Section of the Pacific Highway as a throughway, and the construction and maintenance of an approach or connecting road between the said Pacific Highway and State Secondary Highway No. 231, also known as State Highway Route No. 225, the following described real property, to wit:

R-18968
Owner: Ralph M. Crenshaw, et ux.

A parcel of land lying in Lot 2, Block 4, Plat H, Sutherlin Land & Water Co., situated in Section 30, Township 25 South, Range 5 West, W. M., Douglas County, Oregon; the said parcel being that portion of said Lot 2 included in a strip of land of variable width lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1899+85.34, said Station being 3096.3 feet south and 95.4 feet east of a 2-inch iron pipe marking the southeast corner of the J. Holman Donation Land Claim, No. 37, Township 25 South Range 5 West, W. M.; thence on a spiral curve left (the long chord of which bears North 4° 36' West) 250 feet; thence on a 11459.16 foot radius curve left (the long chord of which bears North 17° 13' West) 4880 feet to Station 1848+55.34; said center line intersects the south and north lines of said Lot 2 approximately at Stations 1873+90 and 1868+18, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on easterly side of cen. line	Width on westerly side of cen. line
1875	1871+10	To center line of Sutherlin Creek	125 feet
1871+10	1870+00	To center line of Sutherlin Creek	500' more or less to State Route #225
1870	1867	To center line of Sutherlin Creek	125 feet

20121

EXHIBIT "M-11" (cont.)

The parcel of land to which this description applies contains 5.75 acres.

(Bearings used in this description are based on the Oregon Coordinate System, South Zone.)

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing future, or potential rights of access between the right of way of the said relocated Oakland-Deady Section of the Pacific Highway, including the said connecting or approach road, and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 26th day of May, 1952.

EXHIBIT "M-12"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire, by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate, and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the Oakland-Deady Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Oakland-Deady Section of the Pacific Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing, and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY

(cont.)

EXHIBIT "M-12" (cont.)

THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper relocation, construction, improvement, and maintenance of the Oakland-Deady Section of the Pacific Highway as a throughway the following described real property, to wit:

OWNER - Elmer H. Olson, et ux.
R-18970

A parcel of land lying in Lot 3, Block 4, Plat H, Sutherlin Land & Water Co., situated in Section 30, Township 25 South, Range 5 West, W. M., Douglas County, Oregon; the said parcel being that portion of said Lot 3 included in a strip of land of variable width lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1899+85.34, said Station being 3069.3 feet south and 95.4 feet east of a 2-inch iron pipe marking the southeast corner of J. Holman Donation Land Claim No. 37, situated in said Section 30; thence on a spiral curve left (the long chord of which bears North 4° 36' West) 250 feet; thence on a 11459.16 foot radius curve left (the long chord of which bears North 17° 13' West) 4880 feet to Station 1848+55.34; said center line intersects the westerly and north lines of said Lot 3 approximately at Station 1883+30 and 1873+90, respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly side of center line	Width on Westerly side of center line
1886+00	1881+00	125 feet	125 feet
1881+00	1878+25	To the centerline of Sutherlin Creek	To State Route $225
1878+25	1876+75	To the centerline of Sutherlin Creek	90 feet
1876+75	1871	To the centerline of Sutherlin Creek	125 feet

The parcel of land to which this description applies contains 5.46 acres.

(Bearings used herein are based upon the Oregon Coordinate System, South Zone.)

(.)

May 26, 1952

EXHIBIT "M-12" (cont.)

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future, or potential rights of access between the right of way of the said relocated Oakland-Deady Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 26th day of May, 1952.

EXHIBIT "M-13"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Oakland-Deady Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Oakland-Deady Section of the Pacific Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

EXHIBIT "M-13" (cont.)

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper relocation, construction, improvement and maintenance of the Oakland-Deady Section of the Pacific Highway as a throughway the following described real property, to wit:

R-18964
Owner: Alfred E. Hoffmeister, et ux.

A parcel of land lying in the Joseph Holman Donation Land Claim Number 37, and situated in the North half ($N\frac{1}{2}$) of Section 30 and in the South half ($S\frac{1}{2}$) of Section 19, Township 25 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of that property described in that deed to Alfred E. Hoffmeister and Anna K. Hoffmeister, recorded in Book 104, Page 627, of Douglas County Records of Deeds, the said parcel being that portion of said property included in a strip of land 250 feet in width, 125 feet on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1808+88.85, said Station being 56.7 feet South and 148.5 feet East of a $1\frac{1}{2}$ inch iron pipe marking the Northwest corner of the Gleason Home Tract and the Southwest corner of the Second Gleason Home Tract, being subdivisions of Plat "L", Sutherlin Land and Water Company; thence on a spiral curve left (the long chord of which bears South 5° 49' 06" West) 560 feet; thence on a 4092.56 foot radius curve left (the long chord of which bears South 11° 27' 30" East) 2094.76 feet; thence on a spiral curve left (the long chord of which bears South 28° 44' 06" East) 560 feet; thence South 30° 02' 30" East 501.73 feet to Station 1846+05.34. Said center line intersects the South line of said property approximately at Station 1843+60.

The bearings used herein are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 5.40 acres, outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Oakland-Deady Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described, except that there shall be reserved unto the owners of the said remaining real

EXHIBIT "M-13" (cont.)

property a right of access to a frontage road to be constructed by the State upon the above described real property and Westerly of the main relocated Pacific Highway, said frontage road to be connected to the said main highway or other public ways only at such points as designated by the State of Oregon.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of this Commission this 26th day of May, 1952.

EXHIBIT "M-14"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways,and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Oakland-Deady Section of the Pacific Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Oakland-Deady Section of the Pacific Highway and has by a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled:

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY

(cont.)

EXHIBIT "M-14" (cont.)

THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required, and is being appropriated for right of way for the proper relocation, construction, improvement and maintenance of the Oakland-Deady Section of the Pacific Highway as a throughway the following described real property, to wit:

R-18972
Owner: Robert W. Foster, et al

A parcel of land lying in the Southeast quarter ($SE\frac{1}{4}$) of Section 30, Township 25 South, Range 5 West, W. M., Douglas County, Oregon, and being a portion of that property described in those deeds to Robert W. Foster and Ruth Evelyn Foster, recorded in Book 108, Page 454, Book 166, Page 35, and Book 12, Page 11, of Douglas County Records of Deeds, the said parcel being that portion of said property lying Westerly of a line parallel to and 125 feet Easterly of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1899+85.34, said Station being 3069.3 feet South and 95.4 feet East of a 2 inch iron pipe marking the Southeast corner of the Joseph Holman Donation Land Claim No. 37, Township 25 South, Range 5 West, W. M., thence on a spiral curve left (the long chord of which bears North 4° 36' West) 250 feet; thence on a 11,459.16 foot radius curve left (the long chord of which bears North 17° 13' West) 4,880 feet to Station 1848+55.34. Said center line intersects the South and West lines of said property approximately at Stations 1897+52 and 1886+50 respectively.

The bearings used in this description are based on the Oregon Coordinate System, South Zone.

The parcel of land to which this description applies contains 6.3 acres, of which 1.7 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 4.6 acres lie outside of the existing right of way.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Oakland-Deady Section of the Pacific Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except

EXHIBIT "M-14" (cont.)

that there shall be reserved unto the owners of the said remaining real property a right of access to a frontage road to be constructed by the State upon the above described real property and Easterly of the main relocated Pacific Highway, said frontage road to be connected to the said main highway or other public ways only at such points as designated by the State of Oregon.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of this Commission this 26th day of May, 1952.

EXHIBIT "M-15"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Sunset Highway is a highway under the jurisdiction and control of the State and is, in addition, a part of a federal highway system; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission proposes to widen and maintain the Canyon Road Section of said highway, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the widening and maintenance of the Canyon Road Section of the Sunset Highway a parcel of real property located in Multnomah County, Oregon, and described as follows, to wit:

R-18908
Owner: Multnomah County, et al

A parcel of land lying in the A. N. King Donation Land Claim and the Thomas Carter Donation Land Claim, also in Section 4, Township 1 South, Range 1 East, W. M., Multnomah County, Oregon, and being the following described property: That tract of land which was sold on that certain contract to Bert M. Butler and Dorothy Butler, recorded in Book 256, Page 240 of Multnomah County Miscellaneous Records, the said parcel being described as follows:

All of Lots 2, 3 and 4, and the following described part of Lot 32, all in Block 56, Carter's Addition to the City of

(cont.)

EXHIBIT "M-15" (cont.)

Portland, beginning at the Northwest corner of said Lot 32; thence Southeasterly on a straight line toward the Southwest corner of Lot 8 of subdivision of Lot 7, Block "E", Carter's Addition to the City of Portland, 55.90 feet, more or less, to the Easterly line of said Lot 32; thence Northerly on the Easterly line of said Lot 32, to the Northeast corner thereof; thence Westerly on the Northerly line of said Lot 32, to the place of beginning; ALSO the following described tract: Beginning at the Northeast corner of Lot 7, Block 56, Carter's Addition to the City of Portland; thence Northerly on the straight extension of the Easterly line of said Lot 7 to the Southerly line of S. W. Jefferson Street; thence Easterly on the Southerly line of S. W. Jefferson Street to a point on the straight Northerly extension of the Easterly line of Lot 2, Block 56, Carter's Addition to the City of Portland, thence Southerly on said extension to the Northeast corner of said Lot 2, Block 56; thence Westerly to the place of beginning; the last described tract being part of Tax Lot 14, in Section 4, Township 1 South of Range 1 East of the Willamette Meridian.

2. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

3. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said property.

4. That upon the trial of any suit or action instituted to acquire said real property or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of May, 1952.

20133

EXHIBIT "M-16"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws, 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment or the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled:

(cont.)

EXHIBIT "M-16" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper relocation, construction and maintenance of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-18660
Owner: Roland M. Cole, et al.

A parcel of land lying in the Southwest quarter ($SW\frac{1}{4}$) of Section 35, Township 23 South, Range 13 West, W. M., Coos County, Oregon, and being a portion of that property described in that deed to Rolland M. Cole, Lulu A. Cole and Noreen M. Cole, recorded in Book 200, Page 252, of Coos County Records of Deeds, the said parcel being that portion of said property included in a strip of land 240 feet in width, 120 feet on each side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning on the South line of said Section 35 at Engineer's center line Station 133+87, said Station being 1243 feet Easterly of the Southwest corner of said Section 35; thence North 6° 15' East 613 feet to Station 140+00; said center line crossing the South and Northerly lines of said property approximately at Stations 137+44 and 138+87 respectively.

The parcel of land to which this description applies contains 0.57 acre.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except, that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the relocated Oregon Coast Highway of a width of 16 feet on the West side of said Oregon Coast Highway opposite Highway Engineer's center line Station 138+00, for private access only.

(cont.)

EXHIBIT "M-16" (cont.)

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said highway; said access from said remaining property shall not be used by the owners, their heirs or assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such places as the State of Oregon may designate.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4 That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5 That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

EXHIBIT "M-16" (cont.)

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 26th day of May, 1952.

20137

EXHIBIT "M-17"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Oregon Coast Highway is a highway under the jurisdiction and control of the state; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and has by a resolution ordered and declared that said unit of said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from said highway should be controlled:

(cont.)

EXHIBIT "M-17" (cont.)

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required and is being appropriated for right of way for the proper relocation, construction and maintenanœ of the Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway as a throughway the following described real property, to wit:

R-19208
Ray Snook, et ux

A parcel of land lying in the Northeast quarter ($NE\frac{1}{4}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 13, Township 23 South, Range 13 West, W. M., Coos County, Oregon, and being a portion of that property described as Lot 0-2, which is under a Term Permit dated April 26, 1945, to Henry J. Brumels, the said parcel being that portion of said Lot 0-2 included in a strip of land 380 feet in width, 180 feet on the Easterly side and 200 feet on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 354+37.25, said Station being approximately 1235 feet West and 1215 feet South of the Northeast corner of said Section 13; thence on a 2291.83 foot radius curve left (the long chord of which bears North 31° 45' 30" East) 1827.33 feet to Station 372+64.58.

The parcel of land to which this description applies contains 3.9 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Forest Boundary-Hauser Unit of the Reedsport-Hauser Section of the Oregon Coast Highway and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to at-

EXHIBIT "M-17" (cont.)

tempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to the aforesaid parcel of real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be and it hereby is entered in the minutes and records of the Commission this 26th day of May, 1952.

EXHIBIT "M-18"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, deemed by the Highway Commission necessary for highway purposes; and,

WHEREAS, the Oregon Legislature enacted Chapter 226, Oregon Laws 1947, known as the Throughway Law, and by the enactment of said law the legislature authorized and empowered the Highway Commission to lay out, locate, relocate, adopt, establish, construct, designate and maintain highways to be known as throughways, and to acquire, in the name of the State of Oregon, by agreement, donation, or by the exercise of the power of eminent domain, fee simple title to or any interest in any real property, which, in the opinion or judgment of the Highway Commission, is necessary or deemed necessary for the construction of any throughway or the establishment of any section of an existing state road or highway as a throughway; and,

WHEREAS, the Pacific Highway is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct and maintain the Gold Hill (Rock Point-Blackwell Hill) Section of the Pacific Highway and to construct and maintain an approach or connecting road between the said relocated Pacific Highway and the old Pacific Highway; and,

WHEREAS, the Highway Commission has approved and adopted a survey of the said Gold Hill (Rock Point-Blackwell Hill) Section of the Pacific Highway, and has be a resolution ordered and declared that said section of said highway shall be constructed under the provisions and within the meaning and for the accomplishment of the purposes declared and provided in the said throughway law; and,

WHEREAS, for the purpose of establishing, constructing and maintaining the said highway as a throughway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real property hereinafter described is necessary and that access to and from the said highway should be controlled; and,

(cont.)

EXHIBIT "M-18" (cont.)

WHEREAS, said Highway Commission is authorized to take fee simple title to the said real property for right of way and other highway purposes;

NOW, THEREFORE BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction, improvement and maintenance of the Gold Hill (Rock Point-Blackwell Hill) Section of the Pacific Highway, and the construction and maintenance of an approach or connecting road between the said relocated highway and the old Pacific Highway, a parcel of real property, located in Jackson County, Oregon, and described as follows, to wit:

R-19086
Owner: Edwin R. Durno, et al

A parcel of land lying in the West half ($W\frac{1}{2}$) of the Northeast quarter ($NE\frac{1}{4}$) of Section 22, Township 36 South, Range 3 West, W. M., Jackson County, Oregon, and being a portion of that property described in that deed to David H. Sawyer and Grace D. Sawyer, recorded in Book 324, Page 287, of Jackson County Records of Deeds, the said parcel being that portion or said property included in a strip of land of variable width, variable on each side of the following described center line:

Beginning at Engineer's center line Station 10+00, which Station equals Station 164+50 on the center line of the relocated Pacific Highway, also 1392.5 feet South and 352.4 feet East of the Northwest corner of Donation Land Claim No. 37, Township 36 South, Range 3 West; thence North 19° 07' East 100.81 feet; thence on a spiral curve left (the long chord of which bears North 17° 47' East) 200 feet; thence on a 1432.39 foot radius curve left (the long chord of which bears North 8° 52' East) 312.50 feet; thence on a spiral curve left (the long chord of which bears North 0° 03' West) 200 feet; thence North 1° 23' West 556.69 feet to Station 23+70. Said center line intersects the South and North lines of said property approximately at Stations 14+00 and 23+52 respectively.

The widths in feet of the strip of land above referred to are as follows:

Station to Station	Width on West Side of Center Line	Width on East Side of Center Line
13+00.81 17+00	50 feet	On a straight line 165 to 50 feet

EXHIBIT "M-18" (cont.)

17+00	23+70	30 feet	30 feet

The parcel of land to which this description applies contains 1.76 acres.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said relocated Pacific Highway and the approach or connecting road and all of the contiguous real property of the owners' remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of said remaining land, their heirs and assigns, for service of the said remaining land, a right to cross the relocated Pacific Highway and the approach or connecting road for farm purposes only, said crossing to be 25 feet in width at Highway Engineer's center line Station 20+00; provided, however, that upon the alienation of either of the portions of the property severed by the said relocated highway and the approach or connecting road, this right of crossing shall be forfeited and shall cease, and if said owners, their heirs or assigns, shall commit, suffer or permit any use of said crossing for any purpose other than as a passageway from one side of the said highway to the other for farm purposes, then and in that event, the right hereby reserved to the owners will be automatically forfeited, and the Highway Commission shall have the power to close and barricade said crossing for all purposes.

3. That the highway facility for which the aforesaid real property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of this Commission, will be most compatible with the greatest public good and the least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said parcel of property as to the compensation to be paid for the taking, and, in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to the aforesaid real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings, it be found necessary by the State Highway Engineer to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then the Chief Counsel, upon being furnished by the State Highway Engineer a revised description, hereby is authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. The Chief Counsel hereby

(cont.)

EXHIBIT "M-18" (cont.)

is authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire the said parcel of real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement, or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of this Commission this 26th day of May, 1952.

EXHIBIT "M-19"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to acquire easements for right of way purposes as well as take any and all rights of access from property abutting the highway; and,

WHEREAS, the said Pacific Highway West is a major highway of the state and, as such, carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction and maintenance of the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West a parcel of real property located in Washington County, Oregon, and described as follows, to wit:

R-18557
Owner: Ernest Spath, et al

A parcel of land lying in Lots 16 and 17, Willowbrook Farms, in Section 10, Township 2 South, Range 1 West, W.

(cont.)

EXHIBIT "M-19" (cont.)

M., Washington County, Oregon, the said parcel being that portion of said Lots 16 and 17 lying West of a line which is parallel to and 40 feet Easterly of the relocated center line of the Northbound land of the Pacific Highway West, which center line is described as follows:

Beginning at Engineer's center line Station 194+18.2, said Station being 1069.43 feet North and 39.54 feet East of the South quarter ($S\frac{1}{4}$) corner of said Section 10; thence South 20° 30' West 1181.8 feet to Station 206+00, said center line crossing the extended South line of Lot 17 approximately at Station 205+65, and crossing the extended North line of Lot 16 approximately at Station 196+26.8. Except the interests of Ray Spath in Lot 16, containing 0.054 acre.

The parcel of land to which this description applies contains 0.016 acre.

2. That in addition to the acquisition of fee simple title to the above-described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

A right of access to the Pacific Highway West of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 196+85.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

(cont.)

EXHIBIT "M-19" (cont.)

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said real property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acquisition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 26th day of May, 1952.

EXHIBIT "M-20"

Minutes of May 26 and 27, 1952

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in the Oregon Compiled Laws Annotated, and amendments thereof or additions thereto, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein deemed by the State Highway Commission necessary for highway purposes; and,

WHEREAS, the Pacific Highway West is a highway under the jurisdiction and control of the State; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve and maintain the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West, and for such purpose and in connection therewith, the real property hereinafter described is necessary; and,

WHEREAS, said Commission is authorized to take fee simple title to said property for right of way and other highway purposes, and, in addition, the Commission is authorized to acquire easements for right of way purposes as well as take any and all rights of access from property abutting the highway; and,

WHEREAS, the said Pacific Highway West is a major highway of the state and, as such, carries large volumes of traffic, both intrastate and interstate, and it is, therefore, the judgment of the Commission that access to and from said highway should be controlled;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY THIS COMMISSION, all members thereof being present and voting affirmatively, as follows:

1. The Commission does hereby find and declare that there is needed and required for right of way for use in connection with the relocation, construction and maintenance of the Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West a parcel of real property located in Washington County, Oregon, and described as follows, to wit:

R-18551
Owner: Clyde W. Mummery, et al

A parcel of land lying in Lot 10, Willowbrook Farm, in Section 10, Township 2 South, Range 1 West, W. M., Washington County, Oregon, and being a portion of the

(cont.)

EXHIBIT "M-20" (cont.)

following described property: That tract of land described in that certain deed to Mummery Lyle Company, recorded in Book 294, Page 271, of Washington County Record of Deeds, the said parcel being that portion of said property lying West of a line which is parallel to and 40 feet Easterly of the relocated center line of the Northbound lane of the Pacific Highway West, which center line is described as follows:

Beginning at the intersection of the center line of Naeve Road and the relocated Center Line of the Northbound Lane of the Pacific Highway West at Engineer's Station 183+62.9, said intersection being 2075.54 feet North and 353.4 feet East of the South quarter ($S\frac{1}{4}$) corner of said Section 10; thence South 14° 04' West 359.9 feet to Station 187+22.8; thence on a 2864.79 foot radius curve to the right (the long chord of which bears South 16° 32' $27\frac{1}{2}$" West) 247.43 feet to the intersection of the Northerly line (produced Westerly) of that tract conveyed to F. J. and Hilda C. Mohr by deed recorded in Book 158, Page 591, Washington County Deed Records, at Engineer's Station 189+70.53.

The parcel of land to which this description applies contains 0.13 acre.

2. That in addition to the acquisition of fee simple title to the above described real property, it is necessary that there be acquired or extinguished all existing, future or potential rights of access between the right of way of the said Tigard-Tualatin River Unit of the Tigard-Newberg Section of the Pacific Highway West and all of the contiguous real property of the owners remaining after the appropriation of the real property hereinabove described; except that there shall be reserved unto the owners of the said remaining land, their heirs and assigns, for service of the said remaining land, the following:

a. A right of access to the Pacific Highway West of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 184+47.

b. A right of access to the Pacific Highway West of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 185+60, for private access only.

c. A right of access to the Pacific Highway West of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 187+13, for private access only.

(cont.)

EXHIBIT "M-20" (cont.)

d. A right of access to the Pacific Highway West of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 187+65, for private access only.

e. A right of access to the Pacific Highway West of a width of 25 feet on the East side of said highway opposite Highway Engineer's center line Station 198+30, for private access only.

Private access as herein referred to is defined as a right of access from and to land abutting a highway, said access to be for ordinary travel to and from the abutting land only and shall not be used in connection with any commercial institution or activity established or conducted on the adjoining property which in any manner caters to, invites, solicits from, or is dependent upon the users of the said Highway; said access from said remaining property shall not be used by the owners, their heirs and assigns, or anyone holding under them, for any use not herein stated, and the State Highway Commission shall have the power to close and barricade said access for all purposes in the event of any violation.

The State shall, however, have the right, at its option, to build at any future time, at its sole cost, a frontage road within the boundaries of any present or hereafter acquired right of way; thereupon, all rights of access to and from the aforesaid highway and the land abutting on said frontage road shall cease, but the owners, their heirs and assigns, shall have access to the frontage road at such places as will afford reasonable and safe connections. Said frontage road shall be connected to the said main highway or to other public ways only at such point or points as the State of Oregon may designate.

3. That the highway facility for which the aforesaid property is required and is being taken has been planned, designed, located, and will be constructed in a manner which, in the opinion of the Commission, will be most compatible with the greatest public good and least private injury or damage.

4. That the Chief Counsel for the Commission is directed to attempt to agree with the owners and other persons in interest of said property as to the compensation to be paid for the taking, including the damages, if any, and in the event that no satisfactory agreement can be reached, then he is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said property.

5. That if and in the event that prior or subsequent to the commencement of condemnation proceedings it be found necessary to change in any manner or to any extent the description of the real property, the acqui-

(cont.)

sition of which is by this resolution authorized, then said Chief Counsel, upon being furnished by the State Highway Engineer a revised description, is hereby authorized to use such revised description in connection with the acquisition of said real property, either by agreement or by the exercise of the power of eminent domain. Said Chief Counsel is also authorized in such event to increase or decrease the amount of the offer herein approved, which increase or decrease shall be justified by reason of said revised description.

6. That upon the trial of any suit or action instituted to acquire said real property, or any interest therein, the Chief Counsel, or, in his absence, the Assistant Counsel, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State, the State Highway Commission, or the property owners.

7. That this resolution be, and it hereby is, entered in the minutes and records of the Commission this 26th day of May, 1952.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: OREGON DEPARTMENT OF TRANSPORTATION

Title of Record Series: HIGHWAY COMMISSION MINUTES

Arrangement of Records: BY VOLUME NUMBER AND DATE. INCLUDES PAGE NUMBERS

Index:

INDEXING: Begins with: VOLUME 34 PART I APR. 1, 1949 PAGE 15696 Ends with: VOLUME 37 PART I MAY 31, 1952 PAGE 20150

FLASH CARDS: BEGIN EVERY NEW VOLUME.

Remarks:

Reel No. 5 Reduction Ratio 29:1 Project No.

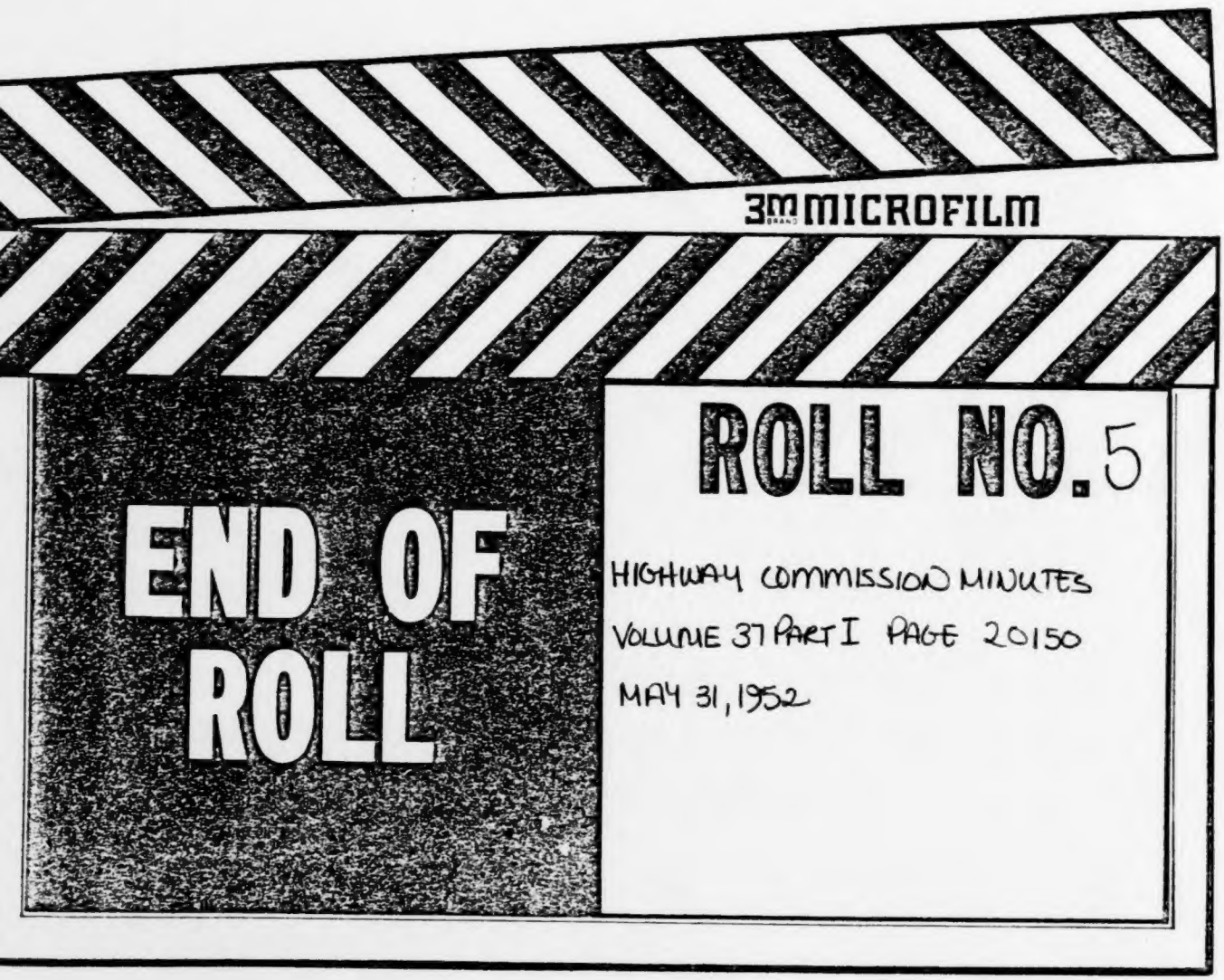
Camera: Name BELL+HOWELL Model FILE MASTER Film MD-5, 16 MM

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 23 day of NOVEMBER, 19 79 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Valerie Fiori


3M BRAND MICROFILM
END OF ROLL
ROLL NO. 5
HIGHWAY COMMISSION MINUTES
VOLUME 37 PART I PAGE 20150
MAY 31, 1952